Geelong Bike Plan
1979-80 Action
The Geelong Bikeplan Education programme aims to modify the behaviour of both cyclists and motorists by teaching safe riding practices to cyclists and courtesy and awareness to motorists.

This programme is managed by the Education Sub-committee consisting of representatives of the Education Department (John King), Schools (Bob McGovan), Local Government (Phillip McDonald) and Department of Youth Sport and Recreation (Phil Gray).

The sub-committee is currently involved with:
- Junior Bicycle Education Programme for 6 to 9 year-olds,
- Bike Ed Course for 9 to 13-year-olds,
- The Freedom Machine, a school text for those over 12 years of age.

There has also been a range of minor support programmes including the preparation and dissemination of information, assistance with in-service training programmes and support to other regions in implementing Bike Ed courses.

Junior Bicycle Education Programme

The Geelong Bikeplan, in an open competition, offered a $4000 grant to develop a resource which would assist children aged 6 to 9 years in gaining familiarity with the bicycle and safety on the road. Construction Graphics, of Geelong, won the grant for a programme which could be incorporated into the primary school curriculum.

The concept for the course has been developed and it is intended to translate this work into final artwork in the second half of 1980 and make it available to schools and the general public in 1981.

The course consists of four units, one for each of the Grades 1 to 4 and has the preliminary title of Bike Adventures.

The units include a range of exercises aimed at developing skills in mathematics, vocabulary
“The Freedom Machine”

Work is about to commence on the development of a school text which uses the bicycle as the basis for learning. The book is titled The Freedom Machine and was compiled by Jennifer Newlands (author of the Bike Ed Kit) and Leslie Howard (a member of the Curriculum and Research Branch of the Victorian Education Department).

The book is designed to be a class set, with which teachers can plan lessons. It consists of sections on the popularity of cycling, bicycles and the environment, bicycles in other cultures, bicycles in history, bicycle maintenance, BMX racing, bicycle accidents and safety equipment, bicycles and the law, pedal clubs and a range of other topics.

Student exercises have been designed to accompany each topic.

It is expected that the Freedom Machine will be available for the start of the 1981 school year.

Draft working illustrations from The Freedom Machine.

Reproduction of the illustration on bicycle repairs is made with the kind permission of Penguin Books Australia. Extracted from Practical Puffin, Bicycles — all about them.

To Shearers —

Thousands of you now ride from Station to Station on DUNLOP shod cycles, because you find these are the ONLY TYRES that give satisfaction. We have now issued a special strong and heavy Cover, known as the "Thorn-proof," which is splendidly adapted for the riding you do. They cost a little more, but they are well worth it.

DUNLOP THORN PROOF TYRES

will practically save you against punctures, and will carry you thousands of miles without trouble. We will be pleased to forward you a sample of this Cover upon receipt of your name and address, and a few shillings to our representative Cycle Agent. They are branded "Thorn-proof." Etc.

Put the chain back on and oil it. Oil all the other moving parts now too. Wipe any oil dripples off the wheels and brakes.

Check the brakes very carefully. Hand brake cables may need tightening. Get new cables if they are badly worn.

Tighten all the nuts again before and after a few slow test rides.
The Geelong Bikeplan Enforcement programme aims to improve road behaviour of car drivers and cyclists.

Bicycle enforcement is a sensitive issue especially as police are dealing with young children. Yet it is an important component of an effective bicycle plan because it reinforces the education programmes and informs the public that behaviour of cyclists and attitudes towards cyclists are as important as in other forms of traffic.

From the inception of the Geelong Bikeplan implementation programme the Police Department, through Assistant Commissioner (Traffic) Mr J D Darley, has offered full co-operation. Two policemen were appointed on a full-time basis for a four month period to review alternative approaches to bicycle enforcement and to observe the road behaviour of motorists and cyclists.

During the initial trial over 2000 warnings were issued to motorists and cyclists and a further 120 motorists were fined within a four-month period.

Consideration was also given to theft, bicycle licensing, registration and bicycle accidents. It was found, for example, that an average of two bicycles every day were being stolen and that one bicycle accident every four days was
normal police duties rather than the work of special bicycle police. A streamlined method of administration was used, involving Bicycle Offence Reports (a ticket similar in format to a parking ticket but without penalties), warning letters and official caution lectures at Police Stations for repeat offenders. (An option was retained, but never used, for reference of certain cases to the Children’s Court or Magistrates’ Court.)

