



Pedal Update

No 158, Jan-Feb 2004

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Where BISA's 30th Anniversary Dinner Celebration is being held
30 January 2004



Calendar

Tour Down Under Jan 20 to 25th

30 Jan 30th Anniversary Dinner

11th Feb

Business Meetings - All Welcome

10 Mar Annual General Meeting 7 pm,

Conservation Centre, 120 Wakefield St Adelaide

7 pm on the 2nd Wednesday every month at the Conservation Centre 120 Wakefield Street (Opposite Fire Station, entry via rear entrance) Join us at Fasta Pasta in Pirie Street at 6:00pm before the meeting.

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Pedal Update

Pedal Update is the newsletter of the Bicycle Institute of South Australia Inc., and is published six times per year. BISA is incorporated in South Australia and is a member body of the Bicycle Federation of Australia.



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Opinions published in Pedal Update are not necessarily those of BISA. The Editor endeavours to ensure that information published is accurate, but recommends that readers contact the authors for confirmation if necessary. Editor: Ian Fisk 8296 3350 editor@bisa.asn.au Deadline for the next issue: 15 Feb.

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.

Road Hazards?

Call Transport SA: 1800 018 313

BISA Committee

President	Michael Kokkinn	8302 2641(w)
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	Kath Cooper	8339 3049
	Margaret Day	8271 5824
	Philip Henschke	8272 3718
	Alan Marriage	8296 5993

President's Report



I had to drop my daughter off at a friend's place the other evening and we passed a house absolutely covered in Christmas lights. It was completely over the top. It made me wonder whether such a riotous display of Christmas cheer was any better than the flicker of a single candle in an African hut. Perhaps if we brought the inhabitants of that hut to Adelaide and showed them what we have here they may shake their heads and exclaim: "So many empty cars chasing around!" for in Africa, a car has to be filled to justify the journey.

Our material profligacy, unfortunately, is sometimes based on the unwitting exploitation of such poor people and it is certainly at the expense of the Earth. Did you know that, between, 1st October and 31st December, 10% of the World's population will consume 70% of the available resources? It's something to ponder on over this holiday season.

In this spirit, I wish you a genuinely simple and peaceful Christmas and holiday season. Drive your cars with love and consideration for other road users. And be ready to take up the cudgels of Bicycle Advocacy in 2004, renewed in your belief that cycling is the only viable alternative. Besides, it's healthy and fun!

All the best,
Mike Kokkinn.



Any Excess Bikes etc around?

In this season of Goodwill, a member asked us if we could help find four bikes for people recently arrived from Africa, under the Refugee Resettlement Program. These people used to cycle a lot in their home country, and would like to continue riding here.

Why should BISA help? The Federal Government does the bare minimum it can get away with for refugees, and thus it is mostly up to voluntary organisations to help these people rebuild their lives. The best known organisation, the Australian Refugee Association, used to have a program to recycle bicycles, but although the need is still there, the program seems to have stopped. It would be great if BISA could help

a bit to meet this need.

Please think whether you have an old bike, or old equipment, you could give to this excellent cause. We're looking for 2 bikes for men around 170 cm tall, and two for women about 155 cm tall. We're also looking for pumps, locks, rear rack, bag or panniers, so we can hand over fully equipped bikes ready to use. As long as the bikes are in reasonable repair that's fine - we can collect them, and do minor maintenance.

Please contact me any time - Mike Brisco (Committee member), 8365 7489.

Michael J Brisco



Contributors

Thanks to the contributors to this issue, including Ken Bragg, Mike Brisco, Helen de Martino, Allan Dickson, Mike Elleway, Ian Graham, Andrew Hall, Phil Henschke, Bernice Hetherington, Michael Kokkinn, Alistair Powell, Sam

Powrie, Gwen Pye, Jilden Reichardt, Jonivar Skullerud and Rob Wartenhorst

Editor



BISA Annual General Meeting

When:- 7pm Wednesday 10 March 2004

front door entrance

Where:- Conservation Centre

120 Wakefield St Adelaide,

Guest Speaker

Nominations for BISA Management Committee, 2004-2005.

Nominations are now open for election of the BISA Management Committee at the forthcoming March 10 2004 AGM. Nominations should be made by - and are only open to - current members. Forms must be signed by both the nominator and person being nominated! Nominations are invited for all positions on the Committee. Nominations can be accepted by the current

Secretary in writing from the floor at the AGM - but it helps a lot if they come in earlier!

A nomination form is included in this edition of PU and should be returned to:

The Secretary, GPO Box 792, Adelaide, S.A. 5001.

Nomination Form for BISA Committee 2004/5
AGM. 10 March, 2004, 120 Wakefield St Adelaide

I, _____ (Member's name)

of _____ (Member's address)

being a current financial member of the Bicycle Institute of South Australia Inc. nominate

_____ (Nominee's name) for the position of _____

for election at the 2004 Annual General Meeting.

