



SPOKE

ADVICE – ADVOCACY - ADVENTURE

JUNE-JULY 2008 www.biketas.org.au

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Outspoken

I have a feeling that In future years we going to look back on 2008 as the year when cycling, rather than being viewed as being a bit of an ugly duckling, started blooming to its full potential. There have been signs of this change coming for many years, the increasing awareness that we all need a certain amount of exercise to be healthy and we should all be reducing our carbon emissions, as well of course in recent times with spiralling fuel prices we are all very happy to save a fair amount of cash by cycling instead of driving for day to day journeys.

Since the last Spoke there have been some very significant and positive occurrences both locally and around the world that have raised the profile of cycling and indicated the current growth in participation is increasing.

First of all at the end of May we suddenly had a keen cyclist as Premier of Tasmania, and second day on the job David Bartlett was photographed on his bike and quoted later saying that " he encourages all Tasmanians to do the same". How this may affect the Tasmanian Government policy on recreational and transport cycling remains to be seen but just knowing that David Bartlett could be that cyclist on the road in front of you and that he will understand cyclists' requirements and concerns better than a non-cycling politician is very significant.

At the beginning of June the Cycling Promotion Fund released 'Cycling - Getting Australia Moving' a report from a number of leading academics from the health, transport and economic fields. Much of the content extolling the benefits of cycling did not say much we didn't know but the report did for the first time put a figure on savings from the health benefits of cycling in Australia each year at over \$220 million annually. Environment Minster Peter Garrett also announced a \$45 000 grant to develop a national cycle training scheme.

These announcements generated a surprising amount of media with four separate Radio National programs broadcasting upbeat and lengthy sections on cycling. For links to these programs, the Getting Australia Moving report and Peter Garrett's press release go the Cycling Promotion Fund website:

<http://www.cyclingpromotion.com.au/content/view/329/9/>

The good news continued locally with cyclists from three large Hobart workplaces contacting Bicycle Tasmania in the last couple of months for help in starting or developing a workplace Bicycle User Group, there have been a number of such groups locally for some years but to have three new ones contact us for guidance in such a short time is unprecedented. If you commute by bike and your workplace does not have Bicycle User Group then get busy and contact us for more information and advice.

Staying with local initiatives Bicycle Tasmania volunteers had a busy day at the Treadlightly Festival at the Royal Tasmanian Botanical Gardens on June 8th. We were much better organised having already provided this service at the Taste of Tasmania last summer but were certainly not prepared for the demand on the day, we parked and cared for 74 bikes where we were located at the main entrance. With most of the bikes staying most of the day our ticketing system didn't count high enough, next year we will be prepared for such numbers and be providing valet bike parking at the Domain entrance too. As well as looking after the bike parking area the volunteers were also kept busy handing out many leaflets and talking bikes to the many other people who came to our display area.

To cap off this busy and positive time the fantastic news emerged late afternoon on State Budget day, Thursday June 12th that \$4 million had been allocated for community trails and city bikeways. Spread over 3 years such a commitment is a radical change in the State Governments' involvement in cycling. Bicycle Tasmania looks forward to working with the Government in planning and prioritising the areas where this funding will be spent.

Tim Stredwick



Photo of Tim Stredwick by Tim O'Loughlin.

Please note that the BT AGM has been brought forward to
earlier in the year and is to be held at the New Sydney, August 21



Photo from the Treadlightly Festival, courtesy Tim Stredwick

Here is a simple suggestion for encouraging the use of bike racks and storage:

“Phone the venue before you go and say “I’m visiting tomorrow, can you tell me where the bike racks are” rather than “do you have bike racks?” (i.e. give the impression you *expect* facilities to be provided- ed.). Try to contact the organiser and give feedback.

From Belinda Keir, Australian Cyclist, July-August 2005, p.64

Speed dating in a blue singlet

Retail commentator Rob Lake writes:

In 2002, oil was trading for around \$20 barrel and, with the exception of the odd contretemps, had been priced thereabouts for a decade. When Dubya invaded Iraq, few believed the scaremongers postulating \$80 oil. It is now double that and when plotted, the price curve rises exponentially.

