

# CYCLE

THE MEMBERS' MAGAZINE - No. 201  
FEBRUARY TO APRIL 2024



## COMMUNITY CYCLING NEWS

- » ECONOMY REPORT: TIME FOR CYCLING'S SUPPORT TO MATCH ITS CONTRIBUTION
- » MELROSE'S AWESOME EPIC TRAIL OPENS TO UNANIMOUS ACCLAIM
- » GET INSPIRED TO RIDE BIKE SA'S 2024 EVENTS AND TOURS



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## CHIEF EXECUTIVE'S NOTES

BRETT GILLETT



### REPORT A STARK REMINDER THAT CYCLING HAS POTENTIAL TO GIVE SO MUCH MORE

In this edition's lead story, we explore the latest report into the Australian cycling economy.

The 2023 WeRide Australian Cycling and eScooter Economy Report is a stunning read and paints the picture of an industry punching well above its weight with very little government support and a long list of literal roadblocks.

For all those who share the love of cycling and are therefore the key drivers of this success story that is significantly impacting Australia's economic,

environmental, health and social landscape, it should inspire pride. But it should also dredge up terrible frustration that the figures show it could be so much bigger but for the public policies, priorities and obstacles that keep so many from acting on their desire to ride or ride more.

Bike SA is disappointed that the South Australian Government - despite being the host of the nation's biggest bike race, the Tour Down Under, having the ideal climate and terrain for cycling and reaping the rewards it does from cycle tourism - was among the minority of state and territory governments to not financially support the report.

Cycling is already making great contributions to Australian society. The enthusiasm for it is only increasing, the benefits to everyone are well-proven, the pathways to success have been clearly laid out by other nations and the preference from a large section of the community to start cycling - IF governments would create a safe enough environment to do so - is well demonstrated.

What are we waiting for?

Bike SA jumped at the opportunity to financially support production of the report, as did the ACT, Queensland, NSW and WA state governments. We wish more would have done so to strengthen the voice for greater diversity in our transport sector and all the benefits associated with it that the report so clearly spells out.

But it is far too easy to blame state or federal governments for the sluggish rate of change in Australia compared to the rest of the world. The refusal to depart from the comfortable but destructive status quo - no matter how many success stories stack up to prove that active transport benefits everyone - can be laid at the foot of NIMBYs in councils, business, the media and others who stand impermeable to the facts.

And let's not forget to look in the mirror. If our success rate for delivering change is so low, cycling must accept that we must do better to highlight the advantages, to connect and build consensus for a brighter, healthier, cleaner future.

There is no silver bullet but the strength of the 2023 Cycling Economy Report is a powerful weapon and now is the time for all of us to work together and use it.



Also inside this edition you'll read about the extraordinary achievement of the new Epic trail in Melrose. This is a tremendous story of persistence, co-operation and determination on its own but it also ties in with the cycling economy theme because of the years of work that went into it and the exciting opportunities it will bring not only to Melrose but to the whole Mid-North region and SA in general.

The cycling economy is not just about selling bikes. It goes exponentially beyond that and touches many other industries that many would not even consider. And the follow-on benefits of attracting more and more people to explore the beauty of Mount Remarkable stretch that effect out into an even broader web of opportunity.

The future looks bright if we can just open the door to it.

## PRESIDENT'S NOTES

MAUREEN MERRICK



Our congratulations to the following five Executive Committee members who were elected at the organisation's Annual General Meeting last November:

Maureen Merrick (President)      Eric Chaney  
Anne Smith (Secretary)          Edytka Mazgalski  
Carol Seely

Chris Beauchamp, who has been a member of the Executive Committee for a number of years did not seek to be re-elected. Chris has provided an extraordinary amount of his time and effort in support of the Committee and Bicycle SA and certainly deserves a break.

Thank you, Chris, for your loyal, long-term commitment and enormous contribution.

Together with the five remaining Executive Committee members, Nathan Petrus (Vice President), Tom Walker (Treasurer), Garry Bettison, Warwick Cooper, and Nick Sprou, we shall continue to meet

the needs of our members and ensure that the organisation remains sustainable as we continue to maintain our position as the leading voice for recreational and commuter cycling in South Australia.

Keith Conlon (OAM) was re-appointed as our Patron for the next 12 months. This was received with acclamation from those members who were present at the meeting.

Congratulations to Elaine Davies who received the 2023 Volunteer of the Year Award. Elaine is the Ride Coordinator for the seven 'Cycle Salisbury' group rides. She is also one of their regular ride leaders.

As well as being involved in these rides for more than a decade, Elaine has volunteered on our nine-day annual tours and our 16-day Outback Odysseys, as well as our single-day events.

Elaine has also assisted in recruiting volunteers for our multi-day events.

Thank you, Elaine, for contributing so much of your time in support of BSA.

### GRAND/MINI SLAM AWARDS

The 2023 Grand Slam Perpetual Trophy was awarded to Darko Bogdanovic for his personal achievement in successfully completing the series of 80km, 100km, 120km, 150km and 200km rides.

The Mini Slam Perpetual Trophy was awarded to Molly Qu who was successful in completing a combination of Mini and Grand Slam rides, covering 80km, 100km, 120km, 150km and 100km.

There were three riders who joined the Club 500 members. They completed four out of the Grand or

Mini Slam rides totalling 500km, 150km short of the 650km achieved by the Grand Slam riders.

Congratulations to you all for your achievements; and for some of you your personal best.

The names of all riders who successfully completed either the Grand Slam or Mini Slam or earned Club 500 status are in the story on Page 6 of this edition of Cycle.

We thank **Zen Energy** for their sponsorship of the Grand/Mini Slam series of rides last year and we are so pleased that they will continue their sponsorship in 2024.

We also thank **Roof Racks Galore, Nippy's, and Hammer Nutrition** who have been supporting these rides for many years and we look forward to this association continuing in 2024.

**Adelaide Superb Chauffeurs** have been generous in their sponsorship during the year. We thank them too for their support and are looking to build on this relationship this year.

The 2024 Grand and Mini Slam series of five personal challenge road rides will commence at 8.00am Sunday 25 February at Gumeracha Football Club, 42 Albert St, Gumeracha.

