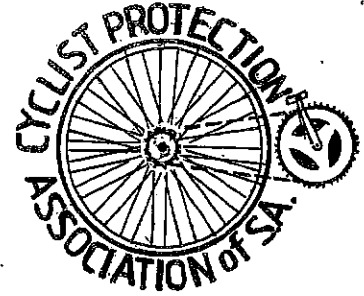


# P E D A L

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## Renewals

RENEWALS FOR BOTH MEMBERSHIP AND INSURANCE FALL DUE ON 1/3/84

### MEMBERSHIP RENEWAL

Your Membership Renewal becomes due and payable on 1st March 1984 unless you have already renewed for this financial year, or if you joined up as a new member after 31st August 1983, in which case you are financial until 1st March 1985.

We would appreciate prompt payment before the 1st March to help us avoid having to send out individual reminder notices. This consumes a lot of time, which could be better spent on furthering the aims of the Association.

### INSURANCE RENEWALS FOR 1984

All members who have insured bicycles under the Cyclists Protection Association's insurance scheme are reminded that premiums are due on 1st March 1984 and should be payable to the Association prior to that date by completing the form on the back of this newsletter.

Unfortunately, our insurers, Sun Alliance, have insisted upon an increase in premium from 8% of the insured value to 12%. Despite a meeting with a representative of the Company, at which we discussed alternatives to a flat increase, Sun Alliance is adamant that this new rate will apply in 1984.

The increase is based on the fact that the Company has made a loss on the 1983 policies resulting from claims relating to four stolen bikes and one written-off through an accident. Whilst there is no suggestion that this rate of theft is greater than the average rate throughout the community, it has been sufficient to cause a loss to the scheme overall, resulting in the increased premiums.

If the trend of bike thefts increases (particularly amongst the more highly valued machines) there is a real danger that bicycle policies will become extinct and that sole bike cover will become impossible to obtain. Along with the loss of protection from total theft, cyclists will also lose the benefits of cover for third party claims, replacement for damage through accident or collision, and replacement of parts pilfered from the machine. If this were to be the case, cycling will be a far more hazardous and uncertain business than it need be at present.

If bicycle insurance is to survive at rates that are even moderately attractive, it is clear that cyclists must take some responsibility for securing their machines safely. This requires the use of effective locks and taking the same degree of care of the machine as though it were uninsured.

Accordingly, members who wish to continue their insurance cover throughout 1984 will need to calculate the premium at the new rate of \$12.00 per hundred dollars insured. This will either involve paying an extra amount on last year's premium, or reassessing and reducing the stated value of the bicycle in line with its depreciation. In any case, the level of third party cover in respect of damage caused by the bicycle to other persons or vehicles will remain at \$200,000.

The C.P.A. executive will keep the insurance situation under review throughout 1984.

New membership pamphlets incorporating the new rates have been printed.

Please destroy all old stock of membership forms. If you know of any stocks lying around, e.g. bike shops, please make sure they are replaced with new ones.

## The Adelaide Bike Plan

On the 19th December 1983, Cabinet approved the following recommendations:-

- (i) Endorse the Adelaide Bike Plan as a guide to future planning and legislation relating to bicycling in the Adelaide Metropolitan area.
- (ii) Encourage Local Councils to use the Plan as a basic guide when determining priorities for road and traffic management improvements under their jurisdiction.

With respect to the third recommendation, Cabinet took into account a minute from the Under-Treasurer which suggested that any increase in the level of financial support should be planned in the context of the budget process and that existing resources should be directed towards meeting high priority action items in existing bicycling oriented programs.

On that basis, Cabinet approved the following recommendation subject to budget considerations:-

- (iii) Confirm that Education, Engineering, Encouragement and Enforcement activities, related to cycling, in the relevant Government agencies be continued and that they be co-ordinated and increased where applicable through consultation with, and representation on the State Bicycle Committee.

It is important that the attention of all Departments and agencies within your portfolio be directed to the Government's support for the Adelaide Bike Plan and to the need to continue their bicycling oriented programs with at least the same commitment of resources as has been the practice during the immediate past and current budget years.