For a time it was fashionable for businesses to be seen as a pale shade of green, but that greenwash has been replaced by an overwhelming priority – to engage in sustainable distribution and reduce energy consumption.

Recently in Britain, it was a bit of speed dating that made a huge difference.

As a result of a Cost to Deliver Study, British retail consultancy IGD recently encouraged a number of retailers and grocery suppliers to get together to engage in some collaborative trucking, resulting in huge savings in fuel costs, distances travelled and carbon emissions.

The process began with the companies giving a very brief overview of their distribution timetables, routes and unutilised capacity to each other. It surprised few that there were fully or partly empty trucks running all over Britain.

Where there was mutual interest, they clarified capacity and expectations and developed wish lists of how they could collaborate by using each others’ infrastructure and staff. And like speed dating, the end result involved

time and place agreements that resulted in some commercial cooperation. The project required in some logistics system redesign, and some major shifts in attitudes. Some sacred cows providing obstacles. How could Mars' trucks be allowed into another confectioners loading dock? Secrets might be at risk and someone might see!

The commercial reality began to prevail. Now Nestle trucks carry someone else's biscuits on trunk routes and the idea is starting to spread.

The collaborative trucking project facilitates out of hours delivery, with larger trucks making bigger and fewer deliveries. The availability of real time traffic information to the drivers and dispatchers has added to the savings.

When fully operational, the project is estimated to save 2 billion km and 600 million litres of fuel. Not a bad outcome from what started as a blind date.

Retailers, particularly the big internationals, and their suppliers, are setting very stretching energy targets. Wal-Mart is aiming for a 25% increase in energy efficiency in 2008. Tesco is severely restricting air transport of merchandise and increasingly switching from road to rail.

Forwarded by Tim Stredwick

After reading a letter to the editor in the Mercury in which the car driver commented that she feels sorry for poor cyclists riding in the cold and wet weather I thought I'd save a nice winter article to help keep spirits up during the winter cycling period. -Linda

To Endure Your Commute Is To Fail

Its winter so when the alarm shrieks your wake up call the sky outside is still dark and the idea of going outside, into that darkness, repels you. But you've got a job so you climb out of the warm bed and start putting on your riding clothes. You pull on some thin silk socks, then you slip a plastic bread bag over your feet and cover that with a pair of thick wool socks. You pull on your insulated tights and then your cycling shorts. You question your decision to sell your Subaru at the start of winter.

Outside it's worse than you imagined. The wind gusts, tearing the front door's knob from your hand and slamming the door shut. The cold makes your eyes burn and you wonder if you'll be able to endure the ten miles you need to ride. But you also know that if you simply endure, you'll never make it. To endure is to be victimized so instead you fight. You challenge the wind and the cold. You think, "This burning sensation on my face is but a trifle, and I will conquer it."

With a set jaw you mount your bike and begin pedaling. The slippery ice ruts grab your studded snow tires and make them behave as if they were made from ice themselves. Your bike slips and moves against your will. You wrestle with the handlebars, forcing them into position. You fight the environment.

But you keep pedaling and slowly you are drawn into the process. You learn what the ice ruts want and you begin working with them. You stop fighting, your anger subsides and still you are pedaling. Two miles down, eight to go.

Your movements are now smooth and you find that you enjoy this interaction with your environment. The road and the wind and the rising Sun have made their demands and now, you understand them. Your suffering and your fight against the winter harshness have turned to cooperation with it. There is no longer any need to endure, to suffer, to fight. Five miles down, five to go.

You're now very warm and the falling snow flakes melt as they hit your cheeks. And then, just as you notice this melting, imagining yourself as a projectile of heat traveling through a beautiful winter morning, the Sun breaks over the mountains to the east. Now the whole landscape looks as you feel, swathed in a warm glow, and you think, "Why haven't I been doing this my whole life?" Eight miles down and only two left.

