



Velofest 2001: the BISA stand. Report on page 6

## Calendar

- 16 January**
- Business Meeting**
- 7pm Conservation Centre  
Wakefield Street (Opposite  
Fire Station, entry via rear  
entrance) Join us at Fasta  
Pasta in Pirie Street at 6:00pm  
before the meeting.
- 13 February**
- Special General Meeting**
- 7:30pm, The Box Factory

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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.



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**Deadline next issue: 8 February**

**BISA on the Web: <[www.bisa.asn.au](http://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.**

## BISA Committee

President	Terry Leach	8380 5497
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Secretary	Neil Murray	8293 2237
Treasurer	Cathy Cox	8379 5387
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	Andy Johnstone	8293 8582
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Membership & BFA Rep	Margaret Day	8271 5824
Conservation Council Rep	Geoff Findlay	8276 8652
	Pat McCrohan	8377 3281
Web Site Manager	Andy Johnstone	8293 8582
General	Keryn Hassall	8293 8582

## Rides

### Cycling for Pleasure

January

**Sunday 6: Social Breakfast Ride**—Celebrate the New Year with breakfast at a beachside café after a short ride. About 25km flat. Meet at Victoria Square at 8.00am Leader: Jill 8296 5993

Continued on page 11...

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# Pedal Update

*Peter Carter*



Perhaps the major issue facing BISA at the moment is that of the proposed merger, and this issue contains a number of letters on the subject. Personally, I am unimpressed by the arguments against the proposal, and for those who fear that advocacy would disappear, remember that mechanisms are in place for it to continue. Knowing the current committee members, I can't see it fading anyway.

At a meeting on 10 December, the membership of Bicycle SA decided to amend its constitution and endorse the merger. The way is open...

Two issues ago Michael Noske shared some thoughts on cars parked in bike lanes: his words made their way to Parliament, as you can read on page 9. Alas, I've had to omit the amusing bits. In this edition Norman Hoy takes up the theme with his efforts against buses in bike lanes.

That's the sort of advocacy that would continue regardless of any merger.

All the best for the festive season.



## President's Report

*Terry Leach*



With the last edition, all members received details of the proposed merger with Bicycle SA, and I expect some members have taken the opportunity to have their say on the issue within this edition. The date and venue is now confirmed, with details enclosed. At the end of the debate, whatever the result, I hope that members will believe that the process has been fair, and that they have had the opportunity to put their point of view to the membership.

My primary reason for favouring merger is to release the energy of advocates from dealing with issues such as membership fees, insurance and finances, to dealing with the cycling as transport issues that desperately need more attention. I also hope that by almost trebling the BISA membership base, that support for programs such as Ride To Work and Ride To Win will increase. Regardless of your view, I urge you to vote on the Special Resolution, to ensure that a clear view of the will of the membership is obtained.

If the proposal is defeated, we will need to look at constitutional reform. Issues such as voting rights and processes for accepting membership applications need to be clarified. Hopefully, these will

not be contentious, and the management committee will be able to make a unanimous recommendation to members.


Further, the committee has decided to recommend substantial membership fee increases if the proposal is defeated, due to issues such as the GST (we have not yet passed on any increased costs to members), subscriptions to *Australian Cyclist* and insurance. This has not been done to influence the merger vote, but to ensure the ongoing financial viability of BISA in the event of a merger not proceeding. The decision on fees was unanimous.

Moving away from the merger debate, Ride To Work Day was extremely successful in November and organisation of the event was the best ever, thanks to a superb effort by many people. I would like to particularly acknowledge the efforts of Darren Mik, who even took two days leave from work to ensure that all was in place for the event. And yes, he rode to the event, with a bike trailer containing equipment, even though it meant a 3:00am start. And he was still in Adelaide at

9:00pm at the close of our committee meeting that night.

In early December, two media reports caught my eye. One was in *The Advertiser* with the RAA again attacking the 40km/h precincts. The other was in *The Australian* regarding an authoritative report into the trucking industry, calling for greater accountability of freight initiators for the behaviour of drivers striving to meet their unreasonable demands. Drug use to cope with fatigue is rife, with often fatal results, predominantly for other road users. I'm yet to hear any calls by the RAA for reform of the freight industry.

I must have funny priorities. I would have thought it more important to protect all members from the risk of death and serious injury, rather than protect the finances of a few members who choose to speed and put others at risk of death and serious injury. If you share my concerns, and are an RAA member, why not write a short note to the RAA President outlining your views?

Wishing you a safe and happy festive season. 

