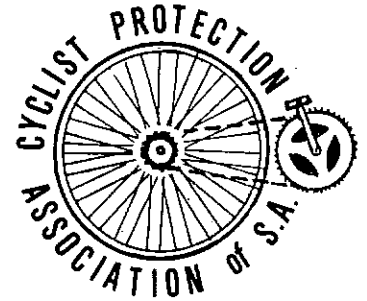


# P E D A L

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**APRIL 84 No. 47**



## Bicycle Planning

### RESIDENTIAL STREETS AND BICYCLES

#### PART II

Part II continues the article on residential streets and bicycles which is based upon a discussion paper prepared by Hawley, Tonkin and Associates for the Department of Transport. Where extracts from this document are used, this is indicated by quotation marks.

Regulatory measures (e.g. clear ways, give-way rules) to control traffic flow were discussed in the last issue of PEDAL. Physical measures, either directive or aggressive, are another method of improving traffic flow in residential areas.

"Directive physical techniques are defined as those which are principally aimed at modifying motor vehicle driving behaviour by creating a street environment where slow driving is the most comfortable and efficient driving pattern. This can be achieved by a combination of visual and physical techniques aided by regulatory measures such as lowered speed limits and explanatory signs.

The following physical techniques can be classed as directive:

- carriage-way narrowings/deviations
- raised pavements (thresholds)/speed humps
- medians
- rumble strips
- roundabouts.

Essentially, directive techniques cause little inconvenience to resident drivers accessing their properties: but cumulatively cause sufficient inconvenience to through-traffic wishing to filter through residential areas.

Aggressive physical techniques are those directed at closing off movement options entirely, thereby inconveniencing some residents to the same degree as through-traffic. The following can be classed as aggressive:

- road closures (including midblock closures)
- diagonal closures
- one-way streets.

Experience to date, has indicated that aggressive techniques can arouse aggressive responses from the driving public and residents alike. It is recommended that the use of such techniques should be as last resort rather than as first solution in a local traffic management plan."

Aggressive techniques are generally not favoured by cyclists unless access is provided through barriers. One-way streets are particularly inconvenient for cyclists as they could involve long detours, upsetting the general direction in which the cyclist is heading.

The various types of physical constraints are summarised below.

#### "CARRIAGE-WAY NARROWING"

A residential carriage-way can be narrowed by:

- widening footpaths
- angle parking
- use of slowpoints

The first two methods used alone can serve to lower the visual impact of the travel path in the street, however they will only marginally lower speeds since the vehicular travel path is still a straight stretch.

On the other hand, slowpoints, by their placement on a carriage-way, can significantly slow speeds within a treated area. The frequency and design of slowpoints on a stretch of street will determine the ambient travel speed of motor vehicles along the treated stretch. By landscaping or introducing alternate uses on the alienated carriageway, slowpoints can create an entirely different visual street environment on contrast to an arterial or a major traffic route.

Extensive use of slowpoints is being made in the Corio Shire in Victoria. This will be the first example in Australia of extensive residential street redesign using physical techniques across a whole precinct.

Testing of a range of slowpoint designs has been undertaken in Sandringham, Victoria and a plan has been proposed for that municipality using 390 slowpoints at a cost of \$600,000 (1981 prices) to be implemented in action programmes over six years.

Continued to page 6

## Annual General Meeting

The Annual General Meeting will be held on Wednesday 18th April at 8.00 p.m. at 120 Wakefield Street (opposite the Fire Station), Adelaide and all Members are urged to attend.

#### AGENDA

1. Opening.
2. Apologies.
3. Confirmation of Minutes of previous A.G.M.
4. Business arising from above Minutes.
5. Annual report by Chairman.
6. Audited balance sheet by Treasurer.
7. Election of Management Committee.
8. Determination of new membership fees.
9. New Business.
10. Closure.

Only financial members are eligible to vote and be elected. The Management Committee shall consist of the following three office bearers: Chairman, Secretary and Treasurer, and seven other Committee Members. If you wish to nominate in writing, please fill out the form below and ensure that it is in the hands of the Secretary 7 days prior to the Annual General Meeting.

I, .....(name) of  
.....(address)  
being a current financial member of the Association,  
hereby nominate  
.....(name) of  
.....(address)  
as .....(function)  
for election at the 1984 Annual General Meeting.

# Association Information

## FUNCTIONS

CHAIRMAN	John Arnold *	44 8979 H
SECRETARY	Hans Penning *	263 4031 H
		227 4311 W
ENGINEERING	Hans Penning *	As above
TREASURER	Tony Monkerud *	278 2030 H
MEMBERSHIP RECORDS	Bob Daniells	
PEDAL POST	Leith Davidson	272 9095 H
ENCOURAGEMENT	Stephanie Denton *	267 5528 H
ENFORCEMENT	Chris Reynolds *	267 5528 H
EQUIPMENT	Peter Mack *	297 4992 H
	John Mellor *	269 5463 H
LIBRARIAN	John McKinnon *	332 9114 H
EDUCATION	David Trebilcock *	337 2100 H
	Maritere Garreta *	

\* Members of Management Committee.

## MANAGEMENT COMMITTEE MEETINGS

Meetings are usually held on the third Wednesday of every month at 8.00 p.m. at 120 Wakefield Street, Adelaide. Every member of the Association is welcome to attend.

The dates for the next three meetings are:  
April 18 (after A.G.M.); May 16; June 20.

## PEDAL - (Published bimonthly every even month)

- \* Articles to be in by the Management Committee meeting preceding publication.
- \* The opinions of the contributors are not necessarily those of the Association.
- \* Advertising rates \$40 per full page. Part of page on a proportional basis.
- \* Publication of an advertisement does not imply that the product or service carries the recommendation of the Association.
- \* To keep your PEDALS coming advise us immediately of your address change.
- \* If not using it yourself, hand the membership form at the back of this PEDAL to a potential member.
- \* Typing: W. Kavanagh. Printing: Meridian Print.

