



Pedal Update

No 165, Mar - Apr 2005 ISSN 1321-1870

ANNUAL GENERAL MEETING MARCH 9TH



Tour Down Under
see Page 6
(Photo from Peter Good)

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Calendar

9th Mar Annual General Meeting - All Welcome

13th March "Marion Celebrates" see Page 8

13th April BISA Business meeting.

7 pm Business meetings 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 6pm before the meeting. All BISA members are welcome.

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 (BFA).



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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: 10th Apr.

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, 2004.

Committee Member	Role & Portfolio	Contact
Sam Powrie	Chairperson , Road safety, speed limits, Infrastructure, BFA.	8449 9902
Alan Marriage	Secretary , Coastal Park project.	8296 5993
Ian Graham	Treasurer	
Mike Brisco	Web Manager	8365 7489
Ian Fisk	Editor Pedal Update.	8296 3350
Laura Adele	Membership secretary	8395 1835
Vacant Committee position	BUG Coordination, ACC Bike Plan.	
Vacant Committee position		
Kath Cooper		
Peter Good	Engineering	8331 7735
Alan Capell	Tea Tree Tourers appointed rep.	

Note: Vice Chair role is currently vacant, several portfolios yet to be allocated. Several BISA members have been co-opted to work with the Committee on key issues.

Chairperson's Report



What a year 2004 was. Your Committee and a number of committed members have worked incredibly hard to achieve real, practical goals for the advancement of cycling in S.A. Please don't think that just because BISA may sometimes have a less obvious public profile, we are not having a significant impact on Government and the public mind. Far from it! It seems that the potential of every-day cycling is really starting to take form in our community and people are starting to really appreciate the potential of cycling.

I'd particularly like to thank those behind-the-scenes Committee members who are BISA's 'nuts and bolts' - our Treasurer (Ian G), P.U. Editor (Ian F), Secretary (Alan) and Membership Coordinator (Laura). I'd also like to thank Web Master (Mike) and Technical Officer (Peter) for their own tremendous flexibility and efforts. And finally Kath Cooper, who despite enormous disruptions in her working and personal life has managed to maintain her Committee contributions through the

year. I must also thank the inspired regular members who have contributed their very significant personal efforts to supporting the BISA Committee this last year - the wisdom of Alistair Powell in particular!

We've made some great progress and are starting the New Year on a very positive note with some significant achievements under our belts and some exciting goals ahead. Over the last year BISA has liaised extensively and thoroughly with the State Government's new Office of Cycling and Walking (OC&W). We have established a sound relationship with this Office's highly committed staff and as a result have been able to assist and support them on a number of fronts.

Key achievements to which BISA has contributed have been the increase of the State's spending on cycling to approx. \$1.5 Million (almost back to pre-2004 levels) and the fairly intense examination by Dep't of Transport & Urban Planning (DTUP) of its own cycling development activities over the last few years via the Radbone Report (which essentially came about through BISA's intense questioning of the Minister's cutting of the State Bicycle Fund in 2004). We have also encouraged the OC&W to further realise their potential in policy development and cycling promotion, particularly now they have recently employed an additional staff member.

Recently BISA met with the CEO and Senior staff from Dep't of Transport & Urban Planning. We are developing an agreement as to how we can work together (what we each want from the other) for the coming year. Look for this in Pedal Update. BISA has also worked with the SA Chapter of the Cycling Federation of Australia to submit a Rec. and Sport 'Move It' bid for a community cycling promotion project for the Western Suburbs of Adelaide (using the CFA's 'J-Cycle' and related programs). We are yet to hear if this has been successful - please keep your fingers crossed and look for a J-Cycle program near you!

Mike Brisco's safety survey from the experiences of BISA members is currently being edited for web site publication. He presented his preliminary findings at the recent UniSA 'Thinking on Two Wheels Conference'. Look for the results on the web site soon. BISA is about to launch its position paper on cycling safety - 'A Cycling Safety Agenda for S.A.' This document's purpose is to argue for representation of cycling on the Road Safety Advisory Council which currently appears to have forgotten cycling even exists! Again, look to the BISA web site soon. Comments will be most welcome.

Peter Good, Engineering Officer, has been active with TransportSA and Local Government, taking close look at the changes to the Western Suburbs Bikeway and the extensions along James Congdon Drive. It'll only take you one look at a large scale map (page 5) to realise that this new diagonal corridor linking South Road to Railway Trc. and West Trc. is actually a vital step towards a true North/South Veloway (or at least an arterial bike route). Peter reports further in this issue. Arterial bike

Chairperson's Report cont'd from prev page

route surveys will be a major 'push' for BISA in the coming year! BISA has also provided a submission to the revision of the National Cycling Plan and we're currently commenting on the Unley Council's Cycling Plan 2005-15 (comments to Peter Good please).

There are many other initiatives and plans for 2005 that I have no space here to report on. Please come to the BISA AGM.

Unley Unveils South Australia's First Pedestrian And Bicycle Plan!

Unley was one of the first Councils in Australia to adopt an Integrated Transport Strategy balancing accessibility with local amenity and environment, and is now set to release the State's first integrated 'Walking and Cycling Plan' for consultation. The Draft Pedestrian and Bicycle Plan, available for public comment at www.unley.sa.gov.au, focuses on the provision of safe, convenient and accessible routes for cycling and walking. Most significantly is UCC's intention to support a modal shift away from cars! "The Pedestrian and Bicycle Plan provides a blueprint for encouraging walking and cycling as a legitimate mode of transport, for recreation and for commuting. The Plan is a significant new direction for Council which will see people and places within and outside of Unley connected without relying on the car," said Mayor Keenan.

