

CYCLE

THE MEMBERS' MAGAZINE - No. 192
NOVEMBER 2021 TO JANUARY 2022



COMMUNITY CYCLING NEWS

VOTE WITH
YOUR CLEATS –
CYCLING AS AN
SA ELECTION ISSUE

SUMMER FUN
AT OPEN
RESERVOIRS'
NATURE SPACES

SIGN UP NOW
FOR OUR EASTER
LONG WEEKEND
GETAWAY TO BURRA

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Front cover image:

A rendering of what a dedicated bike lane on Sydney's busy Oxford St would look like.

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Contributing to Cycle

Have you something you would like to contribute to *Cycle*? If so we'd love to hear about it. Please contact the Bike SA office. Email: office@bikesa.asn.au



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Government of South Australia

Department of Planning, Transport and Infrastructure

CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG



Welcome to another year and let's hope 2022 is a happy and safe one for us all. Certainly, for the Bike SA team it's already shaping up to be a busy one...there is a state election early in the new year after all!

Of course, the outcome to this election will be fascinating – one of the first (if not the first) state elections since our country's future steadied somewhat and the vaccinated voters get out and express what they really thought of the government's handling of the previous 24 months.

We have and will continue to release our election "Must Haves" to all parties and candidates and invite them to articulate their commitments (in policy and funding) to making SA the best cycling state. We will share their responses with you to assist you in making an informed choice come polling day.

Looking ahead, we will have our regular smorgasbord of events - both on-road and off. Plus a few new offerings!

Our Grand Slam Series of five rides from February to October will keep you riding throughout the colder months. And of course the Coast to Coast will be back, this year with a little 'gravel' twist!

For those looking for a little single-track magic, the 'Dirty Weekend 24 Hour' will give you a great excuse to throw the swag in the car and head up to Fox Creek for a couple of days of forest thrills.

For 2022, we are pleased to announce that our Track and Trail MTB Series will be back - a great way for those new to mountain biking to get skilled up and ready to enjoy the many tracks and trails across our state.

For those looking at taking a bit of extra time out, our four-day Easter Cycle will head up to Burra and our 10-day Annual Tour in September will give you the chance to experience the best in riding, food, wine and wildlife that the Adelaide Hills have to offer. While we are still working out the final details, we will be soon announcing a new tour through an iconic SA destination... stay tuned for more!

Oh, and make sure you keep the 2022 October long weekend free for the experience of a lifetime at our inaugural Sea Otter Australia festival in Canberra.

And as we do for every school day, our fantastic team of Way2Go BikeEd instructors will be riding

into a primary school near you. In 2021, this great state government-funded program taught more than 4000 children about road safety on their bikes. Be assured, we will be strongly advocating to government for at least a doubling of funding for the program moving forward.

Our education work isn't just limited to metro and regional schools. Our remote indigenous Bikes Palya program continued to change lives in 2021 to whole communities throughout the APY and NPY Lands and further south and west to regional SA. And we expect 2022 to be even bigger as the program looks to further extend its relevance into job creation through BMX track construction in these communities.

A major milestone this year will be the completion of our major project on the Fox Creek MTB network. Funded by ForestrySA and the Office for Recreation and Sport, planning for a new visitor centre with toilet facilities, retail and meeting areas is well underway now. And with significant funding from the bushfire remediation program, the additional Fox Creek facilities will provide an outstanding rider experience all year round.

A big thank you to all our members, whose support enables so many of our activities. As always, more members means better outcomes for all cyclists - across the state. So if you're not yet a member, we encourage you to check out the many benefits like insurance and great discounts and join up to support our work to get more people riding in SA.

PRESIDENT'S NOTES

MAUREEN MERRICK



Thank you all so much for continuing to support our events during another year of uncertainty. We were able to recommence our Grand/Mini Slam personal challenge recreational bike rides in February, Coast to Coast in March and in May our 16-day biennial Outback Odyssey, cycling the Mawson Trail from the Linear Park to the upper Flinders Ranges and on the end of the Trail in Blinman (Blinman Hotel).

Sadly, due to the Covid restrictions at the time, our nine-day gourmet food and wine Annual Tour

through the Adelaide Hills, Barossa Valley, Clare Valley, historic Hahndorf and McLaren Vale, had to be postponed and is planned for the same time in September 2022. We are really looking forward to hosting this event next year. For those of you interested in joining us, time may already be running out for you to make a booking.

The Tour Down Under, a noteworthy international cycling event which has South Australia on the world stage for that period in January, has also been postponed until January 2023. In its place, from 21–29 January 2022, will be the Festival of Cycling, located in Victoria Park. There will be a whole host of cycling events, including road, BMX, mountain biking, track cycling, and cyclocross to name a few. Further information is available from www.tourdownunder.com.au (Santos Tour Down Under Media Release 30 September 2021).

It will be a great opportunity to bring those bikes out of the shed and join in all things cycling, the festivities and fun.

Registrations for our Easter Cycle in Burra, 15–18 April 2022, are now open. I would urge anyone who is interested in joining us next Easter to book well before the closing date of Thursday 31 March 2022.

Sadly, Easter Cycle this year had to be cancelled because of the very low number of entries which had been received by the closing date.

I would like to thank all our volunteers for their support throughout the year, in the office, bike maintenance, at events, ride group coordinators, ride leaders and contributors to Cycle; your efforts are very much appreciated.

To our CEO and staff, who have also continued working both from the office and from home, thank you for all your commitment to the organisation.

As this is our last Cycle publication for the year, on behalf of the Executive Committee –

Chris Beauchamp,
Warwick Cooper,
Michael Killmier,
Rowan McKeown,
Nathan Petrus (Vice President),
Carol Seely,
Anne Smith (Secretary),
Nick Spyrou and
Tom Walker (Treasurer),

I would like to wish you all a happy and safe Christmas and all the very best for 2022.

SUPPORT FOR SAFER CYCLING & SMARTER, GREENER TRANSPORT – WHO DESERVES YOUR VOTE?

South Australians go to the polls on 19 March 2022, just a few short summer months away.

Motivations at the ballot box are as varied as voters themselves but, for those of us who love cycling and all the benefits it offers, which candidates are offering to do the most to support bikes, cyclists and active transport in general?

The question is larger than just who is making promises of a slightly bigger budget for cycling infrastructure – a fairer share of the transportation pie – than was offered last year or last election cycle.