The distance for this first ride is 40km/80km, followed by 50km/100km ride on Sunday 24 March at Willunga, 60km/120km on Sunday 2 June at Meadows, 75km/150km on Sunday 25 August at Strathalbyn and the final 100km/200km ride on Sunday 22 September starting from Mt Pleasant.

We look forward to enjoying this great series of rides with you this year.



# LATEST AUSTRALIAN CYCLING ECONOMY REPORT SHOWS TRUE DEPTH OF OUR WORTH TO NATION

You have to look a long way down the list of the ways in which cycling benefits Australia before you get to mere dollars and cents. But even by that measure, cycling's contribution is significant, as the latest audit of the sport's national impact confirms.

The 2023 WeRide Australian Cycling and eScooter

Economy Report, released in November last year, highlights the direct and indirect benefits cycling delivers in terms of Australia's economy, our health and the environment. It makes for very impressive reading.

And, closer to home, the report is equally glowing regarding South Australian cycling.

More bikes and fewer cars equals cleaner air. It's not complicated.



Figure 1

The Australian Cycling and e-Scooter Economy Report by the numbers.

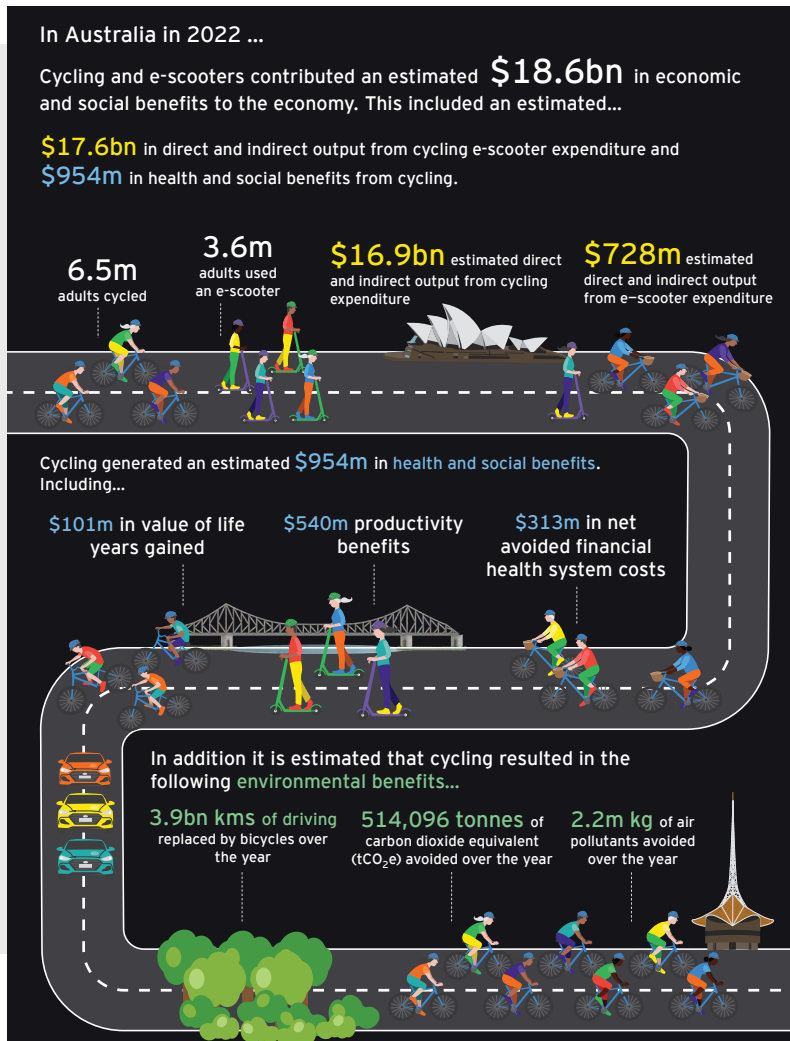


Figure 1 We Ride Australia, The Australian Cycling and E-Scooter Economy in 2022. [https://www.weride.org.au/wp-content/uploads/2023/11/The\\_Australian\\_Cycling\\_and\\_e-scooter\\_Economy\\_in\\_2022\\_WeRide\\_and\\_EY\\_2023\\_Report\\_Final\\_web.pdf](https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf)

Figure 2 How cycling and walking intersect with the issues of road safety, congestion, emissions and public health. (Data from: 1. DCEEW, 2. AIHW, 3 & 4. Infrastructure Australia, 5. ISPAH). <https://theconversation.com/fewer-of-us-are-cycling-heres-how-we-can-reverse-the-decline-212260>



At the national level, the report - produced by major accounting and consulting firm EY and supported by several state and territory governments and organisations like Bike SA and Auscycle - reveals that in 2022 the cycling sector:

- generated more than 58,000 full-time-equivalent jobs and \$16.9 billion in economic and social contribution;
- contributed \$954 million in health and social benefits including \$313 million in savings to the Australian health system;
- avoided more than 514,000 tonnes of carbon dioxide and 2,200,000kg of air pollutants being emitted by replacing 3.9 billion kilometres of motor vehicle travel, and;
- attracted more than \$1.9 billion in direct spending on national cycle tourism.

And in SA, the significant figures were:

- \$1.04 billion generated for the state economy;
- 3700 jobs supported;
- 25,230 tonnes of carbon dioxide prevented from polluting our atmosphere; and
- \$122.2 million spent throughout the state in our thriving cycle tourism industry.

These are all encouraging figures but the true challenge is to turn this evidence into action to build the environment where all those people who want to ride but don't feel safe to do so can take that step and also take one more car out of the traffic jam. To find a way to overwhelm the inertia of motor vehicles being the first and only priority as our decision-makers pave another multi-lane highway towards gridlock, climate crisis and poor health.

Bike SA CEO Brett Gillett said that there were many "encouraging" differences between the latest survey and the one that had been conducted two years earlier. Differences which should inspire pride and hope.