### GOOD NEWS FOR THE BIKE PLAN?

Adelaide's cyclists may well have wondered what has become of the Bike Plan, unveiled by the State Government some twelve months ago in a blaze of publicity. To date, very little. The various recommendations set out in the Bike Plan have followed a very tortuous path through Cabinet, to Treasury for costings, back to the various Government Departments involved in the area, and finally to an approval in principle.

As a result of all of that, the Bike Plan is now the official guide to future official decision making in relation to cycling. Local Councils will also be encouraged to use the Bike Plan as their basic guide in determining their cycling priorities.

(Continued to page 4)

# Association Information

## FUNCTIONS

CHAIRMAN	John Arnold *	44 8979 H
SECRETARY	Hans Penning *	263 4031 H 227 4311 W 278 2030 H
TREASURER	Tony Monkerud *	278 2030 H
MEMBERSHIP RECORDS	Bob Daniells	
PEDAL POST	Leith Davidson	272 9095 H
	Stephanie Denton *	
LEGAL ADVISER	Chris Reynolds *	267 5528 H
TECHNICAL ADVISOR	Peter Mack *	297 4992 H
	John Mellor *	269 5463 H
LIBRARIAN	John McKinnon *	332 9114 H
EDUCATION	Judith Hennig *	44 8979 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. For venue, enquire with Secretary. Every member of the Association is welcome to attend.

The dates for the next three meetings are:  
February 15; March 21; April 18

## SUB-COMMITTEE MEETINGS

Engineering 28/2/84 at 8.00 p.m. at 310 Angas Street, Adelaide.

## PEDAL

- \* Articles for the next issue to be in by the Management Committee meeting on March 21
- \* The opinions of the contributors are not necessarily those of the Association.
- \* 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

## RECENT CORRESPONDENCE

Bicycle Federation of Australia Meeting  
Freedom Machine Bikebook  
Heritage Week  
Barring of cyclists during peak hour  
Position of Mr. D. Forbes (Bicycle Education)  
Increase in Insurance Rates  
Cycle access to Western Suburbs  
Belair Rec. Park Management Plan  
Road User Opinion of Traffic Control Devices  
Traffic Safety Education (submission)  
Bicycle Signs (submission)

## THE C.P.A. TRAVELLING DISPLAY

The Cyclists Protection Association has recently compiled a collection of display material which can be used to advertise the existence and aim of the Association and to promote cycling generally. To date, displays have occurred at the S.A.F.M. 'Bike Hike' last September and more recently at the Campbelltown Public Library. The expansion and improvement of the range of material available will be an ongoing project for the Encouragement Sub-Committee, and will be further assisted by John Mellor's offer to construct a number of free standing display boards.

Any person who has material for use in this display, or who knows of any venue or function where such a display might be welcomed should contact Stephanie Denton on 267 5528 (A.H.).

## CYCLING ORGANISATIONS

- SOUTH AUSTRALIAN CYCLING ASSOCIATION**  
14 Homington Road, ELIZABETH NORTH 5113.  
Telephone 255 1639
- The umbrella organisation for eleven amateur or professional racing clubs.
- 
- BMX ASSOCIATION OF S.A.**  
6 Angas Street, GOODWOOD 5034. Telephone 271 2487
- 
- BICYCLE TRADERS ASSOCIATION OF S.A. INC.**  
86 Mary Street, UNLEY 5062. Telephone 272 4322
- 
- CYCLE SPEEDWAY ASSOCIATION**  
349 Torrens Road, KILKENNY 5009.
- 
- CYCLING FOR PLEASURE GROUP INC.**  
15 Donald Street, HIGHBURY 5089. Telephone 337 4214
- Regular rural and urban rides for all grades of cyclists.
- 
- PENNY FARTHING CYCLE CLUB OF S.A.**  
3 Aldgate Tce., BRIDGEWATER 5155. Telephone 339 1334
- 
- S.A. TOURING CYCLISTS' ASSOCIATION**  
P.O. Box 304, NORWOOD 5067. Telephone 332 0956
- Regular country rides.
- 
- SOUTHERN DISTRICTS VETERAN CLUB**  
19 Underbank Road, HACKHAM WEST 5163. Telephone 382 0522
- Registered amateur veteran racing and tours in the Southern Vales area.
- 
- THE TANDEM CLUB OF AUSTRALIA**  
71 Tivoli Road, SOUTH YARRA. VIC. 3141

