

BOROONDARA

Bicycle Users Group

Newsletter June 2009

Boroondara BUG meetings are normally held on the 2nd Thursday of each month. Our next meeting is on Thursday 11th June. It will be held in the function room at the Elgin Inn, cnr Burwood Rd and Elgin St, Hawthorn (Melway 45 B10). Optional dinner at 6.30pm, meeting starts at 7.30pm.

The Boroondara BUG is a voluntary group working to promote the adoption of a safe and practical environment for utility and recreational cyclists in the City of Boroondara. We have close links with the City of Boroondara, Bicycle Victoria, Bicycle Federation of Australia and other local Bicycle Users Groups. Two of the positions on the Boroondara Bicycle Advisory Committee, which meets quarterly, are assigned to Boroondara BUG members.

Boroondara BUG has a website at <http://www.boroondarabug.org> that contains interesting material related to cycling, links to other cycle groups, recent Boroondara BUG Newsletters and breaking news. Our email address for communications to the BUG is boroondarabug@gmail.com

We also have a Yahoo Group: Send a blank email to: BoroondaraBug-subscribe@yahoogroups.com to receive notification when the latest monthly newsletter and rides supplement have been placed on the web site and very occasional important messages.

All articles in this newsletter are the views and opinions of the authors and do not necessarily represent the views of any other members of Boroondara BUG. All rides publicised in this newsletter are embarked upon at your own risk.

Features

A Glossary of Terms for Cycle Advocates

Bicycle Users Group (BUG): an organisation, usually based in a single municipality or workplace, which engages in cycle advocacy. Many, but not all, BUGs also organise rides.

Bicycle Advisory Committee (BAC): a committee set up to advise the relevant local government authority on cycling matters. The structure and role of such committees, and their relationship to the relevant BUG, vary considerably.

Bicycle Victoria (BV): Organisation set up with the goal of promoting 'more people cycling, more often'. Current membership about 40,000. Activities include cycle advocacy as well as organisation of the Great Rides and other events, in Victoria and elsewhere.

Bicycle Strategy

Many Victorian municipalities have already prepared, or are in the process of preparing, a document outlining what they plan to do to encourage cycling over the next 5-10 years. Consultants are normally employed to prepare these documents in conjunction with council staff, but the public is usually offered opportunities for input.

BIXE

An index created by BV to measure the amount per head of population each municipality is spending on cycle infrastructure. This provides one clear measure of a council's commitment to encouraging cycling.

Bollard

A post, usually cylindrical, erected in a shared path, often at or approaching a road crossing or other entry point. The ostensible purpose of bollards is either to prevent motor vehicles or trail bikes accessing the paths, or to slow cyclists at danger points. The most pernicious type is the butterfly bollard which consists of a metal pole flanked by loops either side, usually painted in camouflage green so as to render it invisible in poor light. Another particularly dangerous variety is the metal hinged bollard

that lies along the path when not vertical. Painting bollards in bright colours and attaching reflectors reduces the danger they pose to unwary cyclists, but their removal is preferable wherever possible.

Chicane

An obstacle, deliberately constructed in a shared path, which requires path users to execute one or more tight turns, thus distracting them from watching for traffic at crossings, etc. The most pernicious variety also requires the negotiation of a swinging gate. The ostensible purposes are the same as for bollards, as are the recommended treatments.

Chevron

A pair of white lines on the pavement leading up to, and flaring out as they approach, an obstacle such as a bollard, designed to alert cyclists to keep clear of the obstacle.

Cycle Notes

An irregular serial publication of VicRoads which provides information on the design of bicycle facilities to engineers and planners. Covers both on and off-road facilities.

Desire line

An informal track, across grass or dirt, created by cyclists and pedestrians shortcutting unnecessary bends in paths, cutting across right angled corners, or bypassing irksome chicanes. Desire lines often demonstrate how paths may be made more user friendly.

Gradient

The angle of incline or steepness of a path. Ideally should not be more than 1 in 14.

Green Paint

Green paint is being used increasingly to highlight bike lanes at danger points where motorists may need reminding of the likelihood of cyclist presence. These include intersections, slip lanes and left turn lanes.