One of the exciting new initiatives presented in the Plan is the introduction of Bicycle Boulevards "Bicycle Boulevards create a shared transport space where different types of vehicles are allowed but, through careful use of traffic calming devices and traffic control signs, priority is given to cyclists to increase safety and provide a more clear and connected network," said Mayor Keenan. "One of the areas to be targeted for such a boulevard is Wattle Street. This residential street has been earmarked for an 'off road' separated bike path for the exclusive use of cyclists. In the case of Wood / Weller

on Wednesday 9th March and you'll hear what I hope will be a full report on our year's activities and plans for 2005. And here's something for your workmates - did you know that bicycles outsold cars by a country mile in Australia over the last 12 months!

Good riding to all, Sam Powrie.



Street the road environment would be adapted to more safely accommodate cyclists and motorists within the same space," said the Mayor.

The Office for Cycling and Walking supports the development of this Plan and are enthusiastic about the ground-breaking nature of the document. "This Draft Plan is an exciting first for South Australia and we are hopeful that other Councils will follow the leadership of Unley," said Peter Watts, Manager of the Office for Cycling and Walking. "The initiatives contained in Unley's Plan are innovative and ambitious, yet are exactly what the State Government is calling for to get people out of their cars."

An information package and feedback form on the Draft Plan is available from Council by calling 8372 5193 or can be accessed online at www.unley.sa.gov.au. Alternatively, the full report can be viewed at Unley's community centres and libraries, the Unley Swimming Centre, and at the Unley Civic Centre. The Draft Plan was presented at a Community Forum held at the Unley Town Hall on February 16 from 7-8pm. Public consultation was from February 9 - March 2. Community feedback will be considered in finalising the Pedestrian and Bicycle Plan, expected to be presented to Council in April 2005 for final adoption.

(adapted from UCC's media release)



A New Initiative: BISA E-News

A new service for members was introduced in January 2005. BISA began using email to keep members up-to-date with cycling advocacy happenings in South Australia. Considering that *Pedal Update* is published every second month, this new service will be particularly useful in advising members of activities where the time-frame is short and placing details in the next *Pedal Update* would be too late.

The first *E-News* was sent out on 31st January and advised members of the 'Active Adelaide' project that aimed to encourage city-based workers to cycle to work. Registration for participation in the project was due by 11th February.

This *E-News* was sent to all BISA members who had given their email address when joining or renewing their membership. It was used as a test run and gave recipients the opportunity to elect not to receive future emails from BISA.

Of the 292 recipients, only 2 chose to opt out, thus giving overwhelming support for this new initiative.

The second *E-News* was sent on 4th February and advised of a photographic session being held on 7th February associated with the Unley Council's Bike Plan, and a public consultation on the Plan to be held on 16th February.

The obvious advantage of *E-News* can be readily appreciated from the above dates - all of the activities had early deadlines and it would have been too late to advise members in the March *Pedal Update*.

If you didn't receive either of these two *E-News*, but would like to be on the BISA email list, please send your name and email address to Laura, our Membership Secretary, at apow@picknowl.com.au.

Laura Adele



From The Quotable Cyclist

"The bicycle was the last advance in technology everybody understands. Anybody who can ride one can understand how it works." Stewart Parker.

"If the constellations had been named in the 20th century, I suppose we should see bicycles" Carl Sagan
Taken from 'The Quotable Cyclist', by Bill Strickland (Breakaway Books, \$28)



‘Collapse of the Car Culture’ a Review of ABC documentary

Anthropologist and social commentator, Michael Attenborough, following in the footsteps of his legendary forefather, has given viewers a sensitive insight into the collapse of the once-dominant car culture. Using rarely seen archive material, painstakingly converted from antiquated DVD format, he charts the life cycle of this fossil fuelled phenomena from its beginnings in the 20th century through to its decline and final catastrophic collapse one hundred years later.

Oil depletion and greenhouse gas damage were already undermining car culture supremacy by the year 2005. But Attenborough argues that the trigger for its eventual demise was in actual fact an accumulation of critical mass in human consciousness that released a sudden and breathtaking change in the collective psyche.

In an effort to enforce stricter adherence to the principles of the Kyoto Agreement, the World Bank outlawed Carbon Credits trading in 2010. This was followed in 2015 by inauguration of the Nobel Prize for Sustainable Transportation: a move that legitimised the by now swelling tide of new consciousness. The huge transportation networks that crisscrossed the global village were being questioned as unsustainable, and the never-before-challenged wisdom of ‘Economy of Scale’ was being re-examined for a fatal flaw. Sustainable options at a regional and community level were beginning to be adopted as mainstream alternatives to out-of-control globalisation.

It’s hard to comprehend today that ordinary citizens once fought over personal space. Yet in 2020, the International Federation of Cycle User Societies (InFocus) launched a class action that won the right for one cyclist to have the same road space as that occupied by one person in a car. The slogan ‘One person : One vote - One person : One space’ became the rallying-cry for activists of many persuasions, encouraging a proliferation of air, food and water claims on behalf of both humans and other animal and vegetative life forms.

The car culture was losing its grip by 2025, although Attenborough’s entertaining portrayal of this period belies its seriousness. Given the workings of human nature, the ‘oil

dilution’ scandal of 2028 was to be expected; but the bribery attempt by a bio-tech multinational to trade mark such words as solar, wind, hydrogen and bicycle was both devious and lamentable.

Even a coal-burning nation like Australia seemed to be awakening from its polluted sleep. In a landmark step, seen by some as a major precursor of the car culture collapse, the courageous Federal Government (a coalition in 2030 of the Greens, Solar for Life, and Cycling First parties) replaced the GST with an environmental footprint tax. But when declining membership forced the Royal Automobile Association to change its name to the Association of Road Users, the country was truly in the throes of change.

