

BOROONDARA

Bicycle Users Group

Newsletter February 2009

Boroondara BUG meetings this year will be held on the 2nd Thursday of each month. Note the change of day! At present we are looking for a new meeting room, having lost our contact at the Swinburne Hawthorn Campus. Our next meeting, on Thursday 12th February will be held in the function room at the Elgin Inn, cnr Burwood Rd and Elgin St (Melway 45 B10). Optional dinner at 6.30pm, meeting 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. We also have two Yahoo Groups:

1. 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.
2. Send a blank email to: BoroondaraBugDiscussion-subscribe@yahoogroups.com to monitor or join in an ongoing discussion of bike related issues both local and general.

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

Broken Hill to Alice Springs by Bike

It was age denial, I suppose, that possessed me when I decided to sign up for the Silver City Bush Treadlers 'Corella Dare 2008', and a sense that it was an appropriately adventurous start to a new phase of my life, retirement at 60. Friends in the Melbourne Bicycle Touring Club who'd ridden on previous 'Dares' reminisced wistfully about the beautiful and remote places they'd visited, the camaraderie around the campfire at night, the outback people they'd met. True, they also said the terrain would be difficult and the riding would be hard, but that it was an experience not to be missed. And, just to make it more worthwhile, participation included a donation to the Royal Flying Doctor Service. How could I resist?

There were two options: Ride No.1 from Broken Hill to Alice Springs, of approximately 2,200km over 28 days, and Ride No. 2, a circuit of approximately 1,000km over two weeks, to cater for people whose work commitments precluded the longer option. The two groups would ride together for the first nine days, and split at Hawkers Gate on the New South Wales/South Australian border, from whence Group 2 riders would return to Broken Hill. Of a total of approximately 50 riders, 35 of us would continue on to Alice Springs.

The ride was supported, with specialist remote area caterers providing breakfast and dinner in camp, and riders preparing their own lunches each morning to take with them. About a dozen volunteers – country people recruited by the organiser, June Files, from her wide circle of friends and supporters of the RFDS – had been busy baking fruit cakes and biscuits which were served at morning and afternoon tea stops on the roadside, where a billy would be boiled for tea and coffee over a campfire where feasible. These volunteers also provided logistical backup – their vehicles for carrying riders' tents and bags, and for emergency pickup of riders on the road.

Most of the riders were over 40, quite a few over 50, a few over 60, and several over 70. I found that somehow comforting, but as time went on I learned to appreciate that age was no reliable indicator of endurance; it was more a matter of grit and determination.

So, on 6th July, some 50 cyclists set off on the first day, Broken Hill to Sturt's Meadows Station, over 90kms. This and the last day were the only days when we would travel on bitumen. On many occasions station owners, in support of our fund-raising for the RFDS on whom they depend, allowed us to use their station tracks to travel cross-country and so avoid public roads, dust and traffic. We were also allowed the use of shearers' sheds, toilets and showers occasionally – basic, but most welcome after a hard day's cycling. This was one such day. To make the occasion more memorable, the station owner's family joined us around the campfire that evening and told us something about the station – it had been established in 1863, carried 15,000 sheep and 200 cattle, and received eight inches of rain per year. Some of that rain fell overnight, a downpour yielding 30 points (1/3 inch or about 8mm) – good news for Sturt's Meadows, but not so good for us cyclists, who next morning had to negotiate a very sticky track out. Bogged up to our axles, it was impossible to ride for about 15km – even walking and pushing the bikes was difficult. One strong cyclist tried to ride through the mud, and broke irreparably the rear derailleur of his bike.