## CORRESPONDENCE

National Trust Heritage Run  
Comment on "Before You Drive"  
Access to Freeway  
Adelaide Bikeplan implementation  
Shoulders on rural roads  
Unsafe bikes  
School touring  
Contribution by City of Campbelltown  
Road Safety Seminar  
Belair Recreation Park management plan  
Rural Bike routes research

## THE CYCLISTS' ACCOMMODATION

Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list. Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced. To be included on the list, please send me your name, address, and phone number, with an indication of where you live, e.g. 7 k SE Melbourne GPO. Please enclose a stamped, self addressed 230x60 mm envelope for your copy of the Directory. The Directory is printed and distributed privately, and a \$2 donation to defray costs would be appreciated. Send to:  
Marjorie and John Barrett,  
52 Alexandra Street,  
East St. Kilda. Vic. 3183.  
Phone: 527 8030.

## CYCLING ORGANISATIONS

**SOUTH AUSTRALIAN CYCLING ASSOCIATION**  
14 Homington Road, ELIZABETH NORTH 5113. Ph. 255 1639  
- The umbrella organisation for 11 racing clubs.

**BMX ASSOCIATION OF S.A.**  
6 Angas Street, GOODWOOD 5034. Ph. 271 2487

**BICYCLE TRADERS ASSOCIATION OF S.A. INC.**  
86 Mary Street, UNLEY 5062. Ph. 272 4322

**CYCLE SPEEDWAY ASSOCIATION**  
349 Torrens Road, KILKENNY 5009.

**CYCLING FOR PLEASURE GROUP INC.**  
15 Donald Street, HIGHBURY 5089. Ph. 337 4214  
- Rural and urban rides.

**PENNY FARTHING CYCLE CLUB OF S.A.**  
Ph. 263 7030

**S.A. TOURING CYCLISTS' ASSOCIATION**  
P.O. Box 304, NORWOOD 5067. Ph. 332 0956  
- Country rides.

**SOUTHERN DISTRICTS VETERAN CLUB**  
19 Underbank Road, HACKHAM WEST 5163. Ph. 382 0522  
- Amateur veteran racing and tours in Southern Vales.

**THE TANDEM CLUB OF AUSTRALIA**  
71 Tivoli Road, SOUTH YARRA. VIC. 3141

## S.A. TOURING CYCLISTS' ASSOCIATION

For information Ring Bill Hickling 332 0956, unless otherwise indicated.

May 6 - Barossa Century.

May 19 - 21 - Introductory camping weekend.  
Tom Trowbridge 278 5135

June 3 - Mylor. M. Doube 278 1669

June 17 - Birdwood Mill Museum.

June 30 - Myponga, Kangarilla, Clarendon.

July 14 - One or two day - Gumeracha, Birdwood, Nuriootpa.

**POTTER WITH PETER** - Easy rides around Adelaide environs - about 40 km. Victoria Square 1.00 p.m.  
April 14, 28; May 12, 26; June 9, 23; July 7, 21.  
Phone 223 6929.

**HARDRIDERS** - Designed to get you fit - Burnside Town Hall 8.00 a.m. April 15, 29; May 13, 27; June 10, 24; July 8, 22; Eddy Naraniecki 79 4998.

## HISTORICAL BIKE RIDE THROUGH HINDMARSH

On Sunday April 15th, a bike ride has been organised by the town council of Hindmarsh visiting historical buildings and items in the area.

The ride will start at 10.00 a.m. from the council chambers (corner Port Road and Milner Street) and will be followed by a B.Y.O. barbecue (barbecue facilities provided).

## DISCOUNTS

Discounts are available to members of the CPA at the following shops, please show your membership card.

City Cycles - Gawler Place, Adelaide.

Lewis Wheelchairs - 63 Wright Street, Adelaide.

All Standish Shops

Elliott Shops - check with each individual shop.

Jeda Enamelling - 16 Gumbowie Avenue, Edwardstown.

Terry Davey Cycles - 753 Marion Road, Ascot Park.

Elizabeth Star Cycles

## Touring

### THE GREAT OCEAN ROAD - by Stephanie Denton

After experiencing the feeling of proximity, joy and exhilaration of day tours or weekend bicycle trips, many people are likely to consider ways of incorporating cycle touring with longer interstate holidays. A popular option and one we undertook in mid-March is a tour of the Great Ocean Road.

Our trip started out with a train journey from Adelaide Railway Station to Mount Gambier. It is wise to check that baggage facilities will be available, but provided you arrive 45 minutes prior to departure to check the bike into the train you should have no problems. We then settled down to a leisurely start to our journey catching up with reading and letter writing and partaking of railway coffee and sandwiches from the refreshment compartment which, along with baggage/guards area, passenger seating and drivers compartment is all incorporated in the single carriage Bluebird to Mount Gambier.

By the time we arrived at 4.00 p.m. work and Adelaide seemed far away and being late night shopping we had plenty of time to set up camp at the Queen Elizabeth Caravan Park above the Blue Lake, and cycle around the various lakes and waters of Mount Gambier before returning to town to purchase those items that one invariably fails to pack, and admire the Cave Gardens which is very near to Jen's Hotel. Jen's reflects the rural charm and prosperity of Mount Gambier and we found it also served an excellent meal which went well with a local Coonawarra Claret.

For some-one with longer time, there are various tours of cheese factories, the pumping stations and sawmills available in the town, but the next day we were ready to leave by 7.30 a.m. The early morning starts featured throughout our trip and were intended to avoid the afternoon prevailing winds which are meant to be south-east at this time of year. We also found that early in the morning traffic is lighter, bird life more abundant, and a 9.00 o'clock stop at a bakery more easily justified. The 35 kilometres to Nelson is through pleasant dairying country. Nelson is a small settlement nestled near the mouth of the Glenelg River and a caravan park, motel, general store and hotel are available. For anyone contemplating taking the evening train from Adelaide, arriving in Mount Gambier at 8.00 a.m., we recommend that the ride down to Nelson would be an easy first stage after the night in the train it may be possible to follow it by a cruise on the "Nelson Endeavour" from Nelson up to the Gorge of the Glenelg River to the Princess Margaret Rose Caves. We however, continued on another 70 kms. to Portland. This section of the road is generally undulating with pine forests predominating. There are no shops in this section so carry food and plenty of water. The need to carry sufficient drinking water in hot weather applies throughout the Great Ocean Road Trip although in our case the problem turned out to be too much rain rather than too little drinking water.

