

September 2021 SARCC Newsletter



COVID-19

SARCC are back riding

QR scanning for SARCC.

- All SARCC groups use QR.
- You must QR scan and register your attendance at each ride/event. **Note, never touch an uncleaned card or pen!**
- **RIDE LEADERS:** Please go to [SARCC website](#), select your ride group, select your Covid Safe plan and print QR code for scanning. If you forget to print QR code, use smart phone get the QR image from SARCC web - participants can scan from your smart phone image.
- If you are unable to QR scan, notify the Ride Leader – the Leader will email sarccexec@gmail.com with the exceptions.
- Only QR Exceptions are: **1. electricity or internet connection prevents its proper use 2. the person does not have a smartphone.**

Vaccine Reminder: All SARCC rides, tours and events will be operated in accordance with the Covid-19 directives that are in force in whichever Country or State they are held in. It is likely that, in the near future, current Covid-19 vaccination status certificates will be required in order to access venues or services within Australia as well as to travel interstate and internationally. Vaccines for most age groups are available and free. [Check here for your vaccine eligibility](#)

PLEASE DON'T WAIT – VACCINATE & COMMUNICATE

SARCC RECOMMEND YOU CHECK THE WEB PRIOR TO ATTENDING ANY RIDE OR EVENT ↓

The Following is correct at time of Print there are many reasons why changes may be necessary.

Sunday Rides:

August 29th Scenic and Hilly ride Stirling Meet at 10am, [top end of Druids Avenue, Stirling](#). Nearest toilets at Steamroller Park, Cnr Avenue Rd and Mt Barker Rd, near roundabout. Steep hills including through bushfire affected area. First shop facilities at Mylor lunch stop (27km). *Kath C 0429 191 848*

September 12th Amy Gillet Bikeway and surrounds As you drive through Oakbank on Onkaparinga Valley Road, just past the Oakbank Hotel on your left you will see [Oakwood Road](#). Turn down it and park a little way down on the side of road or in an adjacent street. Unload bikes and meet in the carpark of KARKOO (plant nursery and cafe on right hand side of road) near the huge tree for briefing beforehand. **Please do not park in KARKOO carpark.** We will ride the back roads to Charleston, lunch at Mt Torrens oval BYO lunch. Then it is all downhill to Oakbank for coffee. We will be returning to Karkoo for coffee on completion of ride. You won't be disappointed! SAFE CYCLING *Mary & Denis 0408 826 282*

September 26th A Southern Suburbs ride Meet [Victoria Square](#) at 10am. *Carolyn W 0427 797 476*

Thursday Rides:

| | | | | |
|----------------------|--------|--------------|---|---------------------|
| Sep 2 nd | Jo-Ann | 0405 630 785 | 10am Cudlee Creek Hall Cnr Gorge Rd Redden Drive opp Tavern | Mainly Dirt Tracks |
| Sep 9 th | Sven | 0410 271 717 | 10am Woodside Pool car park | Some unsealed roads |
| Sep 16 th | Clive | 0409 492 621 | 10 a.m. Woodside Pool car park | Some unsealed roads |
| Sep 23 rd | Paul | 0427 537 836 | 10 a.m. Woodside Pool car park | Some unsealed roads |
| Sep 30 th | Trevor | 0401 717 031 | 10 a.m. Woodside Pool car park | Some unsealed roads |

PERFECT Ride: Sunday September 19th Start will be somewhere in the vicinity of Balaklava/Leasingham and ride leader is Kevin D. More details to follow so please check the [SARCC web site](#) closer to the date.

SPECIAL EVENTS: SARCC announce that we have a new [Special Events Tab](#) on the website for one off events which our members may like to arrange.

NEXT CLUB MEETING Wednesday 22nd September 2021, 7.30pm, at [The Minor Works Building](#), 22 Stamford Court, Adelaide (at the southern end of Stamford Court off Wright Street or behind *The Donburi House* restaurant on Sturt Street). During Covid we are restricted to variable Covid-19 directives, including crowd sizes; bring your face mask, it may be required, and mobile phone for QR.