Headstart box

Space provided at an intersection to allow cyclists to move in front of motor vehicles stopped at a red light, so that they are visible and can get a head start when lights change. Usually marked by thick white lines and a large bike stencil. The idea is that car drivers should leave these clear when they stop at the lights, even if no cyclist is yet in sight.

In the Loop

Fortnightly electronic newsletter provided to BV members who elect to receive it. Highlights new developments with cycle infrastructure throughout Victoria and alerts members when lobbying is needed and to whom it should be directed.

Kerb Outstand

A section of kerb that juts out into the roadway beyond the normal street line. They may be constructed at intersections to narrow the road and slow traffic, or used to create well-defined parking areas along a street. They can be a serious hazard to cyclists if they are forced to compete with cars for a narrow section of roadway.

On and off-road cycling facilities

On-road facilities

The term '**bike lane**' is usually used for any cycling facility that shares the roadway with motor vehicles. There are a number of different types.

The least satisfactory is the **wide kerbside lane** (WKL). This means that the kerbside lane is theoretically wide enough for a motor vehicle and a cyclist. This is usually indicated by intermittent sets of three dashed lines and a bike stencil near the kerb. If the road in question is a clearway this provides a narrow bike lane during peak hours. Parked cars may completely obscure and negate WKLs at other times.

Another type is the **shared bike/parking lane** (SBPL). This is normally indicated by an unbroken white line which demarcates a band along the side of the road that is theoretically wide enough to accommodate a parked car and a cyclist. The main drawback is that cyclists are placed in the zone where they are at risk of '**dooring**', ie being hit by a car door being opened in their path.

Exclusive bike lanes (EBLs) are demarcated by one or two white lines, usually unbroken, along the roadway, depending on whether there is also parking space along the road. Parking is normally kerbside, with the EBL between this and the moving cars.

Copenhagen bike lanes provide a separate facility for cyclists between the footpath and the road. Parked cars and/or barriers

of some sort separate/protect the cyclists from moving motor vehicles. Copenhagen bike lanes may be one-way on either side of the road, or two-way down one side only.

Shared lanes are found on roads used as bike routes but where there is insufficient room for a separate bike lane, and are designated by pairs of arrows ahead of a bike stencil, known as **sharrows**. These markings are designed to identify bike routes, indicate where cyclists should ride to be clear of parked cars, and to alert other road users to the likely presence of cyclists.

Off-road facilities

The term **shared path** is usually reserved for off-road paths, other than normal footpaths along streets, that may be used by both cyclists and pedestrians. Shared paths are most commonly constructed alongside creeks and rivers or rail lines, through parkland or reservations of one kind or another, or alongside main roads or freeways.

The term **shared footway** is usually reserved for signed sections of normal street footpaths that cyclists are also officially allowed to use for one reason or another.

Pram ramp

A break in a kerb that offers smooth passage for cyclists, as well as prams, wheelchairs, etc between footpath and road. A relatively minor piece of infrastructure that can make a huge difference to cyclists' safety and convenience if correctly positioned.

Principal Bicycle Network (PBN)

A planned network of on-road bike lanes on VicRoad managed roads, ie main roads, throughout Melbourne. Local councils can apply to VicRoads for funding to construct PBN bike lanes. Some municipalities have been much more active in doing so than others.

Rail Trail

There are two types of rail trails. One type is a shared path constructed along a disused rail reservation. Most of these are in country Victoria, some of the most popular being the Lilydale – Warburton Rail Trail and the Murray to the Mountains Rail Trail. Urban examples include parts of the Outer Circle Trail and the Rosstown Rail Trail. The other type is a shared path constructed alongside a functioning rail line. Examples are the Belgrave Rail Trail and the Glen Waverley Rail Trail.

Refuge

A traffic island in the middle of a busy road, with a cut through which enables cyclists and pedestrians to enter easily, wait safely and cross in two steps.

Ride On

BV's bi-monthly magazine which carries letters, columns and articles relating to cycle advocacy.

Sharrow

A pair of wide arrows ahead of a bike symbol painted on the roadway, in the absence of a bike lane, to indicate a cycle route.

Stencil

A painted outline, eg of a bike, on the road or pavement to signal that cyclists may be expected to be present from time to time. Stencils can also be used to indicate other path users such as pedestrians and in-line skaters.