At Portland we camped at the Centenary Park, Bentinck Street, which was close to the town including the attractions of the lighthouse, Botanic Gardens and group of historic bluestone government buildings near the port which were previously used as Watch House, Custom House, Town Hall etc.

We had our first taste of coastal roads as we left Portland and road along Dutton Way for some 5 kms. before rejoining the Princess Highway and travelling on 65 km. to the Learnean Caravan Park, Port Fairy. This park has excellent facilities, shade trees and wind shelters as well as friendly owners, but is nearly 2 kms. from the town centre. Closer camping areas are available, but after cycling all day, the opportunity to use a different set of muscles has its attractions. Port Fairy has lots to offer. See the local tourist information centre, but in particular have a look at the numerous National Trust classified

buildings, the small boat mooring area, the Mutton Bird Rookery on Griffiths Island and try the pasties from the local bakery.

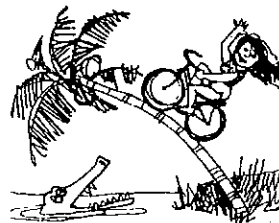
Warrnambool is only 35 km. from Port Fairy, but we decided to make this our next over night stay to give us time to see things in the town and we expected the Princess Highway to be fairly busy as it was the last day of a long week-end in Victoria. On the way to Warrnambool it is well worthwhile to stop at the Tower Hill Volcano which features a nested caldera, magnificent views and wildlife. The natural vegetation was apparently cleared in the 1860's, however restoration work based on early paintings of Tower Hill have been successful in returning the area to a natural state. The Natural History Centre designed by Robin Boyd has excellent displays as well as being an interesting building in itself. The climb back to Princess Highway is steep and without low gearing (ours was as low as 26 inches) it may be necessary to walk a few hundred metres. Care should also be taken to turn right to return to Princess Highway at the exit to the reserve.

The Major attraction of Warrnambool is undoubtedly the Maritime Museum and a visit here will help you appreciate the potential brutality of the coastline which you later cycle along. The Lake Pertobe playground, the Fletcher Jones Gardens and the city's architecture reflecting regional importance of the area.

Shortly out of Warrnambool, one leaves the Princess Highway and joins the Great Ocean Road proper. Every moment of cycling along this coastline is to be savoured. The features along this coastline such as the Bay of Islands, Loch Ard Gorge and the Twelve Apostles are well known yet experiencing the splendour and ruggedness of the seas sculpture upon the limestone cliffs one is impressed anew. The National Parks has an information centre at Port Campbell which includes an interesting audio-visual show. Having been rained upon all day, we chose to stay at a motel in Port Campbell, however in better conditions we would recommend travelling a further 20 kms. to the basic National Park camping facilities at Princetown, so as to lessen the rather long trip necessary the next day, caused by the fact that apparently there is no other accommodation between Princetown and Apollo Bay, a distance of 85 km.

We set off early from Port Campbell with the stretch of coastline through to Princetown providing some of the most interesting of the entire journey. From Princetown to Lower Gellibrand there is the option of the old road alongside the Gellibrand River which is apparently in poor condition, however we chose to stay with the Great Ocean Road which involved some climbing followed by an exhilarating descent to Lower Gellibrand. From Lower Gellibrand the Otway Ranges loom ahead and steady climbing for some 30 kilometres to a height of 550 metres is unavoidable. By Lavers

### Tropical bicycle odysseys



7 days Atherton Tableland

- \* rainforest
- \* waterfalls, lakes
- \* country pub accommodation
- \* quality Mountain Bikes
- \* \$340

Details:

Tropical Bicycle Odysseys  
c/- Going Places, 26 Abbott St.  
CAIRNS Qld 4870

Phone : (070) 51 4055

## Touring Continued

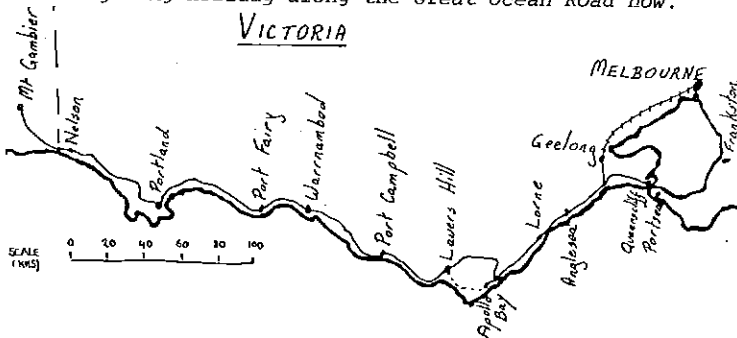
Hill the worst is over and a stop at the road house well earned. We huddled over hot home-made soup, staring at the mist and pelting rain and the incredulous looks which our laden dripping bikes solicited from motor car passengers.

From Lavers Hill the Great Ocean Road returns to the coast with some more climbing over unsealed road. We however chose to follow the ridge road through Beech Forest which travels through areas of luxuriant rain forest and fern gullies. On a day in which the rain had persisted throughout, the forest had a particular and inescapable beauty, which we appreciated even in our cold and sodden state. Part of the road in this area is poorly maintained, but improved once we turned south and the descent to Skenes Creek is swift and steep with good brakes being essential. We chose to head back west for 6 km. to spend the evening at Apollo Bay.

From Apollo Bay through to Anglesea the Great Ocean Road hugs the coastline for 75 km., with steep and rugged cliffs to one side and often rough seas on the other. The towns along this narrow coastal strip must indeed have been isolated prior to the construction of the ocean road. Today the road is in good condition and undulating. We had heard that cyclists need to take care as holiday traffic is heavy however, the weather must have deterred other holiday makers the day we made the trip. The beauty of the coast, cliffs, and bird life is interspersed by a number of camping areas and towns, the main one being Lorne. Lorne has a number of cafes and 1920's hotels rather like a seaside town in France. At Airey's Inlet the Memorial Arch has been rebuilt after the Ash Wednesday fires and we stopped to take victory photos.

Anglesea makes a good stopping point for this stage of the journey and with more bad weather forecast we chose to cycle up to Geelong and catch a train to Melbourne. An alternative would be to cycle through to Queenscliff and catch the passenger ferry to Sorrento; this is limited service and time table information is available from the Sorrento Ferry Company (059-84 1602). From Sorrento one can cycle along the coast of the Mornington Peninsula and meet the suburban train service at Frankston.