SUBSCRIPTIONS for year to 30 June 2022 are \$20 and as of August are overdue

Pay to: SARCC Everyday Account, Westpac, BSB 035-048 Account 301670

Please advise sarccexec@gmail.com when paid

Thank you to all who have paid next year's subscriptions

TOURS 2021: There are 4 vacancies available: [video of last tour](#) <Link & [Current brochure](#) <Link



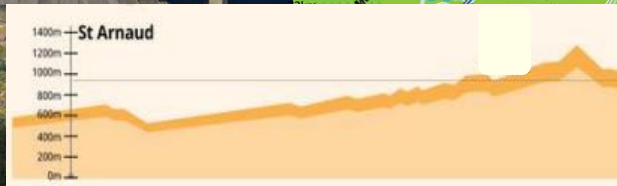
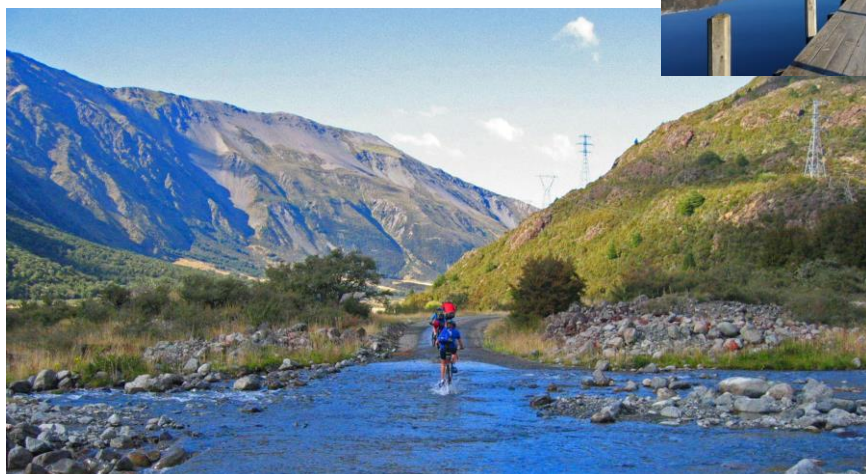
The SARCC 2022 NZ tour starts Monday 14th February 2022 and for 16 nights explores the northern and central regions of the South Island of New Zealand. Members participating in the 2022 NZ tour will have the opportunity to ride some of NZ's iconic rides.

This month we feature the fabulous Rainbow Valley ride:

- After an early start we drive over the Clarence Valley Rd (Jacks Pass) then on to Lake Tennyson turn off.
- Depending on conditions we may drive the riders to Island Saddle pass saving a 5.3km ride up to 1347M, on NZ's highest public road. Leaving the riders with 68km to ride to St Arnaud (Tennyson Junction is 1110M, the 5.3km climb to Island Saddle is approx' 237M)
- Drivers and passengers visit Lake Tennyson then drive back to Hanmer Springs ([The road after Island Saddle is 4WD only](#))
- Drivers and passengers from Hanmer Springs drive through the Lewis Pass scenic route to St Arnaud

At St Arnaud accommodation [Rotoiti Lodge](#)

- then the "passengers" play at beautiful Lake Rotoiti
- Take a seat and meditate on the jetty
- Go for a stroll around the lakeside
- Spend [time on your bike](#) MTB at [Teetotal](#)
- Ride up 9.8km to meet the Rainbow riders



[OCTOBER FORTNIGHT IN VICTORIA](#) <Please link and read details> [DETAILED RIDE PROGRAMME](#)

Due to the current Covid-19 restrictions in Victoria, SARCC organizers are developing a 'Plan B' based in South Australia in case our travel and stay in regional Victoria or subsequent return to South Australia is not feasible. We will advise all participants as soon as practical if we need to cancel and pursue 'Plan B'.