It comes down to who has a vision of the future that's more than just a revision of the past 75 years of a society where the movement and storage of private motor vehicle holds primacy of place over virtually all other concerns.

Which candidate has seen the success of those councils interstate and overseas who have reaped the advantages of cleaner, quieter, safer, healthier, more people-friendly transport, commercial and social environments and said: "We can do that here!"

In this article, Bike SA will lay out the positives and negatives of the past four years of Premier Stephen Marshall's government as it relates to supporting cycling or transport, recreation and tourism. And between now and the election we are going to be presenting the cases for other political parties as well as talking to candidates of all stripes across metropolitan and regional areas to see what their priorities, their agendas and their visions are for the future of healthy, sustainable active mobility in South Australia.

Since coming to power, the Marshall Liberal Government has "had a continued focus on encouraging safe and healthy neighbourhoods by promoting active living", according to information provided by the Department of Infrastructure and Transport.

The question on that point becomes where does that focus stand in comparison to the focus of moving as many motor vehicles as possible? One only needs to step outside to see the lack of equity in the equation. We are not anti-car but the lack of safe infrastructure for active transport denies people the realistic choice to do anything other than drive a car. It's a vicious circle, a self-fulfilling prophecy. But the reality is, if you build it, we will use it. Active travel infrastructure is the positive side of the induced demand scenario.

A rendering of the planned Oxford St bike lane in Sydney.



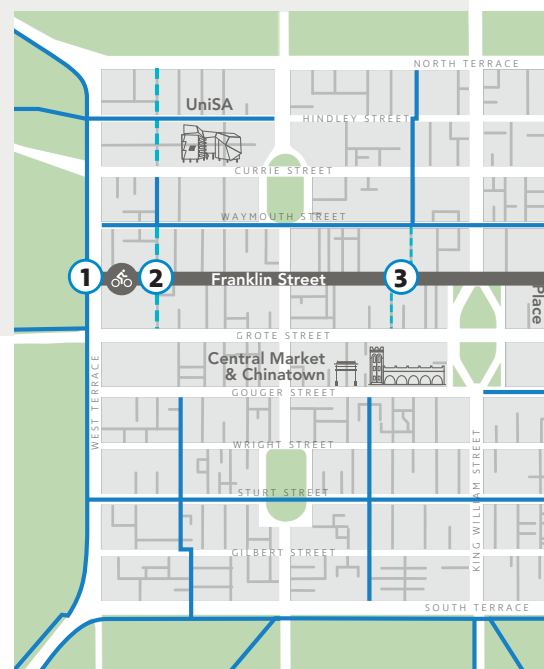
The Department of Infrastructure and Transport's list of cycling allocations and prioritisations includes:

- A record \$3.2 million State Bicycle Fund grants program that in 2021/22 will part-fund 34 projects across 16 metropolitan and regional councils. That fund had been increased from \$790,000 last year and the total project value is \$8.6 million.
- The \$25 million Mike Turtur Bikeway Overpass (jointly funded by state and federal governments) for a shared-use bridge over Goodwood Railway Station.
- The Greenways Program, funded to the tune of \$2.35 million in 2021/22 to upgrade walking and cycling routes alongside public transport corridors or linear open spaces.
- \$5 million worth of improvements to the cycling network in inner and middle Adelaide.
- Together with the City of Adelaide, constructing shared-use paths on South Terrace and in Rundle Park as well as completing the missing links on the Outer Harbor Greenway.

Bike SA CEO Christian Haag said the increased allocation to the State Bicycle Fund was most welcome, as were big ticket items like the Mike Turtur Bikeway overpass.

"But what we don't have," he said, "is a state strategy. We're missing a strategic approach to bike funding in South Australia, in particular a state cycling strategy. There is no identified cycling budget in the transport arena."

The planned-for overpass on the Mike Turtur Bikeway.



The current state government can take credit for the State Bicycle Fund boost which, before the \$790,000 of last year, was an even more paltry fraction of the Transport Department budget.

But, at the other end of the scale, it's disappointing to see the State Government planning yet another multi-storey car park - on parklands space near the heritage-listed Adelaide Gaol - for the new Women's and Children's Hospital in the city that already has more car parking spaces per capita than any other in Australia.

Hospitals need carparks but this flies in the face of efforts being made with great success around the rest of the world to make cities safer, cleaner, quieter and more welcoming for people (not their cars) to spend time and money. If we are going to add car parks in one location, that should come with plans to reduce them in another and use that space for other transport options.

While we're talking about the rest of the world, it is also disappointing that the State Government and the City of Adelaide allowed Adelaide to be

the only capital city in Australia to have done nothing during the Covid pandemic to seize the opportunity to prioritise and encourage active transport via pop-up bike lanes and other infrastructure which were popping up like mad across the rest of the nation and around the globe.

New South Wales and Victoria have dominated the investments in pop-up bikeways and cycle lanes, many of which have morphed into or led to the establishment of permanent cycling infrastructure.

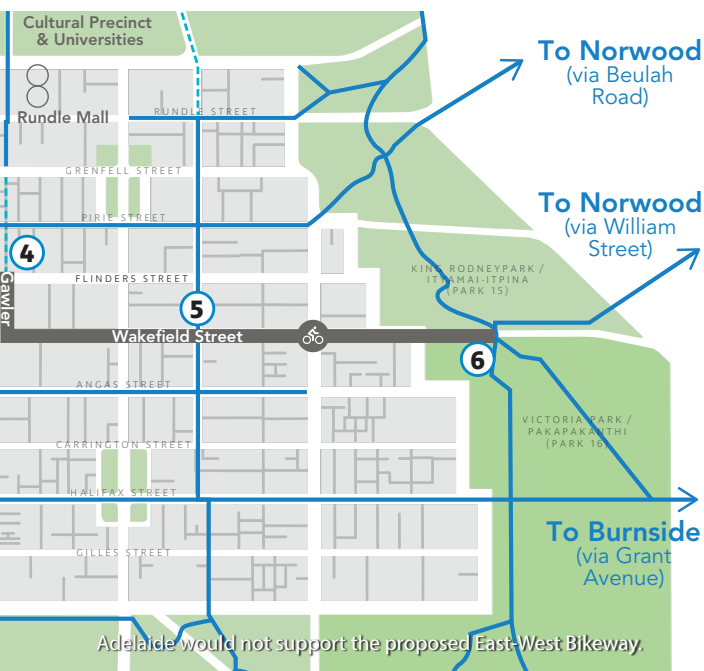
Take our front-page image, a rendering of plans for Sydney's busy Oxford St, for example. If a huge, congested and motor-vehicle-dominated city like Sydney can make this level of commitment to safe cycling infrastructure, nothing should be standing in the way of an eminently bikeable city like Adelaide from quickly and easily doing far more. Anything less than a nation-leading position on this is a wasted opportunity.