## CLUB ACTIVITIES

- S.A. TOURING CYCLISTS ASSOCIATION - PHONE 332 0956**
- 25th February- An evening ride calling at the Scenic View Hotel (Norton Summit) (Depart Victoria Square Fountain 7.30 p.m.)
- 9th, 10th, 11th March -  
Burra, Clare to Adelaide - Depart Adelaide Railway Station 5.50 p.m. staying overnight at Burra. (Participants must contact Rod or Karen 332 3131 by 2nd March)
- 24th March - A quiet hills ride, about 80 kms. Depart Adelaide Railway Station 9.15 a.m. or Aldgate Railway Station 10.15 a.m.
- 8th April - The Southern Century to McLaren Vale and through the hills (100 kms.)
- 20th-24th April - Four days ride in the Grampians.
- CYCLING FOR PLEASURE GROUP - PHONE 337 4214.**
- All rides start 10.30 a.m. from Victoria Square.
- 26th February - Hindmarsh Rollerdrome
- 11th March - History of Cycling
- 25th March - Adelaide foothills - with City ride as alternative
- 8th April - Progressive Meal
- 22nd April - Reynella Winery

## 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 - Phone: 296 7090.  
Terry Davey Cycles - 753 Marion Road, Ascot Park.  
Morelli Pannier Bags - 39 Gordon Road, Clarence Park  
Phone: 293 1800.
- Elizabeth Star Cycles

# Planning

## RESIDENTIAL STREETS AND BICYCLES

### Part I

The following article is a commentary which relies heavily as a Discussion Paper on Residential Street Improvements, prepared by Ms. L. Hawley and B.C. Tonkin and Associates for the Department of Transport in 1982. Extracts from that document where used, are indicated by quotation marks.

Although South Australia has not a rigid classification of streets and roads based on the number of vehicles per day as in some other States, a basic division can be made in arterial roads and residential streets. Arterial roads are mostly straight and wide and carry large amounts of traffic. Their purposes is to provide for inter district travel. They are administered by the Highways Department.

All the other roads are sometimes called residential streets, or local roads. They are there to provide access to properties and are administered by local government. However, all the roads and streets within the boundary of the City of Adelaide are under the jurisdiction of that council.

Why cyclists prefer -

#### Arterial roads over residential streets

1. More direct
2. Signalised intersections
3. Better surface

Why cyclists prefer -

#### Residential streets over arterial roads

1. Quieter, less traffic
2. Less skill required in dealing with motorised traffic
3. Less pollution
4. Less wind because of presence of trees and narrower streets
5. More shade because of presence of trees

Most cyclists use both alternatives in varying proportions to make up a trip, depending on convenience, conditions and the state of mind of the cyclist.

For example, when travelling downhill with a tailwind it becomes more attractive to ride on an arterial road because bike speeds can more easily approach those of motorised traffic. On the other hand, when travelling uphill with a headwind in 35° C heat, it is more attractive to travel along a quiet leafy residential street, where this is in accordance with the rider's destination.

The measures that can be taken to make cycling safer on arterial roads are under constant review by the State Bicycle Committee and will be dealt with in a later article.

Residential streets are an important area for cyclists, e.g. for children going to school. It is also a policy point of the Association that a system of long distance routes for cyclists so called bike arterials be established.

The identification and design requirements of these bike arterials have been described in previous PEDALS. Last year the Association put up a proposal for a bike arterial from Adelaide to Henley Beach. The Unley Council is implementing its West Unley commuter route and St. Peters and Payneham have a similar route through their area.

However, cycling is only one of the activities carried out in residential streets. An important function, although not by design, is to provide play areas for children. Here they mix with children from adjoining residences, even in areas where playgrounds have been provided, as these are always some distance away from their homes.

"In all residential areas, the greatest users of the streets are children who, due to their age and behaviour patterns, are the most vulnerable to accidents. In South Australia, for example, 40% of all reported pedestrian and cyclist accidents occur in the under 15 year old age groups which constitute about 26% of the total S.A. population.

