



# Pedal Update

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What we like to see: the concrete is poured for the new parking rails outside Bicycle SA's new premises in Hurtle Square

## Calendar

**21 November**  
**Business Meeting**  
 (No meeting in December)  
 7pm Conservation Centre  
 Wakefield Street (Opposite  
 Fire Station, entry via rear  
 entrance) Join us at Fasta  
 Pasta in Pirie Street at 6:00pm  
 before the meeting.

## Contents

Rides	2
Pedal Update	3
President's Report	3
Ride to Work Day 2001	5
Get off your bike!	6
Bikedirect maps	6
Unley Road Upgrade	7
Cute, but ...	8
Bike Lane parking: some evidence	9
BUG Contacts	10



## 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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**Deadline next issue: 14 December**

**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.**

## Rides

### Cycling for Pleasure

November

**Sunday 11: AGM**—Richard will lead a short ride of about 20km. The Cycling for Pleasure Group Annual General Meeting will be held at lunchtime. Meet at Victoria Square at 10.30am Leader: Richard 8260 1742

Continued on page 11...

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## BISA Committee

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# Pedal Update

*Peter Carter*



This issue comes with additional papers dealing with the proposed amalgamation with Bicycle SA. That's an important topic for both organisations, so please read and consider carefully, and send in your ideas for publication in *Pedal Update* 146.

This issue also has interesting items in its own right. We have news of Ride to Work Day, a look at bike parking problems in the city, the forthcoming third edition of the *Bikedirect* maps, and proposals to upgrade Unley Road.

Michael Noske was surprised to find his item about parking in bike lanes in the previous edition, and yes he did in fact call 11 444. As a followup, I present my collection of illegal parking photographs.

I also take a look at the correct wearing of helmets, something which I spend hours on as a Bike-Ed instructor. Unfortunately some helmet manufacturers might be better occupied as puzzle makers, if their strap systems are any guide...



## President's Report

*Terry Leach*



Well, it has been a long time coming. I'm pleased that details of the plan for the merger of the activities of BISA and Bicycle SA are able to be included with this edition of *Pedal Update*. I urge members to look closely at the proposal, and take part in the debate and upcoming vote. This is a proposal for major change. The Bicycle Institute would cease to exist, with our activities continued by Bicycle SA (although many BISA people will still be continuing their efforts). The proposal will result in increased costs to members when they renew membership and wish to continue to receive the *Australian Cyclist* magazine.

If the proposal is not accepted, BISA's subscription level will increase substantially, although not to an amount equivalent to Bicycle SA membership with the magazine. However, the reasons for merging the organisations are not based on finances, but about more effective representation of cyclists in South Australia. For those people on a tight budget, the magazine is available direct from the BFA at a cost lower than BISA membership. I believe that cycling advocacy will be progressed by the merger, even if we lose a few members along the way. Having said that, I earnestly hope that each one of you will see the value in being a member of the merged organisation.

Some people might criticise this proposal as a takeover by Bicycle SA. I would remind members that exploring a merger was a BISA initiative, proposed by me and overwhelmingly supported by members at an AGM. The mechanism of merging by winding up one organisation and transferring activities and assets is a common one. The alternative of also winding up Bicycle SA and creating a new legal entity would be very expensive and time-consuming, given the extent of their activities and the number of employees. I would ask that members look at the merits of the proposal, rather than labels attached to the process.

I look forward to a full and vigorous but polite debate, and working with you all in the future, regardless of the outcome.

### Advocacy wins

I've had verbal notification of resolution of a couple of cycling issues. The major one is the termination of the shared pathway at the bottom of Mount Barker Road. A pedestrian/cyclist actuated crossing will be installed to allow users to cross safely to the other side to access the bicycle lane on the down track.

The second issue relates to termination of the shared use path at the Modbury interchange. Funding has been approved to provide access through the median strip on Smart Road, to allow cyclists to turn right to the east. Also, a ramp will be provided to take cyclists into the Tea Tree Plaza car park, rather than into the interchange. The current situation is that cyclists share a narrow, steep and winding path with a large number of pedestrians, with massive steel girders lining the path. While terminating in a busy carpark is not ideal, it is the best option available. Any other solution would be so massively expensive it is not realistic.

Both of these projects are being funded by Transport SA. Many thanks to Greg Carmody of BikeSouth for his efforts in seeing these issues through to resolution.

### Continued advocacy focus

At our last committee meeting we discussed the need to maintain a pro-active approach and not be distracted by the merger proposal, as well as running the organisation and responding to requests for feedback. As a result of this discussion committee members committed to activities to address a number of issues including the following:

- Promoting dual mode transport
- Reduced speed limits in residential streets
- Side under-run protection on heavy vehicles
- Better liaison next year with Walk To Work Day and Ride To Work Day
- More information on our Internet site on insurance and legal advice services
- Bicycle parking facilities in the city
- Legal footpath riding for accompanying adults of children

I can assure members that regardless of the outcome of the merger proposal, you have a very hard working and effective group of advocates working on your behalf, including many volunteers not on the Committee of Management. If you have some time and energy to spare, please contact one of the committee to offer your services. No experience required!