_____ (Nominator's signature)

I accept this nomination _____ (Nominee's signature)
to reach BISA by 20 Feb

Road rage incident



A road rage incident against a cyclist causing severe leg injuries was reported on ABC 891 news bulletin at 5:30 and 6:00 am Tuesday 25 November 2003.

The driver of a blue sports car failed to give way to a cyclist on Daws Road at about 6:30pm 24 November 2003. This resulted in a 'verbal altercation'. The car driver then followed the cyclist and deliberately rammed the rear of the bicycle in Clovelly Park causing severe leg injuries to the cyclist.

The police are asking for witnesses to come forward.

In the light of this incident and the recent bus driver's comments I suggest we ask:

- all bicycle organisations
- appropriate politicians
- the police
- the Adelaide University Traffic Accident Unit (or whatever they are called - can't find in phone book)

(probably Adelaide University Road Accident Research
Unit ph :- 8303-5997 Ed)

-anyone else who should be involved

-the media

to a high level conference on the threats to the safety of the cycling public.

This was an action that was instigated by the motor cycle public after the death of a motorcyclist some while ago.

It is time the cyclist's point of view is brought forcefully into the public arena.

Ian Graham (written 25/11/2003)



Come Join Us for Bisa's 30th Anniversary Dinner!

We will be celebrating 30 years of BISA'S independent cycling advocacy in South Australia & Awarding Ms Diana Laidlaw, one of SA cycling's biggest supporters, with lifetime membership

When: 30 January 2004 at 7:00pm

Where: Waterfall Gully Restaurant

How much: \$30 per person

Seating is limited so make reservations now!

Send cheque/postal note payable to:

Bisa Treasurer

Gpo Box 792

Adelaide, SA 5001

please indicate how many vegetarian dinners are desired when sending in money

free bicycle parking available!

Directions to Waterfall Gully from City Centre

- ⇒ Travel East on Greenhill Road.
- ⇒ make first right after Glynburn Rd , onto Glen St.
- ⇒ make an immediate left onto Waterfall Terrace.
- ⇒ make an immediate right onto Waterfall Gully Rd.

the restaurant is about 4 km from the beginning of Waterfall Gully Road



Cycling Central

Just a short note to let you know that **SBS** is screening a new series of the very popular cycling weekly program now

called "Cycling Central" from Sunday the 14. December for 8 weeks at 5.30pm.



From The Net:

Shanghai moves to reduce bike traffic in favour of cars (see <http://www.enn.com/news/2003-12-10> for full story). Chris Bodeen, A.P, SHANGHAI reports 'Bicycles were kings of the road in Shanghai for decades, transporting young and old, lofty and lowly, through the city's streets and markets. Times have changed, though, and the automobile now rules supreme. As for bikes, well, they just get in the way, according to local police. Already barred from some major thoroughfares, bicycles will be banned altogether from important streets starting next year... "Bicycles put great pressure on the city's troubled traffic situation," police say... Vehicle emissions

have become a major source of pollution in Shanghai and other big Chinese cities. In Shanghai, numbers of private vehicles nearly doubled to 142,801 at the end of last year, according to the National Bureau of Statistics. The figure is expected to top 200,000 by the end of this year, according to Shanghai media reports. And that accounts for only a small percentage of vehicles on the road: Private automobiles are outnumbered six to one by buses, taxis, government cars, and commercial vehicles.'

Will Shanghai live to regret this?



STOP PRESS: CPF Media Workshop

BISA has been informed that at this stage it appears unlikely that the long-proposed CPF Cycling Media Training Workshop can occur in Adelaide! Sally Dillon, the CPF-nominated workshop presenter will be unavailable in 2004.

We understand that the CPF is seeking a replacement and will keep members and BUGS posted. BISA will endeavour to obtain copies of the workshop booklet, which we would make available for reference.



Travel-Demand Management Tool Kit Now Available

From Community Partnerships, Australian Greenhouse Office:

We are pleased to announce that a new TDM Toolkit is now online and available on the TravelSmart

Website: www.travelsmart.gov.au

The TravelSmart Universities Resource Kit provides information about planning and implementing travel demand management (TDM) strategies in a university context. It promotes strategies for reducing the number of car trips and increasing the proportion of travel by more sustainable modes including walking, cycling, public transport and ride sharing. The Kit was developed for the Australian Government through the Planning and Transport Research Centre

(PaTReC), a research centre jointly operated by the four public Universities in Western Australia - Curtin University of Technology, Edith Cowan University, Murdoch University and the University of Western Australia.

This is the URL for the Kit:

<http://www.travelsmart.gov.au/universities/index.html>

Please pass on this information to others who may find it useful/ include links on your web sites. Thank you very much to all who contributed to the development of this resource.

From: Berenice Hetherington, Community Partnerships, Australian Greenhouse Office, GPO Box 621, Canberra ACT 2601.

www.travelsmart.gov.au



BISA and BicycleSA Meet to Discuss Strategic Issues.