Overseas studies indicate that:

- the risk for children to be mortally injured in a traffic accident is 10 times the risk of an adult
- more than 80% of all child fatality accidents take place in the immediate street environment of the home
- about 70% of all accidents of children less than 6 years old take place on streets with less than 300 vehicles/day.

Although a street may have light traffic volumes, the speed at which vehicles can travel along it can be very high, especially in long straight stretches of street. While vehicle/vehicle accidents are much higher at intersections, vehicle/pedestrian accidents occur anywhere.

It is now becoming apparent that more education of young children in road rules does not necessarily influence their play behaviour patterns, even though it may influence their behaviour patterns at major road crossings to school, and eventually train them for greater traffic awareness as teenagers.

Elderly people are also vulnerable in traffic. Hearing and sight impairments prevent elderly pedestrians and cyclists from judging speed and distances and reacting to them swiftly.

Efforts should be directed toward influencing the behaviour of the very young and elderly. Rather than building barriers which prevent free flow of pedestrians and cyclists in residential areas, barriers should be put in the way of motor vehicle drivers in order to make them drive more in accordance with the human-oriented environment of a local residential street.

In order to achieve safety in residential areas, three actions are required:

- reduction of traffic volume by eliminating through traffic
- reduction of area-wide traffic speed
- treatment of conflict points.

These actions may be achieved by the use of single purpose techniques which do not contribute aesthetically to the residential streetscape, however there are certain traffic-related techniques which, as well as controlling the behaviour of motor vehicle drivers, are an attractive addition into the street.

Experience both overseas and in Australia points to the greater acceptability of aesthetically-pleasing solutions than the traditional 'barrier-across-the-road' techniques. This applies particularly to techniques which inconvenience local traffic movement as well as through traffic such as closures and diversions."

In the last 15 years therefore, there has been a growing emphasis on increasing the safety and amenity on residential streets.

(Continued to page 4)

## Planning (Continued from page 3)

This change in philosophy can be seen in the layout of the newer suburbs. Residential streets have been laid out so as to make it more difficult for traffic to use them as a short cut and alternative to the arterial road system. This has been achieved by making streets more circuitous and installing cul-de-sacs. These designs have made it more difficult for all traffic, including cyclists. However, some of the newer suburban streets have been designed to provide car access on one side of the abutting properties while pedestrians and cyclists gain access to a continuous path from the other side of the properties.

However this design is not possible in the inner suburban areas which were laid out on the grid system with every street designed as a mini arterial road. When traffic volumes for arterial roads increased in the 60's, cars began also to travel these residential streets in response to that increase. At the same time, demand for increased amenity and safety on these same residential streets grew.

There have been various attempts in the Adelaide metropolitan area to discourage 'through' traffic in the inner suburban residential areas by physical means. This has met with varying degrees of success and acceptance. Although the measures available to discourage motorised traffic through residential areas will also increase safety for cyclists, care should be taken that they do not at the same time discourage bicycle through traffic (after all, they are not part of the problem).

The Department of Transport has commissioned a Discussion Paper "The Prospects for Residential Street Improvements in Adelaide". This report identifies ways in which this objective can be achieved in the inner suburban areas. Although cyclist access is mentioned the paper does not discuss critically the question of providing a smooth and uninterrupted passage for the cyclist. The techniques described in the paper fall broadly under two headings.

### "REGULATORY TECHNIQUES"

In recent years, great use has been made of regulatory measures in order to maximise capacity of existing major arterials, particularly during peak-hours. Consequently priority roads, clearways, turn bans and transit lanes have increased the efficient operation of urban arteries. In addition to these measures, side-street treatments with STOP signs and traffic signals as well as co-ordinated signal systems on arterials are creating safer and continuous flow on arterials.

Most of the measures used to improve flow and capacity on major arterials have at the same time made short-cutting through residential areas less attractive. This has been achieved mainly by the regulatory STOP and Give-way signs which can impose heavy delay penalties on traffic trying to join arterial routes from side-streets at peak hours.

