



January 2017



There is still a lot more work to do on the Outer Harbor Greenway before it would rival the Mike Turtur Bikeway (even with the latter's overpass of South Road out of action!), but the section in the Port Adelaide Enfield Council is good, with only two detours off the railway alignment between Woodville and Port Adelaide.



Click on the map to be taken to the website with maps of the route.

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- In this issue we again have an update on [bikeways in the city](#).
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- We report on what's happened with implementation of the [citizens' jury report](#) on cycling.
- [Super Tuesday](#) is coming up. Can you volunteer?
- A planned new [cycling route to Blackwood](#) has been rejected as too expensive.
- A call for aggressive action on [bollards](#).
- More on the [Unley transport consultation](#).
- Plus we have [selections](#) from the [adelaidecyclists](#) website and our Facebook page.

ADELAIDE BIKEWAYS UPDATE

Bikeways design

Comments on design options close on February 13 (or mid-January, if you look at their website), so if you haven't yet made a submission, now's the time - and Council will look at numbers to weigh up opinions, so every submission counts.

In essence, we will be saying:

1. A two metre minimum width is not acceptable with existing kerbs and gutters. However it may be acceptable if the pavement extends to the very edges and there are no kerbs, or kerbs so low that there is no danger of pedal strike. Our mock-up at the Bikeways trials site proved this, with a cyclist hitting her pedal in the "Option 1" design while being overtaken by a tandem.

In terms of the options presented, we prefer the two low-kerbed "Copenhagen" options (3 and 4). These provide good separation to pedestrians without creating a pedal strike problem, and have several other safety/ amenity advantages. It's also not true that these design options have to be more expensive than Option 1 or 6 (the reason the latter options were used as the 'default' for consultation).

2. Don't pull out the existing Frome Bikeway between Carrington and Pirie streets until it's proven that the new bikeway design is acceptable to cyclists.

We are being told that, compared with the existing bikeway, the new bikeway designs will be just as comfortable for cyclists, be safer and more attractive. This all may be true. Trouble is, it may not be, too.

So is it really so urgent that Council shows their preference for motor traffic, that they pull out the existing bikeway before building any new bikeway? We think not, especially when Council's also looking at traffic signal phasing across the City - which would be a quicker, easier and \$1 million cheaper way of increasing capacity in Frome Street than pulling out the Bikeway to add another lane of traffic.

3. Don't use the Bikeways budget to pay for footpaths, trees or a route through North Adelaide

A commitment of \$11m by the Council and State Government for City Bikeways is unprecedented and impressive by usual bike funding standards. However Councillors and staff are already saying it may not be enough - especially if the money ear-marked for Bikeways is used to fund footpath upgrades and landscaping works. Also, the commitment was originally for a Bikeway as far north as the River Torrens Linear Path. Now they're talking about a path (and maybe footbridge) to Prospect - despite the Zoo bridge providing a safe route to the new High School site.

Look, we love these ideas, but the priority and budget commitment are for two good, safe Bikeways through the Square Mile. Council needs to spend its Bikeways budget building these Bikeways. If it wants to pretty streets up or extend the Bikeways, we'd be thrilled on a new funding commitment.