Totem

A short, flat post beside a shared path carrying information about the path or instructions such as 'Keep left' or 'Warn when approaching'. Generally preferable to signs on high poles which both cyclists and walkers may fail to see.

Traffic Calming Devices

These include speed humps of various types, and various means of narrowing the road at intervals such as kerb outstands and chicanes, as well as roundabouts. Reducing the amount of traffic and lowering of traffic speed in local streets should make them safer for cyclists. However forcing cyclists and motorists to use the same space, when there is room for separation, makes no sense. Cut-throughs allowing cyclists to bypass speed humps, chicanes and kerb outstands on the left are the best solution.

TravelSmart map

Map produced by local council in conjunction with DOI to facilitate sustainable transport, ie walking, cycling and use of public transport. Melway based, but highlighting off and on-road cycling routes including shared paths, on-road bike lanes and informal bike routes through quiet streets.

Wombat

A wide speed hump in a road, usually with white stripes on its sides referred to as **piano keys**, placed where cyclists and pedestrians cross, enabling them to do so at grade while motorists must slow down.

Correspondence on this glossary is most welcome. Julia Blunden

Opinion

Bike Light Etiquette

As one who travels bike paths regularly in the dark, I believe that using the option to mount your lights on the helmet is a danger to oncoming cyclists and should only be used off road and in situations where all riders are going in the same direction. In Victoria bicycles are classed as vehicles and as far as I know, no other vehicle can have a moveable headlight capable of being moved to blind other path/road users.

Even in on road cycling events such as the Paris Brest Paris (1200km/90hour) requiring night riding, such helmet mounted lights have become a danger/nuisance to the faster riders who are returning to Paris whilst slower riders are still outward bound on the same road and inadvertently shining their lights in their eyes as they look at them, marvelling at their ability at being so fast as to be already on the way back :)

It is also desirable that handlebar mounted lights are adjusted so as not to shine into the faces of oncoming riders, similar to what we expect with car headlights - that they are correctly focused. There seems to be a certain element in the bike riding community who take great delight in being able to brag that they have such powerful, moveable lights they can blind a driver from xxx number of metres. Does not go well when we are trying to get out the Share the Road/Path message.

Alan Tonkin

Trail Notes

Markham Reserve Path

The first, westernmost section of this upgraded link between the Anniversary/Outer Circle Trail and Warrigal Rd, running alongside Markham Av to the edge of Markham Reserve (Melway 60 D11), is now complete. It is a concrete path, 3m wide, and well out from the property boundaries. There is now a nature strip beside the property boundaries and the path is beside the road – perhaps a model for future shared footways as this design definitely reduces the danger to pedestrians and cyclists from vehicles exiting driveways.

Outer Circle Trail Crossing Upgrade

Plans are currently being made for a realignment and general upgrade of the trail crossing between Ashburn Gv and Laurel St just south of Alamein Station (Melway 60 D11). The new crossing will be constructed sometime in the 2009-10 financial year. This is a particularly dangerous crossing at present because of a combination of steep grades and poor visibility. Boroondara BUG members have consulted on site with Council traffic engineers and local residents and we believe that the changes planned will be very beneficial to all trail users. The connecting road between Ashburn Gv and Laurel St will be narrowed and a raised zebra crossing will be constructed closer to Ashburn Gv, so the gradients should be much reduced. The current bushy vegetation will be replaced with ground cover and overhead lighting will be installed to improve visibility.

Gardiners Creek Path Upgrade

Boroondara Council is also planning a major upgrade to the section of the Gardiners Creek Trail between Toorak Rd and the Velodrome (Melway 59 E4-3). This section of path is in poor condition with some serious squeeze points. Boroondara BUG members met on site with Council traffic engineers to look at the best solutions to these problems. Although it will not be possible to achieve 3m width throughout this whole section, this will be done wherever possible, and sight lines should be improved significantly. Unfortunately when these works commence there will be yet another detour on the Gardiners Creek Path but this one is all on the Boroondara side and should be relatively unproblematic.

Merri Creek Path

The northern section of the Merri Creek Path, between Coburg Lake and the Ring Road, is now completely sealed. The new path is now further from the creek and at a higher level so flooding should be less of a problem than it has been in the past.