The stock market crash of 2035 is well documented as a turning point in the story of transportation. Attenborough holds us spellbound with a wealth of illuminating information, particularly the interviews with executives from Shimano General Motors and Campagnolo Chrysler whose company records reveal the traumatic takeover battles of the years after the crash.

Transport and manufacturing reforms followed in the next decade. Contrary to the sanitised history taught today, the documentary shows that many nations were unprepared and experienced much social upheaval. In footage of the 2040 American Presidential campaign, George Bush IV is seen being jeered when he promises to make New York the country’s first fossil-fuel-free city. In 2045, the year that petrol was finally withdrawn from sale, we see Sydneysiders pushing their unusable petrol-guzzlers off the Harbour Bridge in protest, whilst in creative Adelaide, a cottage industry flourishes by exporting do-it-yourself kits for a solar boosted family carcycle.

These final scenes of the documentary may be disturbing to some viewers for as the dinosaurs discovered too late, change has a habit of leaving casualties in its wake. Nevertheless, the human species – the persistent survivor – in the end rediscovered its legs, and cycled out of the dying days of the car culture into the bright clean future we take for granted today.

Alistair Powell



Thinking on Two Wheels

On Monday 17 Jan, the University of South Australia held its first “Thinking on Two Wheels” conference, to coincide with the Tour Down Under. The conference, a series of diverse short presentations, covered the themes:- physiology of cycling performance; active transport options; children cycling; the Cyclesafe bike skills course for adults (which Adelaide City Council are running); ways to get people cycling; a survey of what type of person the typical Adelaide cyclist is; and cycling and mathematics (maths teachers using bikes as a way to teach!). Participants included Drs Stu Clement, Ian Radbone, Tim Olds and Prof Kevin Norton from the University of SA; Fay Patterson from QED consulting; Alison Collins from Adelaide City Council; and Tom Eltridge-Smith. From interstate, Dr Jan Garrard from Deakin University, Vic; Allan Brown from Gosford City Council

NSW. The conference had about 50 participants, and was a great opportunity to make contacts, and share ideas.

BISA was invited to give two talks, one from Sam P on the value of community cycling organizations, one from Mike B on the BISA survey on cycling safety. Sam unfortunately had to pull out at the last minute. One of the advantages of giving a talk is that you get to test your ideas out. BISA got some useful feedback on its safety survey, and comments from various people help us to see how the research fits in to what others already know.

The Conference was successful and good value. We hope the Uni of SA will organize another next year, and that it becomes a regular event.

Mike Brisco



Engineering Report

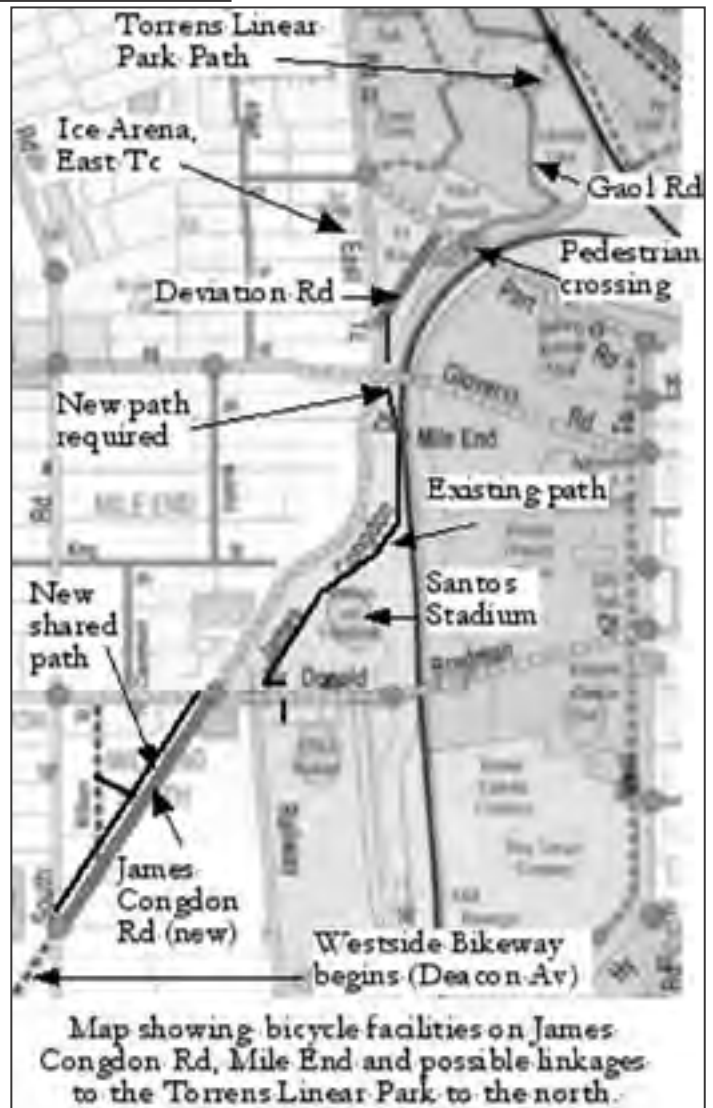
Integrated bicycle facilities on the new Mile End road have wider potential.

James Congdon Rd (old Railway Tc) now extends from Sir Donald Bradman Dr to South Rd (intersection with Deacon Av). Bicycle lanes are provided on both sides of the new road along with a shared bicycle/pedestrian path on its north-western side. Crossings of major roads will accommodate both pedestrians and cyclists.

