



# Pedal Update

ISSN 1321-1870

No 147, March–April 2002

## Annual General Meeting 17 April



Scenes from the Special General Meeting

### Calendar

**20 March**

**Business Meeting**

7pm Conservation Centre  
Wakefield Street (Opposite Fire  
Station, entry via rear entrance)  
Join us at Fasta Pasta in Pirie  
Street at 6:00pm before the  
meeting.

**17 April**

**Annual General Meeting**

**7:30pm, The Box Factory**

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## Pedal Update

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<editor@bisa.asn.au>

**Deadline next issue: 19 April**

**BISA on the Web: <www.bisa.asn.au>**

**BISA's Mission: To promote cycling for transport and to represent all cyclists at the local, state, and national levels by working collaboratively with other interest groups and governments.**

## Adopt-a-Road?

*Mike Elleway*

Do members have a route they regularly cycle which they could 'adopt' and try to keep in the best condition possible for cyclists? For example, remove obstacles such as branches, car debris, etc, and report hazards to Transport SA (by ringing 1800 018 313). Your actions could help the safety of other cyclists along the route.

## BISA Committee

President	Terry Leach	8380 5497
V President	Andy Johnstone	8293 8582
Secretary	Neil Murray	8293 2237
Treasurer	Cathy Cox	8379 5387
Magazine Distribution/E-mail list	Clive Palfrey	8395 2363
Engineering	Hans Penning	8261 5222
Ride to Work Day	Darren Mik	8524 3141
	Rodney Munro	8369 1642
	Andy Johnstone	8293 8582
	Peter Sampson	
Membership & BFA Rep	Margaret Day	8271 5824
Conservation Council Rep	Geoff Findlay	8276 8652
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# Pedal Update

*Peter Carter*



The next year will be a challenging one for BISA, with an almost totally new Committee, a new Minister for Transport, and the continuing tasks of advocacy. The AGM will be the beginning of that year, so make sure you're there to have your say. The venue will be the usual place, the Box Factory, 59 Regent Street South, and this year's display will feature interesting cycling books, touring maps, magazines, and the like, so if you have something in that line please bring it along. There's a nomination form with this issue.

Some time ago BISA made a grant to the Intermediate Technology Development Group to enable them to send a delegate to a conference in Uganda. The result is the major item in this issue, a report and its accompanying declaration.

Closer to home, Peter Watts reports on the new facility in Glenelg, Kath Cooper has some ideas for the future of BISA, and Mike Elleway and Cathy Cox contribute as well.



## President's Report

*Terry Leach*



At the SGM last month the merger resolution was carried by a simple majority, but did not reach the 75% required of a Special Resolution. Accordingly, the merger is not proceeding.

Most of the BISA committee is pretty dispirited at the moment. Not because of the defeat of the motion, but because those opposed to the merger did not offer an alternative. Two people must have collected 100 or more proxies between them, but chose not to speak at the SGM, despite a request for an alternative to be offered. Those few who did speak in opposition did not offer solutions or offer to contribute more to ensure BISA's ongoing viability.

I argued for the merger on positive grounds, that the proposal would be good for cycling advocacy in SA, and was confident (and remain so) that the vast majority could see the benefits. Sadly, half of BISA's membership couldn't be bothered voting, despite quite a deal of lobbying.

There was another argument that I chose not to stress, that BISA needs to merge, because the majority of the committee is unwilling to continue working under the current structure.

**BISA holds its AGM on 17 April 2002.** Only two of the committee intend to re-nominate for the management committee. Some of us

intend to work for cycling advocacy within the structure that Bicycle SA put in place to facilitate a merger. Others will continue their efforts as individuals.