The concentration of techniques along the arterials does little to control motor vehicle behaviour within residential precincts themselves. Regulatory measures which operate successfully in peak periods, may not necessarily protect residential cells from filtering through-traffic in off-peak periods. Many local councils have therefore used a range of regulatory measures within residential precincts directed at effectively controlling traffic behaviour at all times.

Most of these regulatory techniques can be included under the following:

- spot control signs:
  - stop
  - give-way
- signs relating to area controls:
  - load limits
  - speed limits

- traffic directional signs:
  - one-way
  - turn restrictions
- residential parking permits.

The above measures are only as good as the degree of policing them. Experience indicates that extensive use of regulatory measures in residential environments has improved safety at intersections, but achieved little in terms of mid-block safety and the behaviour of car drivers in the residential street.

For the purposes of a Local Traffic Management Plan regulatory techniques can only be secondary to physical techniques which have the capacity to modify driver behaviour by their design."

However, it will be noted that there has been no call for reducing the legal speed limit in residential areas. It is a policy point of the Association that the speed limit on residential streets be reduced to 40 k.p.h.

Objections have been raised that it would be difficult to police such a policy. However, if 60 k.p.h. can be enforced on arterial roads, 40 k.p.h. could just as easily be enforced on residential streets.

This could be yet the cheapest means of decreasing the impact of the motor car in residential streets, and could complement the physical measures outlined further on.

A simple way of achieving this would be to have a blanket speed limit of 40 k.p.h. all over the State, and only sign those roads that have a different speed limit. This would mean that arterial roads would be signed 60 k.p.h.

(Part II will continue next issue)

## The Adelaide Bike Plan (Continued from page 1)

On the specific issues of costings, Cabinet agreed that the money already being spent on cycling programmes (quite a considerable sum if the estimates are correct) should be directed towards implementing the high priority programmes identified in the Bike Plan.

Basically this means that the money which is available for cycling can be directed in a planned and logical fashion. It also gives the State Bicycle Committee the role of co-ordinating and guiding this expenditure. As the Cyclists Protection Association has a representative on this Committee, it will thus be able to monitor the progress made in implementing the Bike Plan.

The next stage in this process should be for the State Bicycle Committee to examine the various programmes which Government Departments are presently operating in aid of cycling, in order to gauge the extent to which they conform with the general thrust of the Bike Plan. It may be that the direction of some of these programmes will need to be altered as a result of this. The Association will also be pressing for an implementation programme indicating likely times for the introduction of the various recommendations set out in the Bike Plan. It is this stage in the process which will be critical to the overall success of the Bike Plan. An approval in principle is only the first step.

Also, the Association is concerned that the evidence to date has not shown much indication of the Government's support for the Bike Plan. In particular, the Education Department cut the position of the person responsible for co-ordinating bicycle safety programmes in Schools, and in doing so, loses the considerable skills of a Teacher (Doug Forbes) who possesses both a background and interest in the area. The extent to which recommendations relevant to this area will be implemented successfully is now open to question.

From this rather poor start, it is only to be hoped that the Government regains the initiative and proceeds with the implementation of the Bike Plan without further delay.

## Touring

### CYCLING ON KANGAROO ISLAND - by LOIS PADGHAM

"Warning. Exercise caution on all unsealed roads. Loose floating surface prevails."

Perhaps an understatement by the R.A.A. in their description of Kangaroo Island's treacherous, ball-bearing, ironstone gravel roads. An understatement at least to cyclists who, like myself and two friends, have attempted to "see" the Island by bike. I think my eyes were focused on the ground ninety per cent of the time searching for a suitable path through the sand and gravel and concentrating on not falling off rather than enjoying the wildlife scenery.

As the Troubridge was in dry dock, Landon, Heather and I took the Hydro-flite from North Haven on Monday 10th October at 7.30 a.m. Our arrival created much amusement to other passengers as the crew tried to hoist the heavily laden bicycles on board, then lash them to the guard rail. Once out in the gulf the bikes (including sheepskin seat covers and foam-covered handlebars) and gear quickly became sodden with salt water spray.

The first stretch of cycling was on one of the few bitumen roads, battling a head wind to Pelican Lagoon, passing swamps, fields and stands of *Eucalyptus cneorifolia* (used to produce Eucalyptus oil) on the way. That night we sheltered in the lee of Mt. Thisby, a large fixed dune near the narrowest point on the Island. Mosquitoes plagued us all night.

