



# SPOKE

ADVOCACY - ADVICE - ADVENTURE

FEBRUARY MARCH 2003

FOR ALL CYCLISTS

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## TREADLIES WIN NATIONAL AWARD.

In August last year the Cycling Promotion Fund called for nominations for the inaugural Bicycle Achievement Awards. Bicycle Tasmania nominated both Treadlies in Kingston for the Cycling Advocacy Award for a bicycle industry business and CyclingSouth for the Local Government Award for initiatives to encourage and promote cycling.

Treadlies won the bicycle industry award, which considering the scale of commercial operations on the mainland is a major achievement showing that commitment to assisting advocacy work and providing a friendly helpful service benefits all of us. BT President Tim Stredwick presented the award at the CyclingSouth Christmas function on behalf of the Cycling Promotion Fund. Treadlies have always gladly provided a discount to BT members as well as assisting with funding towards back copies of Bike Culture Quarterly in the Hobart Reference Library and prizes for the Bike Week Cycle Commuter Challenge. Other projects such as donating membership of Bicycle Tasmania with every new bike they sell have been discussed with Leigh who is always open and encouraging towards such ideas.

Treadlies have traditionally specialised in mountain bikes but recently have diversified with a stock of Giant road bikes and touring accessories. Next time you are in Treadlies congratulate Leigh, Matt and staff on their efforts and don't forget your 10% discount on production of your BT membership card!

CyclingSouth won the runners up position in the Local Government Award, which was another tremendous effort given that the organization also was a runner up in the physical activity section of the Kellogg's Heart Foundation Local Government Awards.

Bicycle Tasmania congratulates both Treadlies and CyclingSouth. It may at times seem as though progress in improving conditions and promoting cycling is slow or even going backwards but for local initiatives such as this to receive national recognition is a tremendous boost to morale.

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## COOL COMMUTING WHILE THE HEAT IS RISING

The Tasmanian Bicycle Council has teamed up with the Tasmanian Environment Centre and Tarooma Primary and High Schools for the *Cool Communities – Tarooma Cool Commuters Project*. Funded by the Australian Greenhouse Office, the Tarooma Cool Commuters Project is part of the national Cool Communities initiative to reduce greenhouse gas emissions in communities and households.

The project seeks to counter the growing dependence on car travel by raising awareness of the benefits and accessibility of sustainable travel. Families are encouraged to use their cars less and choose safe and environmentally friendly transportation alternatives such as walking, cycling and public transport whenever possible. When cars are used, information and energy saving solutions are provided to help make car travel more greenhouse friendly. Households are asked to consider planning multi-task trips, carpooling, regular car servicing and public transport.

The goal is to have at least 100 households or about 10% of the school community directly participating in the project, with a further 2,500 homes to be reached through awareness campaigns and information distribution. Participants are asked to maintain a travel diary for two weeks of the project and adopt sustainable travel options that suit them best. Already, almost 90 households have signed up to participate in the project.

Encouragement and support are provided to participants by way of incentives, such as free bike accessories and bus tickets, workshops on bike maintenance and safety, and the creation of Bike Buddy and Walking Bus programs. Over the summer, a calendar of events has been planned for all Cool Commuters with activities for the entire household to participate in.

While the main objective is to cut back on vehicle-generated greenhouse gas emissions, Tarooma Cool Commuters also promotes healthier lifestyles and safer communities by identifying and addressing barriers that restrict the ways children travel to and from school.

With Sustainable Transport Week being planned for March 21-28, 2003, the 'Journey to School' will be a key element of the week where the Tarooma Cool Commuters Project will be showcased. Tarooma Primary and High Schools will be sharing what they have learned and accomplished from participating in the Cool Communities Program. The Tarooma schools will demonstrate that it is possible to create safer routes to schools and adopt sustainable travel options, and talk about ways of transferring such a project to other schools and communities.