Wishing you safe cycling and a following wind.



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### Wanted

Used hitchbiker. Jeremy Miller <jmiller@lisssoft.com>

# Ride to Work Day 2001

**Darren Mik, Ride To Work Day  
Coordinator**

Yes, it's on again: Ride to Work Day 2001 is being held later than we would have liked but please come along and enjoy a free healthy breakfast and mix with fellow cycle commuters. Whether you're a seasoned five days a week kind of rider or giving it a go for the first time!

Please also help to spread the word to your fellow cyclists who may not be members of BISA and even your non cycling friends or workmates. Like the Ride To Win program the theme is for those regularly riding for transport to try to encourage someone who doesn't, to try it with the reward of a free breakfast.

## About RTWDay

Ride to Work Day is a major cycling event held on Wednesday 21 November 2001 in conjunction with Velofest and incorporated in the Ride to Win program. This day is designed on behalf of the Bicycle Institute of South Australia to promote cycling to work, school or a community activity. Those people who have bicycles but tend not to use them on a regular basis and those people who do not own a cycle but would benefit by being involved in cycling, are all encouraged to participate.

Ride to Work Day is planned around a breakfast theme which incorporates delivering a number of healthy food products to various businesses around the city and metropolitan areas. A major breakfast will be held at Victoria Square.

## Aims

- To promote awareness about using a bicycle as an effective means of transport to and from work or school
- To increase fitness levels of cyclists
- To curb some of the environmental problems associated with vehicle movement
- To provide the opportunity for regular cyclists to encourage work colleagues, family and friends to be involved in cycling

## Format

Ride to Work Day is **free** to participants and all they have to do is ride to work and back, add up the total distance ridden and register on forms provided. Those who take part are included in the draw for prizes.

City workers are invited to come along to Victoria Square from 7.00am to 8.30am for a delicious breakfast feast.

Ride to Work Day group breakfasts will be arranged at various workplaces throughout the metropolitan area and breakfast goodies will be provided for these people to share with workmates.

It is anticipated that up to 400 cyclists will attend the breakfast at Victoria Square with a total of up to 2000 people cycling throughout the metropolitan areas.



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## Back issues

Ashley Campbell has a collection of *Pedal Update* going back to issue one, with some gaps, to give away. If you'd like them, give him a call on 8297 6249

## Bike Parking

# Get off your bike!

**Cathy Cox**

And then what? Of course, you want to park it somewhere secure. In the past, local government bodies, shopping centre managers and others have provided many bicycle parking facilities—both racks and bars—which are greatly appreciated. They are certainly low-cost compared with car parking areas.

However, often cyclists need to resort to locking their bikes to railings, tree guards and sign posts. BISA would like to hear from you:

Is there a location—anywhere in the city and suburbs—where you would like to

park your bicycle but cannot find a good, secure spot

Or where you see bikes hitched in a less than ideal location

Or where there is some bike parking facility but it has associated problems—for example a rack with slots too narrow for your wheels; or too crowded?

After making an assessment of the needs, BISA will be approaching relevant bodies to try to solve some of these problems.

Please contact me: <ccox@picknowl.com.au> or by writing to BISA at GPO Box 792 Adelaide 5001. 

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## Bikedirect maps

**Terry Leach**

The *Bikedirect* maps, available free from most bike shops, are under review for a third edition. BikeSouth would appreciate any errors in these maps being notified to them, so that they can be corrected prior to printing. Details on how to provide feedback are on the maps. Please provide feedback promptly, as the reprint is expected in December.

BISA would also be interested to hear of any problems, rather than errors, with the maps. For instance, an off-road track shown

on one map is really just a worn foot pad along a creek, which gave one rider quite a shock when he relied upon it. Following on from that experience was riding along what was mapped as a shared-use path, that had no signage to this effect. As it followed a main road, it looked just like a slightly wider than usual footpath. This is likely to cause the occasional conflict between cyclists and pedestrians.

Please call any BISA committee member with details of any similar problems. 



# Unley Road Upgrade

*Neil Murray*

Earlier this year Unley City Council held a number of consultative forums on the proposed upgrading of Unley Road. People were asked to provide comment on three alternatives that had been developed:

- Option 1: Narrow median strip with some streetscaping—some space for cyclists but peak-hour bike lanes would be lost.
- Option 2: Wide median strip with sheltered right-hand turn lanes to reduce traffic congestion. Peak-hour bicycle lanes to be removed, with Rugby and Porter Streets being upgraded as an alternate route.
- Option 3: Leave as is—resurface plus some minor streetscaping, but no substantial changes. Peak hour bicycle lanes to remain.

Those of you that have any knowledge of the proposals will not be surprised to learn that the consultants overseeing the process have recommended Option 2, and that Unley Council has accepted this recommendation. In a recent article in the *Messenger* newspaper the consultants reported that over 75% of respondents had favoured Option 2 over the others.