With the launch of the News Limited (and our local newspaper, The Advertiser) national Mission Zero climate campaign, it should be clear that action

on climate change has widespread, bipartisan support and diversifying our transport policies with a far more equitable share of infrastructure for zero-impact travel is a key component of reaching those goals. Prioritising active transport and mass transit, engineering for people, not cars, should not be the way forward.

Across Europe, nearly 2600km of measures to support, encourage or prioritise active transport - these include cycle lanes or tracks, traffic calming or reduction, car-free sections or wider footpaths - have been announced and 1465km have already been implemented. This is spread across the continent in cities including Rome, London, Paris, Milan, the entire nation of Luxembourg, Dublin and Berlin.

More than 300 cities across the United States, the nation where Car is King and the best-selling cars are actually bizarrely oversized light trucks, have seized the opportunity presented by pandemic lockdowns to implement initiatives like traffic calming, prioritising active transport and closing streets to motor vehicles.



“ WE’RE MISSING A STRATEGIC APPROACH TO BIKE FUNDING IN SOUTH AUSTRALIA, IN PARTICULAR A STATE CYCLING STRATEGY. ”

Even before the pandemic, Spain's capital Madrid decided in 2018 to limit vehicle access to the city centre, which led to a 9.5 per cent increase in retail sales on the city's main shopping street, the Gran Vía. Citywide, the spending increase was 3.3 per cent. And that wasn't even the reason it was done - pollution reduction was the primary aim.

Madrid closed its central business district to cars for the first time during the 2018 Christmas period and an analysis informed by Spain's second largest bank has found that, year-on-year, till transactions were significantly boosted by the measure.

Twenty million anonymised transactions were analysed by the bank and Madrid City Council, and it was discovered that the decision to limit road access to the city centre by motorists led to the impressive increase in shopkeepers' takings.

The closure also had another benefit - cleaner air. According to a report in El Pais, emissions of nitrogen oxide fell by 38 per cent in Madrid's centre the first month the program was implemented, while carbon dioxide emissions dropped by 14.2 per cent.

Continues Page 6 ➔

SUPPORT FOR SAFER CYCLING & SMARTER, GREENER TRANSPORT – WHO DESERVES YOUR VOTE?

...continued from previous page

2021 NATIONAL CYCLING AND WALKING PARTICIPATION SURVEY

Results from the recent National Cycling and Walking Participation Survey reinforce the validity of the calls we are making to devote more effort and resources to prioritise active transport.

Not only is it an antidote to the current worldwide afflictions of pollution, climate change and the proliferation of chronic diseases like obesity, diabetes and heart disease that are linked to our sedentary, car-dependent society. It is also clearly the will of a growing number of South Australians who agree that support and infrastructure for this broadly advantageous form of transport be expanded.

Participation rates increased significantly since the last survey in 2019, both in Adelaide and throughout regional areas, even though SA remains, disappointingly, second last among the states for overall participation rates. Among SA males, the rate of those who said they had ridden a bike in the past week rose from 16.4 per cent in 2019 to 23.6 per cent in 2021. The biggest demographic rises were among under-18 males and women over 50.

And repeated surveys have continued to show that the number of people who are taking up cycling for fun, fitness or transport is matched by the many people - particularly women, who are underrepresented in cycling statistics - who want to cycle or cycle more and would do so if it were safer.

This is a call to arms to our leaders to provide the facilities to match the desire and the need for active transport that already exist and will only grow stronger as the movement towards cleaner, greener, safer and more commercially successful city centres continues to surge around the world.

WHAT SHOULD BE HAPPENING – BIKE SA'S VISION

To achieve true transport equity for our community, these are just some of the strategies, rewards and incentives that can be deployed by governments. We will be engaging deeply with candidates in the lead-up to the 2022 elections to test their commitments.

Our policy priorities are:

- **Fully funded in-school Bike Ed for all primary school students across the state.** We see this as an essential human right to ensure that our children have the best (and earliest) road safety education program around. Great for kids and peace of mind for parents.
- **A State Cycling Strategy –** with funding allocations across each of the key 'outcome areas'.
- **Seamless, comprehensive and connected arterial separated bikeway network across metropolitan Adelaide.** This will mean private vehicle parking on these corridors will be a thing of the past – let's face it, the value of that real estate is way too high to waste as someone's private (and unpaid for) car park. Don't forget...if we use the pop-up bikeway model, the space can always be returned to the way it was if utilisation is low.
- **Some smart tax incentives/ rebates** for workplaces that encourage and fund end-of-trip facilities.
- **Government vehicle fleets mandate the provision of e-bikes as an alternative for personal and utilitarian trips.** There is no need to "wait" for Australians to adopt "electric vehicles" (read cars) because e-bike sales are already far outstripping e-car sales and will continue to do so well into the future.
- **An acknowledgment that the road hierarchy that has seen private vehicles prioritised** for decades might not be the smartest way forward!
- And, of course, there are two magic words that should have any and all candidates salivating around getting more people on their bicycles – **climate change.** There is no end to the creative ways that governments can make it all so much easier, safer, cheaper and more convenient.

And these ideas are just for starters. We will keep you all posted as we get closer to election time.



Sydney's bike lane work extended to its northern beaches.



The Oxford St bike lane from another view.

EMBRACE SPRING AND EXPLORE – RIDE THE OPEN RESERVOIRS

The long, warm days are here, school holidays will soon be upon us and the ever-present need for new cycling adventures is strong, so why not seek out some new trails – and much more – at South Australia's reservoirs that have been steadily opening for recreational activity.

Myponga Reservoir Reserve was the first to open its nature space for public enjoyment in April 2019.