"But the number that hasn't changed is the 64 per cent of people who would ride more if they felt it was safer to do so, and therein lies our golden nugget," Brett said. "If we can get those 64 per cent



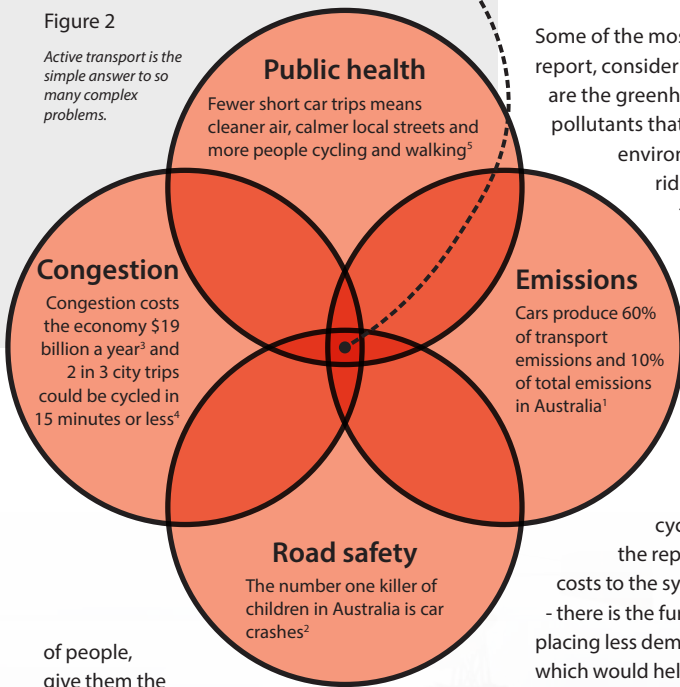
Adelaide commuters on the Frome Street protected bike lane.

**A solution to multiple urgent problems**



Figure 2

Active transport is the simple answer to so many complex problems.



of people, give them the means to ride with confidence and cut that number way down, that will make a huge impact for everyone in our transport environment.

“Bike SA will continue to create opportunities to help people build confidence on their bikes through the programs that we run. But we need support by way of improved infrastructure to keep building the positive outcomes that cycling can deliver.”

One of the most significant implications of the two biennial reports is the ammunition they give to peak bodies and advocacy organisations like us in conversations to convince decision-makers of the widespread benefits of factoring cycling into transport planning.

“You can’t turn a blind eye to the facts in this report because they are so relevant to the stated objectives of the federal and state governments in relation to climate change, carbon emissions

control, health and wellbeing, cycling tourism and the economy,” Brett said.

“When we go out and start conversations with this evidence in our hands, people need to listen because not listening would run counter to their own policies and to the objectively proven advantages to Australia.”

Some of the most significant numbers in the report, considering the times we’re living in, are the greenhouse gas emissions and other pollutants that are being kept from the environment as a result of people riding bikes. It’s an enormous figure that clearly underscores the opportunity that encouraging and enabling more people to cycle can deliver.

Similarly, one of the most bitter ongoing controversies in SA politics over the past several years has been the ambulance ramping crisis. And while the health benefits of people cycling is listed as a dollar figure in the report - \$313 million in direct financial costs to the system Australia-wide in 2022 alone - there is the further benefit of healthier people placing less demand on our overstressed services, which would help ease that crisis.

At the report’s launch, WeRide’s Executive Officer Peter Bourke spoke of the “triple bottom line benefits of the cycling sector”.

“They are significant, generating thousands of jobs as well as providing health and environmental

benefits, making investment in cycling and e-scooters a national imperative,” Peter said.

Brett and Bike SA’s board considered it of paramount importance that Bike SA contributed to the cost of producing this report. “We regard WeRide very highly, as we do many of the other partner organisations, and the credibility and strength of this report is a tremendous benefit when it comes to lobbying for much-needed change,” he said.

Advancing technologies are a huge part of how we can go about improving health, wealth and the environment for ourselves and future generations.

So much of the worldwide conversation on carbon dioxide pollution reduction is focused on electric cars as a key component to reversing the damage we’ve done in the past century, but few are acknowledging the fact that electric cars are here to save the car industry, not the planet.

Electric bikes actually have a far greater scope to deliver on all of those improvements while also opening up the option of riding instead of driving to a far greater range of people and in the process improving traffic flow for those who continue to drive.

The e-bike boom is another key component of the report and extra ammunition to justify government or corporate support for the necessary infrastructure to support it.

The number of e-bikes sold across Australia increased by more than 250 per cent between

Continues Page 12 →





## GRAND COMMITMENT TO THE GRAND SLAM SERIES MADE ALL THE DIFFERENCE FOR DARKO

Every now and again we are reminded that the enjoyable group rides that many of us take for granted are rather more significant to some who share them with us.

That point was driven home at the Bike SA Annual General Meeting in November when Darko Bogdanovic rose to accept his well-deserved Grand Slam perpetual trophy after having completed all five rides of the Zen Energy Grand Slam Series in 2023.

"I was a latecomer to getting on my bike," Darko said. "After back surgery, cycling was the only thing I could really do that didn't hurt my back so ever since 2019 I've signed up for a full year of the Grand Slam series. I make sure I tell people so there is no way I can back out."

**THE GOING HASN'T BEEN EASY BUT IT'S ALWAYS BEEN A BLAST. AND THANKS TO BIKE SA BECAUSE WITHOUT THIS I'D LIKELY STILL BE A COUCH POTATO.**

"The going hasn't been easy but it's always been a blast. And thanks to Bike SA because without this I'd likely still be a couch potato," he said.

Darko was one of 11 riders this year who completed all five events of 80km, 100km, 120km, 150km and 200km in the Grand Slam Series. The others were Michael Blake, David Capon, John Golding, Andrew Maetze, Ray Morris, Craig Morrison, Todd Northway, Glenn Partington, Natalia Sims and Daniel Wild.

Molly Qu was awarded the trophy as the standout of those who achieved the Mini Slam, which is

completing all five events of 40km, 50km, 60km, 75km and 100km in the Mini Slam series or a combination of both Mini and Grand Slams.

Molly rode the first four Grand Slam distances - 80km, 100km, 120km and 150km and finished the series with the 100km Mini Slam ride in round five.

Eighteen others shared her achievement - Richard Charlesworth, Mandy Creighton, Jennifer Cresp, Trevor Cresp, Andrew Gibbs, John Harrison, Andrew Hill, Kathryn Keen, Linda Neighbour, John Richards, Clinton Rule, James Schapel, Paquita Scott, Carol Seely, Geoffrey Tolcher, Steven Torok, Mark Wilton and David Wood.

And three riders joined Club 500 after completing four events totalling at least 500km in the combined Grand/Mini Slam series. They were Adam Dayman, Marija Dmitrijeva and Shawn La Fou.