Advice if cancellation: Castlemaine big4 if outside 48hours cancellation due to Covid-19 means a refund less fee of \$15 per booking or a credit that is valid for 12 months; Bendigo Big 4 if outside 7days' notice cancellation (off-peak season), means a refund less fee of \$50 per booking or a credit that is valid for 12 months per cabin or site. Colac Otway Caravan Park no Deposit

Sun 17th to Sun 31st OCTOBER 2021

BIG4 Castlemaine Gardens Holiday Park, Arrive Sun 17th October depart Fri 22nd October (5 nights) travel 638km 6½hours

- ① to Mt Tarrengower via Newstead & return,
- ② to Harcourt/Muckleford Road loop, Mt Alexander picnic area & return,
- ③ to [Castlemaine Maldon Rail Trail](#)
- ④ to Fryerstown and Vaughan Springs & return

BIG4 Park Lane Bendigo, Arrive Fri 22nd October depart Tue 26th October (4 nights) travel 45km 1hour

- ⑤ PM Bendigo Cycle Club Road Ride
- ⑥ to Axedale and return on [O'Keefe Rail Trail](#)
- ⑦ Bendigo Creek trail
- ⑧ Axedale to Heathcote return to Axedale

Colac Otway Caravan Park, Arrive Tue 26th October, depart Sun 31st October (5 nights) travel 235km 3 hours

- ⑨ Day lost in transfer
- ⑩ Lake Colac and Lake Beeac visiting the town of Beeac for lunch.
- ⑪ part [Old Beechy Rail Trail](#)
- ⑫ [Timboon Rail Trail](#) from Lake Purrumbete
- ⑬ [Timboon Rail Trail](#) from Cobden

Are You Looking for A Jolly Good Story to Read Related to Cycling? This Book May Be for You

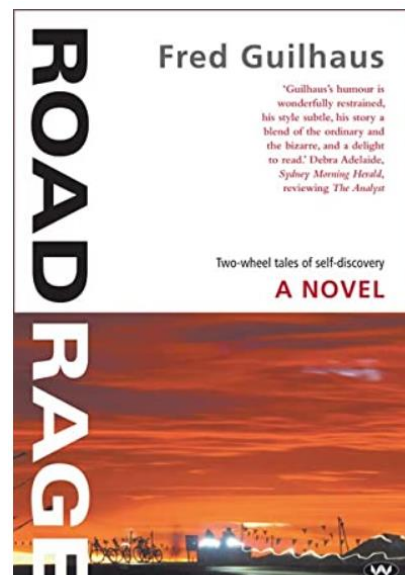
Recently I have been fortunate enough to read a great fiction book written by one of our own club members and I thought that you may like to enjoy it as well.

For those of you who have not met [Fred Guilhaus](#) he is an interesting, funny person who is a strong cyclist and rides with the Thursday Rural Riders on occasion. Fred has written several fiction books on varied themes.

I have only read his most recent one called "[Road Rage](#)".

The book explores friendships between a group of five cycling buddies in the aftermath of an horrific vehicle accident involving them all. Fred uses the characters to highlight many societal and cultural issues we face in modern life including workplace stress, divorce, greed, religious intolerance, and even the beginnings of Covid. Although this is quite a bagful of topics Fred manages to bring a lot of levity into the book including an hilarious description of the organised Mawson Trail Ride which several of the characters completed together. I thoroughly enjoyed this book because it is set amongst familiar surroundings, about likeable people I could relate to and you will never guess the ending. This book is available in the SA library system as well as in all good bookshops as they say.

Happy Reading Robyn Davill



"You Tube" Entertainment Segment

- ① [Best Smart Bike Helmet of 2021 \[Buyer's Guide \] - Bing video](#)
- ② [Why Suspension Seatposts Are The ULTIMATE Comfort Upgrade! - YouTube](#)
- ③ [Amazing Vehicles | Bike Cars | That Will Take You To Another Level ▶ 13 - Bing video](#)
- ④ [What is a Gravel Bike? - Bing video](#)
- ⑤ [Hottest E-Bikes For 2020 | Cycling Weekly - Bing video](#)
- ⑥ [:On AL could be the best value road e-bike launched in 2020?](#)

Serious stuff ORSR - [Grant projects funded](#) money does grow on trees!