What remains to be said? If you want to experience the Southern Coastline in all its beauty and wildness, rather than seeing it from a car, start planning your next cycling holiday along the Great Ocean Road now.



## State Bicycle Committee

CORPORATE PLAN for the State Bicycle Committee is being considered.

### DUAL USE PATHS

The Road Traffic Board is considering dual use of path and drivers licence questionnaires.

Funding ratio from Bicycle Fund may be varied from the present 2/3 government contribution. These paths are to be used by both pedestrians and cyclists and by rights should therefore not attract the same subsidy as cycling only paths.

### SPIKES BIKE BOOK

The State Bicycle Committee has purchased 3,000 set of 3 books which are being distributed to schools by the Education Department.

## Books

### THE FREEDOM MACHINE - A BIKE BOOK FOR AUSTRALIAN STUDENTS

Capturing the interest of students is a constant challenge to teachers. Using subject matter that is central to their world is full of pitfalls. It is often simplistic, patronizing, non-sensical or badly organized for classroom purposes.

So it is exciting to find a book pitched right in the middle of, not just a student concern but a current popular movement booming with interest and participation.

Kids love bikes. It is their earliest introduction to the adult world of travel and here is a book to compliment their adulation. It gives understanding and legitimacy to an important part of their world. A book on bikes, to use at school, must be the ultimate accolade for their first love!

The Freedom Machine by Lesley Howard Murdoch and Jennifer McCoy is a book whose time has come. It shows how with careful research and clear layout a classroom resource can be stimulating and exciting to use.

The book looks at the history of the bike, its current popularity, consumer awareness (cleverly titled 'Don't be taken for a Ride!'), its multiplicity of uses, safety, sport and recreation, bicycle organizations and lists further resources. It couldn't be more comprehensive.

The real attraction however, is not in its contents as such, but in the method of rewriting articles to avoid the small, hard to read newspaper reprints that these sorts of books are usually riddled with. The constant visual appeal of photographs, cartoons and drawings further compliment the clean, uncluttered style and layout.

Almost as a bonus the authors have included questions and activities for students. The questions are open ended and challenging to anyone with an interest in the subject.

As the book has far wider appeal than just classroom use, it is fortunate that its first release is to schools through VASST. It is not often that we get first use of such an obviously popular and commercially appealing resource.

It is highly recommended, particularly to those teachers looking for interesting material for junior to middle social education classes.

Andrew Ferguson

Boronia Technical School

Copies of Freedom Machine may be purchased from:-

Victorian Association of Social Studies Teachers  
P.O. Box 91  
BALACLAVA 3188

Rec. Price - \$6.95

Only \$5.95 \* for Teachers involved in Bike Education Programmes, plus \*60¢ for postage.

Ten or more - \$5.50 each, plus \$2.00 for postage.

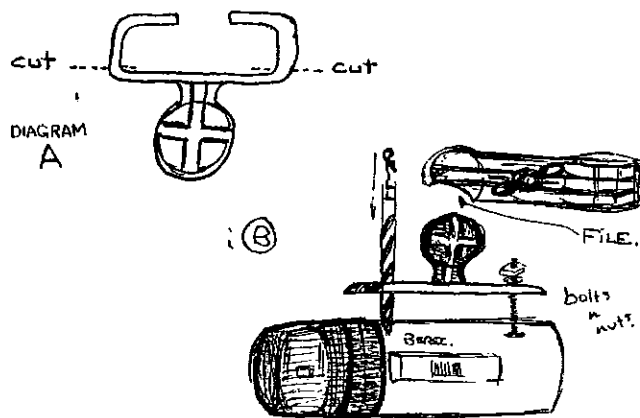
### ADELAIDE HISTORIC BIKE TOUR

As part of Heritage Week the National Trust held a bike tour of historical buildings of Adelaide on April 8th. With the assistance of the Adelaide City Council, a pamphlet has been produced of the tour routes and details of interest about buildings en-route, this means that the heritage week bike trip is of lasting value. Cycling is an excellent means of moving about the narrow, often forgotten streets of the city and appreciating both the fine and simple buildings which are part of its history. Contact the City of Adelaide or visit the National Trust to obtain a copy of this pamphlet and try the route for yourself.

Dear People,

I thought your readers may be interested, in easily solving the age old problem, of attaching the "serious cyclists" favourite rear tail light, the BEREC, (formerly the Eveready), securely to the bike.

Step 1 - Throw away your old 'one battery per week' consuming wonder (?) type light. (Alternatively, use the light as a door jam) BUT KEEP THE BRACKET AND CLAMP.



- Step 2 - Cut bracket as shown in Diag. (a) and file smooth.
- Step 3 - Drill out using a 3/16" size drill bit, the rivets attaching the metal bracket to the plastic light shell (Berec).
- Step 4 - Next, carefully measure and drill, using the same drill bit, the plastic bracket. Diag. (b)
- Step 5 - Attach bracket to light with a 2 3/16 x 1/4" gutter bolts, nuts and spring washers, remembering to keep nuts on the outside.
- Voila! That's it.

Well ... not quite - the plastic clamp needs to be filed, so that the light may be tilted at the right angle. I use mine clamped to the seat tube. The areas to be filed will be different depending on your own choice of position. Diag. (b)

**NOTE:** Wonder light clamps and brackets are available as a spare part from most cycle stores.

Mr. Omar Grass

## BICYCLE INSTITUTE OF VICTORIA LIGHTING SURVEY

Last year, members of the C.P.A. contributed their views in a survey of bike lights conducted by our sister organisation in Victoria, in an attempt to obtain a comprehensive user view of bicycle lighting systems. Pedal Power has recently published some details of the results of that survey, together with the initial views of the Institute's researchers. As the long winter evenings will soon be upon us, Pedal publishes the apparent conclusion drawn from the survey.

"Halogen lights are best; battery taillights are best (Berec, Eveready); dynamos need Zener diodes.

The performance of halogen lights is vastly superior to all other bicycle lights. The Union has a maximum light output of 1,000 candela, where the IKU is 800 candela. However, this isn't much when compared to 17,000 candela output of most car headlamps.