The weather was not always kind to our Grand Slam campaigners, with Grand Slam 2 at Woodside testing the riders on a cold and wet day. But 350 people rode at least one Grand Slam event last year, which was a pleasing improvement over 2022.

None of these highlights would have been possible without the generous support of Zen Energy as well as our other sponsors Roof Racks Galore, Hammer Nutrition, Andersons Solicitors, Nippy's and Adelaide Superb Chauffeurs and our invaluable volunteers.

In 2024, we are committed to building on the energy and momentum our Zen Energy Grand Slam Challenge Series has created over the past few years and we'd love to have you be part of that excitement.

Come along and be like Darko. Lock the dates into your diary. Make a commitment, hold yourself to it and achieve something extraordinary. There's no telling where such daring may lead!

Bike SA CEO Brett Gillett presents Darko Bogdanovic with his Grand Slam trophy.



### 2024 ZEN ENERGY GRAND SLAM CHALLENGE SERIES SCHEDULE

**GUMERACHA (40km/80km)**  
on 25 FEBRUARY,

**WILLUNGA (50km/100km)**  
on 24 MARCH,

**MEADOWS (60km/120km)**  
on 2 JUNE,

**STRATHALBYN (75km/150km)**  
on 25 AUGUST

concluding at

**MOUNT PLEASANT (100km/200km)**  
on 22 SEPTEMBER.

Zen Energy came on as generous sponsors and enthusiastic participants in 2023



Mini Slam trophy winner Molly Qu



# DIRTY WEEKEND & FLINDERS ESCAPE - DIVE INTO 2024 WITH BEAUTY, ADVENTURE, FUN & FRIENDSHIP



“ YOU’LL EXPERIENCE THE VERY BEST OF THE FLINDERS RANGES, WITH THE CHOICE OF RIDING ON ROAD, OFF-ROAD ON TRACKS AND THE SPECTACULAR MAWSON TRAIL, OR A MIX OF BOTH. ”



One of Bike SA’s oldest events and one of our newest occur within weeks of each other in April and May and both offer a stunning experience with challenges, entertainment and immersion in spectacular natural environments.

Dirty Weekend, our annual 24-hour mountain bike event - part race, part celebration, all good times - is first on the agenda on 27 & 28 April at SA’s own MTB Mecca, Fox Creek Bike Park.

Whether you’re a solo warrior intent on facing the 24-hour test of endurance or a bunch of friends keen to camp out, ride as a team and see who can post the fastest lap, Dirty Weekend offers so much on-track and off it has remained a cycling calendar staple for more than 20 years.

The village vibe, the choice of challenges - from the 3-hour e-bike race to 6-, 12- or 24-hour solo or team divisions - and of course the tireless Forest Fairies pumping out tunes to keep you pedalling



all night - all combine to produce a must-have experience for any MTB rider.

And you can look at that as a fun warm-up for our second biennial Flinders Escape tour from 11-19 May. On this fully supported tour you’ll experience the very best the Flinders Ranges have to offer, starting and finishing in Port Augusta with the choice of riding on road, off-road on tracks and the spectacular Mawson Trail, or a mix of both.

We received rave reviews from the inaugural 2022 tour and tickets are selling fast for 2024 so don’t miss your chance to ride through 600 million years of rugged, untamed and breathtaking outback terrain.

For more information or to book for either of these bucket list experiences, go to [bikesa.asn.au/rides-and-events](https://bikesa.asn.au/rides-and-events) or call us on 8168 9999 9am - 5pm Monday to Thursday.





## IT'S ALWAYS BEEN AWESOME, BUT NOW MELROSE IS TRULY EPIC

The buzz was palpable as I drove the Bike SA van into Melrose. After years of hard work, co-operation, determination, patience, vision, imagination and persistence it was finally time to open Australia's latest Epic mountain bike trail - right in the heart of the Southern Flinders Ranges.

The town was full of people who had gathered from across South Australia and the nation to celebrate the official launch of the trail on Sunday 29 October.

Local, state and federal leaders attended the official function as well as representatives of the National Parks and Wildlife Service, local business, community and MTB leaders, a writer from Australian Mountain Bike magazine and, of course, trail builder Garry Patterson from TrailScapes.

Effusive is the mildest word to describe the praise everyone heaped on the trail and the effect they expect it to have on Melrose, the wider region and on SA's reputation as an adventure holiday destination.

**THIS IS AN AMAZING TRACK AND IT'S GOING TO MAKE A FUNDAMENTAL DIFFERENCE TO THIS REGION. THE OPPORTUNITIES, BOTH ECONOMIC AND SOCIAL, ARE TREMENDOUS.**

Federal Senator for South Australia Karen Grogan, standing in for Deputy Premier Susan Close, made it abundantly clear at the launch ceremony. "It has been glorious to see the partnerships that produced this trail flourish and for this to be a completed project," Senator Grogan said. "This is an amazing track and it's going to make a fundamental difference to this region. The opportunities, both economic and social, are tremendous."

Oli Musgrave-Evans shows how excited he is to tackle the new Epic trail at Melrose.



"It will attract mountain bikers from all over the country and internationally. It will have an economic impact, not just for Melrose and Mount Remarkable Council but for the broader region."

For trailbuilder Garry, the big day came as a relief more than anything else. He is enormously proud of what he and his team achieved in the face of brutally adverse conditions but the rewards in the form of universally grateful feedback made it worth the effort.

"It's been an extraordinarily difficult build, like nothing we've ever come across. We've experienced everything from snow to fire. And rock, it's just one big rock. On this job we wore out our excavators as though we'd been going for 10 years in just one year. It's been relentless," he said.

"But that's why we do it - for people to enjoy on their bikes - and the response we've been getting has been outstanding. I just bumped into someone from interstate and said it's the best trail he's ever ridden."

That rider wasn't alone in that opinion.

Mike Blewitt from Australian Mountain Bike magazine made the long trip down from Brisbane for the launch and said the experience was worth every minute of the journey.

"I came down two years ago to do some stories around Fox Creek and I'd always heard about Melrose since the mid-2000s," Mike said. "I knew there was this bit of a cult following. I get it now that Melrose gets into your blood - the place is special and you don't always get it til you go. There's a nice vibe in town and it's great to have a mountain to ride right next to you - we don't get that in many places in Australia."