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## Notice of Special General Meeting

Members of the Bicycle Institute of South Australia Incorporated (BISA) are advised that a Special General Meeting will be held at 7:30pm on 13 February 2002 at the Box Factory, 59 Regent Street (South) Adelaide, on the upper level.

An information pack, including notice of a special resolution and proxy forms will be posted to all members in early January 2002. 


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## BISA seeks Conservation Council representatives

As a member group of the Conservation Council, BISA is entitled to three voting representatives on the Council. If you have a general interest in the environment and wish to get more involved in the conservation movement, then this is an excellent way to have a real influence.

You would be expected to consult with the BISA committee on matters relevant to

cycling, but are not limited to only dealing with cycling matters, but in the development of overall CCSA decisions. Attendance at BISA management committee meetings is not required, although you would be expected to keep members informed.

Please contact Terry Leach, 8380 5497, if you are interested in nominating or require further information. 

# Letters...

Dear Editor

I write urging support of our members for the amalgamation of our organisation BISA with Bicycle SA.

In my role as a member of the SA Parliament I am constantly reminded how much a strong united advocacy voice is needed for cycling in SA.

Both with the Labor Government before and the Liberal Government now, there is very little real enthusiasm to encourage cycling as a widespread form of commuting. I know because I have tried for nearly 20 years!

For a couple of years now I have served on the Executive of Bicycle SA where I have been pleased to find substantial support for bicycle advocacy as well as for bicycle education, recreation and sport.

There is strong support for the amalgamation by my fellow Executive members.

I am convinced that with the greatly enhanced strength of an amalgamated body bicycle advocacy will have bigger and more vigorous "teeth" ... all the better to persuade the Government of the day to heed our pressure and advice.

Yours sincerely

Hon Ian Gilfillan MLC

Dear Editor,

As an interstate member of BISA, I can see no value at all in the merger of BSA and BISA, and in fact can only see disadvantages. Let me outline an example.

South Australia leads the country by adopting the Unley style 40km/h speed limit which is now gaining wider support in South Australia, including in the Editorial in *The Advertiser* (December 3).

My BISA membership has provided direct local as well as national links including to Unley Council, Transport SA and the Transport Minister. I attended the Minister's launch of the 40km/h policy and recently I presented a paper at the National Speed Management and Road Safety Conference in Adelaide. I was representing cyclists as a member of BISA, a committed advocacy group. I could do this because BISA is an advocacy group which supports and promotes cycling advocacy as core business.

Bicycle SA does other things and does them well, but I have no interest in or benefit from being a member of Bicycle SA. While at the individual level, that does not matter, at the national level advocacy for safer roads including through BFA, etc., strong advocacy positions and links are vital.

At this stage I see no reason why I or other BISA interstate members should pay more for less. To deal with national issues (e.g. the obesity problem so well promoted by Harry Owen, or speed related deaths and road danger reduction), we need strong and healthy cycling groups with both state and national advocacy as their principal aim. Bicycle SA's other important activities preclude this!

Michael Yeates

(BISA member, and Bicycle Queensland Convenor, Cyclists Urban Speedlimit Taskforce

## Letters...

Dear Editor,

I have been a member of BISA for over twenty years and served on the committee for several of these years in the early 1980s. I believe that BISA's commitment to cycling advocacy in the State of South Australia has served its members as a strong voice for their concerns to be aired.

I have also been a member of Bicycle SA for fifteen years and have participated in many recreational rides with the Adelaide Hills Group on weekends.

Having sustained membership of both organisations over a long period I am aware of the unique role of each and believe that the benefits of remaining as distinct and separate entities outweigh any advantages that have been proposed. The assurances outlined in the merger plan do not sufficiently allay my concerns that BISA will lose its independent voice for cyclists in this State.

Yours truly,

Kerry Bosisto

Dear Editor,

To use a quote which has a bearing on the subject: 'BISA is the conscience of sustainable transport'.

The proposal does not have the unanimous support of the BISA management committee.

BISA has been an independent cycling advocacy group since 1974 with an acknowledged record of achievement.

BISA's proven expertise and experience could be lost by the merger. I urge members to vote against the proposed merger.

Yours sincerely,

Shirley Allen (Life Member)



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## Velofest 2001

*Cathy Cox*

BISA members staffed a stall at VeloFest on Sunday 4 November at Wigley Reserve, Glenelg. It was a fun event, very well attended by both cyclists and other people, despite the sticky, thundery weather. People were keen to get information about BISA's insurance offer, about bike tracks around the city and many other details.