The reasons as to why so many of us are choosing to limit our involvement with BISA vary with the individual, but I think that there are three factors that are common to many of us. They are:

- We are frustrated at spending time on administrative matters when we would rather be advocating on behalf of cyclists
- We do not feel that the outcome of the SGM accurately reflected the views of the membership and are unhappy with the conduct of some people opposed to the merger, including the recruitment of new members specifically to oppose the merger
- An unwillingness to serve on the committee with the degree of conflict involved (this problem pre-dates the merger proposal)

While every position is declared vacant at the AGM, we need at least eight new people to come on to the management committee.

Roles that incumbents will not be re-nominating for include:

Chairperson

Vice-chairperson

Secretary

Treasurer

Four committee members

*Pedal Update* editor (may be filled by a committee member)

Ride To Win/Ride To Work Day co-ordinator (may be filled by a committee member)

Web site manager (may be filled by a committee member)

Membership data-base manager (may be filled by a committee member)

Rising costs, especially insurance and Australian Cyclist subscriptions, will result in the committee recommending membership fee increases. We will be recommending the following tariffs:

Individual: \$35

Family: \$45

Concession: \$30

Organisation: \$50

BISA remains in a sound financial position with substantial reserves. Even with these increases we are likely to run at a deficit for the next financial year. The size of the deficit will depend on the extent of the expected decrease in membership. The committee believed that it was inappropriate to recommend increases above 20% in one year, particularly as it might have been interpreted as a strategy to influence the outcome of the merger proposal.

If you are interested in serving on the BISA committee and would like further information, please contact one of the committee members. Our telephone numbers are on page 2 of *Pedal Update*.

There is much to be done for cycling in SA, particularly as we are likely to have a new state government and transport minister. I sincerely hope that we work together in the future to maintain the present gains and win new improvements for cycling and sustainable transport in the future.



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## Parking

**Cathy Cox**

Thanks to the people who responded with ideas about bike parking. These have been

passed on to appropriate City Councils and other authorities. More requests welcome to me: 8379 5387 or <ccox@picknowl.com.au>. Squeakiest wheel gets oiled.



# PABIC Conference 21–25 November 2001

Jinja, Uganda

## Intermediate Technology Development Group: Eastern Africa

*Lilian Macharia*

### Introduction

The world we live in is such that no single individual or organisation has at his/her disposal all the resources, information, technical skills and capacity to effectively carry out their functions. Information is power. There has been significant increase in the production of knowledge and information but this knowledge can easily remain the preserve of a few selected persons/groups. This limits the beneficial to which this information can be put. Hence the need to network and share information to achieve various goals of development.

The purpose of this paper is to examine the role of networking and information sharing in the promotion of sustainable mobility in Developing countries. There are huge amounts of information available produced but ironically, most of the people who need this information have no access to it.

Networking basically refers to any group of individuals or organization who on a voluntary basis exchange information or undertake joint activities and who organize themselves in such a way that their individual autonomy remains intact (Starkey, 1997). A network is based on mutuality and multi-directional information exchange. Networks exist in many aspects of human life: politics, economics, environment, development, religion, etc. Some networks are highly structured and some are loose. Some are based within contracts and others not.

### Why Network?

People meet and exchange information and contacts in their daily activities. However, this frequently fades as people get busy with different projects and activities. Additionally due to the cost implications of such meetings, not many people attend them nor is it feasible to hold them regularly. The impact of such meetings then becomes limited.

Networking has evolved over time from a means of making contacts to a being tool for capacity building and overall human development. Information technology has made networking even quicker and cheaper.

The benefits of a network can only be re-emphasised:

- Avails information for use in planning, research, advocacy, policy and intervention (demonstrate the prevailing status, past trends and likely future scenarios for action: e.g. status of bicycle use, bicycle road traffic injuries, taxation on bicycles and impact of bicycle ownership)
- Enables more people to participate in decision-making processes through awareness creation
- Makes it cheaper and more accessible information and experience exchange as well as expertise
- Helps focus on the real and emerging issues to prioritise limited resources
- Avails examples of good practices and lessons thus prevent unnecessary duplication of efforts and mistakes

- Updates members on global trends and influencing the same
- Edits and (re)packages information in an easily consumable form
- Giving members a voice and a critical mass for influencing decisions and issues that would otherwise not be possible without networking
- Increase the ability to harness resources among members and other users.
- Security and censorship: To prevent abuse/interference from other networks, harmonisation of objectives, etc
- Quantity and quality of material and information available, relevance (appropriate local content)
- Coordinating: resources, prioritisation, interaction/feedback.