The next phase is for detailed plans to be prepared showing all proposed changes for the whole of Unley Road. This would include details of right-turn turnouts, position of stop-signs, etc., and I'd assume it would also include the proposed upgrade of Rugby and Porter Streets). These plans should then be going out to public consultation in February 2002. Note that they'll be looking for feedback on the detailed

plans—they won't be reopening the debate on whether or not this is the best option.

Early in the new year work will also start on undergrounding of power lines. I've been advised though that this was always going to happen regardless of which option was chosen—it shouldn't be seen by people as pre-empting the planning and consultation process.

Where does BISA sit on this? We recognise that many cyclists prefer riding on quieter roads and so will appreciate the proposed upgrading of Rugby and Porter Streets as an alternate route. We are also concerned that yet again cyclists appear to be being marginalised and are being discouraged from riding on main roads.

Having attended one of the public meetings I know that there will be some commuting cyclists who will continue using Unley Road even if there are no bike lanes. Not my cup of tea, but it's probably comparable to riding along Goodwood Road in peak hour, and I've seen quite a few people doing that.

If the proposed upgrade affects you at all I'd strongly encourage you to have a good look at the detailed plans when they become available, and make sure you get your comments in. The cyclists who said they'd continue using Unley Road also said that the alternate route along Rugby and Porter Streets had problems, so it'll be interesting to see what the final plans for this are.



# Cute,

## but that's not the way to wear a helmet

*Peter Carter*

If we're going to wear helmets—and I'm not debating compulsory helmet laws here—then we'd better wear them correctly,

Unfortunately we too often see helmets worn incorrectly, both on the street and in the media, and the picture opposite is just the latest to come my way. Even *Australian Cyclist* has been an offender, and not only with helmets: some pictures have shown people riding with open-toed sandals.

The problem in the picture is obvious: the front of the head is exposed. The fix is equally obvious: adjust the straps so that the front of the helmet is in the correct position just above the eyebrows. The picture below shows how it should be.

Another hazardous habit is that of wearing a baseball cap under the helmet. Two things happen immediately you put the helmet over the cap: the fit goes wrong, and the air vents are blocked. Several things go wrong if you land on it: there's enough leverage to do your neck serious damage, or lead to rotational injury of the brain. The cap itself



can cause injury, either a row of stitches to be hidden behind the eyebrows, or stitches in the top of your head. There are safer ways to protect your nose from the rays of the sun.

Do look after your head.



Correct size, pads in place

Front of helmet  
just above eyebrows

Side buckle just below ear

All straps snug

Space for two fingers  
under chin strap:  
no more, no less



Bicycle SA

# Bike Lane parking: some evidence

*Peter Carter*

After the items in the last issue about vehicles parked illegally in active bike lanes I took to photographing offending cars. Here's my collection from Henley Beach Road Torrensville, and Sir Donald Bradman Drive Mile End.

Some drivers seem blissfully unaware that they are doing the wrong thing, apparently having not read the signs. On the other hand, some are quite aware they're doing the wrong thing, and are not happy being reminded. Perhaps a few expiation notices? 



## BUG Contacts

Council Area/Organisation	Contact Person	home	work
Adelaide	Bart van der Wel	8267 5112	
Adelaide Institute of TAFE	Dexter Palmer	8337 7060	8207 8277
Burnside	Brian Dalton	8332 9953	
Flinders Medical Centre	Mike Brisco		8204 4105
Gawler	Darren Mik	8524 3141	8418 9628
Glenelg/Brighton	Janet Kelly Tony Hansen	8294 9374 8358 2401	8204 3085
Norwood, Payneham and St Peters	Matthew Harding	8333 2106	
Marion	David Hayes		8375 6837
Mitcham	Margaret Day	8271 5824	
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		8384 0666
Port Adelaide	Dave Hemmings	8242 4129	8449 6777
Prospect	Ruth Beach	8269 5052	
Stirling	Kath Cooper	8339 3049	
Tea Tree Gully	Clive Palfrey	8395 2363	
Telstra	Ian Turvey		8308 0144
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell		8297 6249
Waite Campus, Uni of Adelaide	Evan Evans	8271 3184	8303 7286
Westpac TMC	Rod Munro		8290 4333
West Torrens	Frank Siow		8364 1351
Women's and Children's Hospital	Kevin Duffy		8204 6455

## Road Hazards?

**Call Transport SA: 1800 018 313**

## Rides

...continued

**Sunday 25: Down the Corkscrew**—A hilly ride with some lovely downhills to compensate for the ups. View Kangaroo Creek Dam and lunch at Castambul. 30km with 5 km dirt. Meet at Maryvale Road near Montacute Road at 10.00am. Leader: Brian 8337 5662

### December

**Sunday 9: President's Christmas Ride**—To celebrate Christmas and the last ride of the year. Bring food for a shared lunch. Food will be collected at Victoria Square and transported to the lunch spot. A short flat ride of 20km. Meet at Victoria Square at 10.30am. Leader: Alan 8296 5993



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## BISA membership form

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

**Membership includes Third Party insurance.**

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



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