"You need a really mixed skill set to get everything out of this trail but at the same time I think a lot of people who are generally comfortable riding their mountain bike can have a great day out."

"I've done other Epics around the world and they are typically point-to-point which is a cool experience but logistically frustrating. In Melrose you have a really complete experience - you're riding through three or four really diverse areas but you finish back where you parked your car. My car hasn't moved since I got here on Friday afternoon, which I think is the sign of a good trip. You can ride up to the Willowie trails on the rail trail, you've got the town trails right here and you've got either the bailout loop or the whole loop you can do on the Epic trail. You've got lots of rides you can do right from your accommodation and I think that's really special. Most other destinations don't have that and it's a beautiful part of Australia," he said.

Passionate rider Bill Somerville had already ridden the Epic six times in four days by the time Bike SA spoke to him. Bill and his mate Ron Chapman, who visiting all the way from Newcastle, NSW, were blown away by the trail features, environment, scenery and the entire experience.

"It's hard to believe we've got something like that to ride," Bill said. "You get these mad berms all the way through the trees out the back and then you can see Alligator Gorge and so many other incredible views. It's pretty special."

"There's nothing else in South Australia to compare it to. Melrose has always been a bit different anyway, but the Epic is the highlight here now, for sure."

The Melrose community is understandably over the moon about the significant boost to its appeal to locals and tourists alike.

Bike Melrose president Don Norton, who also runs accommodation venue Under the Mount and bike tourism outfit Beyond the Mount, said the new trail was a tremendous drawcard and boost to the region.

"Melrose has always been a bike destination but now it's taken that appeal to the next level. It ticks all the boxes," Don said. "We've got the town trails, beginner trails, stuff for the family and the kids, the rail trails to link everything up and now something for the





enthusiast who wants to go out and set a world record on this amazing Epic trail.

"It's spectacular. I've ridden several Epic trails in Australia and New Zealand and it's just mind-blowing. I take my hat off to everyone who made this happen," he said.

And Richard Bruce from local landmark - café and bike shop Over the Edge - said the whole town was "super-excited" for the future.

"To finally be able to say we've got this incredible new trail open gives us a lot more confidence and we know we're going to draw a lot of people here," Richard said. "Instead of having 20, 30 or 40km of trail, we've got 100km of trail and the full range of green, blue and black runs, rail trails, gravel grinding - it's such a great cycling destination.

"Even if you're not a total enthusiast you'll still have a great time here. We're confident that we can see people coming from all over Australia now and perhaps even further away," he said.

The Epic is a wonder of technicality and creativity from TrailScapes. But, from the outset, it has also been and exercise in cultural sensitivity, respect and connection.

The detailed alignment of the trail was designed in close consultation with the Nukunu Wapma Thura Aboriginal Corporation to ensure the trail does not disturb any sites of cultural significance and to ensure cultural respect.

The Epic was a major component of the \$10 million Remarkable Southern Flinders agreement, which is funded by the South Australian and Australian governments and supported by the Foundation for National Parks and Wildlife.

The agreement also includes 20km of new trails in Mount Remarkable National Park at Willowie, an upgrade of the Mambray Creek campground and day visitor area, and new day visitor facilities at nearby Wirrabara.

Other partners in the agreement include Regional Development Australia Yorke and Mid North, District Council of Mount Remarkable, Port Pirie Regional Council, Northern Areas Council and the Nukunu Wapma Thura Aboriginal Corporation.

Pointing the way to a remarkable ride.



## SAFETY FIRST - BE EQUIPPED FOR THE EPIC CHALLENGE

Distance, rugged terrain, wildlife and isolation are intrinsic parts of the Epic trail experience, and it is vital that you prepare accordingly before you venture out. Consider this checklist when you plan to tackle Epic Melrose.

- Advise someone of when you leave and when you expect to return.
- Make sure your bike is in top condition and fully serviced.
- Even with a perfect bike, carry spare tubes, tyre, tools, chain breaker and link etc.
- Take plenty of water and enough snacks, bars, gels etc to sustain you if you become stranded.
- Take a first aid kit that includes snake bite bandages and a space blanket.
- It is safer to ride as a group of at least three rather than on your own.



Space blanket



Bars, gels and fluids



Dignitaries cut the ribbon to officially launch the eagerly awaited trail.



**SUPPORT THE RESEARCHERS WHO ARE WORKING TO MAKE CYCLING SAFER FOR US ALL**



Dr Jamie Mackenzie in his CASR office.

In the pursuit of cycling safety - as it has been with so many other things - while so many of us sit and wonder what can be done, researchers are stepping up to show us how.

But in the case of the work being done by Project Velograph at The University of Adelaide, we cyclists can get involved and help them collect the data they need to make us safer.

Project Velograph, led by engineer and senior research fellow at the Centre for Automotive Safety Research, Dr Jamie Mackenzie, uses data collection devices attached to volunteers' bikes to identify preferred cycling routes and measure vehicle passing distances.

The passing distance data is significant because it not only gives policymakers the information to take action but it is also one of the most significant deterrents preventing people who want to cycle from doing so.

"We want to know where on the network the risk points are so we can either show that to a road authority and say 'This needs to be fixed' or show cyclists and say 'you should avoid this road' or advise advocates who could approach government to take action," Dr Mackenzie said.

"The idea of the project is also to do long-term data collection so that if something does change, we can present before and after data for comparison and analysis."

The project began in 2016 with a four-week proof of concept study in Melbourne, then returned with improved equipment in Canberra in 2019 that developed significant data.

Last year, with extra funding from the Federal and ACT governments, it was able to build 100 data collection devices - five times more than in Canberra - for deployment over more than five months in Adelaide, Canberra and Melbourne.

When Bike SA spoke with Dr Mackenzie for this article in early November 2023, the data collected already spanned 50,000km ridden and more than 87,000 vehicle passing distances measured.

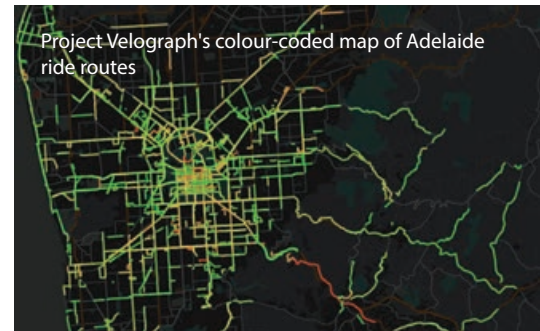
But with the funding having dried up, not only is there no more data coming in, there is also no opportunity for further analysis of the data they already have.