#### Implications

- Personnel: commitment (accountability, transparency, openness and availability), critical number, cost and coordination
- Funding: source, flow and management (free/charging)
- Structure, content and media
- Clarity of vision, mission and objectives with inbuilt flexibility.

#### Networks for Who?

The benefits accruing from networks ought to be distributed to different segments of the society. This, however, is a factor of the structure and management of the network. In an ideal or close to ideal situation all community members should be networked and should benefit from a network. In reality, there are extreme disparities between the north and the south, within individual countries and regions, and for the south, there are only (almost negligible) pockets. There is a wide spectrum of factual and potential users for different purposes who are not networked: students, business people, development agencies, researchers, CBOs, governments. The AGOA (American Growth Opportunity Act), would be of great benefit to many SME operators but many are unaware of it and do not know how to use it.

#### Challenges, constraints and implications

- Target group: primary and secondary target
- Personnel- number, roles, quality, commitment and coordination
- Financing
- Involvement and attraction of target group's participation
- Legality: Application, ownership

#### Challenge of Transport Networking in Africa

##### Actual Situation

- More dependent on Northern-based linkages with very few South to South linkages
- Fragmented/disjointed approaches and interventions
- Few closed networks: Inability to tap to existing networks, e.g. informal networks: widen our definition of network
- Access to information infrastructure. e.g. computers, phone lines, geographical spread, socio-economic grouping, etc.
- High cost of networking.

##### Case of Sustran-Africa

The network was formed to share information on transport and link researchers, policy makers and implementers in transport in Africa. It was a response to lack of co-ordination among the above categories and lim-

Continued on page 8...

# Pan Africa Bicycle Information Network (PABIN)

## The Jinja Declaration, November 2001

The first Pan African Bicycle Conference (PABIC) held in Jinja, Uganda, 21–25 November 2001, with international representation from 30 governments and organizations, to “analyze the role of the bicycle in the 21st Century”.

The participants of PABIC declare that the following severely inhibit development on the African continent:

### Mobility and Transport

- Poor access to; markets for small-holders and small entrepreneurs, health care, schools, employment and leisure activity
- Failure by Governments to use all modes transport to improve essential service delivery, such as: community health care, policing, education and agricultural extension
- Lack of planning for mobility needs of the majority population.

### Economy and Productivity

- High taxes and tariffs on bicycles, which have high price elasticity, leading to low utilization
- Mobility constraints limiting productivity, economic growth and employment generation
- Importing oil and motorized vehicles which are a major drain on foreign exchange
- Urban traffic congestion, such as lost working hours, wasted fuel.

### Quality of Life

- Road safety causing loss of life and property, especially to vulnerable road users such as pedestrians, school children, bicyclists and the elderly
- Traffic conditions which intimidate urban populations, eroding security and livability
- Environmental destruction; air, noise and water pollution, hydrology, emissions of CO<sub>2</sub> and other greenhouse gas pollution.

### Planning, Policy and Politics

- Failure by the authorities to protect and enforce the rights of non-motorized travelers
- Inadequate training for road users and transport professionals
- Transport plans and supportive policies, which fail to address non-motorized transport (NMT)
- Insufficient data which hampers effective planning and development of interventions
- Underdeveloped infrastructure for NMT
- Poor planning for multi-modal transport.