On 9th December I met with Peter Solly and Andy Johnstone of BicycleSA to discuss several issues requiring a joint and cooperative approach between our two organisations. I summarise some of these issues and the actions decided below: .

1. Bob Such's 'Road Speed Limit' bill:- This bill won't come before Parliament until at least 18th Feb. 2004. BSA and BISA have agreed to develop a joint letter to Members of Parliament opposing this Bill and outlining the key issues supporting a universal 40km/h residential and 'special precinct' limit in S.A. I agreed to provide a first draft for this letter. Input is invited asap!
2. "Cycling Safety Summit":- BSA has written to the Minister of Transport requesting this. BISA's support and participation is welcomed. This is a concept that BISA also fielded in our input to the Transport Plan in March. There was considerable discussion about the potential for such a meeting to clarify the main issues in cycling development and to produce combined support for a State

Cycling Plan. BSA asks that BISA nominate any potential keynote speakers ASAP.

3. Joint Media Workshop:- We agreed to run a free, combined 'Cycling in the Media' Training Workshop in Feb. 2004. See notice elsewhere in this PU.
4. BicycleSA Meeting With Minister:- BSA is seeking a meeting with the Minister, mainly focussing on safety and planning issues. They intend selling the positive political gains and opportunities associated with cycling - an important message! BicycleSA congratulate BISA's Mike Brisco on his research proving the growth of cycling in SA, indicating that it has had considerable impact on the Minister's understanding and view of cycling development. BSA will report on further developments regarding this meeting with the Minister.

Sam Powrie,
Vice President.



Mike's bike tips TRAFFIC COMPLAINTS

We want to enjoy cycling, but the roads can be dangerous, particularly for cyclists who are very vulnerable. Many crashes and fatalities could be avoided by more courteous driving, paying attention and not driving under the influence of drink or drugs. However, we know that some drivers still do the wrong thing and people still get injured or killed. The police are keen to reduce danger on the roads, and you can help by correctly reporting dangerous driving such as speed, vehicle defect, disobeying signs, drink driving or simply bad behaviour. Some of you might have written letters previously, some of which get a response and some don't. You can also attend a police station and get your complaint filed electronically on a database, in a form that can be cross-referenced and also be used on a future occasion

in court if need be. The details you need to present are: date, time and place of the incident, registration number of the vehicle, description of the vehicle and driver, nature of the complaint, and any other relevant information. It's a good idea to travel with a pen (even if you have to write the registration number on your hand!), so you don't have to commit the registration number to memory. Policing is intelligence-led and your report could help identify a problem in a particular area, or with a particular driver, and help save someone's life on a future occasion.



Wishing you all have a safe and happy festive season.



Bicycle on front of Vancouver
BC, Canada Bus

No. 158 Jan - Feb 2004



A Photo Phil Henschke took in Victoria Vancouver Island which accords the cyclist an unusual degree of primacy on the road or at least that bit on the busy bridge whereupon a speed limit of 25km /hr applies.



Sign Detail Advises Motorists
"DO NOT TO PASS
CYCLISTS"
and tells Cyclists to
"RIDE IN
CENTRE
OF LANE"

