



## February 2017



These pictures show the value of thermoplastic line marking when it comes to bike logos. The photo on the left is of the Frome Bikeway as it leads into Halifax Street. The closest logo was painted normally. The furthest is thermoplastic.

The photo on the right is of a bike logo on the Outer Harbor Greenway at Croydon. It was installed not long before the logos on the left.

Normal line-marking involves 3 layers of paint. This is much harder with bike logos, which is why they wear out so fast. Using thermoplastic is more expensive to start with, but saves money in the long run – unless, like most councils, you don't care if your logos disappear!

### **IN THIS MONTH'S ISSUE**

We have put our top ten infrastructure projects on the web, but of course there are more opportunities than these. We discuss two in the City.

We've been complaining about closures on the River Torrens Linear Path and writing to politicians about future links between the path and North Terrace.

More on bollards, included a prize to help us find a compliant one!

Finally, there are [links to some recent discussions](#) on Adelaide Cyclists and our Facebook page.

## **BISA'S TOP 10 INFRASTRUCTURE PROJEGTS**

We're still waiting for the State government to put out an updated bike plan to replace the 2006-2011 one. In the meantime, we thought we'd help it with our list of what projects we'd value the most.

Back in June we invited people to vote on a list of 18 projects. Based on the results, we've now produced a list of 10 projects that we'll be campaigning on. [You can see the list with photos on the BISA website.](#)

Briefly, they are:

- 1: Extend Frome Bikeway to the River Torrens
- 2: A safe route along North Terrace
- 3: East-west bike route through city
- 4: Signage on River Torrens
- 5: Park Lands Boundary Route
- 6: Winston Avenue
- 7: Greenway from Ascot Park to Flinders Medical Centre
- 8: Gawler Greenway
- 9: Greenhill Rd bike lanes
- 10: Connection between Crafers Bikeway and the BikeDirect network

Fortunately, 1\* and 3 have been promised, and 8 is gradually progressing. But we'll be pushing all 10 over the next year or so - as well as others, no doubt.

(\*Bikeways mini-update: ACC's Councillors have asked for an interim report on consultation results for the existing Frome St Bikeway. This is delaying the previously advised public consultation process. BISA has been contacted to ensure our views have been properly interpreted and we thank ACC staff for their diligence.)

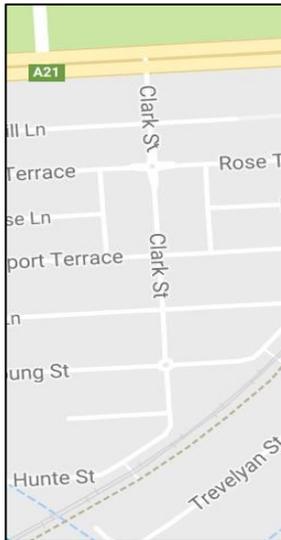
## **A COUPLE OF OPPORTUNITIES FOR THE CITY**

(1)A cycling link between the Mike Turtur Bikeway and the Central Market

Adelaide City Council has been progressively creating quiet north-south routes for pedestrians and cyclists. Owen, Russell and Compton Streets form a corridor from Veale Gardens on South Terrace to the Central Market. You can now cycle in both directions on these previously one-way streets.

The trouble is, Veale Gardens isn't much of a destination for cyclists. How much better would it be if this corridor continued through the Park Lands to the Mike Turtur Bikeway? Imagine a sign on the Bikeway pointing to the Central Market!





There is already a crossing of the tramway in Unley, with Clark Street linking the Mike Turtur to Greenhill Road and the Park Lands via a break in the median (left).

The missing link is a path through the Park Lands to Veale Gardens and hence Owen Street (right). In fact, such a path appears in the Smart Move Strategy adopted by Council in 2012.



Unfortunately it is not a project that appears in the Council's recently-adopted [Interim Action Plan 2016-2018](#).

(2) Speaking of cyclists on one-way streets; wouldn't it be great if two-way cycling were allowed on Gawler Place?