Given the importance of personal mobility for economic and social development, and that affordable mobility is critical to sound economic and social development in Africa:

Be it resolved that the governments of African States and other stakeholders should:

- Recognize that bicycles and other forms of non-motorized transport (NMT) are the most efficient and effective modes of local transport

- Formulation of an African NMT network and ongoing regional coordination on NMT
- Establish comprehensive plans for NMT as part of the National and Local Transport Master Plans in order to exploit fully the potential contribution of NMT to the sustainable development of African society and national economy, generally, and the transport system in particular
- These plans and programs should:
  - Address urban and rural transport issues
  - Include rather than exclude; the poor, women, youth, elderly and the disabled
  - Facilitate multi-modal trip generation and assignment
  - Establish planning and design guidelines and standards for NMT
  - Promote development of policies and practices that protect the rights of non-motorized travelers on an equal basis, including programs to provide safety to them
- Establish a policy environment that supports activities that utilize bicycles and other NMT in income and employment generating activities
- Create awareness programs highlighting the importance of NMT and its role in society
- Formulate policies and programs that will reduce environmental destruction; air, water and noise pollution
- Eliminate taxes and tariffs on new bicycles and their spare parts
- Develop regional teams for continued research, information generation and dissemination
- Formulate policies that support the development of bicycle enterprises in Africa.




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## PABIC Conference 21–25 November

...continued

ited access to information and relevant data and information.

The process was not very thoroughly thought through. In brief the prevailing status and challenges are summarised below:

- Lack of appropriate information due to over-reliance on one institution
- Co-ordination and identification of a core team was not comprehensive and well articulated
- Not well established links/focal points
- Funding/resources limited/unavailable
- Long-term strategy not clearly defined
- Agenda was vaguely defined

- Target as well as membership criteria not clear.

### Way forward

How do we move Sustran-Africa from the backyard to the frontyard?

Do we form a committed core team from PABIC conference and other organisations?

What will go into a new agenda?

What are the terms of reference for the core team members?

Where do we get the resources and how?

Where will this be hosted?

### Reference

Starkey P, 1997. *Networking for Development*. International Forum for Rural Transport Development, London



# Cycling reintroduced to South Esplanade, Glenelg

*Peter Watts*

After months of industrious activity during winter and spring, work has been completed on the Coastal Way shared use recreational path and the pedestrian only path along South Esplanade.

You may be aware that cycling along South Esplanade had been illegal since the early 1990s. Earlier this year, following a comprehensive and inclusive consultation process, the City of Holdfast Bay in association with the State Government through Transport SA and Planning SA, gained broad community support to reintroduce cycling as part of an overall upgrading project for South Esplanade 'Jimmy Melrose Park'.

Jimmy Melrose Park has two paths that run the its entire length. The eastern path, next to the residences, has been designed for shared use and will be well used by a range of users including cyclists, pedestrians, roller bladers and the like. The western path, next to the seawall is only for use by pedestrians.

New lighting has substantially improved public safety and the replacement of the lawn areas and landscaping provides a new visual quality to the park. Still to come is Stage 2, which includes seating, shade structures and public art-works which will be completed in the coming months.

Both statutory and educational signage is being installed and the SA Police will patrol the Park to ensure appropriate behaviours are observed.

On the shared path, to maximise safety and enjoyment for all, it's recommended that

- Cyclists ride responsibly and ring their bell when overtaking
- Everybody keep to the left
- When you stop, move off the path so as not to obstruct others
- Dogs are kept under control.

I would like to sincerely thank those BISA members who contributed to this excellent outcome for cycling: especially, Ian Fisk for his valued input as a member of the Specialist Technical Panel, and Keryn Hassall and Andy Johnstone for attending and participating in the community forums.