Now, Barossa, Beetaloo near Port Pirie, Bundaloo near Clare, Hope Valley, South Para, Tod River near Port Lincoln and Warren Reservoir near Williamstown have been added to massively expand the opportunities on offer.

And they will grow even further when Happy Valley Reservoir - which includes a 20km trail network – opens on 11 December. The trails – for walking and mountain biking - will take people along the water's edge, through a pine forest, native flora and open grassy areas and will be ready to explore in time for summer holidays. For the first time in more than 120 years, the community will be able to kayak, fish, picnic, ride and run when the reservoir in Adelaide's south opens for recreational access.

Little Para Reservoir in the northeastern suburbs and Mount Bold Reservoir in the Adelaide Hills are also on track to be open by the end of the year.

A new nature playground at Hope Valley Reservoir Reserve is now open for kids to enjoy, adding to the 4.9km of trail already on offer for walking and cycling. At the same site you'll also find three workout stations to add to your activity and fitness options on a day out.

New trails in the reservoir reserve link with the existing network to create a loop of the reservoir, while also linking into the O-Bahn bike path which can extend your range to huge swaths of Adelaide.

Mount Bold's opening will add another 12km trail network. Furthermore, unlocking access to the southern section of the reserve enables the new trails to connect with the Kidman and Heysen walking trails, along with the Onkaparinga National Park and Willunga Basin Trail.

There are restrictions on what you can do at our reservoirs. No pets (except for assistance dogs), no horses, no swimming and no smoking are obvious ones. Fishing requires a current permit and while kayaking is encouraged, rowboats, dinghies, stand-up paddleboards, windsurfing and motorised watercraft are not permitted.

There is plenty more information, including opening times and other conditions of access, at www.reservoirs.sa.gov.au



BICYCLE SOUTH AUSTRALIA INC -

ANNUAL GENERAL MEETING

**6pm, Thursday
25 November, 2021**

West Adelaide Football Club
57 Milner Road
Richmond SA 5033

Nominations are now open for members with the skills and interest in standing for the Executive of Bicycle SA. We request that nominations are made on the nomination forms available at the office or from the website: www.bikesa.asn.au

We would like the nominations to reach the office by Monday 22 November to allow for ballot papers and information to be prepared for the meeting.

Please indicate which positions you will be standing for and enclose a short profile of yourself (maximum of 200 words please) and a portrait photograph. We will publish this on the web during the week leading up to the AGM and it will also be distributed on the evening of the meeting.

Information about the roles and expectations of Executive Committee members will be forwarded to you on receipt of your nomination. This does not indicate that you have been selected but provides you with the opportunity to decide if you are able to accept your role and responsibilities.

The information is available by contacting the office on **8168 9999**.

Positions available: President
Secretary

Three ordinary Executive member positions, each elected for two years

One ordinary Executive member position elected for one year

MAUREN MERRICK OAM
President

On behalf of the Executive Committee

IT'S TIME TO TRAVEL –
GET AWAY WITH US FOR
BURRA EASTER CYCLE



Natural beauty meets heritage beauty.

The famous old Chinese curse goes: “May you live in interesting times.” In recent memory, times have not been much more interesting than the past two years and, in that period, we here at Bike SA HQ have been itching to get away to beautiful Burra for our beloved annual Easter Cycle getaway.

Twice (2020 and 2021) we have tried and twice we’ve been denied.

So, third time’s a charm ... and so is Burra! We are locking in the same destination for 2022 – the wonderful, idyllic and welcoming town with so much offer.

Easter Cycle is our long weekend (15-18 April) holiday experience of relaxed fun to share with family and friends. From long day-trips chasing the horizon for committed roadies, to little loops for little tackers on training wheels - as well as our famous Night Ride – this gathering of bicycle buffs has plenty in the program to keep your entire mob occupied throughout the four-day break.

“
BURRA OFFERS A BREATHTAKING
ARRAY OF ACTIVITIES FROM
HIGH-ENERGY RIDES OR HIKES TO
SLOWLY SOAKING IN THE TOWN’S
HISTORY AND TRANQUILLITY.”

Burra, in the state’s Mid-North, 162km from Adelaide, offers a breathtaking array of activities from high-energy rides or hikes to slowly soaking in the town’s history and tranquillity and

enjoying everything the local gourmet regions have to offer.

Our campsite will be at the Burra Community Sports Club and there will be rides of varying distances to challenge and reward roadies and mountain bikers. Rides have also been planned for those looking for a more leisurely time out on their bikes, and, of course, the younger members of the group always revel in the ever-popular Easter Egg Hunt.

In between riding or relaxing, you’ll find Burra boasts a wealth of history of the Ngadjuri people, whose land extends from Angaston in the south to Yunta in the north, including art in various locations around the area.

Clare - and its renowned food and wine region - is only a half hour drive away, offering a wealth of different opportunities to explore and enjoy and the oft-photographed Burra farmhouse is only 3km north of town, making it easy for the long-lens brigade capture its beauty.

Burra was Declared a State Heritage Town in 1994 and the town and the surrounding area also provide a variety of bike riding options, which include:

- Shorter rides along the riverside paths and tracks;
- Longer bitumen rides to the well-known Clare Valley cellar doors;
- Mountain biking along sections of the Mawson Trail, and maybe even up to Dares Hill;
- Exploring Burra Gorge;
- Riding out to where copper was first discovered, and, of course,
- Easter favourites like the Easter Egg Hunt and the family Night Ride (don’t forget your lights!).



When you’re not riding your bike, reading a book or just relaxing, you’ll find Burra offers gourmet cafes, restaurants, historic pubs, beautifully preserved heritage buildings and the famous self-guided Heritage Trail, all waiting to be explored to give you a much deeper insight into the historic copper mining region centred around Burra.

Whichever way you want to spend your long weekend, the 2022 Burra East Cycle has much to offer.

Round up the family, get your mates together or just bring yourself along - it’s a great way to meet people and make new friends, all while sharing a mutual love of cycling and revelling in a truly delightful corner of South Australia.

You can ride as much or as little as you like - it’s your weekend to enjoy!

For more information and to register, go to <https://www.bikesa.asn.au/EasterCycle> or call Bike SA on 8168 9999.