You pass a side road with longing, wishing you had enough time to take the long route, to enjoy this winter morning as it awakens. There are crows circling overhead and the winter wind seems to possess magic that works better than coffee at sharpening your senses. You cut south onto a residential road to avoid the traffic of Main Street and you glance at the windows of the houses as you ride by. Smoke pours from chimneys and cars sit idling, warming up in preparation for their occupants. The thought of people inside those houses, sipping coffee and hot chocolate, is a sweet thought made sweeter somehow by your position out here, ensconced in the elements. And all this time, you've been communicating with the slippery, slushy road, speaking its language with subtle inputs on the handlebars, never fighting the road, but working with it in the only way it can be done, riding not as you want, not as you need, but something even better, you are riding as you must. You are in no position any longer to be counting the miles.

You arrive at work and as you walk in the door steam rises through the vents in your helmet and the receptionist looks amused. You recall that first step out your door this morning and vow that the next time you set out to ride to work you will remember to begin not with suffering or with a will to endure, but rather you will set out to do as you must, to ride a route through a winter morning. You also remind yourself to wake up earlier, so that you might take the long route in. You wonder why you ever bought that Subaru in the first place.

by Wiley Davis

<http://practicalpedal.com/winter2008/traffic.php>

Belated thanks to Female Fitness for their support of the 2008 Tour de Femme, and who we neglected to thank in the last edition of SPOKE.

These two businesses are Corporate Members of Bicycle Tasmania so please support them

Repairs, Custom Design - **Outdoor Gear**
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DR MARINE

Dave Ross
26 McFarlane St
South Hobart 7004

Ph: 6224 7211
Mob: 0418 120 366
Fax: 6224 7233

Aquatic Science- Environmental Consultants, Sandford, ph: 62 488404

Following are a few snippets about our new Premier's interest in and commitment to cycling in the state.

New boy sets out on his cycle of change

"..... Small wonder that by parliamentary lunch time Mr. Bartlett felt the urge to 'clear his head'

A bike ride was in order, on his new state-of-the-art model Trek bike, the delights of which he has been gushing about to all and sundry on his Facebook internet page.

Out from under the Government's Executive Building and the ranks of the chauffeur-driven limousines emerged Mr Bartlett on his shiny new toy.

And away went the Premier for a good dose of fresh mountain air."

Sue Neales, May 28, 2008, www.news.com.au/mercury/

*" Mr Speaker,
As well as protecting the past, we are committed to developing our communities for the future. The 2008 Budget will provide \$4 million to develop a network of community recreation trails and city bikeways around Tasmania. This is about increasing the connection between and within our communities. Recreation is part of a healthier lifestyle. It's good for people, it's good for the environment and it's good public policy. The Government will work with communities and local councils to develop these projects. Mr Speaker.. "*

Forwarded by Stuart Baird
Hobart City Council
Sustainable Transport Officer

"Bartlett, gen-X information technology obsessive, likes to unwind on pushbikes, travelling to work on a road bicycle and going bush on the mountain variety.

The new Premier told the *Weekend Australian* recently how he had mountain-biked through many of Tasmania's spectacular forests..."

Matthew Denholm, June 21-22, The Weekend Australian

"The State government will match council funding for the Greater Hobart Cycleways project dollar for dollar.

Yesterday, Premier David Bartlett said that encouraging Tasmanians to leave their cars at home should be a state and local government priority....

.... Mr Bartlett also extended his dollar for dollar pledge to Greater Launceston and the North-West Coast."

June 21, Mercury on Saturday

Sid's Grand theft Auto

Olympian Sid Taberlay didn't expect his Beijing Games preparations to include playing a role of law enforcer. While recently looking at an apartment in South Pasadena, Los Angeles, Taberlay's \$6000 bike was stolen. Luckily, the young, fit Tasmanian ... didn't let the bike get far. Taberlay and his partner Pip Oakford wrote to *Australian Mountain Bike* magazine telling of their "grand theft auto" experience.

Taberlay and Oakford paired up, found the culprits and held one under citizen's arrest until the LA police arrived.

"I think he knew he couldn't outrun Sid," Oakford wrote.

Four police cars attended after Taberlay's call to 911. The officers were delighted to catch the crooks. Oakford wrote: "The cop asked us how much the bikes were worth (\$6000 each) and his face just went into this huge grin - 'that's grand theft!'."

The officers informed the thieves of the severity of their offence, which would involve jail time. "Three to five years, or at least \$50,000 bail if he wanted out before the court case," Oakford wrote. The police officers admired the recovered bikes, admitting grand theft offenders often avoided facing the penalty. "We hardly ever catch these guys," an LA officer commented to Oakford.