Mt Lofty Route

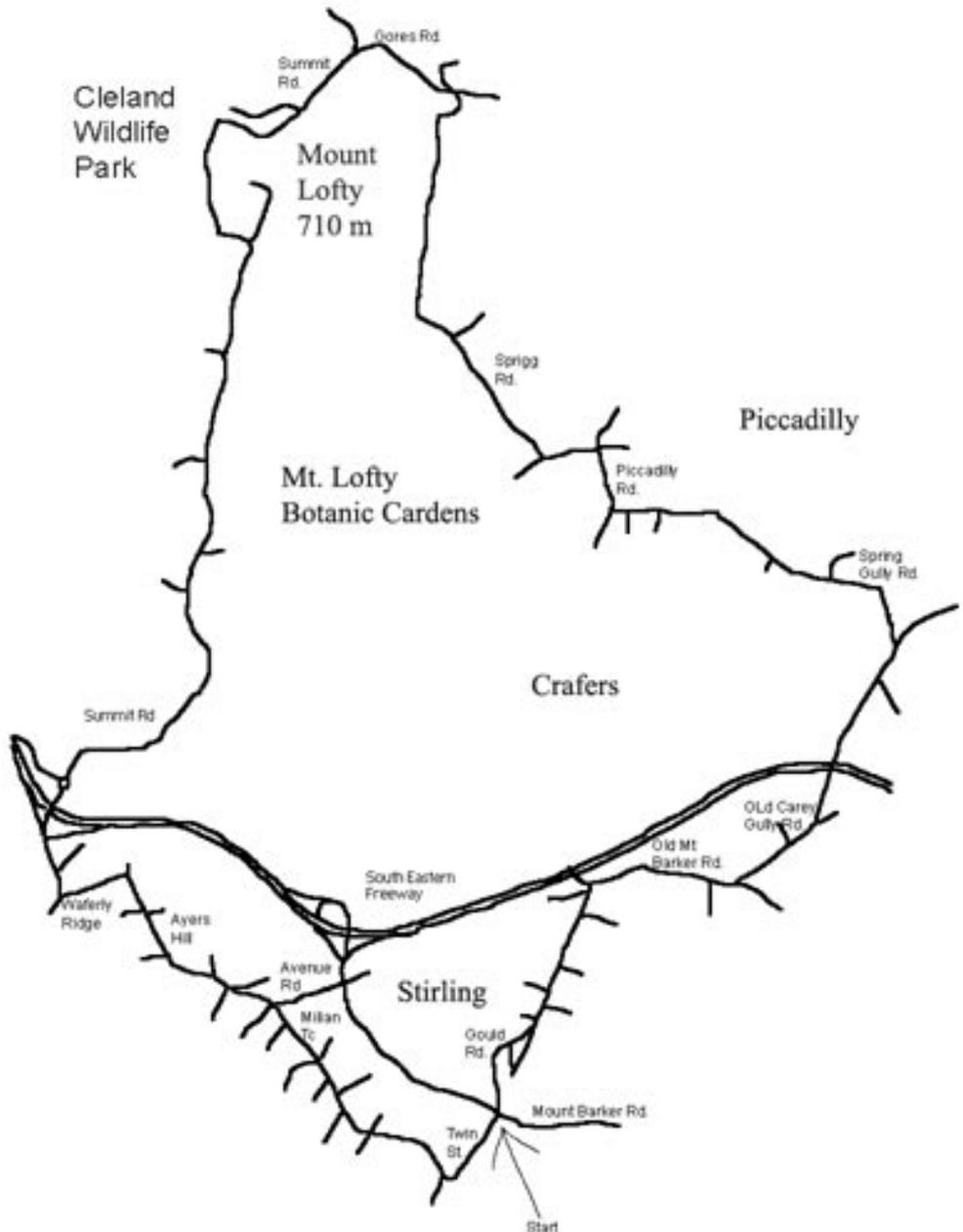
When Cycling around Mount Lofty I was always intrigued by the Mt Lofty Route signs. They would appear and disappear, though they look pretty new, so why they are missing is a mystery to me. After getting lost in the area a few times I got a good idea how the route runs and there are 2 locations where the signs are missing. But with the sketch map I drew and some directions I think that more people now can enjoy this route. The route starts in Stirling and goes up and down toward Piccadilly. Then Spring Gully road is a short quite steep uphill section. The turn to Spring Gully road is also where a sign is missing. Then you ride below the Mount Lofty towers with left and right vineyards and you also can ride to the Botanic gardens. When you hit Gores Rd. there is another very steep uphill section which is not paved. This brings you to Summit Road which brings you to the peak of Mount Lofty. From here it is all the way down back to the start. But don't forget to turn left into Twin Street, as the sign to turn left is missing here as well.

The route is 15 kilometres long and is anti-clockwise signposted. I would rate the route between medium and hard. But the real steep parts where you may need to walk are not that long. I think for the more fit cyclists among us, it may be a nice extension to the ride to Mt Lofty. The route is at a higher elevation and quite often in the shade of the trees and thus cooler, it is probably a nice ride in the summer as well.

There is no reference to this route on the internet and also the route signs do not indicate any owner. So unfortunately I don't know who to give credit for setting out such a pretty route. The signs say "Start" at the junction of Twin St., Mount Barker Road and Gould Road in Stirling. But of course you can pick up the route at any point.

Directions:

1. Start on Gould going North
2. Turn Right at Old Mt. Barker rd.
3. Turn Left at Old Carey Gully
4. Turn left at Spring Gully Rd. (Attention: The left



turn is not signposted!)

5. Turn right at Piccadilly Rd.
6. Turn left at Sprigg Rd, follow Rd for a while.
7. Turn left at Gores. Gores will become a steep uphill dirt road
8. Turn left on Summit Rd. Summit road will bring you to Mt. Lofty and then all the way to the freeway
9. At roundabout go straight
10. At Waverly ridge go left
11. At Ayers Hill turn right
12. Ayers Hill becomes Milan Tc. (Attention: Signs are missing on Milan tc.)
13. At Twin turn left (Attention: No sign indicating left turn!)
14. At crossing of Mt. Barker road and Gould is start/finish

Rob Wartenhorst



Paris-Brest-Paris 2003

Starting 29 May, from Zurich, I toured France on my 1976 Raleigh, alone and camping, for eleven weeks. I saw much French countryside, three stages of the Tour de France, the Mediterranean from Marseille to St Aygulf, and finally I did a practice run of the entire route of the PBP. I had travelled over 5500km. I had to replace all 16 spokes in my rear wheel on 21 July, in the Savingny-les-Beaune camping ground, and needed to do this again just two days before the start of the PBP!