Next morning a day trip to Penneshaw was agreed upon, as no one felt inclined to re-pack the bikes. With two of us using normal carriers and rucksacks instead of proper bike panniers, it required a lot of time and careful planning to pack and tie up gear. A side trip along the rough track to Sapphire town (opposite American River), resulted in two gaping holes in my front tube. The scenery, however, was beautiful, with blue flowers everywhere and lovely views of the lagoon. A spiny ant-eater also waddled across the track in front of us.

One very large hill just before Penneshaw slowed our progress, but the exhilarating downhill stretch into the picturesque town made it all worthwhile. After a well deserved drink at the hotel, and a sit down on the cliff top to look across at the hazy mainland, we slogged back up the huge hill and back to our campsite in the dunes.

After an early start the next day we headed south-west to Seal Bay, passing the northern tip of Cape Gantheaume Conservation Park and Murray Lagoon. Progress was "painfully" slow on the dirt as corrugations, potholes and sand, as well as the deep ball-bearing gravel patches had to be avoided. The heavy weights over our back wheels, however, helped to grip the road surface while going uphill.

"Are the seals worth it?" we questioned as the bikes skidded and crunched along the 11 kms. of very bad dirt road to the sea. Not long after, we met botanists Rick Davies and Wal Bushman who were searching for rare plants on the Island.

It is quite bizarre to follow the boardwalk to the lookout and then to suddenly come upon dozens of blobs lying listlessly on the beach like sun-worshippers on the Gold Coast. The sea-lions just lie there occasionally opening one eye to check on the tourists or raise a flipper to scratch themselves. Envyng the sea-lions' seemingly "lay-back" existence we once more hopped on the bikes to tackle the Seal Bay road. Fortunately things never seem as bad the next day, and with little effort we were on the south coast road and heading to Vivonne Bay, visiting "Little Sahara", an area of mobile dunes, on the way. The day had been quite warm and sunny and so a swim in the tea-coloured river at Vivonne Bay was welcomed.

After establishing a cosy camp amongst melaleucas on the cliff top, we were visited by Rick who had followed our wobbly bike tracks. He offered to take us to Flinders Chase and knowing it would have been

impossible for us to cycle there and get back to Kingscote in time to catch the Hydro-flite, we accepted his invitation and proceeded to fit 3 bikes, 4 people and luggage into the Suzuki f.w.d.

Friday dawned cool and drizzly but did not deter us from exploring "The Chase". On Rick's suggestion we rode to Rocky River Walking Track, passing through twisted sugar gum forests and marvelling at the size of the yaccas. By this time our gears were encrusted with sand and dirt thrown up from the damp roads. At Snake Lagoon, a grassy, roo-manicured, natural oval, the road ended and we walked over the dunes, carefully avoiding a black tiger snake artistically draped over the rocks next to the path. A dainty, purple coloured, prickly prostanthera dominated the undergrowth.

At its mouth, Rocky River flows over sculptured rocks, creating mini waterfalls before mingling its brown water with the ocean's green. Shallow caves decorate the cliffs above the river and large green/brown bushes wave freely in the strong breeze. An enchanting scene, but no fish.

That evening we were visited by hungry roos and a ring tailed possum and it's baby with a craving for Krispy Wheat biscuits.

Saturday, another drizzly day, was spent botanising with Rick looking for tiny plants in swampy areas along the western most road in The Chase. North of Rocky River he showed us a cave into which a river flowed. Towards the coast we explored another cave containing formations. Both caves are blocked by water, so it is not known if they are connected. After getting ourselves wet and muddy, trying to discover the extent of the caves, we then drove along an extremely rough track north of West Bay to a large blow-hole and then to the sea. Our fishing lines barely touched the water which foamed and seethed 30 metres below us. With one rock cod barely larger than the bait we stumbled back in the dark to the car.