No adverse or critical comments were received from the community during or after the trial. In fact all of the comments received from parents of children intercepted for offences were favourable. Many school teachers reacted favourably to the enforcement trial as it was seen as a reinforcement of school programmes.

The majority of police involved in the trial readily accepted the new procedures and results showed that this type of enforcement could be readily incorporated into present duties, did not produce administrative problems and required little or no follow-up.

The results of the trial were presented to the Chief Commissioner of Police and Senior Officers of the department in 1980, when it was decided to extend the procedure statewide.

reported to police. (The Geelong Bikeplan report suggested that for every reported bicycle accident there were approximately 30 not reported.)

At the end of the four month trial the Police Bike Patrol members submitted a detailed report recommending, among other items, a second enforcement trial involving all uniformed members of the Police Department in the Geelong District.

The second trial was based on the assessment that bicycle law enforcement should be part of
The success of the bicycle enforcement programme has been due to the enthusiastic support of all those involved in the Police Department and in particular Senior Constables Ted Wilson and Graeme Mulder. It is through their enthusiasm and sensitivity to the task that the first appropriate and effective bicycle enforcement programme has been developed in Victoria and Australia.

Interstate Police Departments have expressed interest in the trials and members of the New South Wales Police Department visited Geelong to observe the procedures at first hand.

The Enforcement Subcommittee of the Geelong Bikeplan has been instrumental in maintaining the impetus on the enforcement programme and it is through the work of Chief Inspector Brian Murdoch and Senior Constable Ted Wilson (Police Department), Phil Gray (Department of Youth, Sport and Recreation) and John King (Education Department) that so much has been achieved.

**Bicycle Enforcement Film**

During 1980 a 12 minute film was produced for the Geelong Bikeplan by Kestral Films Australia on the general theme of bicycle safety, enforcement and education.

The film is a semi-documentary and provides an overview of the law enforcement procedures trialled in Geelong, including aspects of the education programme.

It is planned to distribute the film to all schools which use video tape and also to use it as an introduction to bicycle enforcement during training sessions with the Police. Service clubs and community organisations will also be shown the film.

**Bicycle Enforcement**

A technical bulletin was prepared during 1979-80 on the general topic of bicycle enforcement. The bulletin reviews overseas experiments in bicycle enforcement and examines such issues such as registration, licensing, enforcement procedures and legislation.

Other material produced to support the enforcement trials included stationery for use by police, a Bicycle Law Enforcement booklet explaining the new procedures and a poster titled *We Care About Cyclists*. 
The Geelong Bikeplan engineering programme aims to provide a safer road system and improved riding environment through physical improvements. Projects include a wide range of facilities aimed at providing for school and recreation riding, together with improvements to existing roads for commuters and other cyclists.

Experimentation and development is constantly occurring and projects funded to date include bike paths, bike lanes, shared bicycle/car parking lanes, road humps, mini roundabouts, school crossings, bike racks and road maintenance programmes.

All engineering projects are designed and constructed by municipalities, road authorities and other government organisations with the majority of the construction being carried out by local councils.

The engineering programme is managed by the Engineering Sub-committee, consisting of representatives of the Shire of Corio (Phillip McDonald), City of South Barwon (Trevor Schneider), Country Roads Board (Graeme Marshallsea) and the Road Safety and Traffic Authority (Nigel Ashton). During 1979-80 Trevor Schneider and Phillip McDonald again maintained active roles in the programme, provided valuable contributions to the bike plan and a lead to municipalities in Geelong and Victoria in the provision of bicycle facilities.

In the past year the Geelong Bikeplan has assisted in the development of several important traffic management initiatives. One such trial was with road humps. The Geelong Bikeplan assisted in the funding of the construction of several different road hump configurations for off-road testing by the Australian Road Research Board and the Shire of Corio and also assisted in funding the installation of the first wide profile road humps in Australia. These humps which have the effect of reducing traffic speeds in a safe manner without the need for police surveillance are an important innovation in local area traffic management to the benefit of pedestrians, cyclists and residents.
Another innovation has been the use of combined bicycle/car parking lanes. Following trials with these lanes in Melbourne the Geelong Bikeplan has proceeded to fund the construction of almost 14 kilometres of bicycle/parking lanes. These lanes offer protection for the cyclist without denying road space to the motorist. They are highly effective, when correctly applied, and due to their low cost of $400 per kilometre (including signing) can produce major improvements to the road system for the cyclist.