Spectacles included trick cycling on top of cable drums, a dance group; and a triathlon: the winner was in his forties despite the field of young, athletic hopefuls. An unin-

tended demonstration of the efficiency of bicycles for transport occurred because some roads were blocked for the event. This led to a traffic gridlock through the whole of Glenelg: for cars. Bike riders were unaffected by these problems.

Thanks to Darren Mik for organisation and van, and to all the members who helped, especially Rod Munro who was there for many hours.



# Buses, bike lanes and stopping vs parking

*Norman Hoy*

An issue recently came to light on Ramrod Avenue in Hallett Cove. The bus contractor Southlink had started parking buses at the bus stop and the times were anywhere from 2 minutes up to 30 minutes in duration.

This short road has a 24 x 7 bike lane on it, but buses were blocking this lane for the time they were parked, forcing cyclists out into the traffic, which at times can get quite busy, particularly when the “right turn off Lonsdale Highway” goes green.

I contacted the bus company, Southlink, and left a message asking someone to return my call regarding what I considered inappropriate, as well as dangerous action, by them.

Mean while I read the road-rules and thought I understood them reasonably well. The relevant location in the road-rules is Part-12 Division-6 rule 187(2) which states

“(2) A driver must not stop in a bicycle lane unless:

(a) the driver:

- (i) is driving a public bus, public mini-bus or taxi, and is dropping off or picking up, passengers; and
- (ii) is permitted to drive in the lane under the Australian Road Rules or another law of this jurisdiction; or

(b) the driver is permitted to stop or park in the bicycle lane under another law of this jurisdiction.

Offence provision.”

[www.transport.sa.gov.au/road\\_rules/part12.htm](http://www.transport.sa.gov.au/road_rules/part12.htm)

On Thursday 25 October a person by the name of Geoff Sutton of Southlink called me back, and we discussed the “parking” situation. He said “council gave them permission to do so” but that they would look into it and then call me back.

I also spoke to David Hays at Marion Council about my concerns. I did this as I got the impression from speaking to Southlink that they were not going to do much, and might try to influence the council. David said that he would talk to Southlink to see what could be done as he had regular dealings with the executive of Southlink.

On Monday morning 29 October Southlink (Geoff Sutton) called me back to discuss their belief of the issue and how they were going to deal with it.

I was informed that the Australian Road Rules stated “or another law of this jurisdiction”: it was under this “out” that Marion Council had given them permission to park on the bike lane and so they would continue with the practice.

Incidentally, Marion Council has denied giving Southlink permission to “park” or even issue an exemption!

I attempted to reason with Mr Geoff Sutton that they as a company in the community had an obligation to abide by the spirit of the law and not necessarily the letter of the law, and that it was a safety issue to other road users, particularly cyclists.

Geoff Sutton’s response was that he would send his safety people out to look at it and assess the situation (Yeah, like I would believe that would produce anything!) and act accordingly. I tried to reason with him on the safety issue and he again said they would

continue doing what they are doing and would not change!

As you can see Mr Sutton was essentially saying “Bad luck, we have the law/council, etc. on our side” and “Bugger you, as it will cost us money to do anything.”

Well that was like waving a red-flag to a bull and it is the worst thing that Southlink could have said. I am not certain of where he got his “public relations” qualifications from but he must have failed.

I immediately sent an e-mail to the Minister of Transport, Marion Council, BISA (Keryn) expressing my concerns and the apparent “loophole” in the law.

I also attempted to speak to BikeSouth, but the person I needed to talk to, Peter Davis, was not available and so I left a message for him to call me back.

Peter called me back the next day, Tuesday 30 October and we discussed the issue. I was informed that he would attempt to assist in resolving this as it was not the intent of the legislation to have councils issuing exemptions, and as a result destroying the very goal of the new regulations: standardisation throughout Australia.

Peter Davis called me again on the Thursday 1 November to inform me he believed that the council did not have the authority to issue exemptions to “parking in bike lanes” and pointed me to the particular legislation. He also spent the time explaining how it is organised to give me the opportunity to read and understand the issue myself.

The particular area that Southlink were using as their “out” was illegal as the Council didn’t have the power to issue an exemption and this is covered in the documentation at

<[www.parliament.sa.gov.au:8080/regs-list.htm](http://www.parliament.sa.gov.au:8080/regs-list.htm)>

Select 21, not 22 or 23, and it is called

ROAD TRAFFIC (ROAD RULES-ANCILLARY AND MISCELLANEOUS PROVISIONS)...

In this section you need to read Regulation 6 subsection 2 where it lists that the council can issue exemptions under certain rules, but the section that concerns us is Part-12 Division-6 rule 187 and this rule is not covered. That means that Councils are not able to issue any exemptions to parking in bike lanes!

