



PEDAL UPDATE

THE BICYCLE INSTITUTE OF SA
MONTHLY NEWSLETTER

Welcome to the Bicycle Institute's June 2016 Pedal Update

MINISTER STEPHEN MULLIGAN AT THIS YEAR'S AGM

We were extremely pleased to have the Minister talk to members at this year's AGM. Here are some key points from his presentation:

The government has been determined not to waste this term of government and is focused on mode shift, particularly to public transport. We have a choice between investing ever more into road networks or learning from other cities in encouraging a shift to alternative, better forms of transport.

The Minister is starting to see a change the perceptions, but was disheartened by some attitudes expressed in the road laws debate, which revealed a common view by many road users that other road users (particularly non motorised) were an obstacle, an inconvenience.

The Citizens' Jury deliberations and outcomes for cycling inspired faith, a great example of participatory democracy. The measures proposed to Parliament were inherently rational and reasonable. It was easy to lose resolve during the bike laws debate. The recent outcome of the Local Government Association's Roundtable was a good example of a rational approach to the matter.

There are well in excess of 10k pedestrians moving in and out of the city. We need low hanging fruit to build on this. e.g. getting over major barriers like Anzac Highway and Goodwood railway station.

On coming to office the Minister was concerned with an apparent impression that the Department was limited to painting lines on roads. In retrospect this was unfair, for example funding for Greenways has been an excellent initiative to provide safer routes for cyclists.

The Minister wants to see safe corridors to the city and connections to these corridors. He is concerned that we don't have a Gawler greenway. The eastern side of city has a small concentration of big roads heading into the CBD. We need to determine how to make one corridor safe, with a cycling preference.

Regarding cycling on footpaths, governments cannot legislate to ensure particular behaviour. It is only use rational, risk based advice. The flurry of concern about one case of a cyclist hitting a pedestrian on a footpath contrasted with the lack of concern about other more serious items that occurred that same day (including a road crash and stabbing), as well as a lack of concern about not having any footpaths at all in some suburbs.

It is important that we include pedestrian and cycling facilities in our new projects. The Northern Connector will have a non-stop bikeway from Nexy to South Road, similarly with Torrens-to-Torrens rail bridge across South Road. We should be insisting on these outcomes.

The Mike Turtur Bikeway was very expensive, but again far cheaper than to cater for an equivalent number of motorised vehicles. We need to consider how exclusive the routes are, e.g, eastern suburbs.

The State government is now involved in Frome Bikeway. The Minister doesn't have a preference with design, but noted that the Adelaide Design Manual approach is tremendously expensive and we don't want to use all our powder on that one corridor. What about an east-west link?

There are also cheaper, easier things that can be done. Audio-tactile line-marking has been a tremendous success, with far fewer incursions on bike spaces. We should get on with rolling this out.

The new bike strategy will come out "soon". It will have where we are at and where we want to go. The draft will be "absolutely contestable" and the feedback from the cycling community is encouraged: have we assessed all the options and got those most effective?

The Minister demonstrated a keen awareness of the issues facing active transport users. BISA looks forward to working with him as these ideas come to fruition.

MEETING WITH THE MINISTER FOR ROAD SAFETY

The day after the AGM, the new chair Fay Patterson, along with Ian Radbone (former Chair) and Katie Gilfillan (Vice-Chair) met with the Minister for Road Safety, Peter Malinauskas. The meeting had been organised earlier, following an approach by the new Minister. The meeting provided a chance to personally thank the Minister for his immediate initiative of making it easier for local communities to adopt a 40kph speed limit on local streets. We also took the opportunity to push several matters that are within his portfolio:

- the need for more full-time bike lanes
- lower speeds for residential streets and inner arterial roads
- more median refuges to help pedestrians and cyclists to cross arterial roads

- cyclist involvement in the development of advertising campaigns by the Motor Accident Commission. (The MAC isn't as bad as it used to be, but did you notice a recent ad that has a cyclist riding in the door zone?)

We came away impressed by the Minister's ability to listen. He's made a good start. Hopefully this can be maintained.

TORRENS-TO-TORRENS ROAD PROJECT

The Minister for Transport Stephen Mullighan gave us plenty of time for questions and discussion after his talk on 31 May.

We were also impressed that the day after we received this email from Paul Gelston, Chief Operating Officer, DPTI.

I understand that you were after some information about T2T and bike facilities.

As part of the Torrens Rd to River Torrens project bicycle facilities will be provided as follows:

- *Bike lanes will be provided in both directions along the South Rd surface roads for the full extent of the project.*
- *Bike lanes will also be provided on all east-west arterial road crossing the motorway, including Grange Rd, Port Rd, Hawker St and Torrens Rd*
- *Shared path crossings of the motorway are also provided at the outer harbor rail overpass, (which connects the Outer Harbor Greenway between Day Tce and Coglein St) and at Cedar Av (connecting the William St park to the Ridleyton Shopping Centre). We connect back into the existing Outer Harbor Greenway at First Avenue (near Coglein st), the greenway then makes its way up to Park tce utilising the local road network.*
- *A shared path crossing of the River Torrens at McDonnell Ave has also been provided to improve connectivity between West Hindmarsh and the Brickworks Redevelopment site.*

Let me know if you need any further information or if this does not answer your question to the Minister from last night.