Even so, halogen lamps are to be thoroughly recommended. The choice between Union and IKU is based on personal preference. One light is not better than the other in terms of optics. At this stage there is no research in the world to show whether a flat beam is better than a round beam. It would require very extensive physiological perception research, and the answers would probably be inconclusive anyway."

Other comments provided by the 400 respondents also indicated a number of common complaints, amongst them, that:-

- . Bulbs burn out
- . Dynamos slip in the wet
- . The light output of existing rear lamps is insufficient
- . Rear lamps should continue to operate when the bicycle is stationary.

- Chris Reynolds

## KEEP YOUR CHAIN CLEAN

If you have suffered from dirty hands and clothes as a result of handling a greased chain, then try paraffin wax.

Paraffin wax is available from all hardware stores and supermarkets. Melt the wax over a low heat and immerse your clean chain for five minutes. Your chain will be cleaner, the wax does not attract dirt.

Because it does not attract dirt, there is less wear on the chain. Test by Donald Pruden in Bikeworld, February 1977 have shown that chains lubricated with oils showed 15 mm. stretch per 16,000 km., however a chain lubricated with paraffin wax showed a stretch of 5 mm. only.

## Medical

### SPORTS INJURY COURSES 1984

The Department of Recreation and Sport is offering a course in Basic First Aid for Sporting Injuries.

The course is being offered to all recreation and sporting organisations to assist in the management and care of injuries obtained by persons whilst participating in sporting and recreational activities.

Topics include:

- . Recognition and Care of the Shocked Casualty
- . Suspected Internal Bleeding
- . Care and Control of Wounds and External Bleeding
- . Management of Unconscious Casualty
- . Cardio Pulmonary Resuscitation
- . Management of Head, Eye, Teeth Injuries
- . Soft Tissue Injuries
- . Fractures
- . Physiology of Exercise,
- . Psychology of Sport.

Members of the Cyclist Protection Association interested in this course are invited to obtain an enrolment form from the Department of Recreation and Sport (Telephone 227 1708) or the Sports Administration Centre on Telephone 272 8844. The course is \$10.00 and is one night a week for six weeks with accreditation certificate and theory and practical assessment.

Courses for 1984 are as follows:

#### TERM II

Kensington Park Wednesday June 6 - July 11  
Community College

Noarlunga College Monday June 18 - July 23  
of T.A.F.E.

#### TERM III

Morialta High School Tuesday September 18 - October 23

Underdale High School Monday October 15 - November 19

## Letters

Mr. R.I. Nichols  
Director  
National Parks and Wildlife Services  
Box 1782 G.P.O.  
ADELAIDE 5001

Dear Sir,  
A copy of the Draft Management Plan for Belair Recreation Park has recently been considered by the Cyclist Protection Association of South Australia and the following comments are submitted in response to the policy toward cycling suggested in that Plan.

Firstly, I would like to question the inherent value judgement in the statement that cycling in the park is neither encouraged or discouraged. Transport policy in Australia is generally directed toward meeting the demands of motor cars at the expense of other transport modes. By encouraging motor car travel without due regard to the safety of other road users, one is explicitly discouraging potential cyclists from what is seen to be a hazardous option.

The Management Plan for Belair is prepared to provide parking areas for motor cars and proposes a road system which assumes persons travel to the park by car and yet the plan states that no specific provision should be made for cyclists. This can be seen to be discouraging cycling as opposed to motoring. Bicycles, unlike motor vehicles, do not present problems of noise, pollution and risk to other park users. Further, cycling is commonly regarded as a recreational pursuit and therefore it would appear legitimate to make some provision for it within a recreation park. In recognition of these factors I urge that should there be any bias towards one particular transport mode it should be towards bicycles rather than motor cars.

The Cyclist Protection Association considers that all roads are cycle roads. As such we do not seek special cycle tracks in areas where roadways exist and joint car/bike use is feasible. Rather, we seek that road engineering should recognise that cyclists use the roadway and ensure that road design allows both cyclists and motorists to share the road in safety.

In finalising the Management Plan for Belair Recreation Park the Cyclist Protection Association asks that due regard be given to the needs of cyclists and that the following recommendations be considered:

- riding bicycles to be allowed on all roadways including service roads as defined on Fig. 11 of the report in addition to primary and secondary roads;
- in recognition of the reduced mobility and lower environmental impact of bicycles, bicycle access should be provided and encouraged at the western, eastern and Waverley entrances in addition to Belair and Upper Sturt;
- travel to the park by train and/or cycle should be encouraged as a means of reducing the pressure which cars impose upon the park;
- bicycle racks should be provided throughout the park and particularly at Kiosks, Old Government House etc. The Association can advise on the most suitable designs.
- Speed limits to be enforced for all traffic by means of restrictions and humps which are readily negotiable by bike (e.g. breaks in speed humps near verge).

The Cyclist Protection Association believes that the implementation of these recommendations will facilitate greater use of the Belair Recreation Park by cyclists without resorting to the provisions of expensive and specialised solutions of providing cycle tracks. The virtue of the bicycle as a quiet pollution free system of movement which is not disruptive to the environment makes it a mode of transport which ought to be encouraged in the Park.

Yours sincerely, H. PENNING SECRETARY

## BELAIR RECREATION PARK

In December 1983 the National Parks and Wildlife Service released a Draft Management Plan for the Belair National Park. The Management Plan is intended to provide a guide to future policy and planning for the Park. Once the Plan is authorised, any development or use proposed for the Park will need to be consistent with the Management Plan. The Draft is available for two months for public inspection after which time, any public comment will be considered in preparation of the final Management Plan, to be authorised by the Minister of Environment and Planning.

The Cyclists Protection Association has considered the Draft Plan and is concerned that a number of the proposed measures may limit and restrict cycling in this pleasant and relatively safe environment. The N.P.&W.S. proposals run counter to much modern park management theory, particularly in the United States, where motor vehicles are restricted from large areas of many recreation parks where cycling is encouraged.

Specific concerns which the C.P.A. had with the Draft are outlined in the letter below, which has been forwarded to the Director, National Parks and Wildlife Service. When the final Management Plan is released, the extent to which it considers the issues raised by the C.P.A. will be assessed and details advised in Pedal. Copies of the Belair National Park Draft Management Plan are available from the Department of Environment and Planning and members are urged to take advantage of the opportunity to comment upon the plan and help determine the future management of the Belair Park.