**Engineering Progress in 1979-80**

Due to the assistance and cooperation of the local municipalities it was possible to complete a wide range of projects in 1979-80 as shown in the accompanying table.

Whereas in 1978-79 the emphasis was largely on the construction of bike paths, this changed in 1979-80 towards on-road improvements. Bicycle/parking lanes, for example, have now been marked on twelve roads over a distance of 14.1 km. Lane-marking with widened kerbside lanes was undertaken on seven roads and a regular road-sweeping programme occurred at 142 intersections. Bicycle parking was also emphasised in 1979-80.

Works to the value of approximately $208,000 were completed with the Geelong Bikeplan contributing $152,000 and the municipalities contributing $56,000.

<table>
<thead>
<tr>
<th>Category</th>
<th>1978-79 No. of Projects</th>
<th>Details</th>
<th>1979-80 No. of Projects</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike paths for origin/destination rides</td>
<td>9</td>
<td>8.8 km</td>
<td>7</td>
<td>7.5 km</td>
</tr>
<tr>
<td>Recreation bike paths</td>
<td>2</td>
<td>7.1 km</td>
<td>3</td>
<td>2.0 km</td>
</tr>
<tr>
<td>Bike lanes</td>
<td>4</td>
<td>1.5 km</td>
<td>2</td>
<td>1.3 km</td>
</tr>
<tr>
<td>Bicycle/parking lanes</td>
<td>—</td>
<td>—</td>
<td>12</td>
<td>14.1 km</td>
</tr>
<tr>
<td>Bike route designation</td>
<td>—</td>
<td>—</td>
<td>1</td>
<td>0.4 km</td>
</tr>
<tr>
<td>Road line marking</td>
<td>3</td>
<td>6.0 km</td>
<td>7</td>
<td>8.0 km</td>
</tr>
<tr>
<td>Combined pedestrian/bicycle paths</td>
<td>2</td>
<td>1.9 km</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Road maintenance</td>
<td>1</td>
<td>5 locations</td>
<td>1</td>
<td>142 locations</td>
</tr>
<tr>
<td>Traffic signals</td>
<td>1</td>
<td>1 set</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Pedestrian signals</td>
<td>—</td>
<td>—</td>
<td>1</td>
<td>1 set</td>
</tr>
<tr>
<td>Other — underpass maintenance, squeeze-point action, road humps, bridges</td>
<td>6</td>
<td>10 locations</td>
<td>5</td>
<td>5 locations</td>
</tr>
<tr>
<td>Bike racks</td>
<td>—</td>
<td>—</td>
<td>12</td>
<td>200 bikes</td>
</tr>
</tbody>
</table>
Projects Map
A map of all Geelong Bikeplan projects completed to date has been produced. This map indicates their type and location and includes photographs of selected projects. It can be found at the back of this report.

Location of Projects
Through the enthusiasm of municipal councils it was possible to complete 28 groups of projects during 1979-80. Over 55 engineering projects have now been completed in the 20 months since the commencement of the Five Year Plan.

Other Projects
The engineering programme also involves the dissemination of information to Councils and other interested bodies throughout Australia. During 1979/80 the Geelong Bikeplan prepared technical bulletins on Bicycle Signs, Bicycle Accidents and Bike Racks. Both bulletins include detailed information to assist other areas involved in bicycle planning.