Thank you Paul for the quick follow-up.

NEW BISA COMMITTEE

The Bicycle Institute's AGM was held in May, with Fay Patterson elected as the new Chair and BISA welcoming Katie Gilfillan to the position of Vice Chair. Stalwart Stephen Janes retains the position of Treasurer, Brian Jenkins is now the Secretary, and outgoing Chair Ian Radbone takes on the role of Minutes Secretary.

Katie Gilfillan expressed appreciation for Ian Radbone's role as chair, particularly his dedication in raising the media profile of the Institute.

Apart from the office holders, other committee members are:

- Paul May
- Alan Sanderson
- Scott Sims
- Jeff Telfer
- Torbjan ("Torbs") van Heeswijck
- Stuart Whiting.

A thank you also to outgoing members Ian Smith, Katie Hannan, Stephen Merrett and Shane Sody.

This gives BISA a full complement of committee members, who are already active on your behalf. We're continuing to work with the South West Community Residents Association on park 'n' ride facilities and progressing our "What we want to see" project, while up-coming priorities include commenting on proposals from DPTI and Mitcham Council's Integrated Transport Plan.

We're also planning another of our popular Quiz Nights in September/ October, at which you can meet some of the people putting in time to make cycling better for South Australians.

SAM POWRIE

At the AGM Ian moved that Sam Powrie be offered life membership of the Bicycle Institute. In so doing, Ian noted just some of Sam's contributions to BISA and to promoting cycling for transport in South Australia, including six years as BISA chair, taking a leading role in developing the idea that became Greenways and in advocating for this. Sam has also continued to advocate for cycling since stepping down as chair, developing the PortBug as possibly the most effective BUG in the state. Check out their [website](#)

AUSTRALIAN CYCLISTS PARTY

With a staggering range of minor parties ranging from cars and firearms to animal welfare wanting our vote for the Senate, at last cyclists also have a choice. The Australian Cyclists party is presenting two candidates in this weekends election, candidate Sundance Bilson-Thompson has supplied the statement below regarding the aims and beliefs of the Party.

The Australian Cyclists Party has a basically progressive, evidence-based approach to policy issues from education and healthcare to human rights, refugee welfare, and government transparency, and a specific focus on cycling as a means of getting more Aussies utilising active transport.

Cycling can help reduce obesity, heart disease, and strokes, which cause a great deal of suffering and cost upon the healthcare system. Cycling reduces congestion, adding to the liveability of our communities. And it can help reduce greenhouse gas emissions. We want to see the federal government commit to a \$480 million per year bike fund, to be used on building more and better bike infrastructure including separated bike paths, continuous integrated bike corridors through cities, an end to the problem of "disappearing bike lanes", and more end-of-ride facilities like secure bike parking. That means in South Australia specifically we want to see completion of the Frome st bikeway and

the development of other similar bikeways through the CBD, completion and extension of the Marino Rocks, Gawler and Outer Harbour bikeways, and the development of more bikeways in the suburbs connecting in to this network. We also want to see this kind of infrastructure rolled out in communities across the state, not just in Adelaide, so that communities like Murray Bridge, Port Pirie, Goolwa/Middleton/Victor Harbour, and through the Barossa can utilise bikes for transport and to encourage tourism.

We want to see the development of a national rail trails network for bikes. The size of the bike fund we are proposing is \$20 per person per year for every Australian. That's twice what the Greens are proposing, and five times the current expenditure of \$4 per person per year (vs \$700 per person per year currently spent on roads). This amount is also less than the cost of one kilometer of a major freeway project, so we feel it can be achieved by simply reprioritising money allocated to transport infrastructure funds such as the national Black Spot program, road upgrades and bridge construction funds

We also want to see every schoolkid get bicycle skills training, and 20% of motor vehicle licencing test questions deal with sharing the road with vulnerable road users (which will benefit motorcyclists too).

We believe it's time for Australia to recognise that cycling consists of many different activities with different inherent levels of risk, by removing legislation that makes bicycle helmets compulsory for all cyclists in all circumstances. This legislation has been in place across the country for around 25 years and has never been reviewed to see if it actually makes cycling safer. We believe cycling will be perceived as safer, and actually be safer, if we concentrate on infrastructure to keep cyclists and fast-moving cars separate, and we will support a national inquiry to review the empirical evidence for and against the usefulness of mandatory helmet laws.

Thanks Sundance and lets hope for good numbers this Saturday.

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www.sapolice.sa.gov.au/sapol/road_safety/traffic_watch.jsp