Improved Connections from Clarendon St

The route from the Clarendon St end of Melbourne Exhibition Centre (2F B9) through to Montague St/Lorimer St corner is now open again. Continue along the boardwalk on the south side of the river in front of Jeff's Shed, the 'Polly Woodside', the 'Bridge With No Name' and follow the signage past the newly opened Melbourne Convention and Entertainment Centre

(MCEC) and the new Hilton South Wharf Hotel. You can go either to the Lorimer St corner or turn left and cross Normanby Rd under the Westgate Fwy with the lights.

The former enables you to go to Docklands via the Webb Bridge with only ONE set of traffic lights (Montague/Lorimer) and then through Yarra Edge (Cargo lane) (2E H10). So the old messy, multi traffic light route across Wurundjeri, along Waterview, then across Collins, Bourke and Harbour Esplanade is no longer necessary. Unfortunately the old path beneath the southern end of Charles Grimes is still a work in progress but given that the MCEC has been opened, I expect it should not be long and the works looks promising.

The latter gives you access to the light rail path behind the old Dunlop Factory on the south corner of Montague and Normanby. This avoids riding the footpath on Clarendon in front of Jeff's, the messy crossing at Normanby/Clarendon and the chicanes near the S Melb tram depot.

Thanks to Jacques Fievez for this welcome news

Events

National Climate Emergency Rally

1pm, Saturday, June 13 State Library, Melbourne (march to Treasury Gardens)

Speakers and entertainment includes:

Peter Marshall - United Firefighters Union, Emeretta Cross -Tuvaluan climate activist, David Spratt - author Climate Code Red, Greens leader Senator Bob Brown, Rod Quantock - Melbourne comedian and Teagan Edwards - Yarra Climate Action Now. Music by Melting Pot.

- Bring noise making instruments if you can.
- Please tell your family, friends and workmates.
- Download a leaflet <http://www.climateactioncentre.org/junerally>
- Pick up some flyers or posters for your area from the Climate Action Centre, Lvl 5, New Building, Trades Hall Council cnr Victoria and Lygon sts, Carlton South
- Volunteer to help on the day or to get some flyers and posters mailed to you: info@climateactioncentre.org

Hear Harry Barber CEO of Bicycle Victoria.

Darebin BUG invites cyclists from all over Melbourne (particularly Councils adjacent to us) to join us in celebrating the bicycle boom and imagining the cycling city that Melbourne can become. Harry Barber will speak on the topic: The Current Cycling Boom & Future Cycling City.

Thursday 18 June at 7:15 Preston Shire Hall (Cnr High and Gower Sts - enter from Gower St) For more information see www.darebinbug.org.au

Kathleen Kemp

General News

Amy Gillett Foundation News

The Amy Gillett Foundation awards two scholarships as part of its work to support the development of young female athletes and to improve road safety by contributing intelligence and research.

Amy Gillett Scholarship (Sporting): Amy had a great love for life, sport and education. The Amy Gillett Scholarship seeks to honour her memory by supporting the young women who aspire to the same pursuit of sporting and educational excellence Amy did.

Safe Family Research Scholarship (Research): In partnership with the Monash University Accident Research Foundation, the Amy Gillett Foundation is co-funding research into incidents involving cyclists and motorists across Australia. This study will lead to the successful completion of a PhD and applications are now sought from interested students.

For more information on the Amy Gillett Foundation or these scholarships go to: www.amygillett.org.au/scholarships

Thanks to the CPF for this item

Report on Bunch Riding

Cyclist bunch riding: A review of the literature, Monash University Accident Research Centre - Report #285 [2009] *Authors: *Marilyn Johnson, Jennie Oxley and Max Cameron <http://www.monash.edu.au/muarc/reports/muarc285.pdf>

Abstract

This report is a review of the literature on cyclists who ride in large groups or bunches on public roads. The research was conducted following the Victorian State Coroner's investigation into the death of an elderly pedestrian, following a collision with a cyclist who was riding in a bunch. The aims of the review were to understand the behaviour of bunch riders, particularly the behaviours that may contribute to increased risk of collision and to make recommendations for effective enforcement and countermeasure strategies for this road user group. Due to the paucity of published literature on bunch riding, the review was expanded to include other relevant cycling literature. In addition, footage of bunch riding from Victoria Police, recorded in 2005 and 2007 was analysed and the behaviour of cyclists was found to have differed considerably. Based on the findings of this review, some broad suggestions for enforcement and education are made to improve the safety of bunch cyclists. Furthermore, there is a clear need for further research to address the safety concerns of bunch riding and a number of specific research recommendations are made.