<table>
<thead>
<tr>
<th>Project</th>
<th>Works Undertaken in 1979/80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corio Shire</td>
<td></td>
</tr>
<tr>
<td>1. Fyansford rail line path</td>
<td>Bike path near school 2.3 km.</td>
</tr>
<tr>
<td>2. McClelland Street bike route</td>
<td>Designation of a bike route to link North Geelong Bike path system and Fyansford bike path 1.3 km.</td>
</tr>
<tr>
<td>3. Cowies Creek bridge</td>
<td>Bridge to link bike paths.</td>
</tr>
<tr>
<td>4. Hamlyn Park bike path</td>
<td>Provision of paths through a reserve 0.4 km.</td>
</tr>
<tr>
<td>5. Calvert Street and Goldsworthy Road school crossings</td>
<td>School crossings.</td>
</tr>
<tr>
<td>6. Bicycle racks</td>
<td>Installations at shops and swimming pools.</td>
</tr>
<tr>
<td>7. Lane line marking in Princess Road, Purnell Road, Vines Road, Plantation Road, Separation Street, Thompsons Road and Shannon Avenue</td>
<td>160 bikes.</td>
</tr>
<tr>
<td>8. Road Humps (Peacock Avenue and Armytage Street)</td>
<td>Marking of solid centre line and broken lane lines to provide widened kerb side lane.</td>
</tr>
<tr>
<td>9. Goldsworthy Road, Maryland Drive and Flinders Avenue bicycle/parking lanes</td>
<td>Construction of six road humps.</td>
</tr>
<tr>
<td>Newtown City</td>
<td></td>
</tr>
<tr>
<td>10. Shannon Avenue Terraced Gardens path</td>
<td>Construction of lanes for car parking and bicycle riding 2.0 km.</td>
</tr>
<tr>
<td>11. Queens Road bike path</td>
<td>Bicycle path near road 0.3 km.</td>
</tr>
<tr>
<td></td>
<td>Bicycle path within road reserve adjacent to school 0.4 km.</td>
</tr>
<tr>
<td>Project</td>
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</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Geelong West City</strong></td>
<td>Bike path near rail line with link to school 1.5 km.</td>
</tr>
<tr>
<td>12. FYansford rail line path</td>
<td></td>
</tr>
<tr>
<td><strong>Geelong City</strong></td>
<td>Construction of lanes for car parking and bicycle riding 5.3 km.</td>
</tr>
<tr>
<td>13. Bicycle/parking lanes in McKillop Street, Normanby Street, St Albans Road, Boundary Road</td>
<td>Marking of lane and construction of path 0.8 km.</td>
</tr>
<tr>
<td>14. Eastern Park recreational bicycle lane</td>
<td>Installation at offices and rail station. 30 bikes.</td>
</tr>
<tr>
<td>15. Bicycle racks at rail station</td>
<td></td>
</tr>
<tr>
<td><strong>South Barwon City</strong></td>
<td>Construction of fence along part of path adjacent to golf course.</td>
</tr>
<tr>
<td>16. Improvements to Belmont Common bike path</td>
<td>Construction of bike path through park 0.1 km.</td>
</tr>
<tr>
<td>17. Vanessa Avenue bike path</td>
<td>Construction of bike path to swimming pool and Geelong Technical School 0.1 km.</td>
</tr>
<tr>
<td>18. Civic Centre Path</td>
<td>Installation near sports reserve. 10 bikes.</td>
</tr>
<tr>
<td>19. Burdoo Reserve bike racks</td>
<td></td>
</tr>
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<td>20. Heyers Road and Burdoo Drive intersections treatment</td>
<td></td>
</tr>
<tr>
<td>21. Road maintenance</td>
<td></td>
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<tr>
<td>22. Bicycle/parking lanes in Fryers Road, Roslyn Road, Heyers Road, Burdoo Drive, South Valley Road, Kidman Avenue and Highmont Drive</td>
<td>Installation of a roundabout near school. Regular road sweeping at 142 intersections.</td>
</tr>
<tr>
<td>23. Laura/Reynolds Road intersection treatment</td>
<td>Construction of lanes for car parking and bicycle riding 6.8 km.</td>
</tr>
<tr>
<td>24. South Barwon Reserve bike path</td>
<td></td>
</tr>
<tr>
<td>25. Waurum Ponds Path</td>
<td>Construction of a roundabout in area of high bicycle use near three schools.</td>
</tr>
<tr>
<td><strong>Bellarine Shire</strong></td>
<td>Construction of path linking Belmont Common system 0.7 km.</td>
</tr>
<tr>
<td>26. Beacon Point Road bike lane</td>
<td>Construction of bike path to link with existing path to Grovedale (0.5 km).</td>
</tr>
<tr>
<td>27. Springs Road bike lane</td>
<td></td>
</tr>
<tr>
<td><strong>Bannockburn Shire</strong></td>
<td>Construction of white quartz lanes 0.5 km.</td>
</tr>
<tr>
<td>28. Rokewood Road bike path</td>
<td>Extension Beacon Point Road lane 0.8 km.</td>
</tr>
<tr>
<td></td>
<td>Construction of bike path in road reserve leading to school 1.5 km.</td>
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The encouragement programme seeks to promote an awareness of improved facilities, safety, education and enforcement programmes and the benefits of cycling.

During 1979/80 the Geelong Bikeplan has continued a diverse range of bicycle information programmes. As the work of the Bikeplan becomes better known the numbers of requests for information, requests to write articles, make radio and television programmes and inspection visits have increased.