Over the next week we travelled on rutted back roads and deep sand tracks - difficult riding conditions and long distances taking their toll as one experienced rider fell off his bike and shattered his kneecap - via White Cliffs and the comparative luxury of pub or camping ground options, then bush camping on claypans, to Milparinka in 'Corner Country', where the borders of New South Wales, Queensland and South Australia converge. Besides Sturt's Meadows, we visited other places with historical connections to the explorer Charles Sturt and his 1844 expedition to Central Australia in search of an inland sea. On Day 8 we stopped for morning tea at a waterhole not far from Milparinka named Depot Glen. This was where Sturt and his party had holed up for six months 'while the land dried up around them, unable either to go forward or to go back until rain fell'. (quote from Alan Moorehead's excellent book *Cooper's Creek*, the story of the ill-fated Burke and Wills expedition.) Nearby are a headstone marking the grave of Sturt's second in command, James Poole, and a cairn built by Sturt's men to occupy themselves during the long stay. It appears that, had they and other explorers only followed the habits of the aborigines more closely, they would have avoided scurvy by eating the leaves of a water plant called Nardoo which grows in waterholes such as at Depot Glen.

Our route closely followed that of three young men who set off from White Cliffs by bike in June 1908, and travelled to Darwin. One of them, Frederick Blakely, wrote a book about the experience, *Hard Liberty*. It is out of print and difficult to obtain, but someone in our group had borrowed a library copy. Most evenings after dinner an excerpt pertaining to the route we had just travelled was read aloud, and appreciated greatly. One thing we had in common with those young men was a hearty appetite! We were always hungry!

After Hawkers Gate on the Dingo Fence, Group 1 embarked on the crossing of the Strzelecki Desert - no more sheep from here onwards, because of the danger from dingoes. For two and a half days we traversed sand dunes, following a fence line and bush camping with limited water - no roads, only the tracks made by our support vehicles - quite a challenge, but strangely inspiring in its remoteness. At the completion of the crossing was a vast salt pan which caused some concern to the organisers, as they weren't sure whether the vehicles would break the salt crust and sink into the mud beneath. To everyone's relief, all went well, and that night we reached Moolawatana Station, just beyond the northern tip of the North Flinders Ranges.

The terrain over the next few days was hilly, as we were in the foothills of the Flinders Ranges, but the scenery was beautiful, with many reminders of the harshness of living here in the form of ruins of houses, and even a whole settlement, Farina. At Lyndhurst we began our trek northwards again, following variously the route of the Old Ghan Railway, the Overland Telegraph Line and Oodnadatta Track, and battling headwinds and a dust storm severe enough to reduce visibility to the point where it became dangerous to ride, as unsuspecting drivers could not see us until they were upon us. We were all advised to stop riding, much to my relief! A lift into Marree followed; dinner at the pub, a shared cabin and a shower to wash off all that sand and grit – sheer bliss! The dust storm continued the next day, and necessitated an alternative means of transport. The local school minibus bus and some generous local people took us on the next stage to William Creek via Lake Eyre (dry) and some fascinating hot springs.

After William Creek we spent a night at Peake Station, an outstation of the Kidman owned Anna Creek Station, the world's largest cattle station. The manager's hospitality extended to a donation of beef for our next night's barbecue dinner at Oodnadatta, a derelict looking town. We camped at the local racecourse. Then, a bush camp at Fogarty Claypan, and another long hard day to Eringa Waterhole – a remarkable oasis in the middle of boundless gibber plains. A rest day at Mount Dare, whose claim to fame is that it is the northernmost pub in South Australia, revived us, then it was over the border into the Northern Territory. The days and nights were becoming warmer as we travelled north – the coldest night had been minus 3 degrees – and the end of our journey suddenly seemed close.

But now we had to negotiate the Depot Sandhills. Just out of Finke the hard surface gave way to deep red sand. This time we were riding in the swales of the sandhills, rather than crossing them as we had done in the Strzelecki Desert. For the next three days most of us walked our bikes through long stretches where the sand was just too deep to make much progress pedalling. Finally, the road surface became hard red sandstone again, and we could resume pedalling. Our last night on the road was spent at a camp not far out of Alice Springs, so that we could form a united group for our entry into Alice, where we were treated to a police escort, and taken to the headquarters of the RFDS. We'd made it!