The weather was once more sunny and warm on Sunday and so we cycled south to Remarkable Rocks along a pleasant undulating road. By this time the ball bearing gravel and sand patches seemed much less daunting as we ploughed through them like veteran "Findon Skid-Kids". Bunker Hill Lookout offered a panoramic view over Yacca Flat to the coast. The strain on wrists and hands is quite severe when going downhill for such a long way. One must keep the wheels turning to avoid skidding and brake on patches of road free of loose gravel. After lunch on the Rocks we tackled the hilly road hugging the cliff tops to Cap de Couedic. At the first deep sand patch we left the bikes in the bushes and walked the last 2 km. to the lighthouse which was once manned by 3 families. Every 2 hours the rotation mechanism had to be wound up. In the foam under Admiral's Arch, New Zealand Fur Seals lolled and rolled, ignoring our presence.

Back at the Chase that evening we found a ride back to Cygnet River on the back of a one ton ute. After a huge breakfast and a taste of K.I. hospitality we were taken the rest of the way to Kingscote and caught the hydro-flite back to Adelaide and sealed roads.

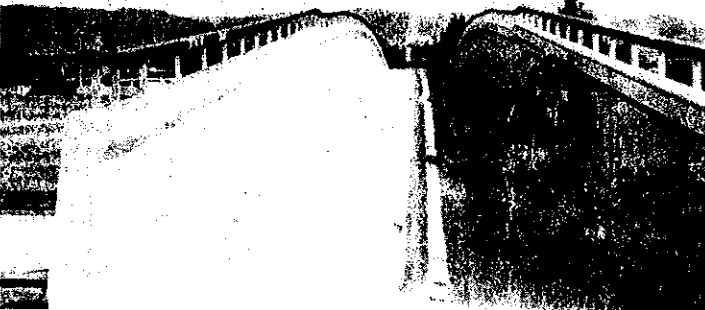
Some advice to would be cyclists on K.I.:

- \* Take the Troubridge if you don't want your bike to be doused with salt water.
- \* Although the Island is reasonably small (approximately 145 km. x 60 km.), you cannot go fast on gravel roads. Longer than a week is needed to see everything comfortably.
- \* Drinking water is easy to obtain from farms and picnic areas in conservation parks.
- \* Put foam padding on handlebars to reduce the jarring.
- \* Spring is the best time for wildflowers and weather most suited to cycling.
- \* Be prepared to spend a day thoroughly cleaning your bicycle after the trip.

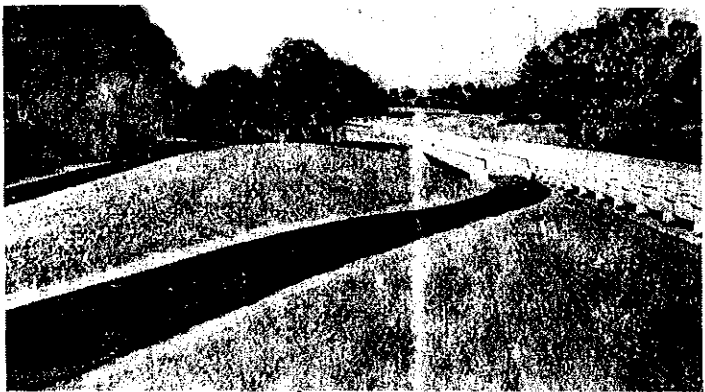
## North East Busway

### NORTH EAST BUSWAY

The North East Busway project is progressing inexorably and with it the associated bicycle-pedestrian paths. Below are some shots of recent work in the Campbelltown area.



Cyclist-pedestrian bridge over busway near James Street.



Combined busway and cyclist-pedestrian bridge across Torrens River.



Cyclist-pedestrian path under construction.

### LAW 'FAILS TO PROTECT VULNERABLE CYCLISTS'

The legal system is biased towards motorists and is "clearly inadequate" to protect cyclists from being killed or maimed, it was claimed yesterday.

A campaign is needed to get the law changed and persuade the courts to hand out tougher penalties, said Mr. Peter Lumley, editor of BICYCLE TIMES.

A report by the Cycling Council of Great Britain details "case after case of driver ineptitude, usually resulting in horrific injury or death to cyclists, and the often derisory punishments delivered to the culprit."

#### STILL VULNERABLE

Cyclists are killed, often by drunken or careless drivers, some uninsured, yet the motorists escape with fines as low as 25 pounds and no disqualification, said Mr. Lumley.