[Best Funny Cycle Race on Earth Ever ! BEST FUNNY BIKE RACE ON EARTH](#)

Amy Gillett
FOUNDATION
Safe together



Please link [Here](#) have a read and/or make a Donation or just be informed about how AGF and other cycling bodies are making us safer

Taillights for a cyclist – (SARCC would like a member to produce a list monthly– volunteer? - Notify – eric@outlook.com.au)

| | | | | | |
|---|---|---|---|---|---|
|  |  |  |  |  |  |
| Garmin Varia tail & rear radar AU\$280 Day Flash 65Lm 16hrs. | CATEYE VIZ450 \$90 Day Flash 450Lm 14hrs or VIZ300 10hrs \$72 or VIZ150 15hrs \$54 | Knog Blinder Square Max 100Lm AU\$65 Day Eco Flash 100Lm?? | Moon Arcturus 100Lm AU\$70 Day flash 70Lm 16.5hrs | Lezyne Pro300 300Lm AU\$83 Day Flash 150Lm 7 hrs | Ravemen TR 300Lm AU\$70 Day flash 300Lm 8hrs |

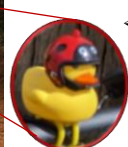
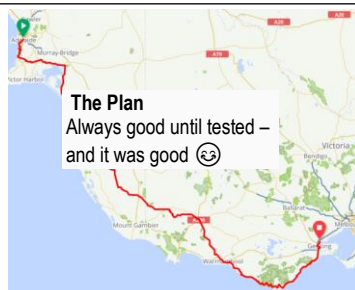
I went looking for a daylight >70LM red flashing light that lasts >7 hours

[Brianna Dall - CycleBlaze](#) [Link](#)

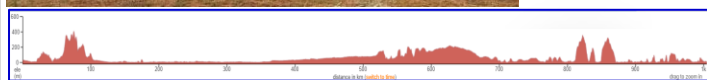
SARCC are aware our venue at Minor Works Building is difficult to access. So, if you missed Brianna's fantastic presentation on that wintery night in August, you could now read about it by using the link above.

Brianna's solo journey Adelaide to Geelong is inspirational and shows that determination and planning can still give you a magnificent experience and that great feeling of accomplishment.

Thank you and congratulations to Brianna



◀Duckie helped every day and never complained



The journey wasn't flat, with big bumps at the start and end plus undulations in the middle 😊



53.5cm women's medium frame road bike for sale.

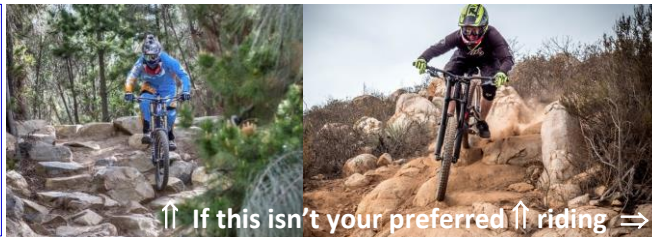
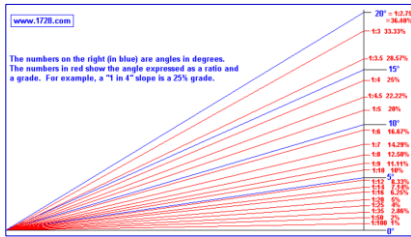
Deore Octalink bottom bracket and 3x9 MTB gearing.
Shimano Asoo(?) wheels, 700x23 race tyres that hold air.
Price \$200 which is the value of the wheels plus new brake levers & cables.

Jilden
0408 823 781
jm76@bigpond.com

What is a Gravel Bike? – [there are a lot of brands selling gravel bikes]

If, you don't need an MTB hard tail or full suspension because you are not keen to bounce over rocks, with >15-degree slopes. If, you don't need a Road bike, light weight, skinny slippery tyred because you're not a boy/girl racer with head-down bum-up anymore. Maybe you need a Gravel Bike but what exactly is a Gravel Bike? Gravel bikes, are essentially road bikes designed to tackle a variety of surfaces, carry additional gear and are suitable for all-day riding on roads less travelled. Yes, they do come with electric boost. They are made to be more robust than a standard road bike, along with having an increased gear range and space for wider tires.

What is 15-degree anyway – it is when you move 4Metres and go up/down 1Metre; 20 degree is move 2.75M and up 1M i.e., steep!



The versatility of gravel bikes makes them a great option for multiple cycling pursuits. They are suitable for all but the fastest of road riding, while the wider tires and wider-range gearing make off-road trails, gravel and fire roads manageable and not slow. They are robust, comfortable, and often can carry luggage making them ideal for light touring adventures or for longer and faster commutes.