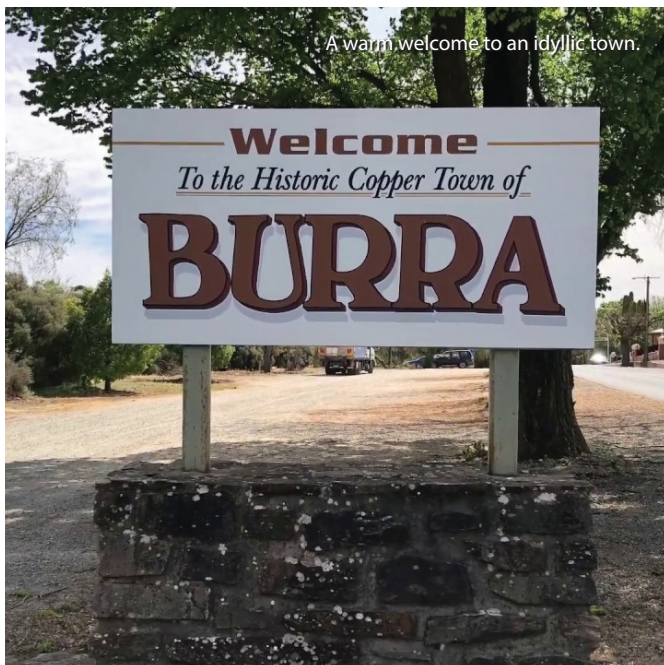
Breathtaking views on the Mawson Trail between Clare and Burra.



Burra from above – scenic splendour over far horizons.



A warm welcome to an idyllic town.



AUSTRALIAN WALKING AND CYCLING CONFERENCE REVIEW



The 2021 conference - on 30 September and 1 October - followed the successful online discussions of last year and adapted further into a Zoom meeting where people attended virtually either individually or with groups gathering at hubs around the country.

This noticeably increased the diversity of participants throughout Australia and allowed for the participation of international conferees including keynote speaker Meredith Glaser, an American urban planner, lecturer, and sustainable mobility researcher, based in the Netherlands. Her input encapsulated the conference's theme of **Global Lessons, Local Opportunities** as she spoke about Dutch transport innovations that stemmed not out of a grand cycling strategy but from the efforts of engaged citizens.

City of Adelaide councillor and Walking SA executive director, Dr Helen Donovan, opened the conference by reviewing Adelaide's stagnation on delivering the network plan for active transport but inspired hope for what could be achieved in the near future, particularly in light of myriad lessons learned from innovation and adaptation occurring in other cities.

The case was made for more separated trails and mountain bike paths, with successful projects including Sydney's northern rivers trail and the Adelaide Wine Capital Cycle Trail now under development to link wine regions all the way from Clare Valley to McLaren Vale serving as key examples.

Pop-up cycle lanes again were key issues on the agenda as COVID-19 continues to present the opportunity for advocates to act in pressing for the expansion of protected cycleway networks. Successful co-ordinated "space for health" campaigns to government in New Zealand were held up as an example, as was Sydney's 50 per cent increase in protected lane provision.

Keynote speaker Fiona Campbell, Cycling Strategy Manager for the City of Sydney spoke on this issue and of being prepared for a crisis, with the following advice: Have a plan in place; Rally support now and broaden your support base; Use data and evidence to back up your case; and Be patient and persistent.

The goal is widespread reallocation of space, from motorised transport to active travel.



**DO YOU HAVE QUESTIONS ABOUT SA'S CYCLING LAWS?
ANDERSONS SOLICITORS PROVIDE YOUR ANSWERS**



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The age old 'road rules' debate between cyclists and motorists is nothing new but it's important to be as accurately informed as possible to ensure you know your rights. Rather than getting caught up with stories of impatient motorists or that cyclists are a law unto themselves, we're setting the record straight below with some of SA's most common cycling laws.

ARE CYCLISTS SUBJECT TO THE SAME BASIC ROAD RULES AS DRIVERS OF MOTOR VEHICLES?

A bicycle is defined as a vehicle under South Australian law, which means cyclists are subject to the same basic road rules as motorists. This includes maintaining a position as close to the left-hand side of the road or bike way as possible, except when turning right or where the road is divided into lanes.

DO MOTORISTS NEED TO MAINTAIN A CERTAIN DISTANCE WHEN PASSING A BICYCLE?

Yes, motorists are obliged to maintain a 'sufficient distance' when overtaking a cyclist. When travelling less than 60km/h this distance is at least 1 metre. Over 60km/h, it's 1.5 metres.

To ensure compliance of this rule, motorists can drive to the right of a dividing line when overtaking, providing they can do so safely.

CAN MOTORISTS DRIVE IN THE BIKE LANE?

Generally, no—but there are exceptions including:

- When the bicycle lane is not in operation
- When stopping in an emergency
- If entering or leaving the road from private property, a parking area or another road (only for up to 50 metres)

- Overtaking a vehicle turning right or making a U-turn (only for up to 50 metres)
- Avoiding an obstruction (only for up to 50 metres)
- Driving a bus or taxi picking up or dropping off passengers (and then only for up to 50 metres)

CAN CYCLISTS RIDE ON FOOTPATHS?

Riders of all ages are permitted to ride on footpaths unless there is a 'no bicycles' sign displayed. Cyclists must keep left, always give way to pedestrians and ring a bell or provide a verbal warning to alert pedestrians of their presence.

CAN CYCLISTS RIDE IN ROWS OF TWO OR MORE?

Cyclists are permitted to ride two abreast on a road but no more than 1.5m apart during bicycle lane operating times, unless overtaking. No more than two cyclists can ride side by side unless overtaking other cyclists that are riding beside each other.

ARE CYCLISTS PERMITTED TO RIDE ACROSS MARKED CROSSINGS?

Cyclists are permitted to ride across a marked foot crossing, children's school crossing or a pedestrian crossing, if it is safe to do so. You must keep to the left, give way to pedestrians and cross promptly.

WHAT SHOULD YOU DO IF YOU'RE INVOLVED IN A CRASH?

If you are involved in a crash, you must stop immediately and assist any injured people. You must provide your name, address and any other necessary information to anyone else involved in the incident or attending police officers.

The incident needs to be reported to the police if any of the following occur:

- Someone is injured or killed. This must be reported within 90 minutes of the accident
- You do not give the required particulars to the other parties, or their details are not given to you
- When a fair estimate of the total damage is more than \$3000. This is not required if the property damage belongs to you only. This must be reported within 24 hours of the crash
- When a vehicle involved in the crash is towed away.