It had been for me, for much of the time, a gruelling trip. I'd been unable to complete some days, and been picked up by the truck before the day's end. But there was no shame in that – even the strongest riders were of the opinion that it had been too hard, and too long – 28 days with only two rest days scheduled, (but with an extra rest day thanks to that dust storm!) My mountain bike with fat 'expedition' tyres had served me well, although I should have deflated the tyres more to ride through the sand. I look back on it now with a sense of achievement. My nightmares will be of the endless corrugations, deep sand drifts, head winds, and physical exhaustion. My happy memories will be of the inspirational people I met, and of the many awesome landscapes – seemingly endless gibber plains, fiery sunsets, trees lining dry creek beds – remote and unforgiving, and yet life supporting for adaptive plants, animals and the people who used to roam this ancient land.

Susan Heath

Opinion

Building Bridges

Channel 9 news recently (Sat 17th Jan 2009) showed the removal of the main span of the East Malvern Station footbridge in one piece and apparently undamaged. As it dangled from a couple of slings, all 50 tons or so, it was gracefully and easily manipulated from its original position, where it had enabled the local community to cross the Monash highway for many years.

Based on a suggestion by one of our members, BBUG campaigned to have the pieces of the bridge reutilised - ditto with the also now defunct York St bridge. However after discussions with Monash Alliance and others, it was determined that:

- the bridge pieces would be unusable as the removal process would probably damage them
- it would be tricky to manoeuvre the pieces to any new location
- why install an old bridge at a new location
- money would need to be found to install the supporting structures at either end
- it would be less expensive to just install new ones
- where would the pieces be stored until they were re-erected
- while the PR would have been absolutely fantastic, it was all too hard

So the bridge pieces are off to the concrete crusher and the status quo remains - no new bridges in Stonnington or Boroondara. Unfortunately the residents of these two Council areas could use some new bridges. In fact quite a few are needed, just three of which are mentioned here:

A replacement for the Solway bridge is still sorely needed. This bridge is probably a good example of why reusing the old East Malvern Station footbridge spans was considered inappropriate. If you fix up an old bridge, you still end up with a piece of rubbish at an extraordinary cost - over \$130,000 and probably closer to \$150,000 or even \$300,000 depending on how the published figures are "interpreted".

Another example is the proposed footbridge just to the east of Glenferrie Rd across Gardiners Creek. This bridge would take the pressure off the existing footpath over the road bridge on the east side of Glenferrie Rd. The footpath is totally inadequate given the number of people who use it each day. Users are further hampered by the large amount of street furniture on the path. On the south east side a desire line is turning into a goat track. Cyclist/pedestrian conflict is not uncommon and in fact pedestrian/pedestrian conflict is not uncommon. Try standing on the footpath between 7 am and 9 am on a weekday for full effect:

- over a 24 hr workday in Feb 2008 - this footpath was used by nearly 2506 cyclists (refer to nearby VicRoads count)
- an estimated 1000 students at Melbourne University (Hawthorn Campus) cross the same path twice per day as they walk to/from Kooyong Station
- many local joggers as part of their daily jog use the path
- students from Scotch college and St Kevins use the path
- and once a year a continual stream of tennis fans use the same footpath to access the Kooyong Tennis Centre from the temporary car park set up on a nearby oval on the NE side
- while temporary, this is currently complicated by Monash Alliance also using the area as parking lot for their construction vehicles

Over in Stonnington is the bridge across Dandenong Rd south of Hornby St and east of Chapel St, which links to Port Phillip Council. The bridge uses stairs rather than ramps. It therefore doesn't meet DDA requirements or gel with Council's Sustainable Transport policy. Ramps would provide a safer crossing of Dandenong Rd for cyclists and give better access to/from Stonnington to the existing Port Phillip paths.

Creeks and busy roads or freeways define Council boundaries. This diminishes the chances of new bridges being put in place, as it requires cooperation between Councils, which complicates the issues. The three bridges mentioned above all cross Council boundaries. In between we have Parks Victoria, Melbourne Water or VicRoads adding further complications to the mix.