### Planning Continued from page 1

A range of slowpoint designs is shown below; in most examples, there is the flexibility to have one lane or two lane travel paths."

#### THRESHOLDS

A threshold is a design used in Europe principally for pedestrian crossings. Constructed from a contrasting material (e.g. brick paving, coloured concrete blocks) it can be designed to operate as a speed hump or can be an elongated raised pavement which has an edge to the bitumen pavement in which case, the driver must slow down substantially (15-20 kph) to ride up on to the raised threshold. In residential areas the raised threshold can most effectively be used at school crossings and local shopping centre pedestrian crossings.

Thresholds can most effectively be used in combination with slowpoints where, from a design point of view, they can complement and emphasise the design."

#### COMMENT

A threshold with a raised edge to the bitumen would greatly inconvenience cyclists and should not be recommended.

The sketches of slowpoints as shown in the Hawley/Tonkin report do not show any access for cyclists except on footpaths. Riding on a footpath should not be necessary on residential streets. Where traffic speeds are lower due to the physical techniques outlined below the separation of cars and bikes becomes hardly necessary.

Bike and car traffic should be integrated. Here we have reproduced some of the designs mentioned in the report. Where a short length of one-way path is beneficial according to the Association this is shown in black.

Where a slowpoint can be combined with a threshold this is shown hatched.

# Planning

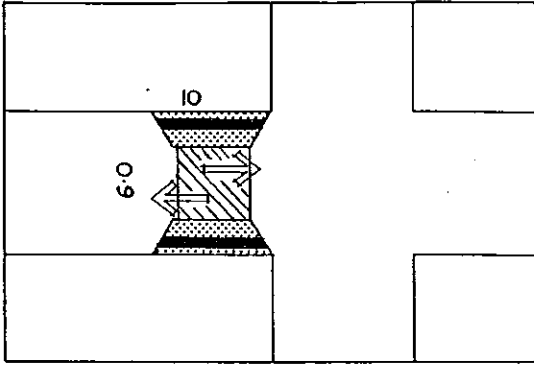


Fig. 1. Entrance slowpoint

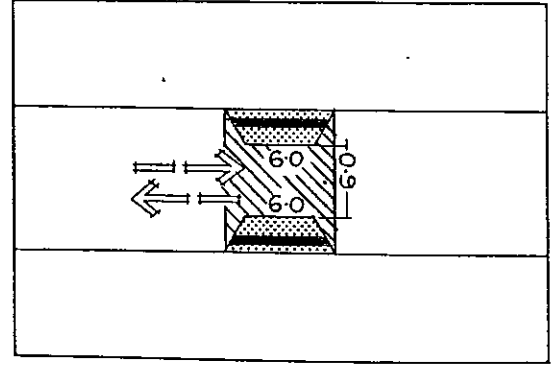


Fig. 5. Parallel midblock slowpoint

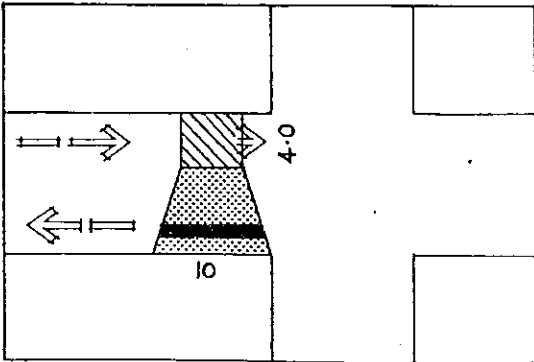


Fig. 2. One sided entrance slowpoint. A one-way cyclepath is definitely required here to prevent this street becoming one-way for cyclists.

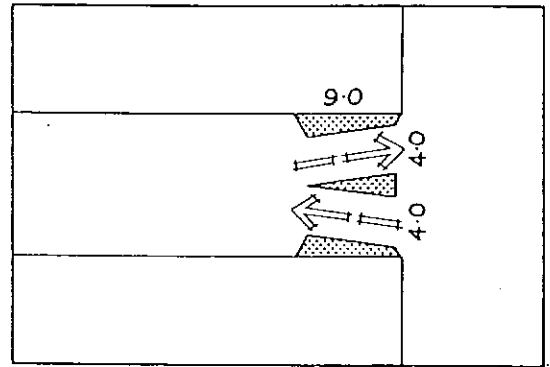


Fig. 6. Median with slowpoint  
Example corner of Angas and Hutt Street.  
When traffic on opposite side of cross street is not slowed down this technique can create a hazard to the cyclist.