An Encouragement Sub-committee consisting of representatives of the Department of Youth Sport and Recreation (Phil Gray), Local Government (Trevor Schneider), Education Department (John King) and Police Department

Encouragement Sub-committee —
T Wilson, J King, T Schneider, P Gray,
(Chairman), (overseas at time of photo).

(Ted Wilson) developed programmes and initiated their implementation throughout the year. Mr Phil Gray, who ably chaired the sub-committee has recently resigned to study in the United States.

The following list is representative of the activities undertaken as part of the encouragement programme.

The Geelong Spokesman

The Geelong Spokesman is an eight page newsletter which is delivered to some 45,000 households three times a year.

The Spokesman ensures that every household is receiving information about the Geelong Bikeplan and provides an opportunity for bicycle clubs to advertise their activities and for the public to make their opinions known.

Each edition examines issues such as safety products, new innovations for bicycles, Geelong Bikeplan projects and recent developments in bicycle planning throughout Australia. Also included in cartoon form are the zany adventures of Supa Mangle, an antihero who rides a monocycle.
Technical Bulletins

Technical bulletins are produced on an on-going basis to disseminate information about bicycle planning.

During 1979-80 the Geelong Bikeplan produced the following bulletins:

1. Bicycle Signs. This bulletin includes standard designs for bicycle signs. It was developed in conjunction with the Road Safety and Traffic Authority and is currently being examined for broader application throughout Australia.

2. Bicycle Accidents. This technical bulletin includes the first in-depth analysis of the frequency, location, causes, times and types of bicycle accidents.

3. School Bicycle Touring. This bulletin is a manual for teachers planning school bicycle tours.

4. Bicycle Enforcement. This bulletin examines bicycle enforcement issues and the results of enforcement trials undertaken in Geelong.

5. Bicycle Surveys. This bulletin includes much of the detailed information collected during the preparation of the Geelong Bikeplan report in 1976/77.

6. Bicycle Racks. This bulletin contains designs for 12 bicycle racks and enclosures and includes advice on location criteria, costs and manufacturers. It is based on work undertaken as part of the Melbourne Bicycle Strategy Study.

Bicycle Touring Guide

Work has commenced on a bicycle touring guide covering urban and rural rides around Geelong. The Geelong Bicycle Riders' Association has collected the information for inclusion in a booklet which will be produced in 1980-81.

Safety Flags

The promotion of bicycle safety flags continued in 1979-80. Some 30000 of these orange iridescent flags were sold at a subsidised price bringing total sales to approximately 5,500.
Bicycle Clubs

The Geelong Bicycle Riders' Association which was formed with the assistance of the Geelong Bikeplan has continued and expanded its membership. Two other bike clubs have also been independently formed — the Lara Family Cycling Club and the Family Wheel Club (Corio).

Competitions

Two competitions were organised and sponsored. A poster competition was arranged as a part of Children's Week for the Year of the Child and a decorated bike contest was run as an event in the annual Springdine festival.

Publicity

A film based on the Geelong Bikeplan was made, for the television programme You, Me and Education.

The Australian Film Unit used the Geelong Bikeplan project for part of a film being produced for the Federal Department of Transport on residential street treatments.

The Australian Information Service also produced an article on the Geelong Bikeplan for distribution to newspapers and magazines around the world.

Brochures, posters and reports were forwarded to the many individuals and organisations inquiring about the bikeplan. Enquiries came from interstate parliamentary libraries, bicycle exporters, United States government departments, schools, service clubs and many others. The Geelong Bikeplan has purchased seven films and these were loaned to a variety of organisations.

General

Visitors from Victorian municipalities, Perth, Newcastle, Sydney and Adelaide have inspected progress on the Geelong Bikeplan in the past year.

Phillip McDonald, (Chairman Engineering Sub-committee of the Geelong Bikeplan) is to present a paper on Road Hump Trials in Corio on behalf of the Shire of Corio to the Australian Road Research Board biennial conference in Sydney in August.

Senior Constable Ted Wilson (Chairman of the Enforcement Sub-committee of the Geelong Bikeplan) has been in constant demand to lecture on bicycle safety.

Bicycles and safety

How would you like to win a brand new bicycle, bike sets and gifts? The Southern Bike Plan, in co-operation with the Bicycle Safety Committee, is offering a second prize of a bicycle set valued at $400.00 to one lucky winner. The plan is to provide a bicycle for each child in the Corio area.