Sponsoring organisation - Baseline Research Program - Department of Justice, Transport Accident Commission, VicRoads

Thanks to Alan Tonkin for passing on this item

Play as You Go – an occasional series on playgrounds near bike paths

Wombat Bend, All Abilities Play Space

For families who cycle with young children there could be few more attractive destinations than Manningham's Wombat Bend. The playground was opened in February 2008. It is located in Finns Reserve, Lower Templestowe, just across a suspension bridge from the Main Yarra Trail and near the junction of the Ruffey Creek Trail and the Yarra (*Melway* 33 B4). The playground is completely enclosed and accessed via childproof gates at frequent intervals around the perimeter. It has a picnic shelter with tables and a barbecue inside, and a row of family sized toilets just outside. There are also two generous arrays of bike parking rails, as well as separate dog parking areas! outside the playground. But best of all is the wondrous array of play equipment. Perhaps the piece de resistance is a sturdy, double flying fox, with two different types of seat to suit children of different ages and abilities (or even adults!). There are lots of other traditional types of play equipment, as well as some that are quite unusual, like the musical scale that is played by stepping on metal knobs. The whole playground is on a gentle slope that has been landscaped in such a way that it is both aesthetically pleasing and provides a number of different areas with an unusual degree of peace and privacy. Congratulations to Manningham Council on creating such a drawcard!

Julia Blunden

Boroondara News

Minutes of Boroondara BUG Meeting Thursday 14th May 2009

Elgin Inn, Hawthorn

Present: Julia Blunden, Glennys Jones, Graeme Stone, Don Glasson, John Parker, Graham Ellis, David Leong, Betty Weeks, Malcolm Faul, Alister Huth, Phil Crohn

Guests: Rosemarie Speidel, Program Director, Cycling Promotion Fund, and Dr. Peter Cock, a board member of the Sustainable Living Foundation

Apologies: Peter Campbell, John Bales, Peter Stafford, Jason Den Hollander

Correspondence:

- Response to letter re Container Deposit Legislation – from EPA Chairman, basically saying the government was still to be convinced this would be effective
- HA Smith Reserve Draft Concept Master Plan and questionnaire – Julia B responded to this on behalf of the BUG and Graeme S has also done so on behalf of BV

- Letter from Council re Community Development Grants Program – we decided that we have no current need of a grant
- Letter from Council re Draft Balwyn Structure Plan Community Consultation – John P is liaising with Dawn Kneen on a BUG response. Members who live in or ride through Balwyn are encouraged to send ideas to John. Jason D has already provided detailed comment which will be forwarded to Dawn.

Matters Arising:

1. **Gardiners Creek Missing Link - Golfers Choice Shared Path:** John P has been quoted in an article in the *Progress Leader* stating the BUG's view that while the Markham Reserve link, to be constructed in Boroondara with the aid of federal funding, will be very useful there is still a need for a link on the Stonnington side, and that a path alongside the freeway from the East Malvern Station Bridge to Argyll St would fill this need.
2. **East Malvern Station Bridge:** Glennys J showed photos of construction work to date. She also expressed concern that there will be a discrepancy between the generous width of the new sections and the narrower old section but it was agreed that nothing can be done about this at present.
3. **Web Site Copyright/Licensing Issues:** *John P* has not yet implemented this.
4. **Trail Names:** John P circulated his proposed list to BUG members just prior to the meeting. Members need to look at this and it will be an agenda item for the next meeting.
5. **Business Cards:** Neither Peter C nor Jason D were present so this item was deferred to the next meeting.
6. **Anniversary Trail at High Street:** Glennys J reported there had been no change.
7. **Next Boroondara Discovery Ride:** The date set for this is Sunday 6th September. *Phil C* is to check what insurance cover can be provided for visitors if it is run under the auspices of the Melbourne Bicycle Touring Club. The proposed route for the ride is along the Yarra Trail from Studley Park Boat House to Burke Rd. A different return route is still to be settled on. *Malcolm F* and other interested members will consider options.