Unfortunately the lack of permeability of these creeks and busy roads stifles the freedom of movement of people and divides communities. Councils need to get together to fix these sorts of problems, and due to the costs involved, that probably means lobbying the State Government for the monies required. If the State Government wants 2030, then the State Government should help Councils with their 2030 plans - that would certainly include financing any bridge near the Chapel St precinct.

In summary we need to concentrate less on parking spaces and cars and think about what is important - the needs of actual people - and that includes future generations. John Bradfield spent years promoting the Sydney Harbour bridge - have we got any Bradfield(s) waiting in the wings?

John Parker

Trail Notes

Closure of East Malvern Station Footbridge

By the time you read this the footbridge over the Monash Freeway that links the Scotchmans Creek Trail to the Gardiners Creek Trail near Solway Bridge will be closed. This is due to the freeway widening project currently in train. The bridge is expected to reopen mid-year.

If you are not satisfied with the standard of the detour route that has been put in place please let Stonnington Council know by emailing council@stonnington.vic.gov.au. Try to make positive suggestions about what can be done to improve matters.

Westgate Punt Trial Commuter Service

The Westgate Punt will be running a commuter service from Monday 9 February to Friday 13 February, to gauge the possibility of bringing the commuter service back on a regular basis.

While the weekend and public holiday service has run for many years - and continues to run - the commuter service has been spasmodic since the commuter trial was concluded in June 2006. The commuter service then ran as a special service on Ride To Work Day in October of 2006, 2007 and 2008, attracting very high levels of patronage .

Over the past few weeks the punt skipper has endeavoured to run the commuter service on Fridays and Mondays, on either side of the weekend service.

For further details, contact Alex, the Westgate Punt skipper on 0419 999 458.

For background reading visit www.westgatepunt.com

Greensborough Bypass Missing Link

Those of you who have ridden the Greensborough Bypass path will be aware that there is currently no connection between the east side of the Greensborough Bypass and the subway path under the Bypass connecting Hakea Street and Yando Street.

Banyule City Council is currently in the process of reviewing its Bicycle Strategy and this link as well as bicycle links and infrastructure throughout the municipality will be included in the Strategy and Action Plan for delivery over the coming years subject to funding.

Those of you who would like to see this link in place sooner rather than later may like to make your wishes known to Banyule City Council.

Thanks to Peter De La Rue for following up on this issue

Events

2009 Sustainable Living Festival, 20-22 February, Federation Square

The festival is the biggest free event in Australia which offers information, tips and incentives for people to reduce their ecological footprint. <http://www.slf.org.au/festival>

The Cycling Promotion Fund is again offering bicycle user groups and other cycling groups an opportunity to be part of our cycling display which is a covered marquee (6 metres by 3 metres) at St Pauls court, Federation Square. Please feel free to bring brochures, leaflets, posters to promote your group.

<http://www.slf.org.au/festival/program/exhibitors/2025>

If you would like to promote your group, an upcoming event, regular rides or want to inspire people to enjoy a great way to reduce their environmental impact, then contact Kathy and Chris at the CPF office (Ph: 9818 5400, email: office@cyclingpromotion.com.au) discuss your ideas and/or volunteer time at the marquee.

As this will be a shared space with many other groups, please ensure your materials are easy to transport to the festival and simple to display at the CPF marquee.

Please RSVP your interest to the CPF office by Monday 16th February if you would like to volunteer or display promotional material at our shared marquee.

Chris Star

Melbourne Summer Cycle, Sunday 22 February

A quick shoot out to you all about a ride you might be interested in doing. It is a charity ride to raise funds to fight Multiple Sclerosis. Some of you know that my International Trade Team is Sponsored by the MS Society. Well it's more like we sponsor them. We raised almost \$200,000 for the MS Society.

Anyway MS Australia is going to use me for some event promotion stuff on the day and I should get to lead out the ride, Flying the MS Logos that are on my team kit. If anyone would like to join in this ride, you can enter at www.melbournesummerycycle.org.au

Its a 40K ride around Melbourne, starting in Carlton and you get to do some hill work over the Westgate Bridge. Maybe after the finish we can do an extended training ride or maybe just hit up some good Cafe's. Remember to invite all your friends.