Thanks to this new work, the Westside Bikeway will again have safe, fully integrated connections with the city. Furthermore, cyclists will be able to ride 50Km to Willunga via off-road paths almost all the way (but for about 2Km on-road). At the intersection with Sir Donald Bradman Dv, the new James Congdon Rd off-road path will eventually connect with an existing path that runs northward past Santos Stadium to the pedestrian underpass of Mile End railway station. With some new path, a route under the Bakewell Bridge (soon to be renovated) and connections with Deviation Rd and Gaol Rd, the route could intersect with the Torrens Linear Park path. That would make a 70Km ride from either Athelstone, Modbury or West Beach to Willunga!

More good news.

The 15-minute parking zone outside of the Ice Arena, East Tc, Thebarton, will finally be removed thanks to Angelo Catinari, Andy Gourlay, Frank Siow (City of West Torrens), Transport SA and Heather Wardle. It seems everyone was swayed by the argument that the wider network created by cycling facilities on new James Congdon Rd (see above) will generate more bicycle traffic on East Tc. In addition, the Ice Arena is built on a large car park (accessible from Kintore St) that could service all parking requirements including



provision of a safe drop-off area. As can be seen from the photo, the parking zone (for 2 vehicles) was established over the full-time bicycle lane, causing a dangerous squeeze point for cyclists and the potential for motorists to be fined.

Peter Good



From Our Foreign Correspondent, previously BISA Committee Member and Web Manager

Q. I hear that Ireland is getting confused by the change to metric - or is it the change to imperial??

A. Definitely metric—in fact they were talking about it on the radio at the very moment I received and read your email at home. The change seems to have gone quite smoothly; there hasn't been very much about it after the first few days. Some absolutely ridiculous signs showing 100km/h speed limit next to "look out for schoolchildren" signs (ie outside schools) have been taken down after public pressure. The councils have to go through some specific process to get lower limits in particular areas, but hopefully we will see 30km/h many places. In fact there has been some confusion since my boss thought she now had to drive at 30km/h were it previously was 30mph, and found it hard to do... However, enforcement

is as absent as ever so speed limits remain a theoretical concept in Ireland...

Q. How is Velo City 2005 planning going in Dublin?

A. Meanwhile, the VeloCity saga continues. A number of speakers (from Ireland, from UK, from USA) have withdrawn because they cannot afford the EUR790 (\$1300) conference fee they have been asked to pay. What, if any involvement Dublin Cycling Campaign will have, remains unclear although there is a dialogue and we may be organising the technical tours, have a stall, etc. Some are deeply suspicious of the DTO who are organising the conference.

Cheers,

Jonivar



Contributors

Thanks to the contributors and proof readers for this issue, including:- Laura Adele, Ken Brag(Holdfast Bay Council), Mike Brisco, Ian Fisk, Peter Good, Tony Kitchener, Daniel Mourek, Alistair Powell and Sam Powrie, Jilden Reichardt, Jonivar Skullerud.



Tour Down Under

This year's "Be active" tour, rode the route of stage 2 of the Tour Down Under, 150 km from Salisbury to Tanunda, via Gawler, Williamstown, Mt Pleasant, Angaston and Greenock. BikeSA had 1900 riders, from interstate and overseas, teens to 80 year olds. The ride starts 3 hours before the race, with a real fairground already open, with coffee stalls already set up, cooked breakfast BBQ, and the local greengrocer amazed at the run on bananas. Salisbury's the Minster for Transport's electorate, and the Premier, Mike Rann, officially started the ride.

The ride up Main North Road to Gawler was in 4 police-escorted convoys - nice to have an entire lane of the road to yourself. Then through Gawler to Lyndoch, a slow steady climb to Williamstown, and the Mt Crawford Forests. At 64 km was Smith Hill, a 200 m climb over 4 km, the stage's "King of the Mountain" challenge. Quite a few casual riders joined in this part of the ride, as the race was not far behind. One of the people already at the top when I got there, was Lille, a well known cyclist in her 80's. Then, through Mt Pleasant, and the Eden Valley, to Angaston - all these small towns decorated, to welcome the Tour. Finally a circuit of the Barossa, to finish at Tanunda. The route had a flat 'warm up' 20 km, before the climb to Williamstown and Smith Hill. Then a flattish run to Angaston - a little testing in the mid-day heat and warm northerly wind. The 10 km before the finish had several small but sharp hills, of which there had been riders' gossip many kms back - though Greenock, Marananga; vineyards, and creeks made this stretch interesting. At the finish, there was food, a drink and buses back to Adelaide or Salisbury for

those needing them.

Riding a stage of the Tour, gives a unique appreciation of the calibre of the professional racers. You see the route as the athletes see it: the 5 km countdowns to each sprint station; the folks along the route, folding chairs and drinks tables under shady roadside trees, ready to cheer a passing cyclist. You wave to lots of children.

Most "Be Active" riders finished around lunch-time, to watch the finish of the race. But for us slower folk, the race cavalcade overtakes us on the road. You know when it's approaching: the motor-bike camera crews start to pass you, off to set up at their next location. When the race approaches, you pull off the road, and rest: first, the police who officially close the road for the race; next, various sponsors cars with the large figures; the ride leaders, and about a minute later, the peloton, whirrs past. Then the fleet of support vehicles, the race director's car, other VIP's. Then the final police convoy to re-open the road, and on you go.

In 30 degree heat, the refreshment stops every 40 km were welcome. At Springton there was a cool water spray set up, so you could soak your head and clothes - a good example of hot weather policy in action.

I'd encourage people to try this one next year. There are activities organized at the start and finish, for family and friends. Expect to see this year's souvenir cycling jerseys, dark blue and dark orange, around in the next few months.

Mike Brisco



From Adelaide to Prague, Czech by Daniel Mourek

Adelaide experience!