For information about the Tarooma Cool Commuters Project and the 'Journey to School' element of Sustainable Transport Week, please contact Leslie Tse, Project Officer, on 03 6233 3701 or [Leslie.Tse@dier.tas.gov.au](mailto:Leslie.Tse@dier.tas.gov.au).

For information about other Cool Communities projects in Tasmania, please contact Helen Pryor, Community Facilitator, on 03 6234 5566 or [coolctas@southcom.com.au](mailto:coolctas@southcom.com.au).

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## TAROONA TIME TRIALS

Hobart Wheelers in conjunction with the Office of Sport and Recreation have been running a Time Trial from Lower Sandy Bay to Tarooma or Bonnet Hill. These events on alternate Tuesdays have proved exceedingly popular with over 80 cyclists turning to race against the clock over the 7km course to the top of Bonnet Hill.

Time Trials as a popular racing event began in the UK as a response to the banning of mass start road racing in the late 1800's. This era was of course the 'Golden Age' of cycling with racing becoming so popular that a magazine article in 1895 reported the following - "The north road really has become a cycling track as well as a public thoroughfare and, indeed, on half holidays and whole holidays it has ceased to be a thoroughfare at all for non-cyclists'. With mass start road races unavailable British cycle racers turned to time trials as a way to avoid the law, to further avoid attracting attention to themselves secret codes and



arcane directions were used to describe the starting points. Another supposed method of disguise was the time trial uniform of black tights and alpaca jackets. The dawn starts and illicit nature of time trials isolated cycle racing very successfully from the public, where as on the continent whole villages would turn out just as they do today to cheer on their favourite racers competing in mass publicity events.

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## Bicycle Tasmania Still Needs a Secretary

Bicycle Tasmania is still in need of a person to take on some or part of the role of Secretary. It isn't an onerous job involving help in the publication of Spoke, correspondence, meeting minutes. As with any of the Executive roles there is no pressure, as a voluntary position BT can only expect a contribution equal to the amount of time you have available and are willing to give and no more. Please consider if you have the time to help in our valuable work.

Contact Tim Stredwick or Wayne Kelly for more details.

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**REMINDER - CHANGE OF MONTHLY MEETING DAY.**

Don't forget the changed meeting day to the first Thursday of the month, 5.30pm at the Environment Centre. See you there

## BIKE ON BUSES TO FERNTREE.

In conjunction with the Wellington Park Management Trust, Metro Tasmania began a trial service carrying bikes to Ferntree on January 2<sup>nd</sup>. The service to Ferntree shop is aimed primarily at recreational mountain bikers heading for the Pipeline Track and other trails open to cyclists.

The trial period finishes on February 7<sup>th</sup> so by the time you read this it will probably be too late to experience the novelty of loading your bike on a bus for a free downhill ride back to the city.

Metro is to be congratulated in this initiative, only the second urban bus service in Australia to carry bikes. The bus used on the express service is the same used on the Clifton Beach surf service so the racks installed were originally designed for surfboards but are adequate for bikes.

## LAST CALL FOR CONTRIBUTIONS TO THE HOBART BIKE PLAN.

As mentioned in the last edition of Spoke, Hobart City Council Bicycle Advisory Committee is updating their Bike Plan and is seeking feedback from Bicycle Tasmania members for improvements in provision for bikes in the city. It is vitally important if you have any wishes, improvements or complaints about any cycling issue in Hobart that you contact Bicycle Tasmania or Hobart City Council soon. It will otherwise have to wait until the next review, which obviously will be some years away.

Contact BT President Tim Stredwick or Manager, Traffic Engineering, Mark Broadley. Phone 62382804.