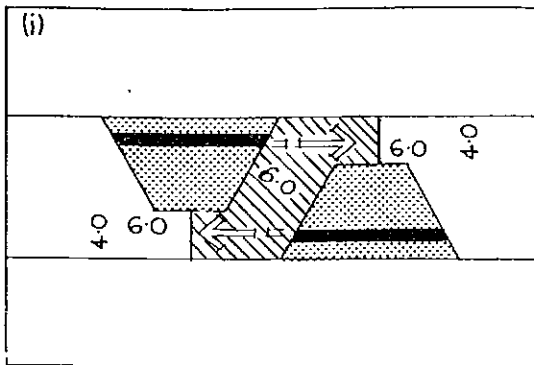


Fig. 3. Midblock slowpoint

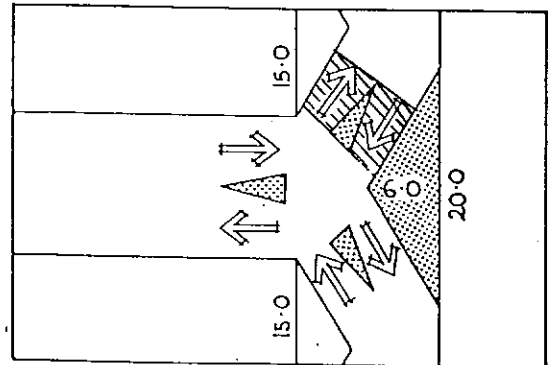


Fig. 7. T-Junction slowpoint

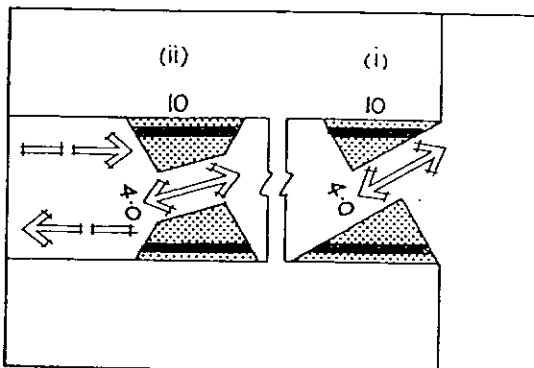


Fig. 4. Angle slowpoint

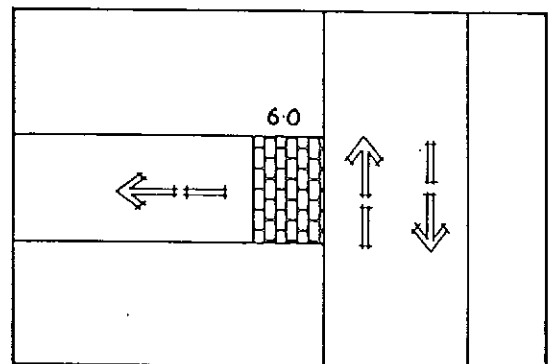


Fig. 8. Entrance threshold  
For cyclist convenience this should be humped rather than elevated.  
This applies to all thresholds.

# Planning

## "ROUNDAABOUT"

The objective of a roundabout is to reduce the speed of traffic at four way intersections so that the incidence of vehicle/vehicle conflict is lowered. This technique has been more widely used in Adelaide than in some other Australian cities due in part to its suitability for flat terrain and wide residential street intersections.

A roundabout is a useful technique if properly designed to lower speeds and effectively landscaped."

Roundabouts pose special problems to the cyclist as he/she may be cut off by a motorist. It therefore becomes an education problem. The cyclist should indicate his/her direction. In addition, if the pavement width around the roundabout is narrow the cyclist should ride in such a position that any car cannot pass him/her.

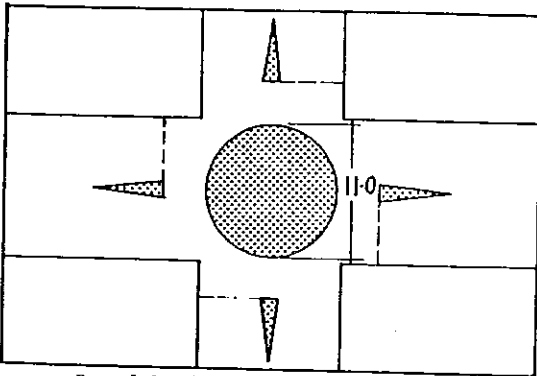


Fig. 9. Roundabout with medians

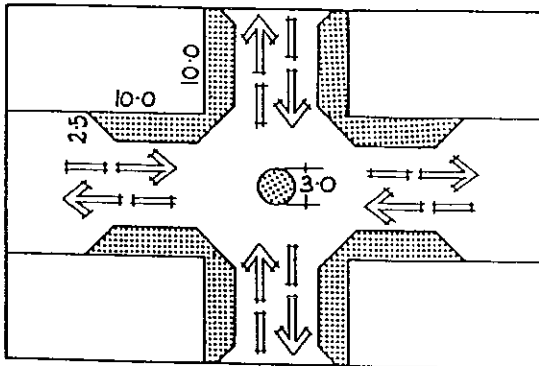


Fig. 10. Mountable roundabout with slowpoints

## "STREET CLOSURES"

Full closures, partial closures and diagonal closures of residential streets interrupt vehicular movement continuity in a street system for the purposes of discouraging through traffic. Because closures inconvenience residents, the benefits which accrue from their construction must be seen to outweigh the costs of time delays and impacts of diverted routes.

Extensive residential closure systems are appropriate in urban sub-regions where through traffic volumes use the residential street systems for overflow, as occurs in Sydney's inner suburban ring where some arterials cannot cope with peak volume capacities. In such situations, a comprehensive traffic management plan for upgrading arterial capacity and flow together with residential protection is necessary. Experience in Sydney has shown that unless the arterial capacity is upgraded (by widening or traffic management) a residential protection scheme will fail due to the physical and resulting political pressures exerted on the scheme.

Extensive closures can be appropriate in residential cells where a non-residential land use intrudes into the cell (e.g. hospital, commercial/warehousing etc.) which has no functional connection with the residential area but generates and attracts traffic through the residential streets.

An area-wide scheme of closures in a residential cell can be instituted along the arterial roads (peripheral barrier treatments) or as an internal maze system which allows entry from an arterial road but prevents direct through-travel."

Street closures are an aggressive technique which includes all motorised vehicles. Closures must be provided with smooth access for the cyclist. Concern has been expressed that the provision of a short length of cyclepath through the closure will also give access to motor cycles. The problem could be solved by providing posts approximately 700 mm. apart across the path. This spacing will allow the handlebars of cycles to pass but not those of motor cycles, which are wider.

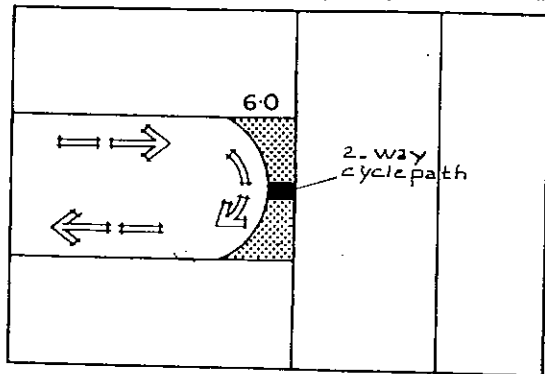


Fig. 11. Road Closure

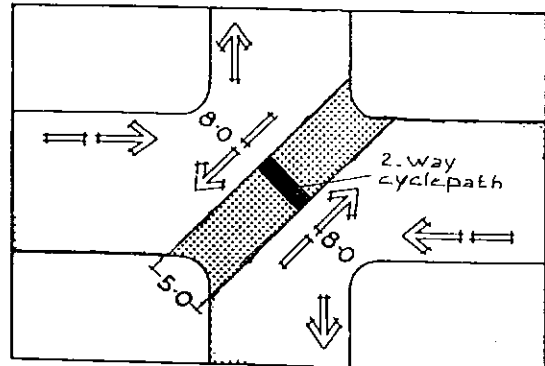


Fig. 12. Diagonal Road Closure

## CONCLUSIONS

The concept of reducing the intrusion of motorised traffic in residential streets is useful to cyclists. However, since cyclists are not part of the problem, care should be taken that cyclist access and convenience are not hampered by the measures recommended to minimise the impact of motorised vehicles.