I will start this article upside down with our experience from cycling in Adelaide and surroundings. Right from the airport, after 2 days of travel and little exercise, we were picked up by our friends Margaret, Graham and Diana and we went to check the bicycles for our first Australian cycling experience. Cycling on the left side was the biggest problem at the beginning but after a few minutes we got used to it. Once we left the busy streets of Mitcham, our friends took us to the River Torrens Park trails. Despite all justified criticism, such as inadequate signposting, we found this 35 km long green corridor fascinating. Cutting right through the city centre, connecting the beaches of Adelaide and even the airport, providing wide public spaces and shelters for birds, we couldn't imagine a better start to discover Australia. It really makes a difference to discover a foreign town or even a continent on a bike, doesn't it? After the Adelaide experience we have cycled on the rail-trail from Noarlunga and on the Riesling Trail in the Clare

Valley, tried the intermodality of train and bicycling in greater Adelaide and found them great, if only they were a bit more advertised and known by the public.

Czech experience!

Since centuries the Czech lands have been the crossroads of European cultures. The Czech Republic, among the youngest in the family of European Union countries, is an ideal country for a cycling or hiking holiday which combines an active component with visiting unique cultural, natural and historic places along Czech Greenways.

Currently there are about 16,000 kms of marked bicycle trails and 40,000 kms of hiking trails and greenways in the country. Trails in the Czech Republic use existing ways, mostly slow traffic, forest and service or former military roads built along the Iron Curtain during communism. In urban areas the routes use special lanes or separate shared trails for bicyclists and pedestrians. There is a high density of villages, medieval towns and cultural monuments such as castles and chateaux, over 2000 merely in the Czechlands.

• Greenway experience?

Greenways, multipurpose trail corridors for users such as cyclists, hikers, horse back riders or canoes in the Czech Republic involve long established projects such as the Prague-Vienna Greenways, Moravian Wine Trails or newly opened Krakow-Moravia-Vienna Greenway.

cont'd on next page



Cyclists' Rights Letters to Advertiser Editor

29 Jan's Advertiser had a letter from S Reid, saying cyclists shouldn't be on the road. Two BISA members replied; neither got published; but the paper had written a lot about the Tour Down Under, so cyclists can't feel too harshly treated.

S. Reid (The Advertiser 29/1/05) suggests that paying registration fees gives motorists more right to our roads than cyclists. I pay full rego for a car which stays in the garage many days of the year. If I wave my rego receipt at S. Reid am I allowed to have a car-sized space on the roads? Most of the cyclists I know own a car that they choose not to use on every day they pay rego for.

Truthfully, if our pollies had any guts they would trash all registration charges and tax fuels more instead. That way, motorists would proportionately pay for the damage, pain and pollution they cause. Who knows, it might get more people like S. Reid cycling on our roads to reduce pollution and car congestion. We live in hope.

Jilden Reichardt, Crafers



Rights of cyclists

IT'S great to see South Australians commuting to work by choosing to ride a bike. This is obviously the cleaner and healthier alternative, but it angers me that cyclists believe they have as much right on our roads as car drivers.

You may argue that cyclists have the right to command space on our roads but if so, what point is there in registration fees if not to pay to use our roads.

S. REID,
Woodville.

Original letter

Sir:

The Tour Down Under gone less than a week, and already S Reid declares open season on cyclists (Letters, 29 Jan).

Reid says cyclists should pay registration fees to use our roads. But most cyclists have already paid registration fees, because most own cars.

The Bicycle Institute of South Australia, a community organisation of keen cyclists, reckons 77% of members own cars. If a member needs to travel, she could drive, but bicycles are quieter, cleaner, gentler to roads, and use less road space. If someone pays car registration, but doesn't use the car, and cycles instead, what's the problem?

As for cyclists' rights: those rights are defined by traffic law.

As most cyclists know, that law treats bicycles as vehicles, and so cyclists have similar rights - and responsibilities - to other road users.

The Tour Down Under featured top Australian cyclists, and earned SA prestige and dollars. Some of the young people we see cycling on Adelaide roads today will be the cycling heroes of tomorrow. Motorists and cyclists need to share the roads, so everyone can travel safely.

The above letter is for possible publication; I write as a committee member of the Bicycle Institute of S Australia, a voluntary, community cycling organisation; and my contact details are below.

Regards, Mike Brisco



From Adelaide to Prague, Czech by Daniel Mourek cont'd from prev page

In the corridor you can choose a self-guided tour or use services of the local tour operator Greenways Travel Club (GTC <http://www.visitgreenways.com>). All tours offered by GTC can be customised so you choose a combination of the transport you want to use, what places you want to see and the amount of days you want to tour. Another great aspect of these tours is the possibility of contacting local artists, trades people and non-profit projects along the route.

* Czech Greenway experience The oldest from Czech greenways family?

Rather than just a single path, the Prague-Vienna Greenways is really a 400-650 kilometre long green network of trails and country roads that offers variety and diversity to the traveller. Thanks to support from the Greenways-Zelene stezky, the main route now includes additional loop-greenways that were created by the local groups.

The Prague-Vienna Greenways lets you take a journey along centuries-old salt, silver and amber trade routes, allowing you to discover the most interesting, off-the-beaten-track places, closed off for forty years behind the Iron Curtain. You visit castles and historic villages and admire the architectural monuments, some declared World Heritage sites by UNESCO. Walk or bike through fragrant meadows, watch rare birds fly over peaceful fields. Taste fine Moravian wines and varieties of hearty Czech beer and attend concerts and festivals of high quality and fun. And meet local people!

In Prague the Greenway starts in the newly established Central Park of Prague 13 and it continues along the Prokopsky potok (creek), across the Barrandov bridge and along the Krcky creek to the outskirts of Prague in Ujezd. Although Prague is known as a historical and architectural gem and is visited every year by millions of tourists from all over the world, there is more to Prague than just the history, culture and Czech (cheap) beer.