"It seems that no matter what length cyclists go to stay within the law, and no matter how hard they try to be bright and visible at all times, they continue to be vulnerable to careless drivers.

## State Bicycle Committee

### 1983/84 BICYCLE FUND APPROVED ALLOCATIONS TO COUNCILS

#### Urban

##### Central Southern and Eastern

- |                 |  |
|-----------------|--|
| C.C. Brighton   | King George Avenue<br>Whyte Street - Scarborough St          |
| C.C. Glenelg    | Partridge Street<br>Jetty Road - Council Bdy.                |
| C.C. Glenelg    | Kibby Ave and Bagshaw St<br>North Glenelg                    |
| C.C. Mitcham    | Railway Reserve<br>Coromandel R.S. to<br>Blackwood Schools   |
| C.C. Mitcham    | Laffers Road - Lindsay Terrace<br>Belair via Council Reserve |
| C.C. Unley      | Commuter Route West Unley                                    |
| D.C. Mt. Barker | Albert Rd. - Separation Rd.                                  |
| C.T. Meadows    | Hub Drive Windebanks Rd -<br>Hub Centre                      |

##### Central Northern and Western

- |                |  |
|----------------|--|
| C.C. Salisbury | Main North Road<br>Rail Crossing - South Terrace     |
| C.C. Salisbury | Main North Road<br>McIntyre Road - Ayfield Rd        |
| C.C. Salisbury | South Terrace (Main North Road)<br>via local streets |
| C.C. Salisbury | Shepherdson Road<br>Sunderland Road - Boston Ave     |
| C.C. Enfield   | Main North Road<br>Existing path - Rail Crossing     |

##### River Torrens Linear Park

(1/3 subsidy at a standard unit rate of \$15 per m2)

- |              |  |
|--------------|--|
| C.C. Enfield | Darley Road - Brookvale Road<br>Darley Road - Lagonda dr/<br>Riverglen Dr<br>Lagonda Dr/Riverglen Dr -<br>Moore Street |
|--------------|--|

- |                      |  |
|----------------------|--|
| C.C. West<br>Torrens | Underdale H.S. - White Ave<br>Rowells Road - Torrens Ave |
|----------------------|--|

- |                |                                |
|----------------|--------------------------------|
| C.C. Woodville | Flinders Park - Fulham Gardens |
|----------------|--------------------------------|

#### Rural

##### Central Northern and Western

- |            |  |
|------------|--|
| D.C. Light | Bikeway at Greenoch<br>Yorke and Lower North |
|------------|--|

- |              |                     |
|--------------|---------------------|
| D.C. Eudunda | Morgan Road Bikeway |
|--------------|---------------------|

"In theory, a motorist can plough into a group of cyclists, killing them all, and still walk out of court a free man, suffering only a fine and disqualification. This is clearly unsatisfactory."

In 40 accidents involving cyclists, most of which were fatal, the sentences meted out by the courts never came anywhere near the maximum permissible. Punishments in magistrates' courts were even less severe.

A burglar who killed a householder is charged with murder, yet the death of a cyclist as a result of careless or reckless driving is rarely taken into account, said Mr. Lumley. It is simply the "unfortunate consequence of a traffic violation," he said.

From - Daily Telegraph, London - 3/1/84.

### ROAD CLOSURES

It was wrongly reported in the December 1983 issue of PEDAL that street closures have to be provided with access for bicycles. However, this is not the case. It is up to each individual council to provide access. This is a most unsatisfactory procedure. After all, cyclists are not part of the problem that calls for the introduction of road closures.

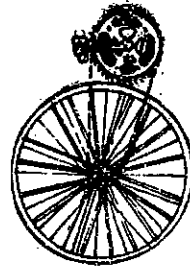
THE CYCLIST PROTECTION ASSOCIATION OF S.A. INC.  
believes:

- \*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      telephone (08)263 4031  
south australia

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.





2787  
1986

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 women	fits 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:.....

.....	\$.....	
<u>VOLUNTARY DONATION</u>	\$.....	cheque/cash/
	\$.....	money order
TOTAL	\$.....	

- 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.