The features unique to gravel bikes: [Gravel Bike Comparison: Gravel vs Endurance Road v Cyclocross Bikes Explained](#)

To start with the geometry of a gravel bike is targeted at creating stability and comfort. A long wheelbase helps provide stability on loose surfaces and over long distances. The headtube is considered 'tall', and in association with a shorter top tube, puts the rider in a more upright position for improved comfort on touring adventures and better vision when commuting. The headtube angle is 'slack', which performs better at slow speeds and doesn't give a 'twitchy' feeling like road bikes and cyclocross bikes. The frame is stronger than a road bike to enhance durability and make it resilient enough to accept any extra load from frame bags if you plan on doing any light touring. There are also commonly eyelets for mudguards, and rack mounting points.

Comfort? - larger tyres help; you can fit a thud buster under your seat  some have head stem  vibration dampers.

Gravel bikes use wider tires than road bikes more than 30mm, and often up to 45mm to improve comfort, grip, and stability. Tyre pressures 40 to 80PSI (Road Bikes 80 to 120PSI and MTB below 50 PSI). Gravel tyres substantially differ in construction to MTB tyres. Gravel tyres have less rolling resistance to the MTB's fat soft footprint, squishy sidewalls with their chunky treads and shoulders that grip vicelike on those fast downhill corners, and they are a long way from those narrow rock hard slicks on your road bike with miniscule resistance and only just enough grip to stay vertical. [Gravel Bike Tire Pressure Guidelines - GRVL Bicycle](#) ← link, worth a read

To accommodate these Gravel tires, the frame needs to have more clearance, which, is assisted using disc brakes. Not only do disc brakes remove the need for rim-brake callipers, thereby creating greater tire clearance, they also provide better modulation (control) and performance in all weather conditions. Mud doesn't clog up at the fork opening and caliper brakes as badly either.



Gear selection is targeted at slower speeds with greater range, sacrificing some top-end ratios to provide more options for conquering steep and loose climbs. One by systems 11-51 or preferred compact two by systems with 600+% range.

How do gravel bikes differ from road bikes? They look similar both with drop bars and light looking frames.

Road bikes are versatile but have a much narrower focus than gravel bikes. There are typically three types of road bikes that focus on either aerodynamics, versatility, or comfort. Of those, endurance road bikes are closest to gravel bikes with relaxed geometry, disc brakes and low-end gear ratios, but are not as well equipped to tackle off-road surfaces.

It's clear to see that gravel bikes are extremely versatile, borrowing elements from road, mountain, adventure, and cyclocross bikes to create an all-encompassing option for people that just want one bike – maybe two it is nice to have an MTB for that off-road exhilarating blast.

Here is the great news – these extremely versatile bikes are not only light, but many are now electric, and every brand has one.

[11 of the best electric gravel bikes you can buy - e-gravel bikes tried and tested | off-road](#) the 4 below are a sample



[AU\\$4700 14kg MERIDA](#)
[Rear hub Motor Ebikemotion X35](#)



[AU\\$5800 14kg ORBEA](#)
[Rear hub Motor Ebikemotion X35+](#)



[UK£2700 Boardman 16kg ADV 8.9E](#)
[Fazua powered through crankcase](#)



[AU\\$8300 Specialized Creo E5 14kg](#)
[SL 1.1 crankcase mounted motor](#)

Most notable here is the **light weight** and consequent better riding qualities of these bikes. Their raw electric boost is adequate but not excessive (an MTB Bosch powered is 4X your leg power and a Gravel Creo is 2½X your leg power). Gravel often has half the battery capacity of MTBs. The design is to retain the joys of riding and pedalling assisted on most surfaces from tarmac to gravel to single tracks, but not skill testing torture over rocks and roots. ([Fazua System Review](#) and [Ebikemotion X35](#) on-road [comparison](#)) Specialized use their own lightweight crank case motor. A minor quirk with all, but Fuzua, is hiding the battery in downtube which means charging the whole bike.

Roads should be safer – Drivers must improve - You can contribute, ride safely now!