Alice Claridge, May 29 2008, www.news.com.au/mercury/

Bicycle Tasmania GIRO website - Looking for contributions

The GIRO site is a web guide for a Bicycle tour around Tasmania. The site is old but still one of our most popular links and we would like it to be as up to date and accurate as possible.

It carries a lot of details, but details date quickly so we are now unsure of their accuracy. The page was published in the early nineties and I have updated links since then as new information is brought to my attention. Inevitably however details change and no-one reports them. It is these very details that potential visitors most value to help them with their planning.

The ideal would be for someone to do the complete GIRO trip again to confirm and update the relevant bits - a big commitment. In the meantime we could try combining the resources, recent cycling experiences and local knowledge of BT committee and members to update just from information in our heads already.

If you want to help and contribute in this way please make a little time to read the site:

<http://www.biketas.org.au/giro.php> and send through comments, criticisms, suggestions and updates to Wayne (< <mailto:wayne.kelly@utas.edu.au>>) or the general BT email address (webmaster.biketas@gmail.com).

We are particularly looking for:

-
- verification/contradiction of phone contact details listed on the site
 - accommodation sites - closing/opening
 - road and traffic patterns - changing
 - shops/cafes - closing/opening
 - transport links changing
 - tourist attractions - closing/opening
 - new, pertinent web links
-

For instance, does anybody know if the person who used to ferry cyclists across the river in a small boat from Coles Bay to Nine Mile Beach (a shortcut to/from Swansea) is still in business?

From the GIRO - http://www.biketas.org.au/giro.php#coles_bay

"Swansea - Coles Bay (20 km), Coles Bay - Bicheno (38 km) : (At least one extra day). Head back north along the A3 about 4 km and turn right onto the Nine Mile Beach Road. There is a small ferry (a dinghy!) which will can take cyclists across the narrow Swan River. You must phone (03) 6257 0239 to book the ferry in advance and it is best to phone the ferryman, Kurth, on the day to confirm that he's going to be there. Tim, a cyclist from the UK, writes: "The ferry across the Swan River was an experience in itself - and well worth it at \$12 (inclusive of bicycle)". "

Wayne Kelly

DHHS Bicycle User Group held a Bike Breakfast on May 29th May which had a very good turnout. See photo below courtesy of Lance House.



Photo right: *Cost effective: Ride to Work day in Melbourne last year* (ABC News: Timothy Marshall)

Cyclists saving Govt \$200m in health costs: report

A new report has found the Federal Government is saving more than \$200 million a year in health costs through people riding bicycles. The report was commissioned by the Federal Health Department and is aimed at encouraging state and territory governments to try to increase the popularity of cycling.

One of the report's co-authors, associate professor Chris Rissel, says the figure is a conservative estimate. "Calculations like this always depend on what you include and don't include," he said. "While we're talking here about direct health costs it doesn't include all the transport savings, and things like traffic congestion have been known to cause billions of dollars of lost earnings and income."

Here is a comment on the webpage from *another sydney cyclist* in response to suggestions for bike registration:

"... With respect to the comments of Fran Pasanai and other earlier comments, maybe cyclists should be registered, but rather than pay a registration fee, they should be paid by the government, on the basis that by cycling rather than driving, they are being good for the environment, reducing the wear and tear on the roads, and do not require as much third party insurance.

By the way, many cyclists already carry third party property insurance, provided with their membership of a state cycling advocacy group like Bicycle Tasmania." (04 Jun 2008 8:56:02am)

<http://www.abc.net.au/news/stories/2008/06/04/2264271.htm>

Norfolk Island Ride

On reading the brochures about Norfolk Island I was quite interested to see that mountain biking was prompted. I ummed and aahed about whether or not to try it on an island so far away from mainland Australia (3hrs by plane) even with travel insurance. Then I read that there is not only a resident doctor but also a hospital *and* a dentist! So my mind was made up.