New Business

1. **Rosemarie Speidel, Program Director, CPF:** Rosemarie spoke about the nature and work of the CPF. Founded in 2000, the CPF is funded by the bicycle industry (wholesalers and distributors of bicycles and bicycle products and services). Their headquarters is at the Augustine Centre in Minona St, Hawthorn, open every day, though not necessarily 9-5. Though membership is voluntary it is estimated current members account for around 40% of the turnover of the wholesale market in Australia. Their aim is to broaden the image of cycling and to lobby for greater government investment, especially at the federal level. They have also produced a number of fact sheets, and more recently a series of video clips, aimed at providing information about cycling to the public. Annual Achievement Awards, presented in Parliament House, Canberra, are another means of raising the profile of cycling.

The Cycling Promotion Fund believes that local cycling organisations such as bicycle user groups, clubs and special interest cycling organisations have been playing an instrumental role in promoting and encouraging cycling at the local level and they have a wealth of knowledge of local cycling facilities and needs. The CPF has undertaken a survey of local cycling organisations to better understand the size and scope of the current network of such organizations. This will enable them to make a stronger case for Government support to strengthen the capacity of the cycling sector to play an important role in getting more Australians active and healthy through cycling.

2. **Protocols for responding to/issuing communications in the name of the BUG:** We agreed that the gmail email address, currently redirected to Graeme S and Julia B, should be promoted as the official contact point for the BUG. Given the negative comments made by someone, presumably a member of the Boroondara BUG Discussion Group, in response to the CPF survey, and given that the BUG Discussion Group is not serving the purpose for which it was intended, it was decided that the group will be closed down. A new, invitation only group will be set up for the purpose of promulgating information and discussion of BUG business. We also reconfirmed that for correspondence to go out 'on behalf of' the BUG it should have the approval of at least four members. Members who do not wish to seek approval from others may sign themselves as 'a member of the Boroondara BUG' only.
3. **Newsletter Content:** Phil C queried whether it was appropriate for commercial rides or web sites to be featured in the BUG newsletter. The general view was that so long as their commercial nature was clear to readers this is not a problem. Phil also made the point that the gmail address should feature on the front page of the newsletter along with the Yahoo group details.
4. **Boroondara Bicycle Advisory Committee meetings:** A list of dates for BAC meetings for 2009 was included in the May newsletter. Julia B reported that two additional meetings, open to BAC members and others, had been scheduled and that an email had been sent to core members about these. At the first, on Friday 8th May, consultants, Traffic Works, reported on initial findings regarding possible East-West links through Boroondara, from East Camberwell to Hawthorn. At the second, on Friday 15th May, consultants, Arup, are reporting their initial findings re off-road

signage. Several members had provided comments on this issue to take to the meeting. Minutes for the first BAC meeting in April have still not been circulated and **Julia B** undertook to remind Jim Hondrakis about this at the meeting on the 15th.

5. **New Councilors:** It was agreed that Cr David Bloom representing Cotham Ward will be invited to our next meeting. If he is unavailable Cr Phil Meggs will be invited. **Julia B** to issue the invitation. Phil C requested that guest speakers be mentioned in the newsletter as well as in the email that notifies Yahoo group members of its availability.
6. **Ideas for involving inactive members:** Graeme S suggested that Damon Rao, who has a range of experience of working on cycling related projects, be invited as a speaker sometime. It was agreed that he be invited to the July meeting. Another future guest proposed was a member from Yarra BUG with whom we could discuss the prospect of an Eastern Veloway.
7. **Anniversary Trail Crossing at Alamein Station:** Graeme S told us that he had learned that plans were well advanced for a realignment of this problematic crossing. Local residents had been surveyed in relation to this but disappointingly the BUG had not. Graeme foreshadowed that this should be an agenda item for the next BAC meeting, scheduled for 26th June.
8. **Next meeting:** Thursday 11th June.