The best part about the data for cyclists is that all rides to date have been uploaded onto a publicly available map that is colour-coded to identify average passing distances. You can find the map and learn more about the project and how you can be involved when the opportunity returns at <https://project.velograph.app/>.

While only a limited number of cyclists are needed for data collection, depending on how much funding they receive, anyone who rides or cares about cyclists can get involved by lobbying for the support this important project deserves.

"We want to get it out there that this project exists and we want to know how people are interacting with it and how it can be useful," Dr Mackenzie said. And that we need more funding, long-term funding and continuous data collection.

"We track the number of vehicles that flow through the city each day and it costs us massive amounts of money. We've got a traffic monitoring system



Project Velograph's colour-coded map of Adelaide ride routes



A bike outfitted with the data collection devices.

that's running 24/7 but we don't know anything about cyclists in Adelaide other than a visual real-time bike counter on Frome St or the Super Tuesday counts, so this project is very useful.

**IT'S TIME TRAFFIC ANALYSIS CONSIDERED EVERYONE WHO USES THE ROADS. AND FOR US TO HAVE SPECIFIC DETAILS ABOUT CYCLIST SAFETY RATHER THAN JUST BICYCLE CRASHES WHICH WE KNOW ARE UNDER-REPORTED.**

"It's time traffic analysis considered everyone who uses the roads. And for us to have specific details about cyclist safety rather than just bicycle crashes which we know are under-reported."

Project Velograph emerged from CASR's decision that cyclist safety was an area they wanted to focus on.

"We want cycling participation to go up. It's good for you, it's good for the environment, it's good for the city. And among the biggest barriers to cycling participation is getting injured and the fear of getting injured - the anxiety of riding on the road - and one of the biggest triggers of that is close passing," Dr Mackenzie said.

"For seasoned riders, it's horrible but they get back on. But others won't be willing to ride if that happens. So we want to know where these close passes are happening so we can prioritise fixes and find safe routes for cyclists to take.

"Imagine a close pass happening to a new rider, they'd chuck the bike on the garbage heap and never go back to it. It's time we found a way to stop that."





## ADVOCACY: LEGISLATION TO ALLOW E-SCOOTERS WILL BENEFIT CYCLISTS - GET BEHIND IT

In December 2023, overwhelming public consultation support pushed e-scooters and other personal mobility devices a step closer to becoming legal to use on South Australia's roads, paths and bike tracks.

Of the nearly 2000 participants in the survey, 87 per cent supported the ongoing use of e-scooters on public roads and paths and the responses indicated broad support for e-scooter use across shared paths, bicycle paths, bike lanes and footpaths.

About half of the survey participants already use fleet e-scooters which are allowed under trial conditions. And 45 per cent expressed their intent to purchase a PMD immediately if their use in public was permitted. This underscores the growing demand for alternative transportation modes in urban areas.

Currently, only rental e-scooters are permitted in SA, as they are in NSW and the Northern Territory. They are fully legal Victoria, Queensland, Western Australia, Tasmania and the ACT. It is time SA switched columns and joined the list of states that encourage more and better active transport opportunities and less of a single-minded reliance on the motor vehicle.

Such a move as e-scooter legislation has profound implications to active transport and therefore to cycling in this state and, hopefully, to a broader nationwide discussion.

The most immediate benefit, particularly when legislation is finalised and comes before the Parliament, is an increased public focus and



discussion on active transport and its benefits to all transport network users as well as the entire community in terms of health and wellbeing, reduced health costs and pollution reduction.

This, alone, is a significant opportunity and one the active transport community must exploit to its fullest effect. Silence and indifference are the most effective tools to make sure the marginalised remain marginalised, especially when the status quo is so ingrained as our transport policy has become.

We must and will use this public discussion to shine a spotlight on active transport and its widespread benefits. Part of the success of that ambition can be determined by you, our members, readers, friends and cycling enthusiasts. All of our public discussions are posted to our social media pages - Facebook, X (formerly Twitter), Instagram and LinkedIn. Likes are good on all of these platforms but comments and shares are the way to make campaigns go viral. They are free, easy and quick and can make a

tremendous difference to our work. Make your 2024 resolution to schedule some of your social media time each day to go to Bike SA's pages and help spread the word.

The motor vehicle industry has gone to great lengths to tout the electric car as the solution to all our pollution problems. But be in no doubt: The electric car is here to save the car industry, not the planet. The answer to our pollution and congestion woes is not electric cars or self-driving cars but a far simpler cure - fewer cars.

Not by force, as the scaremongers will tell you. But by creating a transport environment, in terms of infrastructure, behaviour and public policy where all those who want to ride, walk or scoot face no barriers to doing so. Currently, barriers in our transport environment to all but the most confident of cyclists are far too significant and abundant.

Our roadways and pathways are meant to be shared spaces for all - we've been saying that to motorists for decades. So when the time comes, cyclists should practise what we preach and welcome scooter riders into cycle lanes, riding together with safety, courtesy and consideration and, in so doing, raise the bar for all road users to match.

More active transport makes us more numerous, more visible and strengthens our argument that motor vehicles must no longer be the one and only priority of transportation planners.

As Glam Adelaide said in its reporting on the surveys: "The results ... and the ongoing discussions highlight a significant shift in public opinion towards more sustainable, efficient, and versatile modes of urban transportation. The integration of e-scooters and other PMDs into the transportation system of South Australia represents a forward-thinking approach to mobility, aligning with global trends and addressing the growing needs of urban dwellers for flexible and eco-friendly travel options."

We owe it to ourselves, our community and the future to drive this forward thinking even further.



**“ WE MUST AND WILL USE THIS PUBLIC DISCUSSION TO SHINE A SPOTLIGHT ON ACTIVE TRANSPORT AND ITS WIDESPREAD BENEFITS. ”**



## LATEST AUSTRALIAN CYCLING ECONOMY REPORT SHOWS TRUE DEPTH OF OUR WORTH TO NATION



Bike shops are big business



A more active community will ease the strain on our health system

...continued from page 5

the two economic reports, from an estimated 54,000 bikes in 2020 to 193,000 in 2022. The price of e-bikes also fell by 16 per cent in that time, opening the door to even more people.