It is worth visiting the Green spaces of Prague by bike or on foot where you will be far away from crowds of tourists and civilization in general just a few kilometers from the city centre.

The Prague Vienna Greenways offers a full diversity of typical Czech countryside reaching from flatlands, countryside with ponds, lakes and marshes, the hills of Czech Merano region in Central Bohemia or the Palava Hills in South Moravia, the



Czech National Park Sign

A few notes from the Feb combined Holdfast Bay/Marion BUG meeting:-

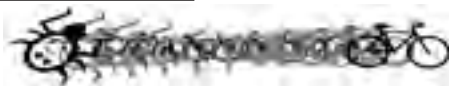
Willunga to Marino Rail Trail Project (WMRT)

Terry Bruun from Sustainable Solutions – gave a presentation to the BUG about the Willunga to Marino Rail Trail Project. Several possible names for the Trail were canvassed. Terry briefed the group on other points of interest. His consultant brief, as one or three consultants appointed by Onkaparinga & Marion Councils is to further develop the trail. Terry is to consult on Marketing/Promotion, Facilities i.e. toilets drink stations, shade etc. and Signage.

The trail is 38km in distance, 95% of a continuous trail, 90% the trail can be ridden on. The surface is good and has some significant features. A sketch plan was handed out along with a copy of a printout from <http://www.railtrails.org.au> of the Willunga Railtrail.

The project/trail is being further consulted with other key

stakeholders such as Bicycle SA, BISA, Office of Recreation and Sport, Walking SA, Office of Cycling and Walking etc.



The event “**Marion Celebrates**” is being held at the Marion Cultural Centre on Sunday, 13 March 2005 from 12 noon to 4pm. The focus of the event is on ‘sustainability’ and cycling is a key component of this. A mini fun triathlon is being held at 9.30am and Brighton Kiwanis will be offering free engraving for bikes and will register bikes with the police. BUG will have a display, with a banner promotional material; photographs etc and maybe distribute Bikedirect cycling maps, BISA will share that stand. A group of cyclists from the Cycling for Pleasure Group may drop by after their ride.

Future Meetings to be held at 6:00pm, 1st Wednesday of each Month.

2 March 2005, 6 April 2005, 4 May 2005



From Adelaide to Prague, Czech by Daniel Mourek cont'd from prev page

Bohemian-Moravian highlands to the mountain ranges of the Bohemian Forest or the Nove Hrad mountains at the border of Germany and Austria. The latest are rightly called the green lungs or green roof of Europe. They remind visitors of places like the Swiss Jura, the German Black Forest, the Italian Merano region or the French Vosges but they are unique in their architecture, people and level of development. They were closed areas during the cold war because they formed the border between communist regimes and the democratic world.

Development of the Prague-Vienna route through the Czech Greenways program is part of a broader purpose: to create a model for sustainable regional development, conservation of cultural and natural heritage and promotion of local and regional identity through low-key, low-impact tourism activity.

•Moravian Wine Trails

A clearly marked system of bicycle trails takes you down the silent meanders of the Dyje River, to the busy squares of medieval towns and the back streets of picturesque villages where vintners are at work producing memorable wines. Each of the ten wine regions has a marked bicycle route in which you can discover the Moravian countryside, its history, local products and unique folk music and costumes. The hospitable climate will ensure a pleasant stay and a wonderful experience along the 1200 kms of signposted bicycling and hiking trails between Vienna and Brno.

* Krakow-Moravia-Vienna Greenways

This is the youngest cross-border program in Poland, the Czech Republic and Austria. It is a heritage route based on a network of cycling, hiking, water and other thematic trails. The main backbone of the Greenway is a 700 km long bicycle

trail presenting the historic, cultural and natural richness of Central Europe. Beginning with the Krakow Jura Upland, Oswiecim Valley, Pszczyna Region and Cieszyn Silesia, the trail runs through the forested mountain ranges of the Beskydy Mountains, follows the valleys of the Oder and Beva Rivers, and after the vineyards of Southern Moravia and Lower Austria ends in Vienna. Local people and partners are planting local species of trees alongside the trail. Krakow-Moravia-Vienna Greenways will in the future be the longest avenue of trees in Europe.

* Who is who?

CZECH GREENWAYS is a civic organization founded shortly after 1989 by a group of Czech and American enthusiasts exploring ways to preserve the unique cultural and natural heritage of the Czech lands

Today Greenways works under the auspices of the Czech Environmental Partnership foundation (<http://www.nadacspartnerstvi.cz>), with the help of other civic organizations, e.g. Prague Vienna Greenways Association or the Friends of Czech Greenways in New York.

The Czech Environmental Partnership foundation through its regional Greenways program is working in close co-operation with the Mikulov based tour operator GTC in order to offer a unique experience of the Czech Greenways. The role of the foundation is to bring different partners together - towns, non-profit grassroots organizations and regions - and to enable tourists from abroad to visit local projects along the Greenways and give them the opportunity to speak to people, to see how they live and to contribute to their efforts financially. The model of collaboration between the foundation and GTC has been successfully tested in other European countries because it offers a unique experience of sustainable tourism combined with people-to-people tourism which

cont'd on page 10



Cruising for Losers

P

“Jim just got his P plate last week – driving with him is really cool, just the two of us – but tonight we’re cruising with Mick & Jane to check out some action. We got some eggs so we could frag some pedal-rats. Only daggy old farts who worry about croaking from a heart attack and are too cheap to join a gym ride pushbikes – that’s what Dad says – they shouldn’t be on the road. We saw two out on the main drag. I got the first one and Mick got the one behind who yelled so I know it was a hit – it’s like a computer game and almost as fun. I mean, like, it’s not like we hurt them or anything, it’s only eggs – anyway, who cares? They’re such losers. So after ‘Mission Accomplished’, we went to McD’s for our just reward. A couple of minutes after we’d been through the drive-thru and were in the parking lot talking about where to go next, this chick on a bike comes around the corner and starts shouting, “Get their rego number!” Jim pulls out passed her just as the guy comes around the corner on his bike and rides towards us – Jim drives right at him, I scream, and we swerve out of the parking lot.”