## BIKE GANG SONG

When rush hour strikes, commuting is a pain  
But on our bikes, we bravely take the lane  
No streetcar tracks, no sudden open door  
Will make us want to trade two wheels for four

Chorus:

So sing we, come ride in harmony  
More than recreation, it's good transportation!  
Join in a symphony - Self-propelled humanity

To Georgian Bay, or to the corner store,  
Our bicycles will take us door to door  
In Metro we're three hundred thousand strong,  
with more each day to join our cycling song

Chorus:

So sing we, come ride in harmony  
More than recreation, it's good transportation!  
Join in a symphony - Self-propelled humanity

Celebrate the beauty of the bike,  
Recumbent too, the tandem and the trike  
Fun to maintain, so quiet and so clean  
Kinetic art, O elegant machine!

Acknowledgement to Songcycles



## GREAT CYCLE JOURNEYS OF THE WORLD.

## By Tim Stredwick.

Of all the many hundreds or thousands of kilometres that accumulate over years of cycling most get forgotten but there always seems to be one or two rides or even just a few kilometres that stick in the mind as vivid memories. Some experience, whether it is a raging headwind, the taste of an ice cream at the top of a long hot climb or you simply hit that sweet spot where you glide along effortlessly at one with your bike and the world, enable you recall those times instantly as one of your personal great cycle journeys. I am sure all of you have a ride or two that you remember as your own great rides, if so please send them in for inclusion in "Spoke".

The following is one of my great cycle journeys.

Where the straight two-lane highway leaving Islamabad actually went we never found out, but it was totally out of character with all the other roads we experienced in Pakistan, quiet, silken smooth asphalt. Every where else was quite the opposite, with roads busy with every kind of traffic crashing their way through the potholes and raising voluminous dust on roads that definitely went places but didn't look it.

Islamabad is the capital of Pakistan in much the same way that Canberra is the capital of Australia, a compromise of conflicting wishes and interests resulting in a neatly laid out grid of concrete blocks. Somewhere recently I came across a very apt description of Islamabad being 40km down the road from Pakistan. The highway reflected the atmosphere of the city itself, quiet, smooth and peaceful but in our mission to obtain visas from the foreign quarter where huge embassies hide behind flagpoles and high walls, the blazing heat got the better of us and that ribbon of relief led us back to the bustling streets of Rawalpindi. Lynne, baby Louisa in the bike seat and myself sped smoothly along the new asphalt the breeze cooled our bodies and our temperament ready for the sudden contrast of turning from the highway onto the local roads leading into Rawalpindi.

Roads crowded with animals, horse drawn taxis, buses, cars, bicycles, pedestrians and trucks. Not just ordinary trucks but venerable old Bedfords with such ornately carved wooden cabs replacing the original that only the unmistakable shape of the bonnet indicated the pedigree. The few Chinese made Tata trucks looked very dowdy and boring in comparison. The bicycles were the ubiquitous Chinese Flying Pigeon brand, the like of which are supposed to carry more freight in the world than motorised vehicles. Buses too competed for road space a travelling cacophony of tuneful horns and blaring Pakistani pop music, with as many passengers hanging on and covering the roof, as were inside.

Past the bus station as dusk fell the traffic congealed into a packed flowing mass of humanity and machines, the luridly lit buses and trucks and open cooking fires at the food stalls on the side of the road sent beams of light through the clouds of diesel fumes and dust. The smells of curried delicacies, grilled meat, spices piled up in myriads of alluring coloured cones and of course less desirable smells from the roadway and gutter combined with the noise and light effects to produce a surrealistic sensory overload that will never be forgotten. Jostling constantly forward towards the city amongst the array of vehicles, motor, horse and human powered we felt strangely at ease. The feeling of intimidation that it is easy to succumb to in our ordered and policed roads just wasn't evident but we would have liked an extremely loud multi toned horn on our bikes!

There was no macho posturing in the status symbol of the motorcar as is often evident on our roads, no, it was everyone for themselves, but in a somehow peaceful way.

Suddenly it is completely dark and we do not have any lights on our bikes but neither do any of the other bicycles or the horse drawn taxis. I realise I have lost Lynne and Louisa with no idea whether they are behind or in front of me. The road is lit by the occasional working street lamp but mainly from the shops and food stalls at the roadside. The gaudy colours of brightly lit shalwa cloth spill light and colour across the street and over the mass of slow moving traffic.