There were 4,161 cyclists in the PBP and 2,636 riders started between 10pm and 11pm, with most of us 81 Australians starting at 10:30pm Monday night. After only 57km I found that my rear wheel was collapsing again, and every one passed me while I roughly trued the wheel in the lights of Nogent-Le-Roi. I was then able to ride to the next control, Mortagne-Au-Perche, where I ate some breakfast, and finished my repairs in daylight. That day I needed a couple of 20 minute power naps and reached Tinteniac control (366km) at about 10pm Tuesday and hoped to sleep at the Loudeac control (452km) before 3am on Wednesday.

However, about 30km before Loudeac I was exhausted and slept in a field for two hours and then continued confusedly onwards. By this time the fast riders, who had started at 8pm, were returning from Brest and the people who were watching for them also clapped me in the darkness. I was 'lost', but the clapping and the returning riders' lights restored my confidence. I made Loudeac just before sun-rise but the chute into the control was dismantled and I rode about 2km past it before turning back. My despair at finding the control closed was quickly removed with the cheery remark, "He must have started after 10pm." and my route book was stamped and magnetic card swiped, allowing me to continue.

Despite being urged by other Australians to hurry and check in at Brest before 2:30pm, (previous PBP's had allowed only 40 hours to reach Brest) I knew that Brest was open until much later, so I stopped at Huelgoat for my favorite Yoplait drink and a snack before checking in at Brest.

Then I began the return to Paris. The view from Roc-Trevezel, the highest part of the PBP, is stunning and I left the Carhaix-Plouguer control (696km) as darkness fell, in high spirits. With hundreds of riders, the speeds that I was doing on the descents were astounding. In the picturesque floodlit village of St-Martin-Des-Pres there was a kitchen to tempt riders and I feasted again and practised my French on the locals. After an early breakfast at the Loudeac control I slept for an hour on the floor by the heater because all the tables were taken, mostly by sleeping riders.



Thursday was sunny again and at midday I rang my wife, Kath, full of confidence, but by nightfall I was very weary and my 'chronic-dry-eyes' were beginning to fail. That cold night my aim was just Mortagne but 25 minutes under a blanket on a mattress was enough to be off again at midnight to Guyancourt, now only 141km away.

At the Nogent-Le-Roi control our team manager, Bernard Collins, could not see anything wrong with my eyes and, later, this helped me to re-assure the official questioning me, as I turned back for the umpteenth time after going the wrong way, that I was OK. Guyancourt, Paris was now well within reach, only 20 km away!

My 'dry' eyes didn't matter for the last 9km when a motorcycle police rider escorted about 20 of us through the traffic-lights and roundabouts to the finish. I had made it!

I owe my completion of this 1,225km ride to the superb organisation of the PBP and the support of the French spectators along the way.

In 2007 I hope to ride another PBP!

Allan Dickson



Crafers/Stirling Signs

A little while ago I had a go at BikeSouth for poor signage around Crafers/Stirling for bicycle travellers wanting to reach Adelaide. A couple of months ago, the signs around Crafers have had "Adelaide" added to them, making it much clearer. Thank you Bike South. Now, there is only the little matter

of a few signs at Stirling to guide cyclists to the start of the Bikeway...perhaps in the next State Budget there will be some funding available.

Jilden Reichardt.



BISA Web Site

The site now has information about levels of bike usage in Adelaide, including facts and statistics. There is a new section on aggressive drivers and road rage, resulting from one or two well publicised recent incidents. Road rage is in

fact very rare, and you are much more likely to be involved in a conventional traffic accident. The page has facts, and tips about what to do if you encounter aggressive or abusive drivers. Comments are welcome



Cycling for Pleasure Rides

January 4th Breakfast Ride – 30km

Ride to Hazelwood Park for breakfast. Food and drinks available at the cafe or BYO, Meet at Victoria Square at 8.00am

Leader: Richard Ph. 8260 1742

January 18th Twilight Ride – 30km

To the beach for Fish and Chips
Meet at Heywood Park – end of King William Rd at Unley Park at 4.00pm

Leader: Helen S Ph. 8356 1607

February 1st Seaside Ride – 40km

Flat and easy, lots of bikeways, explore the new coastal way. Bring bathers if hot for a beach swim.

Meet at Victoria Square at 10.00am

Leader: Alan M. Ph. 8296 5993

February 15th Hills Ride – 30km

Up Montacute Rd and down the corkscrew. On to

Castambul for lunch

(Tearooms have closed so BYO lunch)

Meet at Maryvale Rd near Montacute Rd, Athelstone
Time: 10.00am

Leader: Bryan 8337 5662

February 29th A 'Days' Ride – 30km

Ride to Mitcham for a swim. BYO swim gear and lunch.
Meet at Victoria Square at 9.00am

Leaders: Margaret and Graham 8271 5824

PRESIDENT: Jilden Reichardt 8370 8011 or

SECRETARY: Richard Rowland 8260 1742,
24 Tindall Rd Enfield 5085 or

RIDES CO-ORDINATOR: Helen de Martino 8293 2897

Website :- www.cyclingforpleasure.org



Tea Tree Tourers Rides

Sunday 11th January - Hit the Heights

Meet 8.00am for breakfast at Caffè Buongiorno, Tea Tree Plus, Modbury (Ring Peter if you are coming for breakfast) or 9.00am for the start of the ride.