It's a good idea to record all the details of the crash including vehicle registration numbers, names and addresses of other drivers / riders and type of car / bike. You should also document witnesses, description of all damage, road surfaces and weather conditions as well as taking photos of the scene if you can.



ANDERSONS
S O L I C I T O R S

If you're involved in an accident or road traffic dispute and need legal advice, our personal injury team at Andersons Solicitors is here to help.

Contact us at enquiry@andersons.com.au, and let us know that you're a Bike SA member to ensure you receive your membership benefits.

PALYA'S MAKING A DIFFERENCE AT THE PORT



“
**DEVELOPING BIKE MAINTENANCE
 SKILLS GENERATED A MARKED
 IMPROVEMENT IN SELF-ESTEEM AS
 THEY GAINED PRACTICAL KNOWLEDGE,
 CONFIDENCE AND ENTHUSIASM.**
 ”

Bike SA's Bikes Palya programme this year expanded its operations from specialising in servicing outback and remote communities to add courses working with at-risk and indigenous youth at Port Adelaide.

The work with students from Oceanview Primary School and LeFevre High School in terms two and three focused on bike riding, road safety and healthy eating. They were well received by the students and both parents and teachers noted the increases in enthusiasm and engagement in the students who participated in the programs. School attendance and participation also increased as a result of the program.

The students' general fitness improved throughout the series of sessions and, with each riding session followed by a food preparation and healthy eating workshop, their interest in and taste for nutritious food also increased.

The high school students' program also included developing bike maintenance skills, which generated a marked improvement in self-esteem

as they gained practical knowledge, confidence and enthusiasm. All those qualities were also boosted by the fact that each student was given a bike at the end of the course. In total, 33 bikes as well as helmets and light kits were given to the children as reward for their endeavours.

Overall, the results from both schools and the boys and girls across the age range were a great success. The schools increased the engagement of hard-to-reach students and the students gained new bike riding and maintenance skills and knowledge of their communities, which they can explore now on their new bikes.

For Bikes Palya it was a successful pilot program with the potential for more. We are enthusiastic

for the work at LeFevre to continue. Bikes Palya has partnered up with Cutting Edge, an engineering and building program for students. We have proposed that in term four students should build wooden obstacles and then test their skills by riding over them. The opportunity for much more fun and skill development exists and Bikes Palya's support for the Port Adelaide region remains strong.

Bikes Palya is extremely grateful for the tremendous support and funding provided by Wellbeing SA. Without them, it would not have been possible for Bikes Palya to have run such a successful program.



LeFevre High School students learning, growing and having fun with Bikes Palya instructors.



MEMBER STORIES

THOUSAND-MILE MATCHMAKING FOR MAD MARATHON CYCLISTS

Some years ago, I was struggling up the South Eastern Freeway bike path when I was overtaken by a young bloke chugging along on a bike laden with panniers front and rear.

I stopped at a cafe in Crafers for a coffee and there, enjoying a bite to eat, was the bike-packer himself. I said g'day and we started chatting. It turns out he was a Brit who'd arrived in Perth from Singapore and wanted to catch up with a friend in Melbourne. And he thought a cross-continental bike ride would be the way to go.

He had a tough ride across the Nullarbor because of the headwinds, but he learned that he wasn't the only rider attempting the trip. Three Germans were also heading for Adelaide, and at various stops he would hear of their progress, but he never met them.

Most impressed by his story and spirit, I left the cafe to continue my ride. As I was mounting my bike I noticed three cyclists, one towing a child's trailer. Drawing nearer, I heard they were speaking German. Well, what were the chances?

I pulled up next to them and asked, "You haven't just ridden from Perth, have you?"

The look on their faces was something to see - utter amazement and, more worryingly, suspicion. So, I told them who they would find in the cafe they were heading for and left, pondering the triangulation of coincidences that led those four cyclists to meet for the first time and my role in that meeting.

I have so many memories of lovely rides I've had around the country and on hire bikes overseas but this is one of my favourites.

ROSS HEITMANN



No arguments: On some of the pinches on the Crafers Bikeway, most of us are struggling.

THERE IS JOY IN UNLOCKING THE SECRETS OF A RUSTY RELIC



Two halves of 1000 memories of times past.

HOW COULD SUCH A TREASURE TROVE OF MEMORIES END UP IN THIS SAD STATE?

I sat in two distinct pieces, on its perished tyres, in the corner of my friend's garage, quietly rusting away! I'd seen it often, tripped over it many times – it occupied the same corner as the golf clubs so every time we played golf we struggled past it.

"It's a tear-apart", my friend would say, with a hint of pride in his voice. Almost, but not quite, implying "I'll bet you've never ridden one of those before?" (I hadn't, either.)

What a shame that an item that had once been the subject of such obvious pride had been relegated to this. Over time, I drew out its story. My friend's children had learned to ride on this bike. Those heady days when they'd been nervously venturing a few pedals on a parklands track, my friend running along beside them, holding the saddle to keep them upright and safe. I could almost see it! Then, later apparently, my friend using this ancient machine to ride to and from the tennis club – returning up a veritable mountain, I might add.

How could such a treasure trove of memories end up in this sad state? I wanted to make it live again... but I couldn't!

The key to its immobility was exactly that – a key. The bicycle had a "spoke lock" (no, I'd never heard of one before, either). The lock was screwed to the forks and, in its locked position, had a metal bar that protruded through the spokes – making the bicycle unrideable. The fate of the key was unknown. I couldn't operate the bike unless the device was unlocked. I could unscrew it and remove it, of course, except that to do so it

needed to be ... well, unlocked. I guess an angle grinder would have put a messy but effective end to it but to me, at least, it all seemed too difficult.

Then, one day, as I waited for him to fiddle and fool prior to golf, I inspected the locking device more closely. It seemed a little loose! Time had worked against it, the screw holding everything in place was not tight. It couldn't be unscrewed in any conventional sense but I discovered it could be jiggled, prodded, twisted, coaxed and, eventually, removed! Against all odds the machine was free again!

Free but in a sorry, sorry state... or so it seemed. Closer inspection revealed that it might not be as dilapidated as it appeared. Certainly, it would need new shoes – the existing rubber was definitely beyond salvation. Certainly, the drivetrain needed to be unseized – derusted, cleaned and oiled. Certainly, there were patches of rust – but, upon closer inspection, they mostly appeared to be on the surface only and not deeply embedded into the metal. Just maybe, it had a future.