Before Christmas, [Adelaide City Council announced a makeover of Gawler Place to complement the recent renewal of Rundle Mall](#). The makeover will extend from Rundle Mall to Grenfell Street. The artist's impression shows a lively street scene, complete with new paving, trees, cyclists and cycle parking.



We see this as part of a much bigger and more valuable opportunity to make a real improvement for sustainable transport. The three blocks of Gawler Place from Grenfell Street to Wakefield Street could and should be made bi-directional for cyclists.



This route (red line in the figure here) would connect at its southern end with the proposed east-west bikeway on either Flinders or Wakefield Streets (green lines), and at its northern end join Kintore Avenue to reach the river (blue line) - where a better access ramp to the Torrens path would be needed.

The route would provide a north south connection more centrally located than Frome Street, giving much better access to Rundle Mall and the heart of the CBD, particularly from the west.

In the short-term, bi-directional access in Chancery Lane and local streets a la Compton/Russell/Owen Streets, plus sealing about 100m of Park Lands track, would give a wiggly but usable route to Unley via Roberts Street.

Longer-term, connection to the Mike Turtur Bikeway would be via the very wide King William Street south of Victoria Square.

## **CLOSURES OF THE RIVER TORRENS LINEAR PARK**

It's often hard to get around the City at this time of the year. In fact both the State Government and Adelaide City Council have been telling people it's a good time to take to your bike to avoid the congestion.

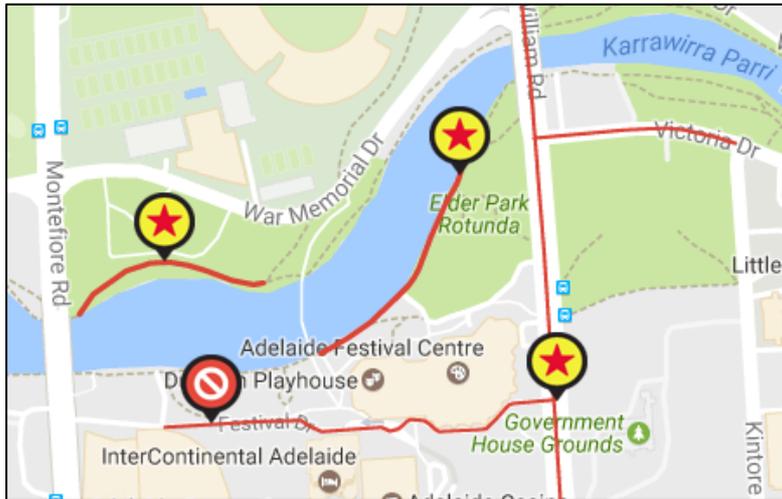


How annoying is it then that cycling is made so hard by a lack of consideration about how cyclists should deal with the closures? Where are the signs telling us when and where we should go? Are the detours reasonable?

We lost our patience when told in an email from the Council that because The Royal Croquet Club had leased Pinky Flat (near Adelaide Oval) for a while, including the path along the river, cyclists will have to detour around it. The email suggested cyclists use the southern River Torrens path to 'minimize deviations'. Note that this path is also closed at the rotunda, with a [detour up onto King William Road](#).

In addition to the closures at Pinky Flat and the rotunda, the normal route from the River Torrens to North Terrace via Station Street (next to the Casino) is also closed. Try riding up the shared use path in front of the Playhouse and you will end up trying to squeeze your bike into a lift. No signs, of course.

On complaining to council staff, we were told about an interactive map of traffic closures, which shows the situation on the Torrens. (Click on the image to be taken to the map.)



The map is a good source of information for motorists, providing details of future as well as existing road closures. However don't trust it for path closures. For example, there is nothing about the path closures for the Clipsal event. It's another illustration that the latest preference for "balance" between transport modes really means "business as usual"!

We've also [written to both the Lord Mayor and the Minister for Transport and Infrastructure](#) asking what are they going to do about cycling access from the River to the City between Morphett and King William Street in the light of the Riverbank development. On current form, and the artist's impression, the signs are not good!