Distance 50km - Speed leisurely but hilly - ride up Gorge Road for coffee at Cudlee Creek before returning via dirt roads along Millbrook Road - BYO lunch

Ph: Peter Harrison 82636023

Sunday 18th January - Be part of a Tea Tree Tourers Team for a 50 km Audax Ride

Ph: Alan Capell 82637651

Sunday 25th January – TOUR DOWN UNDER

Meet 9.30 am Henley Sailing Club Military Road West Beach, Ride along the Linear Park to the city for coffee. Select your favourite spot to watch this exciting last stage of the Tour Down Under. Ride home independently.

Ph: Gwen Pye 85385221

Weekend 7th & 8th Feb - PURNONG CAMPING WEEKEND

Meet at Lakeside Campground, Purnong – Arrive Friday afternoon or Saturday morning 9.30 am

Distance about 50km each day - Speed Leisurely

Saturday – Rides to Walkers Flat – Sunday – Ride to Bow

Hill – Swim in the Lagoon if too hot

Food available at lunch stops - Camp fees \$5.00 per night
Ph: Alan Capell 82637651

Sunday 22nd February - AROUND ADELAIDE

Meet 10.00 am at Linden Park Primary School, Hay Road, Linden Park

Distance about 40 km – Speed Leisurely

Ph: David O'Loughlin 84311751

Sunday 7th Mar - TRACKS & TRAILS McLAREN VALE

Meet 9.30 am Chapman Park, Main Road McLaren Vale

Distance about 40 km – Speed Leisurely

Mainly dirt roads. Ride cancelled if forecast over 35 C

BYO food and drinks

Ph: Gwen Pye 85385221

23rd March to 1st April 2004 - RIVERLAND TOUR from Cobdogla to McLaren Vale

An unsupported tour along the River Murray

For more details phone Alan or Mary 82637651

If you have a favourite ride or would like to lead a ride near your home please contact the rides co-ordinator

Ph: Gwen Pye 85385221

ALL OTHER RIDES PLEASE SEE WEBSITE

www.teatreetourers.com



Bikes and Taxis In Bus Lanes

From Monday 8th December, new road traffic rules allow taxis to use *some* bus lanes.

In brief, bus lanes come in two sorts: long ones between intersections, so buses can move rapidly and avoid traffic congestion (e.g Hackney Road; Goodwood Road); short ones leading up to intersections, which often have a “B” light, so buses can get away fast when the traffic lights change. Taxis can use the first type of bus lane, but not the second.

The two types will be distinguished by road markings.

The idea is that taxis can use some of the long lanes, and these will be labelled “BUS”. Taxis are not allowed to stop in them to pick up passengers or set down passengers. At the end of the lane, taxis are supposed to merge with the traffic.

Taxis aren't supposed to use the short lanes leading up to traffic lights. Those will be labelled “BUS ONLY” and will have red paint on the kerb. Taxis can't use the “B” lights (and just a reminder: neither can bicycles) which remain for buses only. In fact, the “B” lights won't work for taxis, as they need a bus-sized vehicle to trigger the sensor in the road.

Obviously there will be a time of transition, while the road markings are changed, and taxi drivers get used to the new rules. Watch out for lanes you ride in being altered, to bus-plus-taxi use. Lanes currently labelled “bus only” can be changed so taxis can use them, simply by removing the word “only” from the road surface.

This is one situation cyclists need to monitor carefully.

If a taxi harasses you, or endangers you, or if it simply
cont'd on page 10

Dear Editor Cans

Submitted to the Adelaide Hills "Courier" as a Letter to the Editor.

Sir: - I don't cycle at night. I've seen evidence of something very scary out there that's being reinforced by the recent spate of senseless road fatalities.

I cycle almost every day, and some years back my environmentally-conscious partner persuaded me to pick up any cans or bottles I see by the roadside. 'Every little bit helps' she said, and the 5c deposits can go to the Salvos. Mondays in the Adelaide Hills are particularly fruitful, easily supplying 100 from the days ride! Not surprisingly I find the highest concentrations in the foothills just after leaving the metro area, and on the roads near hills towns with a hotel.

The quantity of other rubbish thrown from vehicles is equally appalling, but what's scary is the large proportion of alcoholic spirit mix cans I'm finding. That means intoxicated occupants or drivers – people who might have downed a few beers at the pub and bought more to drink on their way home or to another pub or party. Sometimes I find half a dozen cans together, suggesting they binge by the roadside before driving on.

Imagine rounding a bend at night and meeting a car drifting onto your side of the road, the occupants with cans in one hand and the contents of untold others in their bloodstream – you should be scared too.

ALISTAIR POWELL, 5 November 2003

Thoughts



Dear Editor,

Just a couple of thoughts that I thought I would share.