The Australian Bicycle Industry Council is the main sponsor of the promotion. Children aged 7-16 years are eligible to enter in the sweepstakes. The winners will be announced at the Bike Plan presentation at the Australian Road Research Board conference in Sydney on August 31st.

ENTRY FORM

Name:
Address:
Phone:
School:
Age:

Date of birth: 01/01/1980

I am entering this sweepstakes for the Australian Bicycle Industry Council

Bicycles and safety promotion, and I am eligible to win.

I agree to all the conditions of entry.

Date: 01/01/1980

Location: Corio

Signed by: [Signature]

[Signature]

[Signature]

[Signature]
Major advances have been made in bicycle planning since the Geelong Bikeplan commenced in 1978. The bike has become high fashion. It appears in television advertisements, as props for fashion models in glossy magazines and as a symbol of the healthy ‘fun’ way of life. More and more bikes have appeared on our roads.

This combination — low cost transportation, exercise and enjoyment — has ensured that the bike is here to stay. As people become more aware of its potential, as road conditions improve and as attitudes change towards the cyclist, so the bicycle will take its rightful place in the transport system.

It is clear that the transport future will include far more ways of moving people about cities than exist today. There will be small motorised vehicles, mopeds, and bicycles. Each form of transport will fit neatly into its own niche serving separate sectors of the community.

Not everyone will ride a bike but a great many will do so. The Geelong Bikeplan is planning for these changes and another year of intensive activity is planned for 1980-81.

Since the Geelong Bikeplan commenced in November 1978 the emphasis has largely been upon developing engineering facilities, education programmes and bicycle enforcement procedures. These programmes have advanced and are being expanded.

It is appropriate now to place greater emphasis on encouraging more people to use bicycles and to make the general public more aware of the rights of cyclists. The main thrust in the coming year will therefore be placed on promotional activities. A Public Relations consultant has been appointed to find national sponsors for bicycle promotion activities to increase public awareness of the bicycle through television advertising, posters, films and other communication means.

This national campaign will be supplemented by a local public relations campaign to be organised by a second Public Relations consultant. The local campaign will be specific and aimed at promotional events such as a Geelong-Otways Bike Ride (to be held this year during the Geelong Springding), newspaper advertising, signboards, posters, films, safety booklets and other devices to draw attention to bicycles.

Methods of working with the Child Accident Prevention Foundation of Australia on safety programmes are also being explored and plans have been developed for public bicycle information programmes in consultation with the Road Safety and Traffic Authority.

These activities will provide support for the other programmes which will be further extended. A detailed bicycle route map will be produced to assist municipalities in the planning of facilities and to assist bicycle riders in choosing the best routes. This plan will be incorporated into a Geelong Bicycle Touring Guide which will include maps of urban and rural rides in the region.
Moves will also be made to link some of the existing engineering projects and thus start to develop a system of bicycle routes throughout Geelong.

Educational programmes will also be further developed. The junior bike package will be fully developed, the Bike Ed Kit will be promoted with all schools in Geelong being encouraged to adopt the course and The Freedom Machine class text printed and distributed.

The Enforcement programme will be further developed through the preparation of a Bicycle Enforcement Resource Kit for police to use when visiting schools.

The Geelong Bikeplan will also benefit considerably from the forthcoming Churchill Fellowship tour by the Project Manager of the Geelong Bikeplan, Mr Jack Sach, who will study bicycle planning in Holland, England, Sweden and the United States.

1980-81 will be a critical year for the Geelong Bikeplan as it approaches the halfway mark in its Five Year Plan.
Geelong Bikeplan Committee

Don Hurnall  
Nigel Ashton  
Phil Gray  
John King  
Phillip McDonald  
Bob McGovan  
Graeme Marshallsea  
Chief Insp. Brian Murdoch  
Jack Sach  
Trevor Schneider  
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Dept. Youth Sport and Recreation  
Education Department  
Shire of Corio  
Norlane West Primary School  
Country Roads Board  
Police Department  
Project Manager  
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Police Department  

Sub-Committees

Engineering  
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Graeme Marshallsea  

Enforcement  
Ted Wilson (Chairman)  
Brian Murdoch  
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John King (Chairman)  
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Encouragement  
Phil Gray (Chairman)  
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John King  

The Chairman and Project Manager are ex-officio members of all sub-committees.

Geelong Bike Plan

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