Peter Watts, BikeSouth. Transport SA



## Road Hazards?

**Call Transport SA: 1800 018 313**

## BUG Contacts

Council Area/Organisation	Contact Person	home	work
Adelaide	Bart van der Wel	8267 5112	
Adelaide Institute of TAFE	Dexter Palmer	8337 7060	8207 8277
Burnside	Brian Dalton	8332 9953	
Flinders Medical Centre	Mike Brisco		8204 4105
Gawler	Darren Mik	8524 3141	8418 9628
Glenelg/Brighton	Janet Kelly Tony Hansen	8294 9374 8358 2401	8204 3085
Norwood, Payneham and St Peters	Matthew Harding	8333 2106	
Marion	David Hayes		8375 6837
Mitcham	Margaret Day	8271 5824	
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		8384 0666
Port Adelaide	Dave Hemmings	8242 4129	8449 6777
Prospect	Ruth Beach	8269 5052	
Stirling	Kath Cooper	8339 3049	
Tea Tree Gully	Clive Palfrey	8395 2363	
Telstra	Ian Turvey		8308 0144
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell		8297 6249
Waite Campus, Uni of Adelaide	Evan Evans	8271 3184	8303 7286
Westpac TMC	Rod Munro		8290 4333
Women's and Children's Hospital	Kevin Duffy		8204 6455

## After the vote, what next?

### *Kath Cooper*

Over the past two years, BISA has spent much time and energy on looking into options for merging with Bicycle SA and finding out what the members thought of this. An excellent voting system with the use of proxies gave all members the opportunity to vote, even if unable to attend on

voting night. The proportion of votes counted against the merger proposal determined that BISA will continue as an independent, voluntary organisation, depending upon its members for its advocacy activities.

Now that the vote is out of the way and we know that BISA will continue, more energy can be devoted to advocacy again. It is

important to find out what ideas members have regarding bicycle advocacy activities they think BISA should be involved in, what interests with respect to advocacy members have and what they think they could contribute to influence bicycle travel in a positive way. Therefore, I would like to collect information from members and provide a summary for the committee, who should use the findings to direct future activity. Please respond to the following questions:

1. What do you think BISA should be doing?

2: How do you think you could help?

3: Do you have any specific area of interest or any specific skills to offer?

Reply to me by email: <kath.cooper@adelaide.edu.au>, fax (08) 8303 7119, or mail: Dr Kath Cooper PO Box 21 Strathalbyn 5255

**PS** Please be assured that all offers of help are welcome, big or small, whether you would like to be a committee member or just an enthusiastic member working quietly behind the scenes. 

## BISA membership form

Bicycle Institute of SA Inc., GPO Box 792 Adelaide SA 5001

**Membership includes Third Party insurance.**

Yes, I want to join BISA. My membership will include third party personal and property insurance, free legal advice on cycling matters, a subscription to <i>Australian Cyclist</i> magazine and <i>Pedal Update</i> newsletter.			
Membership renewal (please include any corrections to your address, etc.)			
(tick box)	1 year	2 years	Name
Individual	\$28	\$56	Address
Household	\$33	\$66	Post Code
Organisation	\$38	\$76	Work Phone
Concession	\$25	n/a	Home Phone
			E-mail address
Send cheque or money order. Overseas prices on application.	Signature		
What knowledge or skills do you have that could be of use to BISA? (e.g. engineering knowledge, event organisation, political skills, etc.)			
Where did you get this application form?			



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Bicycle Institute of South Australia Inc



## Pedal Update

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**Give cyclists a metre**



# BISA AGM 2002 Nomination form

I, \_\_\_\_\_  
\_\_\_\_\_

(Member's name and address)

being a current financial member of the Bicycle institute of SA Inc,

nominate \_\_\_\_\_ for the position of \_\_\_\_\_  
(Nominee's name) (Position)  
for election at the 2002 Annual General Meeting

I accept this nomination \_\_\_\_\_  
(Nominee's signature)

Nominations are to reach the Secretary by Wednesday 10 April

# BISA AGM 2002 Nomination form

I, \_\_\_\_\_  
\_\_\_\_\_

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