At junctions everybody moves at once flowing together and separating like a slick and well-trained motorcycle display team in slow motion. The trick is to keep moving as straight and consistent as

possible— behind that bike, in front of that truck, around that horse and cart. It works and just goes to prove the chaos theory.

Huge hand painted cinema billboards with swarthy gun toting bearded male heroes and villains leering over the crowded street added not only the best lit sections of road but also their contribution of deafening movie soundtrack was almost enough to drown out the bus horns.

Occasionally the flowing chaos of traffic came to a halt enabling the bicycles and pedestrians to filter through the immobile mass defying horses hooves and damaged eardrums as the bus drivers with no other controls to operate but the array of horns took full advantage of the situation.

I eventually squeezed through the gaps to the front of the hold up to discover a policeman standing in the middle of the cross roads directing traffic, what was surprising was that people had actually come to a stop as directed, hence the stationary chaos behind me

We had come across the phenomenon of a policeman waving his arms wildly and blowing madly on a whistle clamped firmly between his teeth, in what seemed to be in a completely uncoordinated way, many times before. At first we were unsure as to what to do, did we as we would at home wait patiently to be directed onwards or do we act as a local? At first such junctions were timidly negotiated waiting for a volley of whistle blasts or worse! We soon learned the air of nonchalance that all other road users exhibited and negotiated junctions with gesticulating policeman and working traffic lights by doing what everybody else was doing and ignoring both.

This was the first time I had seen anyone take a blind bit of notice. For some reason we all waited patiently until some subtle difference in the windmilling arms and whistle blasts was picked by the traffic around me and on we went.

I was unsure exactly the route back to our hotel but slowly picked up familiar landmarks as I neared the centre of Rawalpindi and arrived only a few minutes behind Lynne and Louisa.

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## **OUTSPOKEN, Oh, that's all right then.....**

According to a story reported, in the Washington Post Dec. 2, 2002 'drivers talking on mobile phones are responsible for about 6 percent of U.S. auto accidents each year, killing an estimated 2,600 people and injuring 330,000 others.' And what was casually reported along with this story was that the convenience of the mobile phone outweighed or equalled the 2600 lives lost. Harvard researchers calculated the costs associated with accidents caused by mobile phones, such as medical bills and loss of life. The costs added up to an estimated \$43 billion a year -- about the same as the researchers arrived at for the value that mobile phone owners put on their phones.

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## **BICYCLE TASMANIA 'CLIPS' AWARD**

Yes its that time again, Bike Week will soon be upon us with annual presentation of the Bicycle Tasmania Clips Award for Initiatives that encourage utility cycling. Last years award went to Glenorchy City Council for their continuing commitment to extending the Inter City Cycleway. Please contact Tim Stredwick with your nominations for this year's award. There are certainly a number of infrastructure projects that would fulfil the criteria of encouraging utility cycling: the new access ramp on the Tasman Bridge, Clarence Council's commitment to resurfacing the Eastern Shore Cycleway and the cycle lanes on the Channel Highway through Tarooma. A non-infrastructure related initiative that would also be eligible is the *Cool Communities – Tarooma Cool Commuters Project*. I am certain there will be more potential initiatives so please lets have your nominations.

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The Clips Award for those that are unfamiliar with it is a perpetual award for the recipients to proudly display on office wall space consisting of a pair of bike (trouser) clips representing utility cycling attached to a back board of celery top pine or blackwood with copper nails and short lengths of bicycle chain.

CyclingSouth will also of course be inviting nominations for their Cadence Award for the greatest contribution by an individual to local non-competitive cycling in the last year. Please contact Rowan Burns on 6238 2107 or burnsr@mailnet.hcc.tas.gov.au.