It was a beautiful night for riding bicycles – it was clear and cool with a slight breeze. My friend Ginny and I had had dinner at a restaurant in West Beach and were riding home to Mitcham. Shortly after we had turned east onto Cross Road from Anzac Highway, the occupants of a maroon sedan shouted some abuse at us as they drove by – but that was no big deal because verbal abuse from passing cars is something we’ve come to expect here in Adelaide. Five minutes later, about a kilometre further on, Ginny was riding 5-10 m ahead of me when I heard a shout from another passing car and simultaneously felt something hit my right side. I shouted an obscenity and stopped on the footpath. Ginny also stopped, turned, and rode back down the footpath about 20 m, “I want to find what they threw at us”, she said. I realized then that she had also been hit by something, and I rode back to join her and saw a raw egg lying freshly broken in the gutter. We then continued to ride east on Cross Road. About five minutes later, as we crossed the intersection with Goodwood Road, Ginny suddenly turned into the MacDonalds on the northeast corner. Without knowing why she did this, I followed her into the entrance and around the corner of the building where I was confronted by a car facing me 40-60 m away at the north end of the parking lot. Ginny was to the left of the car screaming, “Get the rego number”. I rode towards the car, and the driver, a young man with short dark hair, looked directly at me – our eyes locked together in a macho moment – as he drove the car directly at me to intimidate me, driving in the direction opposite to the direction of proper traffic flow indicated by yellow arrows painted on the pavement. I did not stop, and when I got to within about 5-10 of the car where I could clearly see the SA license plate number and a young woman sitting next to him holding a large paper cup, the car abruptly turned and drove out of the parking lot. The P plate was conspicuous in the rear window.

The paragraph above is an account of how we were assaulted by the occupants of a car at about 11:00 PM on Thursday night, 2 Dec 2004. The first paragraph is a fictional account of the same event from the point of view of one of the perpetrators. The following is taken from Ginny’s statement to the police:

“I then rang the police and reported the incident. I described the incident on Cross Road; I said that ‘eggs’ had been thrown at us, and that we had found the car in the MacDonald’s car park and that it was heading toward the city along Goodwood Road. I reported the car’s registration number and that the car was a cream-coloured Corolla. The policewoman I spoke to said that the registration number corresponded to a Ford Laser. I indicated that, yes, that was the car, as I felt that a Ford Laser was consistent with my observations. The policewoman said that they would be keeping a lookout for it and took my name, address and mobile phone number. She said that if we wanted to follow up the matter further then we would have to make a statement at a police station. We rode to the police station at Malvern but it was closed so we decide to go home and come back in the morning.”

The next morning we returned to the Malvern Police Station and found it was still closed, and so that afternoon we made a report to the Wakefield Street Police Station. We were both interviewed separately, and we each also submitted separate personal statements we had previously written. We were told that there was probably insufficient information to press charges against the driver of the car but he could receive a warning. During the past week and a half, we have called the Police several times to find out the status of our complaint, and as of today, Tuesday 14 Dec 2004, the paperwork is slowly moving through the department.

A couple of years ago when I was trying to walk across a street at a crosswalk in Port Augusta and the cars weren’t stopping, I asked the woman with a pram waiting beside me, “What are the rights of pedestrians with respect to cars in South Australia?” She replied, “About the same as kangaroos”. Ironically, when I was there in February 2003 before the US invasion of Iraq, I felt safer walking down the streets of Baghdad than I do riding my bike at night in Adelaide. I believe that “Oil is War”, and this abuse of cyclists suggests the current might-is-right brutality of a US tank in Baghdad bleeds over into the vicious mindlessness of hooners in Adelaide.

Edward Cranswick <e_cranswick@yahoo.com>

Virginia Ward



Cycling for Pleasure Rides

March 13 Highways and Byways to Brighton. Mostly flat. Cup of tea at the Marriages. Meet at Mitcham Station at 9.15am (8.55 train from Adelaide) Jill Ph: 8296 5993

March 27 Easter Sunday

Meet at the Brewery, Port Rd at 10.00am for a dawdle out west. Helen S Ph: 8356 1607

April 10 A hilly ride followed by a sausage sizzle late lunch (\$2 contribution). Meet at Jenny's place on Bains Rd, Onkaparinga Hills. Directions: 4km from Woodcroft Shopping Centre, on the left. Grid No: 803118

Jenny Ph: 8383 6140

April 24 Hills and dirt around Lobethal. BYO lunch. Meet at Lenswood Cold Stores, Cold Store Rd, Lenswood.

Phil Ph: 83903005

May 8 Various bike tracks with Gordon. Meet at Victoria Sq at 10.00am Gordon Ph: 8276 9453

May 13 to 16 Long Weekend in the Barossa Valley. Staying at the Williamstown Caravan Park. For details re meal arrangements etc, phone Richard 8260 1742

Website :- www.cyclingforpleasure.org



Tea Tree Tourers Rides

Club Meetings 1st Wednesday of month, 7.30pm Linden Park Primary School, 14 Hay Road Linden Park. CPG members also welcome.

Every Monday evening Cycle2max. Norton Summit ride 5:30 pm Tower Hotel, Magill Rd and St Bernard's Rd. Michael D 8294 0709

Friday March 25/April 29– Singles Ride

Last Friday of the month – 5:30pm. Park your bike at Alfresco, 260 Rundle St. Meet up with your biking mates then ride home whenever. (Michael D 8294 0709)

Saturday March 12 & 13 - Maslin's Beach Overnighter.