Peter Davis was extremely helpful and a great support. He also indicated that once I tried to resolve this with Marion Council and I was having trouble he was prepared to go to the Minister of Transport with a recommendation to change the law, retrospectively, to ensure that this practice was stopped.

Once I had this information, I rang Marion Council and spoke to David Hays pointing out that they didn’t have the authority to issue exemptions. I was surprised when he looked up the particular legislation immediately, suggesting that the Council had the appropriate book at hand. I believe that helped me as he was able to assess and agree with me immediately.

David then asked for my suggestions for action. I pointed out that as Southlink was not prepared to compromise when they had the opportunity, then as far as I was concerned I didn’t care less about Southlink and I wanted them to stop parking in the bike lane immediately. Also he should ensure that he have parking inspectors on hand to issue stickers whenever Southlink parked on the lane.

It is important here to note that stopping to allow people on or off is very clearly defined in the dictionary and well understood. A vehicle can’t sit there for even 30 seconds in the hope someone might get on: unless someone is actually getting off or on then they may not stop.



David didn't agree with me and my 'bugger them' attitude, although he could understand it. He informed me that they would write to the Passenger Transport Board, who make up the schedules, and also to Southlink.

The upshot of all of this is David Hays (Marion Council) was extremely helpful, and has worked hard to find a solution to the problem. I was very firm in what I might do next if the Council, to solve the problem, discontinued the bike lane. To the credit of the Council they haven't nor would they, so I was informed.

The solution is that the Council has found some land on the road verge and have requested that the Passenger Transport Board put an indentation off the road for a layover area for the buses to pull into to ensure the bike lane remains clear, as intended.

This was a very hard battle as the concern was always that it would get shoved into

the too hard basket. No one would be willing to assist and I would just get a headache.

I was fortunate in that I had spare time to do this and Peter Davis from BikeSouth and David Hays from the Marion Council were both prepared to help. Keryn from BISA was also of help by pointing me to Peter at Bike-South.

It is now important to keep an eye out for this practice around Adelaide as I am sure Marion Council would not be the only council to be doing this and I am certain, from my dealings with Southlink, other bus companies will be doing this despite it illegal and dangerous.

One of the levers that I used was that as this is illegal and now the company knows it is, Southlink would be fully liable for all costs for any accident or injury, and I would ensure that all those involved were informed of that liability.



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## Extract from Hansard

**Thursday 29 November**

**The Hon Ian Gilfillan:** I seek leave to make a brief explanation before asking the Minister for Transport question about cars parked in bike lanes.

{References to, and quotations from, Michael Noske's article in *PU 144*, Ride to Work Day, and the Minister being massaged with Goanna Oil.}

**The Hon Diana Laidlaw:** ...The Hon Mr Gilfillan is absolutely right. It is illegal for motorists to park in bike lanes, and I will

undertake to speak with the police to find out how we can improve the education of motorists about their selfishness in parking both in bike lanes and clearways...

...There are some things that are rather illogical in the planning and engineering of roadworks in the city and it is only when you cycle them that you notice because, if you are a pedestrian, it does not matter, and, if you are a motorist, you are given preference almost every time. We will see whether we can redress the situation and give greater consideration to cyclists.



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## Road Hazards?

**Call Transport SA: 1800 018 313**

## BUG Contacts

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

## Historic Cycles Downunder Rally 21 Feb-2 March 2003

Pennyfarthing Racing at the Evandale Village Fair, Tasmania

14th Annual International Cycle History Conference, Canberra, ACT

Long Distance Tour and optional Century Ride, Euroa-Beechworth

Heritage Cycle Rally Weekend, Beechworth, Victoria

Info and registration

<bicyclemuseum@ctuc.asn.au>

<www.HistoricCyclesDownunder.info>

PO Box 498 Dickson ACT 2602

## Rides

...continued

**Sunday 20: Tour Down Under**—A short morning's ride around the parklands, then to Montefiore Hill for lunch. A good vantage point for the fans to cheer on the lads as they complete the final stage of the bike race. Meet at Victoria Square at 10.30am Leader: Margaret 8271 5824

### February

**Sunday 3: Back to the Hills**—Ride with Liz on a scenic hills route. The way will be hilly and there will be some dirt. An early start to beat the heat. Bring lunch as there may not be a shop. Meet at Woolworths Stirling at 9.00am Leader: Liz 8390 1638

**Sunday 17: Fish and Chips at the Beach**—An evening excursion to the beach for tea. Bring your own or buy fish and chips. A short ride so there will be time to get home before dark. Meet at Victoria Square at 5.00pm. Leader: Richard 8260 1742



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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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