Office for Cycling and Walking

I am a little concerned about the advent of this organisation as I fear that by grouping these two activities together it may increase the perception that cycling is not an activity for the road (and most of us are aware of such an attitude existing amongst many a road user). However if there is one this such an office could do that would be a positive to both activities and the community as a whole, it would be to look at what needs to be done to get kids walking/riding to school again.

IMHO research is needed to look at how to address (what I call) the parental fear factor. That is the belief held by many parents that it is unsafe for the kids to be out. If this fear is valid then what needs to be done to remove these threats, or, if (as I suspect) the dangers are bigger in the community's mind than they are in reality, how do we as a community address this?

On this same topic of kids getting to school I find it hard to believe that survey reported in "Cycling trend in the Adelaide metro area, 1996-2003" bothered to look at child usage. For from my experience (and from various media reports) school student bike usage is at something of an all time low and continuing in that direction.

However I do not believe that "Children are no longer able to walk or ride bicycles to school" (Symptom 4; Submission to Transport SA Regarding: The South Australian Road Safety Strategy 2003-2010 & Action Plan 2003-2004), rather that children are no longer walking or riding bicycles to school.

Finally points 2.6 and 3.10 under Engineering and Planning are very valid, however they do not go to the greatest weakness in the Bike Direct setup. In fact I only realised this during a recent trip to a couple of places in country Victoria.

The signage.

Simply put, the signs for bike lanes (their presence, but particularly their conclusion), or for the bike direct routes, are all directed at the cyclist rather than all road users.

On what do I base this? Let's deal first with bike lanes.

Bike lanes are well marked as such, but as was demonstrated in Pedal Update No 157, there are many road users who use them illegally. Why is this? Could it be that road users are

unaware that motor vehicles "must not drive, stop or park in a bicycle lane (Share the Road leaflet)"? Let us consider other similar road conditions i.e. bus lanes & clear ways. When we look at the signage for these and we find that it does in fact tell other road users that they may not use/do certain activities in said lanes.

Let's now look at the sign telling the cyclist that their lane is at an end. While on holidays in Victoria I was confused when travelling along various major country highways/freeways by signs that read "Beware Cycle Crossing". My confusion came about from the fact that I could not for the life of me work out where this crossing was.

However it finally dawned on me that these signs were positioned at each exit from the main road and were there to warn motorists, making use of them, that cyclist using the road they were currently on may in fact be continuing and that they should be watching for them.

This made me think about our own end of bike lane sign. After seeing the interstate signage these struck me as having a totally different message. They don't warn drivers to watch for bikes, rather they seem to deliver the message to cyclist 'Your space is now gone so watch out'.

Maybe I'm being to harsh but I would like all members to think about this.

On to the BikeDirect signage.

First off I would like to say that for the most part the Bike Direct routes are great. There are a couple that strike me as being misplaced (an adjacent street might have been a better choice) or seem a bit out of the way. But that said my boys and I have made good use of them.

The signage however is an issue. Simply put, it is there for the cyclist rather than all road users. The signs themselves are about the size of an adult male hand. I could be wrong but my guess is that they are the smallest road sign in use in this state. Secondly they are positioned 0.5 - 1 m. higher than most other road signs. Take both of these facts together and it is little wonder that most drivers are oblivious as to whether the road they are on is a BikeDirect route or not. A sign for all road users would both tell the cyclist that this is a safer route and warn other road users to be especially aware for the presence of cyclists. The current signs don't do that.

cont'd on next page

Thoughts cont'd from prev page

Maybe I'm just a little paranoid (and what cyclist isn't ;-), but as I explored all these ideas I couldn't help but come back to the thought I presented in the first paragraph. That is my fear of the increasing "perception that cycling is not an activity for the road". Well not in this state anyway

Andrew Hall

Comment: Thus far BISA has supported the formation of the Office of Walking and Cycling. We hope that it will give Active Transport (cycling, walking and mixed-mode travel) a stronger voice within transport planning. We have also supported the notion that 'a cyclist is just a pedestrian on wheels' - that is, cyclists and walkers have much in common, especially in dealing with the domination of our transport

facilities by cars! Like Andrew, we await the outcome of this Office's work with interest. On the subject of children 'no longer being able to ride to school' - I haven't had a chance to re-read the summary of BISA's input to the Transport Plan that Andrew refers to, but if we said this, then we said it in error! Of course what we meant was that cycling to school has become dramatically reduced - mainly by perceptions of danger. Andrew may be interested in the work of the Safe Routes to School project, for which BISA will encourage a focus on cycling as well as walking. We'll see if we can get a report on this project in the next P.U. Meanwhile, direct input of members is welcomed, either by letter to PU or by working with the BISA Committee. There is always plenty of work to go around! Sam Powrie, Vice President.



Bikes and Taxis In Bus Lanes from page 8 ignores the rules, note its rego number, and complain to the Passenger Transport Board (8210 1000, 7am -8pm, 7 days a week). Usually cyclists let incidents like these pass, but

for the next few months we need to report them, to show the PTB whether their system is working. If they don't get any complaints, they will assume that things are fine.