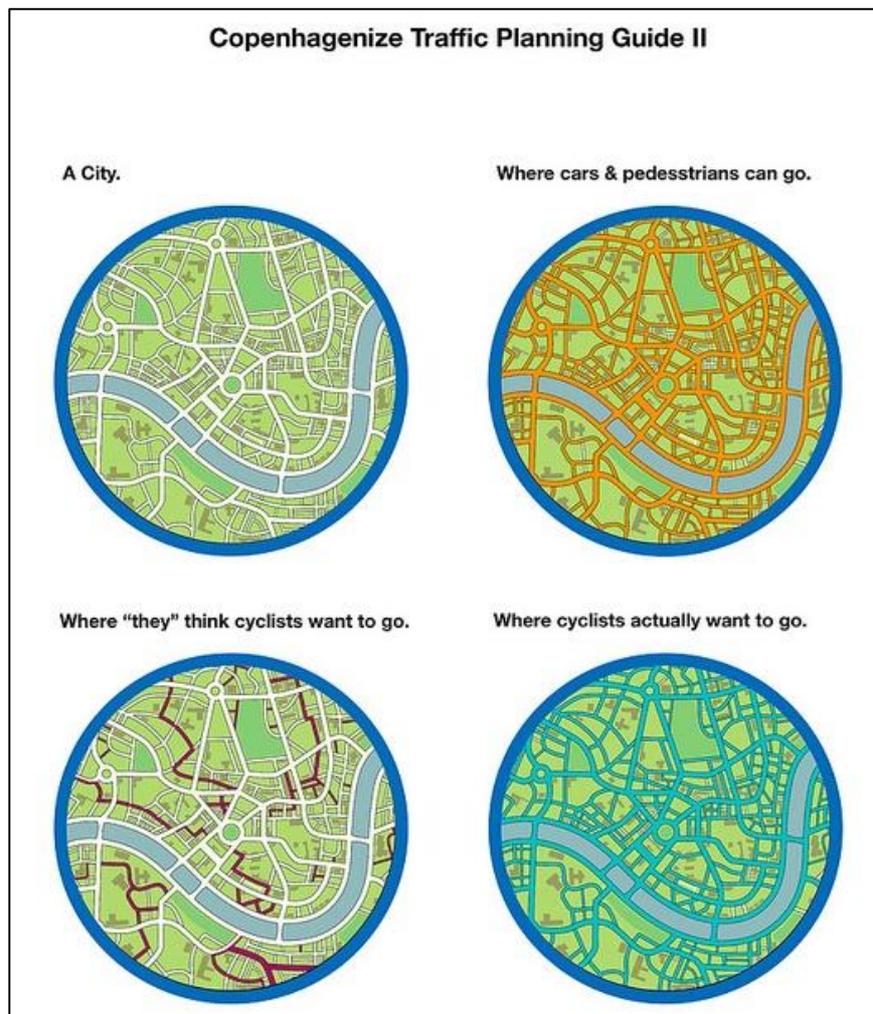
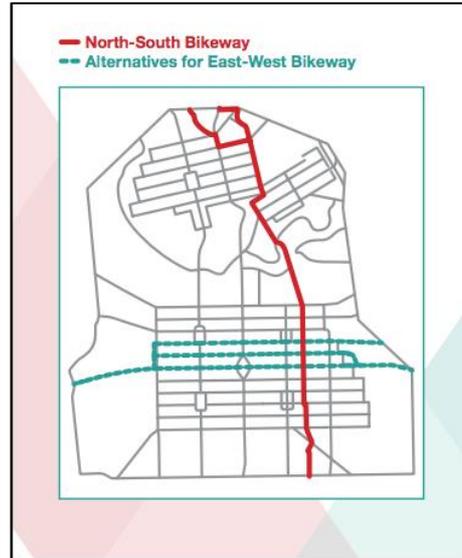
Three east-west routes through the city

Along with the consultation about the design of bike routes, Council also wants to know cyclists' thoughts about which east-west route to use for a bikeway. We will be making a submission.

Click on the map to be taken to the Council's consultation flyer.

An obvious point to make is that all three routes are south of where most people want to go.

The situation reminds us of a blog worth reading, which can be summarized by its diagrams:



Having said that, the table following gives initial thoughts about the three options on offer. But we'd like to hear any other thoughts before we send it in. Please [email Ian Radbone](mailto:ian.radbone@cityofglasgow.gov.uk), or phone on 0402 965 929.