10:00am Saturday, Moseley Square where the tram stops. Get that tent, grab that sleeping bag and load those panniers. Saunter along the coast, via Seacliff and Hallett Cove stopping often to take in the views. Stop for coffee half way. Then, still on the coast, cruise to Maslin's Beach caravan park. Distance only about 40 km so plenty of time. We don't like main road traffic but there is 4 km of the Lonsdale Highway that can't be avoided. (While everything in your panniers is only the way to travel, you could grab the fossil burner and come down for the evening). Bring food for a BBQ at the caravan park that night and watch the sun set into the sea. Sunday morning, cycle over to McLaren Vale. We will head back to Adelaide either via the Veloway or Bakers Gully and Clarendon by

popular vote. Contact Michael D 8301 6530 m.dwyer1@bigpond.net.au to advise of intention soonest.

Sunday March 20 – A-Series

Training 100km. Meet Moseley square, 9:00am. (One month before the next A-Series). Up the Veloway to McLaren Vale, Up the delightfully smooth Willunga hill and back. Groups may break into bronze, silver and gold so as to practice riding as a team and confound the head winds. Michael D 8301 6530 m.dwyer1@bigpond.net.au

Sunday April 3 – Dean's A-Series Training 100km ride.

Bottom of Veloway and up and over to Meadows. Dean L 0402 816 741

Saturday May 14, 15, 16 – Minlaton long weekend. Meet at the Minlaton Caravan Park Friday night or Saturday morning. Rides leaving 10:00 Sat and 10:00 Sun and 9:00 Mon. About 60km and some dirt and sandy roads. Contact Alan and Mary, 8263 7651 to advise intention to come. Good weather arranged.

ALL OTHER RIDES PLEASE SEE

WEBSITE www.adelaideteatreetourers.com



Cycling for Pleasure Group and Tea Tree Tourers are corporate members of BISA. They provide great cycling experiences. However the accuracy of this information and the safety of their ride programs are entirely their responsibility.

From Adelaide to Prague, Czech by Daniel Mourek cont'd from page 8

distinguishes our model from other Greenways.

Czech Greenways gives guidance and financial support to selected non-profit initiatives, projects of renewal or development, preservation of local heritage and nature conservation within the Greenway corridors.

Your part of the program will be to select from among the wide range of guided or self-guided tours offered by the Greenways Travel Club. These are designed to give you a maximum degree of freedom, with independent choice of destination and means of travel. If you wish you will also have the chance to visit the Greenways program non-profit initiatives, 12% of the fee paid to the GTC goes directly to support one or more of these initiatives: you will determine yourself to which of these projects you would like your contribution to go.

Your reward is an intense cross-cultural experience and a deeper knowledge of the land and its people than that provided by the usual mass tourism. As you get more acquainted with Central Europe, you will have the opportunity to talk to local people and learn about their way of life and hopes for the future, a future which your personal participation in the Greenways program will help to bring about. In doing so, you will help to solidify and strengthen these important ties of international friendship and common heritage.

To be continued in next the Pedal Update

Daniel Mourek, Intl. Affairs Coordinator
Central European Greenways,
e-mail: daniel.mourek@ecn.cz

Note the Czech "Stickers" on previous pages were produced from funds from a BISA donation..



Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Phil Hewitt		8203 7676
Adelaide Institute of TAFE	Yvonne Ladd		8207 8623
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			
Marion	Craig Cooper		8375 6636
Mitcham	Paul Morris		8372 8861
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		0403 312 447
Port Adelaide	Brian Acland	8242 0866	
Regency Inst of TAFE	Michael Southren		8348 4549
Stirling	Kath Cooper	8339 3049	
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!

Reminder: Subscriptions fall due in May. Subscribe and help BISA work towards better cycling in SA

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 (until May 31 2005), 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(h) Phone(w)
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.)			



Pedal Update

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Notice of BISA Annual General Meeting

The Annual General Meeting of the Bicycle Institute of SA Inc will be held on 9th March 2005 at the Disability Resource Centre, 195 Gilles Street, Adelaide, commencing at 7 pm.

The nature and order of the business to be transacted at the meeting shall be :

- Welcome and apologies
- Guest speaker, Tim O'Loughlin, CEO of Department of Transport and Urban Planning. Tim will address questions of DTUP's plans for cycling development

and the role of transport and planning in improving conditions for cycling in S.A.

- Minutes of 2004 AGM
- Consideration of the accounts and reports of the Committee
- Consideration of the audit report
- Appointment of auditor
- Election of Committee members
- Other business

Nomination Form for BISA Committee 2005/6
AGM. 9 March, 2005

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 2005 Annual General Meeting.

_____ (Nominator's signature)

I accept this nomination _____ (Nominee's signature)

Standing and Voting for the New BISA Committee 2005



BISA NEEDS YOU

Lord Kitchener graphic from Tony Kitchener!

It's important that the 10-member BISA Committee draw on as wide a range of members as possible. A number of those currently on the Committee have been there for a while and feel that *new* views and energies are needed, especially those of younger people! 2005 promises to be a year of substantial positive change and as a Committee member you are *guaranteed* a significant role in improving conditions for cycling in S.A. The current Committee is down to 8 members and a number will

be standing down. We strongly encourage Members to consider nominating!

We hope to *improve* the process for voters at the 2005 AGM.

If you are *at all* interested in standing for the Committee for 2005 come to the AGM and fill out a nomination form A nomination form is included in this copy of P.U. (above)

Sam Powrie,
Chair, BISA Committee, 2004.