I ordered new tyres and tubes then set to with vigour and vinegar. I removed the chain and soaked it in vinegar ... for ages. Then I wiped off years of dust and rust and ... soaked it in vinegar again. I used a variety of solutions – mostly in combination with a fair amount of elbow grease – to clean and derust the frame and wheels. I took apart the rear hub mechanism – cleaned it and reinstalled it.

Some things, though, were beyond repair. The bike had front and rear lights installed, powered

MEMBER STORIES



The troublesome lock and Carol's credit card "key".



The repaired and reconnected bike shining in the sunlight.

by a dynamo (yes, a dynamo – remember those?) on the front wheel. As an aside, even the installation of these lights was quite remarkable. Remember, the bike comes apart into two distinct pieces so running a light cable from front to back sounded like no easy task. With typical German ingenuity the makers had solved this by running electrical cables inside the frame terminating at electrical contacts at the point where the two halves of the bike joined. Voila... electrical power from front to rear. I took the lights and dynamo rear off and discovered that the dynamo was still emitting a charge even after all this time. Unfortunately, in attempting to open the (plastic) light housing the whole thing shattered – victim of the ravages of time. The bike is presently sporting two USB rechargeable lights; although the internal electrical wiring was preserved – just in case!

Speaking of cables, it was, of course, impossible for hydraulic brake cables to be routed the same way as the electrical ones, so the bike had no rear brake operated from the handlebar. Instead, it had an old-fashioned back-pedal brake to supplement the front rim brake operated by a handlebar lever. Strangely enough, my friend also had a

recollection that the bike had gears. I failed to see how that could work at all, but took him on trust.

Finally, the day came when the bike was ready for a test ride. A little wobbly, I admit, I set off down my quiet street – hopefully away from prying eyes. The ride attitude is disconcertingly unusual and takes rather a lot of getting used to... and so did those brakes and gears (yes, it did have gears after all). Eventually I got my head around how things worked – the rider back-pedalled 'slightly' to change gear and back-pedalled 'more' to operate the brake. Obviously, one could easily achieve the latter accidentally while attempting the former... and for someone like me who has the nasty habit of back-peddalling while cruising there was much unplanned slowing and gear changing. There turned out to be only two gears – the 'slight' back-pedal simply changed you from the gear you're in to... 'the other one'.

So, there it was – perhaps not back to its former glory but a functioning, rideable bike. I even took it to my regular Tuesday café group ride one evening, although I readily admit I didn't ride it very far with them.

So, what to do with it now? The riding "style" is so very different from all my other bikes it was certainly not going to be a regular riding machine. I had enjoyed, immensely, bringing it back to life but now it was simply "in the way" – I was now tripping over it in a whole new location. Given that the bike technically belonged to my friend's children, he felt he should ask them what to do with it. Happily, his daughter wants to take it back – I suspect that it won't get much riding but I can only hope that it revives memories of some of those joyous times and that great sense of freedom that I'm sure we've all had on a bike!

Post Script: The lock that rendered the bike immobile for so long sat on my desk for many months after the bike's return to glory. One day, it came upon me to search the web to see if there was a hack to open it. After watching one particular video of a guy getting one open I began experimenting with an old credit card – a little snip here, a cut there and... it unlocked! Unbelievable!

CAROL SEELY

MEMBER STORIES

Marty'n out and about enjoying his new E-bike.



E-BIKE SPARKS RETURN TO HILLS RIDES OF OLD

Having pooh-poohed e-bikes for some time, I am now a convert! But, I sense you wondering, how did this conversion come about?

Being well retired and getting a little tired of the summer heat and winter cold and wet, particularly when riding home from Bike SA headquarters up to the NE suburbs of Adelaide, I spent a long time talking to anybody who would listen and all those in bike shops I annoyed. Then I bought one.

Five clear points emerged once I'd got it:

- It allows me to use the battery to get up some of the steep hills during the 28km ride home and then lets me pedal comfortably on the flat, getting home in less of a sweaty mess;
- Having managed to scale the hills, I now find I have more energy to power along on the flat;
- I now can actually get fitter too, as the cut-off speed at which the assistance ceases is 25km/h and I am riding in excess of 30km/h;
- I can now go to many places that I hadn't ridden to in more than 10 years and can even climb Gorge Road to Chain of Ponds and up Torrens Hill Road to Paracombe and;
- Any e-bike is much heavier than a normal bike but the assistance removes this concern.



SO HOW DID I CHOOSE A MODEL?

I was looking for a conventional hybrid commuter bike, not one derived from a mountain bike. I did not want suspension front forks or a chunky frame. I did not mind if the battery was attached to the down tube. I needed a good travelling distance of at least 100km in the powered economy mode since much of my riding would be at more than the 25km/h assistance speed and this would increase my travel distance. I wanted mudguards too and the ability to mount a luggage rack.

There was one drawback to this specification – black was the manufacturers' favourite colour unless I spent more money. The manufacturers are not stupid in restricting the colours for the cheaper range but if it gets scratched in the years to come, I will simply get it powder coated in bright yellow or similar.

E-bikes come in several layouts governed mainly by price. The cheapest options utilise a motor within the front or rear hub, making either the front or rear of the bike feel heavy whereas the better layout is to have a central drive based on an enlarged bottom bracket which is obviously immediately below the heavier part of your setup, your own weight.

Major manufacturers such as Bosch and Shimano tend to mount their componentry around the bottom bracket, leaving other suppliers to capture the front and rear market. Pretty well all the Bosch- and Shimano-equipped bikes also have a nine-speed derailleur set of gears and some of the (much) more expensive ones have connection to electrically shifted gears as well and will even change for you! The only noticeable difference between these two manufacturers is that the Bosch type has the pedal crank separated physically from the chain wheel whereas the Shimano variety has the chain wheel just as a conventional bike. Different design teams came up with different solutions!

My bike has the Shimano components as that is what the maker fits into the price range I chose. It has a comprehensive controller with press buttons to select the power and the display on the computer speedo device. Most useful is the expected range when riding longer distances as you can see whether you can indulge in more power on the way home or if you should use a lower gear and ride more slowly up the hills. So far, I have never run out of battery and with my riding above the assistance speed, have always exceeded the stated range, the best of which is some 160km before needing to recharge.