	Pros	Cons
Grote/ Wakefield	<ul style="list-style-type: none"> Best access to Central Market. 	<ul style="list-style-type: none"> Most distant from CBD and North Terrace. High traffic levels, bus route, Central Market delivery zone. Two sets of lights at Victoria Square = delay. Connection further west only via Hilton Bridges/ bike lane, and no good link to Park Lands trail. Angas + Gouger (west of Morphet) could provide a better route to Central Market immediately south => lower strategic value? Route is often closed at Victoria Square
Flinders/ Franklin	<ul style="list-style-type: none"> Width and low traffic volumes mean probably easiest to put in Bikeway. No buses to contend with. Onward route (lights) at West Tce, to Park Lands trail. 	<ul style="list-style-type: none"> Connection further west only via Hilton Bridges/ bike lane.
Pirie/ Waymouth	<ul style="list-style-type: none"> Closest to CBD and North Terrace. No buses to contend with. Closest to Glover Ave underpass, via West Tce path, and Mile End underpass connection to western suburbs. 	<ul style="list-style-type: none"> Narrow corridor = hardest to fit in separated bike lanes = may be bi-directional on one side only or major impact on cars -> quality of Bikeway? feasibility? Would be replacing best on-street bike lanes in CBD = not a new route (already highly used). Difficult getting through Light Square from east to west = risk of a poor solution. No good link to Park Lands trail to west - but route via Adelaide High School driveway could be improved.

OUR FIRST MICRO-GRANT

As regular readers would know, our quiz night raised a thousand dollars to spend on campaigning for better cycling conditions, either by us or by other groups via a grant.

Our first grant is to a group of Adelaide City Council residents whose aim is to keep the existing Frome Bikeway. The group will be using the money to print flyers to give to local residents and those parking on Frome Street.

CITIZENS' JURY #2: "SHARING THE ROADS SAFELY" - WHAT'S HAPPENED?

We've recently had our attention drawn to a [document produced last March](#) – a summary of how the State Government has responded to the recommendations of the citizen's jury on cycling.

Minister Mullighan was obviously keen to see as many as possible of the recommendations implemented, and all the green dots signifying this is impressive.

Citizens' Jury #2: "Sharing the roads safely"

Final report to 31 March 2016

The 'Cyclists and Motorists' Citizens' Jury presented its recommendations in November 2014. The Government released its response to the recommendations in January 2015 and a commitment to publicly report on progress quarterly through the YourSAy website. This is the fourth and final progress report.

● Achieved
 ● Progressing
 ● Delayed or under review

	Summarised Citizens' Jury Recommendation	Government Response	Status Update (Dec 2015)
1	Legislate to define overtaking space between a vehicle and a cyclist as one metre <ul style="list-style-type: none"> • New cycling laws came into operation 25 October 2015. See http://www.mylicence.sa.gov.au/ 	Support	●
2	Trial an integrated safe cycling and road rule education program <ul style="list-style-type: none"> • A pilot program has been developed and tested in schools 	Support	●
3.1	Change the driver's license process - combine two handbooks <ul style="list-style-type: none"> • The Driver's Handbook now includes road rules for cyclists 	Support	●
3.2	Change the driver's license process – amend the learner's test <ul style="list-style-type: none"> • The learner's theory test now includes questions on bicycles 	Support	●
3.3	A trial focussed on informing people about road rules via flash screen	Support	●

But many/several of the recommendations were to "trial" this or that, some recommendations were obviously long-term (e.g. "Make cycle paths/lanes continuous") and in other cases the government has made no commitment. For example, for the recommendation "Trial the installation of bike racks on the front of buses", the response was:

"This project had been delayed and is now under review for implications to design regulations and operational impacts. This review should be completed by June 2016." (Bikes on buses has now been in the process of being "investigated" since the 1990s!)

The problem is that this was the final report, so there is now no mechanism to find out about the results of the trials and what the government will do next, or to encourage further work on the five recommendations that have not been implemented. In all likelihood, political and bureaucratic priorities will move on unless we keep the pressure up.

SUPER TUESDAY – VOLUNTEERS REQUIRED

Adelaide City Council and Norwood, Payneham and St Peters Council are once again seeking volunteers to assist with the Super Tuesday bike count. Super Tuesday counts are the only cyclist counts that governments regularly share with us, so are important for measuring what is happening to cyclist numbers.