At the end of May I travelled to Norfolk Island for a week and hired a bike for 24hrs while I was there. The island is approximately 8km by 5 km, or 3455ha. I had a great time on Norfolk Island, or as the locals say “in Norfolk Island”. I suppose it’s the same as us taswegians saying *in Tasmania* instead of *on Tasmania* but it still sounded weird to me. Anyway, I had been considering joining the Mountain Biking Tour but thought the 3hr period would be too long in the saddle for someone who hasn’t been mountain biking before.

I rode/walked the bike up the mountain (Mt Pitt, 316m) to near the top and looked along a couple of tracks but they looked too slippery and wet for a beginner on her own so back down the hill I went.

Changing gear on the hired MTB proved to be interesting- I had to change from the lowest chainwheel to the highest and then back to get to the middle. I can see the benefits of taking your own bike with you. (If anyone wants to sell a touring bike let me know!).

Later in the afternoon I rode on the roads which are of good condition- some sealed but very patched, more like a jigsaw than continuous sealed sections, and good red gravel roads. I stopped for Devonshire tea at a restaurant/art gallery then continued toward Point Blackbourne Reserve on the east coast. The sides of the island are steep compared to the middle which is quite flat. The views of the coast, the reefs and small islands off the coast are quite beautiful as you can see from one of the photos below.

I got caught in a heavy shower on the way back which was the only one during the whole week we were there. I should say that I was there with my parents- who I was kind of hoping would come along in the hire car and save me from a wet ride back to our accommodation but not a chance. We were lucky to have good weather, average temperature at the end of May 24 degrees during the day and about 14 degrees at night



In Norfolk Island the rule is that cows have right of way. After seeing the damage kangaroos do to the average car in a collision I don’t think I’d like to argue with a cow regardless of the traffic rules. After visiting the beautiful little waterfall (Cockpit Waterfall) at the side of the island I started back along the track towards the road, only to be faced with a herd of about half a dozen cows. Actually, one looked to have horny growths on its head (I didn’t get close enough to determine whether it was a bull or a steer). Thinking back to my beginners’ cycling class I remembered being told that dogs can sometimes get freaked out when faced with a moving bike so how would a cow react ...? Hmmm- time to put another lesson into action, the one about keeping your bike between yourself and nearby cars, only slightly modified from *cars* to *cows*. Oh, and I remembered not to look at

the bull/steer directly in the eyes (I’m sure there’s a martial arts saying like *do not look into the eyes of the enemy*). Anyway I managed to sneak past and continue on my way back to the centre of the island.



Photo left: 'Feral' cows

Norfolk Island really is a most beautiful place. Lots of things to do too- I also went on a tour of the coffee plantation and on a horse riding trip among other things. Sore legs for a few days after that one, I blamed it on the horse ride rather than the cycling of course.

If you're thinking of going over I recommend a week to 10 days holiday. And yes, they do have TV, internet and great shopping!



Around the Councils

Budget finalisation is currently the main game around the councils. In Clarence, the guiding philosophy has been to reduce the missing links in the Clarence foreshore trail and look at ways of improving the cycling environment for commuting cyclists. In this years' budget the area around Bellerive will again receive attention. The popular Bellerive bluff track (the Aldermen have appreciated the community praise for the Esplanade phase) looks likely to be funded for an extension from Bellerive bluff to link with Bellerive beach. In addition, the long awaited missing link at Bellerive Quay, across the slipway at Bellerive Yacht club, has money allocated and is awaiting action to be built. Finally, the missing link in Clarence High School looks like it may be resolved in this years' budget. This will see the availability of a contiguous path essentially from the Tasman Bridge to Howrah Beach. A nice ride with the family and some nifty and safe short cuts for commuters. The Clarence Bicycle Advisory group are now looking for ideas and practical ways to make Clarence St, Bellerive more cycle friendly as the coming years' mission. Please direct your suggestions my way and they will be gratefully received by the committee.

Congratulations are in order for the Kingborough KBUG for receiving the BT "Clips" award for a significant contribution from a non-competitive cycling organization. We all sincerely hope that this award will give this active group further leverage to continue its progress with bicycle lanes on the Channel Highway around Bonnet Hill. The KBUG is also looking at making cycling around the new schools in Kingston and Huntingfield safer for all, including children. This will make cycling to school an even more attractive choice.