Anyone who want to donate, here is the link. <https://register.melbournesummerycycle.org.au/donate.html>

Chris Steffanoni

Revolving

Revolving is a new concept designed to provide fun and adventure on your bikes while challenging your navigation and communication skills as a team. Revolving is about exploring Melbourne's network of bike paths, rewarding teams that follow the instructions the most accurately. The safety of competitors and other path users is paramount - this isn't a race. Most courses are 20-30kms long and can be completed in about 2 hours. Revolving is a social event suitable for most riders over 12 years old, and is family orientated.

Competing Teams receive their Revolving instructions and are given time to work out where to go before starting at 1 minute intervals. Proceed to CHECKPOINT 1 then head to CHECKPOINT 2, then CHECKPOINT 3 etc. Between checkpoints you will come across additional INFORMATION or have questions to answer. Points will be rewarded for recording the correct information and deducted for incorrect information. This isn't a race but don't waste too much time if you can't find what you are looking for – just keep moving along. The winners will be the team that scores the most points.

The entry fee is around \$30 for a team of 2 riders or \$40 for a team of 3 riders, depending on the event. All maps and instructions are included. Entries are limited to 50 teams per event.

The next scheduled events are: Labour Day - Monday 9th March, Easter Sunday 12th April, Sunday 26th April and Sunday 10th May. Competition commences at 10.00am.

Call Tim on 0401 905 777 or email tim@mountainmotorsports.com.au for more information.

Super Tuesday 2009 17th March

Super Tuesday, the visual count of bike rider numbers, is scheduled for 17th March 2009. This annual project, which generates crucial data on who is riding where in Melbourne and Geelong, is in its third year. Last year 13 councils and 330 individual counters participated and BV aims to repeat this success in 2009. The information collected proves vital for councils and government making policy and investment decisions for improving our bike networks.

Bicycle Victoria is currently finalising which areas will be covered this year. Boroondara is already participating, but if you live in another municipality that isn't, why not ring and encourage them to be involved?

If you would like to be part of Super Tuesday 2009 as a counter you can register on the BV web site at <http://www.bv.com.au/change-the-world/30600/>. You will have the option to direct a \$50 payment to the cycling organisation of your choice, hopefully the Boroondara Bicycle Users Group. The free T-shirt, usually in a flattering shade of vivid orange, will be all yours to keep – this year you even get to choose your size! But the main reward is seeing the growing number of cyclists on our paths and roads in the morning peak hour, and the knowledge that you are helping to encourage this trend for the future.

General News

Over 50s Riding Program – Ride Leaders Needed

Bicycle Victoria's Over 50s Riding Program aims to encourage people over 50 who haven't considered cycling as an activity, or haven't been on a bike for a few years, to get involved and give it a try. There is no cost to participants to be involved in the program. A bike and a helmet that fit correctly are all that is needed.

A central component of the program is that each riding group has a dedicated ride leader. Ride leaders have been chosen by Bicycle Victoria because of their experience and enthusiasm for bike riding. Ride leaders are able to offer advice on riding technique and bike maintenance, and provide motivation and support.

Bicycle Victoria is seeking expressions of interest from people in the Boroondara and Whitehorse regions who would like to participate in the program as a volunteer ride leader. If you are interested, or know someone who may be interested, please contact Elizabeth Charalambakis, Over 50s Riding Program Coordinator, Bicycle Victoria. Email: over50s@bv.com.au Phone: 8636 8868. For more information go to <http://www.bv.com.au/join-in/159/>

Parkiteer Publicity

I noticed the following announcement on the Met webpage today – timed to coincide with students returning to school.

<http://www.metlinkmelbourne.com.au/news/media-releases/metropolitan-trains/bike-cages-for-23-stations>

Nice to see the BV "Join Here" link at the bottom of the embedded Parkiteer link

With all the recent problems with the train cancellations, some cyclists might find it quicker to keep riding to their destination.