WHAT'S IT LIKE TO RIDE?

Accepting it is heavier than a conventional bike even without the battery, it is also more rigid and strong. It has 40mm city tyres pumped up to about 80psi. Initially, a learner should start without assistance and then select the level required. You need to turn the pedals at least half a turn before the assistance kicks in. It does not take very long to just pick the power and off you go. What is good, particularly in city traffic, is the ability to accelerate up to speed without the occasional wobble! With the cut-off of the power at 25km/h, it is probably best to avoid riding at precisely that speed as the motor will cut in and out, although on mine cut-off is somewhere between 25 and 26km/h and is a smooth transition. Climbing hills is best just below the cut-off and if using the highest setting you can take it easy when ascending even though you are exceeding 20km/h. All motor controls are on the left side and are thumb-operated. The right hand is used to operate gears like normal, settings for which are wide open for choice as, if you get tired, there is always assistance. Hydraulic disc brakes complete the set-up and are a good idea due to the higher speed being ridden plus the extra weight.

After a very short time you do not notice the weight and just enjoy the assistance on hills and into the wind.

For my commute into BikeSA I use the economy mode on the way in since it is pretty well downhill, 200ms down to about 50m altitude, and into the wind in winter. Riding home I use full power because I love motoring away at traffic lights and charging up hills but as previously mentioned, riding above 25km/h uses no battery. Summer winds are, of course, northerlies and hence headwinds for me but I'm no longer concerned!

Conclusion – if you find you want to return to your former rides and can afford to buy an e-bike, just buy one and go! You don't need to splash out on a really expensive one.

Finally, for fun – I now try to match my outward journey time with the homeward one using ECO into the city and HIGH returning. This seems to work out well and generally I am within 2 minutes!

Buy one and have fun as you can always get on your other bike(s) for something different.

MARTYN AMES
BIKE SA VOLUNTEER

SUPPORT ORGANISATIONS WHO SUPPORT US

Avanti Plus Semaphore	Shop 4/135 Semaphore Road, Exeter 8449 8199	International Cycles	70 Payneham Road, Stepney 8362 2609
Bicycle Centre Mitcham	21-23 Belair Road, Kingswood 8271 0692	io Merino	183 Melbourne Street, North Adelaide 8201 4198
Bicycle Express	124 Halifax Street, Adelaide 8232 7277 138 The Parade, Norwood 8431 5711	Little Black Bike	100 Gilbert Street, Adelaide 8221 5067
Bicycle Fix	33 Onkaparinga Valley Road, Woodside 8389 7495	Macpac	399-403 Main North Road, Enfield 8359 5866
Bicycles Mount Barker	12A Walker Street, Mount Barker 8391 4777	Micycles	32A George Street, Thebarton 0424 569 317
Bicycling Australia Magazine	17-21 Bellevue Street, Surry Hills, Sydney NSW 02 9281 233	Moonta Cycle & Sports	49 George Street, Moonta 8825 3222
Bike About (hires and tours)	33b Onkaparinga Valley Road, Woodside 0413 525733	Mulga Bicycle Tours	mulgabicycletours.com.au 0412 309 711
Bike Society	274 Wymouth Street, Adelaide 8262 5449 391 Brighton Road, Hove 8358 1500	My Ride Salisbury	15/1700 Main North Road, Salisbury 8258 8885
Bio-Mechanics	260 Wymouth Street, Adelaide 8410 9499	My Ride Unley	80b Unley Road, Unley 8271 8001
Brooks Cycle Depot	63 Bridge Street, Murray Bridge 8532 2868	My Ride Woodville	820 Port Road, Woodville 8268 6404
Cluster Cycles	4/60 Liverpool Street, Port Lincoln 8682 3468	North Adelaide Cycles	1 Ward Street North, Adelaide 0448 567 788
Complete Cycle	45 Cliff Avenue, Port Noarlunga 8327 0200	Norwood Parade Cycles	216 The Parade, Norwood 8332 1889
Cycle Care Centre	Shop 1/32 Glynburn Road, Hectorville 8342 1882	Over the Edge	6 Stuart Street, Melrose 8666 2222
East End Cycles	Shop 1/290 Unley Road, Hyde Park 8271 6989	Reid Cycles	230 Pulteney Street, Adelaide 8227 0011
Easy Ride Bikes	19 Macquarie Street, Moana 0433 669 301	Ride Union Bike Co	11/220 Mount Barker Road, Aldgate 8131 0237
Euride	637 Lower North East Road, Campbelltown 8336 4490	SA Remedial Therapy Clinic	Level 3 55 Gawler Place, Adelaide 8221 6262
Flinders Cycles	1 Hospital Road, Port Augusta 8641 0269	South Coast Cycles	125 Beach Road, Christies Beach 8326 1664
G&D Cycles	7 Badenoch Street, Mount Gambier 8725 6002	Standout Cycles	195 Henley Beach Road, Mile End 8443 5435
Gawler Cycles	4/1 Theen Avenue, Willaston 8522 2343	Star Cycles	5 Barfield Crescent, Edinburgh North 8255 1979
Giant Adelaide	2-3/53-67 Hindmarsh Square, Adelaide 8223 5978	Super Elliotts	200 Rundle Street, Adelaide 8223 3946
Glenelg Cycles	754 Anzac Highway, Glenelg 8294 4741	Supreme Pro Cycles	32 Cadell Street, Goolwa 8555 5100
Goggleman	1/495 Brighton Road, Brighton 1300 464 453	Tailwind Cycles	81 Main South Road, O'Halloran Hill 8322 6714
Hey Bikes	2/353 Anzac Highway, Plympton 0452 232 453	Treadly	Shop 5/4-10 Ebenezer Place, Adelaide 8232 0158
		Victor Harbor Cycles	victorharborcycles.com 0407 048 324

Members please note: discounts offered to Bike SA members are at the discretion of respective organisations and may not be available in conjunction with other offers.



ANOTHER AWESOME EVENT PROUDLY BROUGHT TO YOU BY **BIKE**^{SA}

BURRA EASTER CYCLE

15-18 April, 2022

BURRA EASTER CYCLE



Paula McManus Photography

www.bikesa.asn.au/event