Bob Such and the bill to abolish 50 km/h zones.

Cyclists may remember that Mr Such introduced, in the last session of Parliament, his "Road traffic amendment bill", designed to abolish 50 km/h zones. He got as far as a second reading in the lower house, and then the debate was adjourned. Such was the lack of interest in the bill, that it did not make it onto the agenda again that session, and so lapsed

at the end of the last session of Parliament, last September. Mr Such has re-introduced his bill to Parliament during the new session, and it has caught up to where it was before, but gone no further. It again got a first and second reading, but the Opposition moved rapidly to adjourn debate on it.



Report from Ireland

I have been to my first meeting of Dublin Cycling Campaign last Monday and paid my membership at the same time. One of the current issues here is the metrification of speed limits which is due to happen next year. A very positive side-effect of this is the introduction of 30km/h as an officially sanctioned speed limit (up to now the lowest official limit has been 30mph ie 50km/h) although it will be up to local councils to decide where it will be introduced.

signs all over the country. How was this done in Australia? (1974 or 75 wasn't it?)

In May the UK Cycle Campaign Network spring meeting will be happening in Dublin (first time outside the UK!) which will hopefully be a fairly big thing (far far smaller than VeloCity of course...) -- should be fun too I hope!

Cheers, Jonivar Skullerud

There was some uncertainty about when and how exactly it will happen; somebody said it cannot be introduced 1 Jan because all the workmen have to be out and change all the

(Note Jonivar used to be on the BISA CTEE as web manager. He is now working in Dublin, the city where the next ECF Velocity conf rence will be held)



HOLDFAST BAY BUG UPDATE

At the Dec. Bug meeting Jeremy Clark from Kellog Brown Root KBR showed plans and gave a brief overview of two projects that Council and KBR (consultants) are working on Somerton Coast Park. Patawalonga Frontage Upgrade.

start at Repton Road end in July.

Concerns expressed about speeding cyclists and wandering pedestrians on the shared pathway.

BUG would like to see any reports to Council regarding the trial period.

Coast Park

One way road was explained and undergrounding of powerlines.

The proposal will go to Council on 9 December 2003.

A trial will be put in place using line marking and bollard probably by 15 December 2003 if the modified plans are accepted by Council.

A bike lane will be made by putting wheel stops to create a lane in front of the parked cars.

A review would be held after three months and a report be made to Council in March or April 2004.

If approved it is proposed that the permanent changes will

Patawalonga Frontage

The roadway between King Street and Anderson Avenue will be increased slightly in width with a bike lane on both sides and indented parking on the western side.

The stobie poles will be removed and a round about installed at the King Street intersection and maybe another one half way along to reduce traffic speed.

Public consultation may happen over the Christmas period and maybe a workshop in February.

taken from BUG Minutes sent by Ken Bragg

Sorry for all the **Holdfast** BUG Reports! Please inform the Editor of **your** BUG meeting activities (Editor)



Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Mia Crowther		8203 7676
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Burnside	David Wilson	8379 5682	
DSTO Edinburgh	Andrew Messner		8259 6168
Flinders Medical Centre	Mike Brisco		8204 4105
Glenelg/Brighton(Holdfast Bay)	Janet Kelly	8294 9374	
Norwood, Payneham and St Peters	Keneatha Pick	8364 6451	
Marion	Craig Cooper		8375 6636
Mitcham	Ben Wilson		8372 8853
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		0403 312 447
Port Adelaide	Dave Hemmings	8242 4129	8449 6777
Regency Inst of TAFE	Michael Southren		8348 4549
Stirling	Kath Cooper	8339 3049	
Tea Tree Gully	Clive Palfrey	8264 1545	
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	Jelle Lahnstein	8362 8223	8303 7260
Westpac TMC	Rod Munro		8369 1642
Women's and Children's Hospital	Kevin Duffy		8161 6455

**Want something done/fixed/repaired on your local bike routes?
For your voice to be heard, contact your local BUG!! If there isn't one, get one
going!**

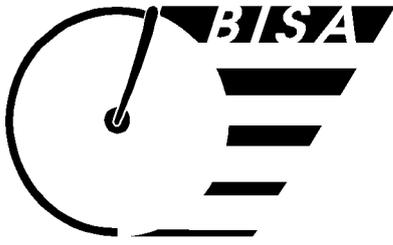
BISA membership form

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, subscription to Australian Cyclist magazine and Pedal Update newsletter.			
Membership renewal (please include any corrections to your address, etc.)			
(tick box)	1 year	2 years	Name
Individual	\$35	\$68	Address
Household	\$45	\$85	Post Code
Organisation	\$50	\$95	Phone(w) Phone(h)
Concession	\$30	n/a	Email :-
Send cheque of 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, letter writing, political skills, etc.)			

Bicycle Institute of South Australia Inc



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