## **BICYCLES AND THE HOBART SUMMER FESTIVAL.**

Hobart City Council is to be congratulated on the traffic free zone around Salamanca and Sullivans Cove area during the summer. It showed the attributes of the Hobart waterfront as a wonderful area for both locals and tourists to celebrate the Summer Festival rather than the unsightly and unattractive car park that it is for most of the year. The security considerations leading to the exclusion of cars are obviously unfortunate but the consequences proved to be a bonus for the people of Hobart.

From my observation there seemed to be many more bicycles in the area than normal though I was unsure of the legality of cycling in the traffic free zone, as bicycles are vehicles under the Traffic Act. The police as far as I was aware ignored the riding of bikes in the exclusion zone.

The park and ride service from the Regatta Ground was well publicised for those wishing to visit the waterfront during the exclusion period. In future years if the same traffic free zone and Park and Ride service is in place Bicycle Tasmania would like to see the public encouraged to bring their bikes to the parking area at the Regatta Ground and access the Sullivans Cove/Salamanca area by bike using the totally traffic free route available from the Regatta Ground. Park and Ride -Your Bike! There is also a great opportunity to promote the Intercity Cycleway and the network of cycle ways on the Easton shore that all access the Hobart waterfront area without having to negotiate a public road. The opportunity to access the Hobart waterfront and the Summer Festival activities by bicycle using traffic free routes should be promoted in the ' Festival Navigator' and even by dedicated signage along with the Park and Ride service and all the other attractions and events during the summer Festival.

To further encourage the public to use the Inter City and Eastern Shore cycle ways some sort incentive for people to use their bikes to access the waterfront might be appropriate, such as valet parking if an area could be set aside for bikes or spot prizes donated by those involved in the Summer Festival.

Encouraging bicycle access provides many advantages that enhance the experience of those participating in the festivities on the Hobart waterfront.

## **FEDERAL GOVERNMENT 'AUSLINK' TRANSPORT REFORM**

The Federal Government has embarked upon a major transformation of the current approach to land transport provision in Australia and has developed a Green Paper "Auslink" that proposed the new direction for transport planning and funding in Australia.

Even though the overall approach by Auslink is freight, it provides an important avenue for sustainable transport to have a presence in future transport planning in Australia. To assist individuals

and organisations with this rather complex task the Cycling Promotion Alliance and Fiona Campbell in particular has developed a submission that can be used as a tool for anyone wanting to have input. This submission has been developed in consultation with key stakeholders/individuals from around Australia, passionate about the transport direction of Australia and we have incorporated as many of the Comments as possible and still maintain a coherent message. The Cycling Promotion Alliance aims to get as many submissions to Auslink as possible with similar recommendations to strengthen and enforce the message that there is considerable potential for Auslink to be improved.

A copy of the submission is available on the Cycling Promotion Fund website.  
<http://www.cyclingpromotion.com/newsandevents.htm>

For more details on Auslink.  
<http://www.dotars.gov.au/transinfra/auslink.htm>

Bicycle Tasmania will have submitted a response to the Green Paper before the 7th of February deadline.

## TAROONA CYCLE LANES – UPDATE.

The tender for the painting of the cycle lanes on the Channel Highway has been advertised and work will start soon. At the public consultation in Tarooma last year it was obvious that those living along the Channel Highway were against the installation of the cycle lanes as they would lose their on street parking. The cycle lanes were then planned to be mandatory as the existing lanes on the Channel Highway are which means no kerbside parking. DIER were planning on providing parking bays to compensate for the loss of on street parking, unfortunately resident pressure has resulted in no change to kerbside parking. The cycle lanes will be advisory only which does provide some advantages to cyclists but means that with kerbside parking allowed the cycle lane will be continually obstructed, which is certainly not advantageous to cyclists wishing to use the facility.

Perhaps I am old fashioned but I thought public streets were for the use of the travelling public not provided as linear car parks for those unable or unwilling to store their private property on their own private property.