Glennys Jones

News From Our Neighbours

Stirrings in Whitehorse

Cyclists in Whitehorse are starting to put pressure on their Council to devote more funds to cycling infrastructure. Spending in Whitehorse, as measured by BV's BIXE index, is very much lower than that of some other comparable councils. In 2008-2009 Whitehorse is spending \$2.65 per head of population, compared with Boroondara's \$4.45 (close to the BV benchmark of \$5) and Manningham's impressive \$12.49.

The forthcoming grade separation at Springvale Rd is another issue of concern to cyclists. The opportunity was lost to provide a good cycle link when the Middleborough Rd grade separation took place, and cyclists fear that their needs will be overlooked once again.

Boroondara News

Chicanes, Love them or Hate them?

As cyclists we can only appreciate having a chicane on a local street when it slows the car traffic AND provides an Exclusive Bike Lane past the obstruction. In those cases where the traffic speeds and volumes are low and there cyclists are not disadvantaged, a cycle bypass although desirable it is not essential. However on busier collector roads such as Highfield Rd and Welfare Pde the conflict between cars and bikes created by the pinch point at the chicane can lead to a dangerous situation. Through the Boroondara Bicycle Advisory Committee (BBAC) the issue of the chicane on Highfield Rd has been raised and the suggestion made that there are many others warranting attention to improve the safety of cyclists by providing a bypass. As an example the Highfield Rd chicane is high stress particularly when cycling uphill as it takes some time to pass the length of

the chicane and knowing this some motorists will rush to enter the chicane before the cyclist. Jim Hondrakis is investigating the Highfield Rd chicane with hopefully a redesign and reconstruction.

The raised pavements in Welfare Pde had central dividers added because of residents desire for more traffic calming. However dangerous squeeze points have been created resulting in motorists overtaking cyclists by driving on the wrong side of the divider. (It was scary!) These raised pavements are being re-designed in consultation with residents and will be reconstructed with separate cycling paths or bypasses. Welfare Pde is an on-road alternative to the Anniversary Trail as shown on Travel Smart but as many local cyclists will know it has a number of squeeze points.

Now it's your turn. We would like to hear from Boroondara cyclists as to the 10 worst locations of squeeze points created by traffic calming measures such as chicanes, road narrowings, islands or unsafe humps with drop offs. Please email your WORST sites with a brief comment to graeme_stone@optusnet.com.au. for presenting to council via the BBAC.

Graeme Stone

Minutes of Boroondara BUG Meeting Wednesday 10th December 2008

29 Elgin St, Hawthorn

Present: Julia Blunden, John Parker, John Bales, Graeme Stone, Phil Crohn, Alister Huth, Peter Campbell, Jason den Hollander, Gordon Macmillan, David Leong

Apologies: Graham Ellis, Don Glasson, Malcolm Faul

Correspondence:

- Email from Council re Glenferrie Oval, Grace Park & LE Bray Reserve Draft Concept Plan: it was agreed that a submission was needed from the BUG to underline the importance of the east-west route through this area, pointing out its importance as a commuter route and its possible relevance to the proposed East-West link and recommending a width of 3m, especially in view of the potential for cyclist/pedestrian conflict.
- Letter from Council re HA Smith Reserve Draft Concept Master Plan feedback session: it was agreed that the main issues here are car parking under the freeway and pedestrian/cyclists conflict, especially on the footpath along Glenferrie Rd. Solutions include separate paths and a bridge across Gardiners Creek east of Glenferrie Rd to allow cyclists heading for the Yarra Trail to bypass Glenferrie Rd. Julia B had already accepted an invitation to attend the feedback session. It was agreed that the BUG should ensure a second rep attend as indicated in the letter. John P and Peter C offered to fill this role.
- Graeme S received notification of a workshop re buses. Jason D pointed out that new priority bus lanes could result in loss of bike lanes and suggested checking the TravelSmart map to check for this and if so attending the workshop.
- Phil C received a communication from the BFA indicating that the BUG is still considered a member despite our failure to pay the latest sub and Phil's failure to join the latest hook-up forum. Phil agreed to circulate information from the BFA by email.

