

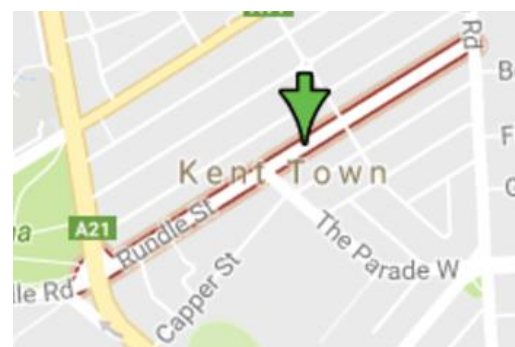


December, 2016



Bike lanes have finally been added to the difficult bit of Rundle Street in Kent Town. We are pleased that DPTI responded to our suggestion of having a full-time bike lane on the up-hill side (away from the City), and peak hour lanes on the downhill side, rather than peak hour lanes in both directions.

You can read a discussion of the new lanes on the [Adelaide Cyclist website](#).



In this month's issue

In this issue we have an [update on the Frome Bikeway](#), which has occupied much of our efforts over the past month.

The [Porter Street crossing of Greenhill Road](#) reveals the dilemmas involved in putting in safer infrastructure for cyclists.

[Unley is extending the consultation period](#) for you to make suggestions about improvements.

Congratulations to two western councils for installing [new bicycle maintenance stations](#).

Finally, there are links to some recent [Facebook](#) posts.

What we've been up to - Frome Bikeway

Apart from our address to the Development Planning Advisory Committee about John Rau's plans to reduce bike parking requirements in the City, last month's activities have been dominated by government plans to create new bikeways in the City, including replacing the existing Frome Bikeway.

Along with four others (two residents, two academics), BISA chair Fay Patterson addressed an Adelaide City Council meeting on the Frome Bikeway. All representations argued that any new separated bike paths need to allow one cyclist to comfortably pass another. BISA pointed out this would not be possible with the preferred design shown: a two metre wide path with high kerbs on each side. (The others argued for retention of the existing Frome.)

Thanks to an [article in InDaily](#) in which we explained the problem of high kerbs, councillors took on board our concerns by amending the plan to go to consultation. This went from a single high-kerbed bikeway design as the default for the existing section and four options for the new sections, to two alternative preferred designs (unfortunately, both having high kerbs) plus clarification that the designs represent 'worst case' situations and consultation aims to encourage good discussion and option development. (So please help us provide this!)

We also met also with ACC staff about the Frome Bikeway, where we dealt more with technical issues of engineering design and introduced ways in which designs thought to be too expensive to implement could be used. Just as importantly, the staff took on board our idea of a launch event for the samples of three bikeway options that the Council has constructed in the Park Lands.

The Bikeways and Brunch event was held on Saturday morning, 10 December. About 250 people turned up over the 2 hour period. The Council loaned us a lot of 50mm high sleepers which we used to mock-up longer lengths of high kerb and low kerb designs so people could have an idea of what it would be like passing (and being passed) at commuter speed. This strongly confirmed that the high kerb designs would be inadequate. Hopefully we've made our point.



Thanks to the Council staff, contractors and volunteers for putting the event together. Thanks also to the Lord Mayor and councillors who came along. We got a chance to ear-bash them, especially about the stupidity of taking out the existing Frome Bikeway before we've had a chance to experience the alternatives.

The ACC has gone to a lot of effort to install the sample designs, so if you have not done so, please try them out. They are in Park 23, on the old netball courts to the left of Anzac Highway, just before West Terrace coming into the city. Email your comments to citybikeways@adelaidecitycouncil.com.

Porter Street crossing of Greenhill Road - what do you think?

Designing facilities for cyclists can be tricky in that all cyclists are not the same. They vary tremendously in their strength, skills, confidence and in what's important to them.

The State Government is trying to encourage more cycling and create a safer cycling environment by installing traffic lights on major roads where there are a lot of cyclists crossing. First there was Portrush Road at the Beulah Road crossing, Norwood. More recently the crossing of Greenhill Road at Porter Street, Unley has received the treatment. Both also have median refuges.

There's an [interesting discussion](#) of the Porter Street crossing, including video of how it is being used, on the Adelaide Cyclists website.

Unley consultation period extended

While we are in Unley, we've heard that the period for [consultation over the review of the Council's transport plan](#) has been extended to 9 January.

Using their interactive map to highlight concerns, compliments etc. is fun, but we understand that they are also looking for big ideas, so don't be afraid to voice them.

New bike maintenance stations

It's good to see more councils installing bike maintenance stations. As you might gather, the one on the right is at the Entertainment Centre trams stop, Port Road. The City of Charles Sturt has put another one on the Linear Park at the Tedder Playground, Belgrave Avenue.

The City of Port Adelaide Enfield has also got onto the act, with a station on the Coastal Way path, next to the kiosk at Semaphore.

Charles Sturt welcomes suggestions about where to put more of these. Use their [Facebook page](#) to do so.



Hopefully these stations will take away some of the concerns that new cyclists might have when trying out a recreational ride.

On that positive note, we wish you a happy Christmas and pleasant riding in 2017.

From our Facebook page

Here are a few of our posts from the last month. Click on the photos to link to item.



17,845,620 Views

INSIDER design
November 23 at 4:45am · 🌐

Like Page



Favoured Frome St bikeway design "a fail for everyone" - InDaily

The Adelaide City Council has released its favoured option to redesign the controversial Frome Street bikeway - and cyclists say it is the worst possible result.



Overtaking on the Frome Street Bikeway

YOUTUBE.COM

Pedal Update is a newsletter of the Bicycle Institute of South Australia Inc., published monthly. The Bicycle Institute is incorporated in South Australia. Material published in Pedal Update is copyright unless otherwise stated. Articles and graphics may be copied and republished by non-profit organisations, provided the author and Pedal Update are given credit. When by lines are used, opinions published in Pedal Update are not necessarily those of the Bicycle Institute.

We are always looking for contributions.

Send any stories, ideas or feedback to the editor@bisa.asn.au

Road Hazards? Call DPTI: 1800 018 313

Reporting Dangerous Drivers? Call Traffic Watch: 131 444

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