If you would like to comment, we have an item on this on our [Facebook page](#). Or if you would like to begin a conversation about it, you can use the website [Adelaidecyclists](#).

## **CHOCY FROG BOLLARD PRIZE**

Our item in last month's Pedal Update (urging anyone hurt by bollards to sue the relevant council, and particularly ACC) has created 'disappointment' at ACC. Our response to their email expressing this [has been published on our website](#), pointing out that few (if any) bollards installed in the last 20 years have met the standards ACC is legally obliged to comply with.

ACC also said it's going to undertake an audit of Park Lands paths soon (its third so far). So to help them out, show us a bollard located on an ACC path that complies with the *Australian Guide to Road Design Part 6A: Pedestrian and Cyclist Paths* ("GRD6A"), as summarised overleaf, and win a Haigh's chocolate frog - Midi size! (125g).

GRD6A actually says not to install bollards unless a proven car access problem exists, so we'll ignore this clause to give you a fighting chance. Other conditions: we need a pic and a rough description of the location emailed to [chair@bisa.asn.au](mailto:chair@bisa.asn.au) before the next Pedal Update is drafted (17 March). The offer is limited to the first three people who respond, in case there is actually a compliant bollard out there!

Also send your most-hated bollards in any council area and a) if we don't find a compliant bollard in ACC, we'll give the chocs to the bollards the Committee thinks are the worst; and b) we'll forward these to the relevant authority (and then start hassling them).

As a final note, Queensland's Transport and Main Roads does not support the use of bollards for either of the purposes GRD6A would (reluctantly) allow them i.e. reducing cyclist speed and limiting vehicle access. Its [Supplement to GRD6A](#) is something that, currently, we can only salivate over.

#### GRD6A guideline summary

<b>Physical characteristics</b>	<b>Location</b>
White or yellow in colour	Not in a cyclist manoeuvring zone, at/near curves or within 5m of a kerb ramp
Rounded (no sharp edges); if the path is 4m or wider, a U-frame with hazard board can be used instead	
Minimum diameter 100mm (if located centrally in a path) or 300mm (if located at the end of a path)	Not within 5m-10m of a road (so braking and storage can occur)
Retro-reflective tape wrapped around the entire bollard; adequately illuminated	At least 1.4m from adjacent fixtures; 1.6m max if used to stop vehicle access
Be preceded by tactile line-marking where cyclists need to change their travel line	Not mid-block where speeds would exceed 20km/h (e.g. downhill)
At least 1.0m high; 1.8m high for a 100mm diameter bollard	Have adequate run-off space in the event that a cyclist fails to negotiate it successfully
Desirably, bollards should be designed/ located so a following cyclist can see the bollard past a leading cyclist	
NB Holding rails should not be located centrally in a path due to their narrow 50mm tubing, nor at intersections with minor streets, and only installed at the request of users; other guidelines apply.	

## ADELAIDECYCLISTS

Your chance to contribute to the discussion.

[Accident \(head on\) with Motorised Bike on Amy Gillett Bikeway](#)

(Amazing response from authorities over a blind corner crash that put a cyclist into intensive care. We've had a better response from contacting DPTI's cycling section directly but it's not clear if anything can be done.)

[What's the best corridor for an east-west separated bike through the city?](#)

[BISA's top 10 infrastructure projects](#)

## FROM OUR FACEBOOK PAGE

Here are a few of our posts on our [Facebook page](#) from the last month. Click on the photos to link to item.

<p>There are many reasons children like to ride their bike. Take a look at this video to hear why some children ride their bike and to hear what prevents others from riding more.</p>  <p><b>Campbelltown Council Children's Voice Film</b></p> <p>Children's Voice Project Child Friendly Campbelltown is about children and young people being valued as citizens, having their...</p> <p>YOUTUBE.COM</p>	 <p><b>Consultation rejects Frome St bikeway demolition - InDaily</b></p>
 <p><b>World's longest elevated bike path opens in southeast China</b></p>	

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We are always looking for contributions.

Send any stories, ideas or feedback to the [editor@bisa.asn.au](mailto:editor@bisa.asn.au)

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