Notes by Julia Blunden

Contacts for Rides

There are many BUGs, clubs and other organisations, several of them local, which organise rides. Below are some of their contact details. A separate supplement contains details of many of their forthcoming rides.

Ashburton Riders Club

Contacts:

Tony Landsell - email: tony@diacher.com

Justin Murphy - email: murphjj@au1.ibm.com

website: <http://www.ashburtonridersclub.asn.au/>

Banyule BUG

email: banyuleBug@yahoo.com.au

website: <http://home.vicnet.net.au/~banylbug/>

contacts: Richard phone: 9459 8648, or Les phone: 9459 2701

Boroondara Bushwalkers

contact Julia Blunden

phone: 9853 5095

email: jblunden@bigpond.com

website: www.keypoint.com.au/~bbwinc

Camberwell Downhill Gourmet Bike Riders

contact Elva Parker, phone: 9836 6392

Kew Neighbourhood Learning Centre Bike Riding Group

Contact: Robin Kendrick, phone: 9853 3126

Council on the Ageing (COTA) Cycling Group

contact Janet Bennett

email: janpeter@bigpond.net.au or COTA,

phone: 9654 4443

website:

http://www.cotavic.org.au/_data/assets/pdf_file/1006/cota_cycling_brochure_jul-dec_2007.pdf

Hawthorn Cycle Tours

contact Hawthorn Aquatic and Leisure Centre

phone: 9815 0988

email: lexbishop@bikerider.com

website: <http://www.geocities.com/perften/Hct.html>

Knox Bicycle Touring Club Incorporated

email: Mikeaatleisure@aol.com

website: home.vicnet.net.au/~knoxbike

Manningham BUG

email: seball@netlink.com.au, H.Edwards@bom.gov.au

website: www.vicnet.net.au/~mannbug

Maroondah Bushwalking Club

To obtain details of how to book on a walk and a copy of the current walks and activities program Contact information officers:

Sandra, phone: 9728 3833, Aileen, phone: 9876 1104

website: home.vicnet.net.au/~mbush/

Melbourne Bicycle Touring Club

contact Touring Secretary, Dave Cash, phone: 9817 3269

or email info@mbtc.org.au (Note that this email address doesn't get checked every day - so don't expect an immediate response!) website: mbtc.org.au

Darebin BUG

Rides and Events Coordinator
 Doug Morffew, phone: 9499 7325 (AH)
 email: dougmorf@alphalink.com.au
 Download the Darebin BUG rides flyer, with details of rides (Word doc)
 website: www.darebinbug.org.au

Surrey Hills Neighbourhood Centre

Phone: 9890 2467
 Email: info@surreyhillsnc.org.au
 Website: www.surreyhillsnc.org.au

Whitehorse Cyclists

email: ejhopper@vicnet.net.au
 website: <http://www.whitehorsecyclists.org.au/>

Finbar Neighbourhood House Rides

Contact Deb in the office on 9428 7668 or 0403 028 200

YHA

contacts: Ride Co-Ordinator Kathy
rides@yhacycling.org.au or mobile 0425-792 574
 or Secretary Voula on secretary@yhacycling.org.au
 website: www.yhacycling.org.au has free registration

Boroondara BUG Contacts

Membership Secretary & Treasurer:
 Graeme Stone
 16 Jervis Street, Camberwell, Vic 3124
 email: graeme_stone@optusnet.com.au

Media Contact & Webmaster:
 Jason den Hollander
 phone: 0407 118 891
 email: fdutch@gmail.com

Newsletter Editor & Minutes Secretary:
 Julia Blunden
 phone: 9853 5095
 email: jblunden@bigpond.com

Meeting Chair:
 Phil Crohn
 email: philcrohn@ozemail.com.au

Boroondara Bicycle Users Group**Membership Application Form**

Name _____

Address & Postcode _____

Phone (H) _____

Phone (M) _____

Phone (W) _____

Email _____

Member of Bicycle Victoria? Please circle: Yes / No

Membership requires a one-off payment of \$15 per household. There is an additional charge of \$10 per annum for delivery of a hardcopy newsletter. Please send cheque (made out to Boroondara Bicycle Users Group) along with this form to:

Graeme Stone
 16 Jervis St
 Camberwell
 Vic, 3124