“The surge in the popularity of e-bikes should be quite a catalyst for change,” Brett said.

“They extend the opportunity to cycle to many more people and also make inroads into urban delivery with their capacity for quick, clean, nimble, silent and versatile cargo capacity. They also give people the ability to extend the distance they ride and should greatly increase the visibility and acceptance of cycling as a key component of our transport infrastructure.”

While the global conversation may be stuck in an electric cars loop, on a smaller scale, cities and regions have been making great progress in reducing noise and air pollution, increasing safety and comfort and creating more enjoyable environments in which to live, work and play by shifting focus from moving cars to moving people.

They are proving to be health, environmental, social and - importantly - economic successes by doing so.

Unfortunately, the response from any city without the same motivation and determination, is “that won’t work here”. Adelaide is very firmly in that camp. Even with the benefit of the blueprints for success that many other cities have established for us, the reluctance to change is too powerful despite the clearly evidenced advantages.

“We have been comparing ourselves to European countries that have had cycling cultures significantly beyond ours for many years and with this report at hand we have the basis for a much clearer comparison,” Brett said. “Copenhagen has a target of zero carbon emissions by 2030 and even though they already have 62 per cent of people commuting by bike, they are still well short of achieving that

target. We have similar targets and we have much fewer than 20 per cent of people cycling into the city now. So, we’ve got a long, long way to go and it’s past time we stopped treading water.

“SA has had a really conservative approach to this for a long time and businesses are concerned about the impacts on their bottom line of trading car parks for cycling lanes but evidence from all over the world shows it has the opposite effect. Reducing the noise, danger, speed and pollution by focusing on people, not cars has created what’s called “sticky streets” where people stick at those locations and frequent them a lot more often.

“There is evidence that the City of Charles Sturt shared with us about their recent upgrades at Henley Beach. A building had been empty for years because businesses couldn’t survive there but since they created walking and cycling trails that is now a flourishing café and that’s just one of many examples.

“By improving walkability and cycling infrastructure they are getting more people staying longer and enjoying those environments.”

The 2023 WeRide Australian Cycling and eScooter Economy Report should be a source of tremendous encouragement and inspiration for all those who are committed to making our world better one bike at a time. But it should also be a stark reminder that we can no longer afford to allow people to dismiss us as a “fringe element” not worthy of consideration.

This report clearly dispels that myth. But more importantly, it underscores yet again that cycling in all its forms has the capacity to improve Australia for all - even those who condemn and marginalise us.

Let’s all redouble our efforts to ensure the 2025 report rings as an even louder call for positive change.

## REVIEWING A LANDMARK YEAR OF SERVICE IN OUR COMMUNITY PROGRAMS

Last year was one of innovation and expansion for Bike SA’s community programs team. The small group continued to embrace new opportunities while still maintaining all the personal connection, respect, enthusiasm and caring that has made it such a success for more than a decade.

The team’s new program, Bikes Active, kicked off in 2023. Funded by a grant from the Office of Recreation, Sport and Racing, the school-based program was well received by students and teachers at the first block of schools where we increased physical activity, confidence and skills, encouraged and elevated social engagement and fostered positive attitudes.

And they did this all while donating 70 bikes and helmets to students who needed them.

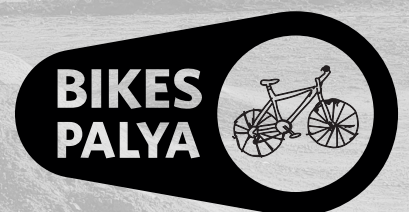
Similarly, Bikes Palya donated 24 bikes and helmets, delivered school holiday and in-school programs in isolated communities across the state throughout the year. They taught bike riding and bike maintenance skills, repaired community bikes and replaced boredom with motivation and enthusiasm by introducing new opportunities for fun, adventure and activity.

Much of their efforts realised long-term impacts, as many of the young people they visited began to fix their bikes on their own and put the time and effort into improving their riding and maintenance skills for the long-term.

One highlight in July was the construction of a BMX track in Yalata, 200km west of Ceduna. The track was designed and built by Bikes Palya instructor Brad Grantham. West Coast Bitumen provided sealant, which was barely cool before the excited youngsters grabbed their bikes to test it out.

And, after being awarded a federal grant to deliver a community program aimed at engaging youth susceptible to falling out of the education system into the criminal justice system, Team BSA delivered an iteration of the Bikes Palya program throughout 2023.

They took it to regional and remote communities to great success, providing cycling skills, road safety education and bike maintenance workshops. Capping off the year, Team BSA was nominated as one of four finalists in the Social Impact category of the WeRide Australia National Luminaries Awards. This was a significant recognition for the program on the national stage.





# MEMBER STORIES



**UNLEY BUG IS GOING ALL OUT TO SHARE THE JOY OF RIDING WITH YOU**

Late in 2022, the Unley Bicycle User Group revitalised our monthly social rides, aiming to create a strong sense of community connection and local exploration by bicycle. Our primary focus has been crafting safe and accessible cycling experiences suitable for all age groups and skill levels.

Our goal is to extend a warm invitation to every community member, providing them with the opportunity to experience the impressive cycling infrastructure that Unley and surrounding areas have developed.

Beyond the physical activity, these group rides serve as a platform for forging new friendships and engaging with our urban environment in ways often obscured by cars. Our intention is to highlight Adelaide's bike-friendly accessibility, shedding light on cycling not only as a means of staying active but also as a pathway to a more positive lifestyle and a deeper connection to our community.

While some of our social ride attendees might already be familiar with several of the bike paths and safe cycling routes we include in our rides, for others it's a great way to discover what's possible



Riders finding new paths, new places and new friendships with Unley BUG.

when cycling infrastructure gets its due attention in urban planning.

During our rides, we often take advantage of the shared paths throughout the beautiful Adelaide Park Lands to show how easily and effectively residents of Unley can turn their everyday car commutes into delightful bicycle adventures through the stunning natural areas surrounding Adelaide's CBD.

**“ BY FOSTERING A DEEPER CONNECTION WITH OUR SURROUNDINGS, CYCLING CONTRIBUTES TO THE WELL-BEING AND STRENGTH OF OUR COMMUNITIES. ”**



Designed to inspire participants, our routes encourage the integration of cycling into daily life as a healthier, more enjoyable and socially enriching mode of transport. By fostering a deeper connection with our surroundings, cycling contributes to the well-being and strength of our communities.