DIER are now becoming more (pro)active as to cycling safety on the Tasman Highway. The relocation of the Hydro's consulting section and the big box developments at Cambridge is resulting in attempts to improve the safety of access between these areas and the city. This is not of course to mention the arrival and departure of cycle tourists to the state via the Airport. The first stage of the improvements will be to create a bicycle path from the southern side of the Tasman Bridge to the Rose Bay High School overpass. The overpass is being considered as a possible route for cyclists to gain safe access to the eastward side of the Tasman Highway. This will avoid two very dangerous cycle squeeze points and prepare for the future where the cycle lanes will extend down to past Gordon's Hill Rd so as to avoid all those nasty highway interchange points that are near the Tasman Bridge.

All for another SPOKE. Please funnel your area news to me for inclusion.

Evan Evans (eevans@utas.edu.au).

Calendar of Upcoming Rides and Events

*Note that Bicycle Tasmania insurance covers **members only** on social rides.* There is a ride fee for non-BT members to cover administrative costs.

Please contact the Ride Coordinator listed for a particular social ride if you intend coming on the ride otherwise it may be cancelled.

Tinderbox Loop July 13

Ocean Esplanade - Blackmans Bay. Distance about 20-25km, starting at Blackmans Bay and riding via Tinderbox. A hilly ride but with great views Contact Andy Semmler on 6224 6261 or asemmler@bigpond.com

Intercity Bike Track Aug 17

Intercity Bike Track - about 30kms. Starting at the Cenotaph and ride as far as the bike track goes. Finish up with a play and coffee and hot chips at Cornelian Bay on the way back. Contact Andy Semmler on 6224 6261 or asemmler@bigpond.com

Bicycle Tasmania AGM Aug 21

Annual General Meeting at the New Sydney, Bathurst Street, Hobart

Elderslie-Kempton Loop Sep 21

Elderslie - Kempton loop. A long ride (about 50kms) with some dirt roads and hills but beautiful cycling with almost no cars apart from a quick downhill into Kempton from Dysart. Contact Ian Terry on 6234 9979 or ianterry@netspace.net.au

Ranelagh-Judbury BBQ Ride Oct 12

Judbury BBQ ride - the old Bike Tas favourite. Starts at the Ranelagh Hall (opp. shop). 22km return with lunch in the park by the river at Judbury. Games in the tree house, the swings or the oval. Contact Contact Ian Terry on 6234 9979 or ianterry@netspace.net.au

Bike Tas-BIG RIDE Nov 9

Starts Margate. Two routes. Tinderbox Loop 35km and Round the Channel 106km. Lunch and full support provided. Entry free for BT members. Keep an eye out on the Bicycle Tasmania website for online entry and payment in September.

Follow the rides calendar link on the BT website to see additional rides conducted by groups such as the North West Recreational Cycling Group (monthly rides), and Critical Mass rides.

Let the Ride Coordinator know if you wish to assist with a ride or have a suggestion for a different ride that should be in the calendar for 2008.

How to Contact Bicycle Tasmania

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Postal address: Bicycle Tasmania c/o GPO Box 1814, Hobart, 7001

Executive committee:

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Web master: Wayne Kelly, webmaster.biketas@gmail.com

Ride to Work Coordinator: Tim Stredwick, tstredwick@velosmith.com.au

Social Rides Coordinator: Ian Terry, rides.biketas@gmail.com or phone 62 664582

Bicycle Federation of Australia Representative: David Edwards

Cycling South Committee Representative: Tim Stredwick

Tasmanian Bicycle Council Representative: Tim Stredwick

Clarence Bicycle Committee Representative: Evan Evans

Kingborough Bicycle User Group Representative: Richard Nichols, richardnichols@netspace.net.au

Hobart Bicycle Plan Advisory Committee: Ambrose Canning

SPOKE Editor: Linda Baldock, newsletters.biketas@gmail.com

Bicycle Tasmania holds a meeting at the new address of Sustainable Living Tasmania- 2nd floor, 191 Liverpool St. (corner of Liverpool and Harrington Sts, Hobart) on the third Thursday of each month at 5.30pm unless otherwise advised. This year's AGM will be held in August.