Adequate width of the road pavement should be ensured so that cyclists do not get squeezed off the road or are forced for their own safety to occupy a position on the road away from the kerb that will slow down motorised traffic.

Measures that force cars to slow down without a reduction in pavement width such as wide speedhumps seem to be a solution that would achieve the objective of reducing car speed, while maintaining cycle access.

Serious consideration should be given to legally enforce a 40 kph speed limit in all residential areas with or without the reinforcement of physical techniques.

The report does not address itself positively to the problem of providing access for cyclists. The fact that on some sketches cyclists are shown riding on the footpath proves that the cycle has been treated as an afterthought.

It should generally not be necessary to have dual use paths in residential areas. One of the basic points of the Adelaide Bikeplan is that every street is a cycle street and this philosophy should be adhered to.



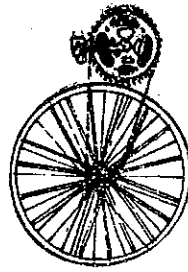
THE CYCLIST PROTECTION ASSOCIATION OF S.A. INC.  
believes:

- \*that the bicycle as a vehicle is entitled to share streets and roads with motorised traffic.
- \*that standardised improvements such as adequate lane widths and in some special cases bicycle lanes, smooth pavements, bicycle responsive traffic lights with adequate timing for the cyclist to clear the intersections are the safest and most cost effective ways to meet the needs of cyclists and motorists.
- \*that direct cycle routes using residential streets should be established with well designed and strategically located crossings of arterial roads.
- \*that the speed limit in residential areas should be reduced to 40 km/hr.
- \*that well engineered and maintained separate bicycle paths be constructed in suitable locations; separate paths are recommended where no safe and convenient alternative exists; to cross barriers or as recreation facilities in scenic areas.
- \*that adequate and safe storage facilities be provided at all traffic generators and also at railway stations and busstops to extend the range of public transport; adequate provision should also be made to carry bicycles on public transport.
- \*that education of all road users is a key aspect of the solving of road safety problems; driving and riding skills and hazard awareness of all road users should be improved.
- \*that enforcement of the law should be strict and impartial and should be applied equally to all classes of road users.

CYCLIST

PROTECTION

ASSOCIATION OF SA INC



gpo box 792  
adelaide 5001  
south australia  
telephone (08)263 4031

The Cyclist Protection Association of S.A. Inc. is dedicated to the improvement of the cycling environment. It studies ways to improve the safety for all classes of cyclists and keeps up with the latest developments in this field. It campaigns for the adoption of policies conducive to the promotion of cycling by Federal, State and Local Government bodies. The Association is represented on the State Bicycle Committee and other bodies. The Association is a memberbody of the Bicycle Federation of Australia.

The Association offers members the following:

- \*Bi-monthly newsletter to keep members informed of the latest developments and cycling news.
- \*Monthly meetings.
- \*Discounts at nominated bikeshops.
- \*Bicycle insurance.
- \*Library of publications and magazines on cycling.
- \*Technical advice.



C L A S S E S O F M E M B E R S H I P

Personal	an individual -	\$ 8.-per annum
	if unemployed, student or pensioner	\$ 5.-per annum
Associate	an individual living at the same address	
	as and nominated by a personal member	\$ 1.-per annum
School Club	a cycle club established in a school,	
	college or university	\$ 8.-per annum
Organisational	organisations other than above	\$15.-per annum

I N S U R A N C E

SUN ALLIANCE INSURANCE LTD. offers through its policy with the Cyclist Protection Association of S.A. Inc. insurance to its members and also to individual members of School Club and Organisational memberbodies. The policy covers accidental collision, fire, theft and third party cover up to \$ 200,000. The full policy is available on request. The renewal for all insurance is March 1st. The premium for the year ending 1/3/85 is \$ 12.- for every \$ 100.- of the value of the bike. The premium for new insurance is calculated on a monthly pro rata basis until March 1st 1985, part of a month being taken as a whole month; e.g. insurance taken out on 20th of August 1985 for a bike worth \$ 210.- requires a payment for the period until March 1st 1985, that is a period of 7 months out of 12. The premium thus required is  $7/12 \times \$210/\$100 \times \$12.- = \$14.70$ . Insurance commences the day the completed form has been received by the Association; a certificate will be issued at a later date. For claims contact the insurance company directly.

T - S H I R T S

T-shirts are for sale with Association logo on back and front. \$ 6.- posted	Fits	Size code	14	16	18	20	22
	men and	fits					
	women	chest(cm)	90	95	100	105	110

CYCLIST PROTECTION ASSOCIATION OF S.A. INC., G.P.O. BOX 792, ADELAIDE 5001

MEMBERSHIP

Name and address of member:	Phone	Amount	Circle which
.....	Home Business		is applicable
.....	.....	\$.....	new/renewal
.....Postcode.....			
Names of Associate Members:		\$.....	new/renewal
.....		\$.....	new/renewal

INSURANCE

Name and address of owner:.....			
.....			
If member of School Club or Organisational memberbody, state which.....			
Make.....Frame no.....Value \$.....			
Colour.....Signature.....Date.....		\$.....	new/renewal

T-SHIRT size....., please send to:.....  
 .....  
 \$.....

VOLUNTARY DONATION

\$.....	cheque/cash/
TOTAL	\$..... money order

- I wish to join in the work of the following sub-committees (please circle)
- Engineering: planning of cycleways, physical improvements on roads.
  - Education : education of cyclists of all ages.
  - Enforcement: application of laws to cyclists.
  - Encouragement: promotional events and tours.
  - Equipment : investigation of equipment and advisory service.