This year the count will take place on **Tuesday 14 March 2017**. This is not the national Super Tuesday day as that day (7 March) sees Adelaide full of road restrictions due to Clipsal, which takes place the weekend before. 2016 was the first year that the later date was used. It saw a slight drop in the number of cyclists from the previous year, probably due to the changed date. This year's count will provide consistent data to compare with 2016.

If you are interested in helping with the counts, you'll need to be in place from **7 am to 9 am**, and to remember that Super Tuesday is on, as Monday 13th is a public holiday!

Contact [Nick Nash](#) and [Mary-Anne Siebert](#) as soon as possible to register your interest. Please include in your email the suburb you will be travelling from, so you can be allocated a location convenient to your journey to the city. Those who monitored a location in 2016 can nominate for the same location if they wish.

MITCHAM REJECTS PLAN FOR NEW CYCLIST ROUTE TO THE HILLS.

The [Messenger reported this month](#) that Mitcham Council is set to reject a new bike route to link the plains suburbs with the hills. The proposed route, which would generally run alongside Old Belair Road, is apparently too expensive. There is also a concern that, at up to 15% gradient, it is too steep and in particular too dangerous. (15% compares with a similar gradient on Old Belair Road and up to 20% on the existing Lynton Bike Path.)

Cyclist would love an alternative to both Old Belair Road and Belair Road that is away from the traffic and not too steep. (Motorists would also love cyclists to have an alternative!)

Unfortunately the topography means that the only way this can be achieved would be through a series of switchbacks to enable a gradual climb. The more gradual the climb, the longer and more expensive the route.

The report noted "council will now consider creating an unsealed track with a maximum 15 per cent decline." Perhaps this is the way to go: unsealed now, leaving the sealing for later.

HIT A BOLLARD IN/AROUND THE CITY? SUE COUNCIL!

You might think bollards and bike paths go together. Actually, the 1996 Australian guidelines stated that bollards can be hazardous and shouldn't be used unless an issue with cars using the path is proven to exist. This, along with notes on good practice, has been the guidance ever since. Despite this, bollards litter Adelaide.

Last year, a bollard in a bike path in Goolwa killed a South Australian cyclist – yet nothing is changing. So since asking nicely for 20 years hasn't worked, we're asking for your help in making councils sit up and take notice.

If you or anyone you know hits a bollard in the City or has a crash while avoiding one, please sue the Adelaide City Council, for medical/ rehab costs, lost earnings, and property damage. We're targeting ACC because they don't have a legal leg to stand on – a Road Safety Audit in 2002 identified bollards as a crash risk and BISA has also brought this to ACC's attention.

Also try suing other councils. We're not sure if they're as vulnerable, but reporting a crash makes it easier for the next person to sue successfully.

We know it's sad that the expensive route of litigation may be the only way to make councils take the cheap route of removing bollards. It's sadder that they're willing to endanger cyclists for the sake of sticking to old habits.

(PS Tindall Gask Bentley – lawyers whose advertising helps fund the Adelaide Cyclist website – offers adelaidecyclists.com members a free, no-obligation interview.)

FINALLY...

It's good to see the cyclist response to Unley's Integrated Transport Plan consultation. Apparently comments about cycling facilities outnumbered all other comments put together! Unley is probably the best suburban council for cycling. With such a response it is no wonder.

DISCUSSIONS ON ADELAIDECYLISTS.COM

Some of the recent discussions of interest to transport cyclists:

- [boulevard update for Braund Rd, Prospect](#)
- [new bike route between Mitcham and Belair](#)
- [Mike Turtur Bikeway: South Road overpass closed](#)

FROM OUR FACEBOOK PAGE

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



Outer Harbour Greenway Closure, Gibson St to Park Trc over January. – Adelaide Cyclists



What would you like to say about the City Bikeways?

Merry Christmas to all!



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We are always looking for contributions.

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

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