Join us on the first Saturday of every month at 9am in the Unley Town Hall car park on Oxford Terrace for an experience that goes beyond cycling - it's a journey of camaraderie, discovery, and vitality.



# MEMBER STORIES

## WEDNESDAY WHEELERS WILD BUNCH TOURS THE SOUTH-EAST

STORY BY MAL WATT,  
RIDE ORGANISED BY  
STEVE FREEMAN.



The Naracoorte Caves Trail

..... continued from last issue

At Edenhope, we also stopped by the Dachshund Museum, as one member owned such a dog, and our group's photo was added to the museum's Facebook page. The ride continued through flat sheep pastures peppered with red river gums and on to Naracoorte.

**WE RODE THE NARACOORTE CAVES TRAIL AND RECOMMEND THIS PEACEFUL TRAIL, WHICH HAS TRAIL MARKERS AND INFORMATION SIGNS ALONG THE ROUTE.**

We spent an extra day in Naracoorte and rode the Naracoorte Caves Trail (Naracoorte to the Caves), which is a 14.7km long trail that offers a "mix of sealed roads, unsealed roads, and sandy tracks". However, we found all the surfaces to be hard-packed, and recommend this peaceful trail, which has trail markers and information signs along the route.

We had morning tea of scones, cream and jam at the Caves Café. As the group intended to ride to Bool Lagoon, we chatted with a ranger about

a disputed "right of way" track that is shown on some maps from the Caves to the highway. We started down this track but turned around when it became unsuitable for several reasons, including sand and private property gates. So, we had to use the busy highway to the Bool Lagoon turnoff, then riding into a head wind and having lunch at the dry Bool Lagoon. We all agreed that riding along the highway (even with the reasonable shoulder) was not enjoyable. However, it was back along the busy highway for a while, then we turned off to the quieter Caves Rd back to Naracoorte - all up, another 75km.

If you are planning a similar trip, here are some useful tips:

- Coach transport - bikes can stand up in the coach's wheel level luggage area if the front wheel is removed (and the bike seat is not extra high). There is a small fee for a bike. If it is a group ride, let the coach service know a group of cyclists will be booking and about how many.
- If staying at a pub, check what days they serve meals - if there are enough guests, they may arrange for a chef on a night not normally serving meals.
- Check which cafes and bakeries open early, assuming you want that sort of breakfast, or else BYO.
- Have a good headlight and taillight in case you end up riding in the dark or want to ride somewhere for evening meals.
- While primarily off main highways, these were still 100kph roads, so traffic (especially large and long vehicles) requires more reaction time and space. So be visible, be considerate.

This initiative of fellow rider Steve Freeman was an excellent way for members of the Wednesday Wheelers to challenge themselves with longer rides (well, longer for some anyway), explore new areas, and bond over a shared experience. It was great to discover new destinations beyond our normal riding areas.

## WHO ARE THE WEDNESDAY WHEELERS?

BY MAL WATT

The Wednesday Wheelers programme (3C rides) is a longstanding and popular free ride programme organised by Bike SA. Since its inception in the 1980s, the programme has been run by various volunteer coordinators who arrange with participating riders to take turns leading each week's ride.

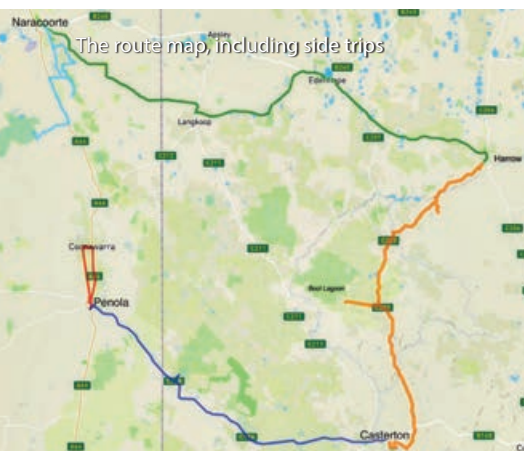
Originally, the rides started from Rose Park. However, nowadays, the starting location varies and is intentionally vague in the Bike SA programme due to the lead time in preparing the publication, which makes it difficult for ride leaders to commit to a specific date. Instead, the coordinator puts together a three-monthly programme just before each season after seeking volunteer ride leaders and route ideas.

This approach allows for greater flexibility in choosing starting locations, such as using the rail network to extend the starting points to the north (e.g., Barossa) or south (e.g., southern vales) and various shared paths and greenways in and out of Adelaide (e.g., Crafrers, Mawson Lakes, Northern Expressway). Occasionally, ride leaders may suggest rides that require driving first, such as a hamlet in the hills.

There is also a spin-off group called the Wednesday Wearies who do the 3B ride, led by the coordinator for that group. Most of the Wearies riders once did the 3C rides but now look for gentler rides.

Both groups typically ride for 2 to 2.5 hours and then take a lunch break to chat and refuel. Usually, eight to 12 riders turn up for each group.

The Wednesday Wheelers programme has provided an opportunity for riders to explore Adelaide's surroundings, make new friends and keep fit. The flexible approach to the starting points and the rotation of ride leaders has kept the programme engaging for many years.



Wednesday Wheelers gathered for a ride







SUPPORT ORGANISATIONS WHO SUPPORT US

Bicycle SA's partners are helping us achieve our goals and deliver the best possible service to our members.

Support them as they support you and our vision for a better, brighter future for cycling in South Australia.







# GEAR UP GIRLS 2023

## GEAR UP GIRL 2023 - SO MUCH ENERGY, SO MUCH FUN!

The gender gap in cycling is headed the way of the dodo if the size and enthusiasm of the crowd at Gear Up Girl '23 is any indication.

All ages, all abilities and all styles were there to share the fun, as was - for the second year in a row - Minister for Sport and Recreation and Minister for Women Katrine Hildyard who graciously spoke before the start.

More than 200 women and girls explored the three different ride distance options and gathered after the ride to enjoy the fun and friendly atmosphere at Bonython Park.

Treat yourself and join us in November 2024!



Minister Katrine Hildyard with Gear Up Girl Ambassador Sharlene Harding