Matters Arising:

1. **Darebin Creek – Main Yarra Trail Link:** Graeme S attended the Practice Day Hearing on Friday 5th December 2008 as Julia B's substitute. Graeme outlined the proposed program for the VCAT hearing starting on 16th February. This includes site visits but it is unclear whether these will include looking at alternative routes for the link. Julia B said she was unsure what her role was at the hearing – whether it included the options of putting in a written submission or speaking. It was agreed that it is highly desirable that someone puts the cycling point of view at the hearing and there appears to be no-one else to do this. Parks Victoria currently has no expert witness on cycling. It was agreed that Julia should seek clarification from Parks Victoria's legal team or direct from Parks Victoria. Assuming the right to lodge a submission and/or to speak we need to workshop this in early and late January as Julia will be away from 10-20 January. John B and Jason D agreed to assist with this. Concern was expressed that the new Boroondara Council could be split 5-5 on this issue and that Chairmanship of Council and the Planning Committee could be critical in avoiding a reversal of council's current approval of the link. Jason D indicated that Yarra Council could be the key to resolving the issue of alternative routes as these would impact most on Yarra.
2. **Gardiners Creek Missing Link, M1 Widening and East Malvern Station Bridge:** Julia B reported that she had received no reply to her email to Bruce Gidley, regarding the surface, the need for lighting, stencils indicating shared use path, and centre line, and visibility through balustrades. The issue of the detours needed during the bridge reconstruction was raised at the November BAC meeting. It was agreed that, there is nothing further that the BUG can do at present.
3. **Web Site Copyright/Licensing Issues:** John P has not yet implemented this.
4. **Trail Names:** John P is still to circulate his proposed list to BUG members.

5. **Promotion of the BUG:**
Business Cards: Jason D claimed to have sent the necessary file to Peter C but Peter was not aware of its arrival. Peter agreed to check his various email accounts.
6. **Council Elections:** It was agreed that a letter should be sent to the newly elected councilors introducing the BUG, offering to brief them on cycling issues, and foreshadowing an individual invitation to a future BUG meeting. Phil C foreshadowed a plan to organise a ride for councilors and council staff to highlight issues for cyclists in Boroondara, to be discussed at our next meeting.
7. **Anniversary Trail at High Street:** John P reported that the situation here has improved though is not yet entirely satisfactory. John reported witnessing a collision between a cyclist and a motorist in the entrance to the car park, precisely as had been predicted by Glennys Jones. Fortunately the cyclist was not seriously injured.
8. **Chairing of Bicycle Advisory Committee Meetings:** At the last BAC meeting Cr Dick Menting objected to the idea of BAC meetings being chaired by a councilor and stated that he preferred they be chaired by a BUG member or an outsider. Peter C and John B offered to chair the meetings between them. It was agreed that Julia B should convey this offer to Jim Hondrakis asap as he was to speak to his director about this issue.
9. **Meeting Venues 2009:** Julia B reported that the prospects for getting a meeting room at Swinburne Hawthorn campus for 2009 are poor. It was agreed that Julia B approach Cr Heinz Kreutz and seek his help with obtaining a free meeting room either at Hawthorn Council offices or Hawthorn Library, or some other central location close to cafes.
10. **Other Business:**
 - Phil C queried the location of a new bike shed at Surrey Hills Station. Jason D explained the background and pointed out that the shed is already fully subscribed.
 - It was suggested that a box of TravelSmart maps at the Surrey Hills Neighbourhood Centre would best be returned to Julia Smith.
 - It was noted that the BUG had no input into the design of the revised roundabout at the intersection of Belmore and Union Rds.

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

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/

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

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

Boroondara BUG Contacts

Membership Secretary & Treasurer:

Graeme Stone

16 Jervis Street, Camberwell, Vic 3124

email: graeme_stone@optusnet.com.au

Newsletter Editor & Minutes Secretary:

Julia Blunden

phone: 9853 5095

email: jblunden@bigpond.com

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

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

Media Contact & Webmaster:

Jason den Hollander

phone: 0407 118 891

email: fdutch@gmail.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