A sombre and serious article by Eric Chaney (not necessarily reflecting the views of SARCC)

Table of Australian Road Annual Fatalities 1 June to 31 May each year:

| Years (1 Jun to 31 May) ➤ | 2021 | 2020 | 2019 | 2018 | 2017 | Average |
|------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Cyclists | 33 | 49 | 34 | 41 | 27 | 37 |
| <i>Night Cyclists</i> | <i>8</i> | <i>17</i> | <i>7</i> | <i>8</i> | <i>6</i> | <i>9</i> |
| <i>Single vehicle</i> | <i>2</i> | <i>10</i> | <i>4</i> | <i>8</i> | <i>9</i> | <i>7</i> |
| Pedestrians | 123 | 150 | 175 | 183 | 165 | 159 |
| Total motor vehicles | 973 | 900 | 973 | 1016 | 1024 | 977 |
| Total road fatalities | 1129 | 1099 | 1182 | 1240 | 1216 | 1173 |

Extracted from spreadsheet and analysed: [Australian Road Deaths Database | Bureau of Infrastructure and Transport Research Economics \(bitre.gov.au\)](#)

Recently unduly dramatically reported: Cyclist road deaths have risen by nearly 50%! Statistics can show a grim 50% but only if you intentionally select to match the worst period in 5 years, e.g., 2017 less fatalities, 2020 an extremely bad year, 2021 below average. "Lies, damned lies, & statistics". The fact that 7 cyclist deaths on average per annum are recorded as single vehicle accidents means too many cyclists per year die because they did something fatally foolish or maybe they were run off the road by a phantom "near-miss-and-run" driver. The greatest number of fatal or serious injury to cyclists is caused by bad driving of motor vehicles.

Herewith are 5 contributing issues never mentioned by commentators:

1. Distracted driving has been enhanced by the gadgetry generously provided to entice us to buy new smart motor vehicles.
2. Modern car comforts and electronic safety mesmerize drivers into a state of inadequate focus of hazards - cyclists, kangaroos.
3. Cyclists are regularly given no choice but to ride in the most dangerous places on roads with inadequate shoulders.
4. Encouraging more unsustainable car transport by spending billions on exclusive roads. More faster cars equal more danger.
5. limited promotion of shared transport, including tramways, bullet trains, transport capsules, hyperloops. Intercity land travel at ultra-high speeds is less polluting and reduces, long distance driving fatigue. Australia should not be the last continent to have ultra-fast trains. Stop procrastinating just do it!

It has been stated that South Australia has the second highest cycling deaths per capita of any state or territory after the Northern Territory - another harsh statistic. SA with < 7% of Australia's 25.6 million population needs 1 fatality to be high on the per capita list.

In the last two years over half the fatalities are defined as Major Cities, albeit there is a dominance of cyclist fatalities on State, National highways, and Arterial Roads in the statistics. Nationally the average age of a cyclist killed on the road is 38-39 years, females account for ≈14 per cent of all cycling deaths, far lower than males. The instance of trucks and commercial vehicles being involved in a cycling death is higher than in other motor vehicle accidents. Cyclists are still offered no safe space on, or away from arterial roads.

Cycling deaths over the last five years have increased. 12 months to end May is a 22% increase on 2017 albeit there is more than 25% increase in cycling kilometres per annum on the road. My claim of more cycling is purely observation in 2021 probably not supported by those variable statistics. We Cyclists are not at greater risk, but there has been no significant improvement.

The "A Metre Matters law" changes 2015 to 2021 were not new, they merely defined what was an ambiguous law as to what was "sufficient" safe passing distance. Previous law mandated drivers to use their own judgement in providing "sufficient" space when overtaking. Few Australian prosecutions have been made and it is claimed the new one metre law is not easy to police albeit cyclist regularly observe breaches by many Motorists. The number of cyclists killed or seriously injured has fallen by a fifth in the British West Midlands since police rolled out their close pass campaign. Under the program, plain-clothes police officers are put on bikes and sent onto target roads. When a vehicle passes too closely the officer radios to a waiting colleague up ahead who pulls over the driver. Riding on the footpath saves accidents if there is a safe footpath to use. The alternative footpaths are frequently less safe due to drivers entering or leaving properties by crossing footpaths without observing path users.

Attitudes are a problem, so is the infrastructure!

What is most appalling is the average pedestrian fatalities per annum? Is just walking near a road also death defying?

Infrastructure improvement will greatly assist: Most Australian roads were designed for transport by horse, horse and cart, horse and coach, or bullock trains - then we sealed some of them and took out some bends to go faster in our motor cars.

Deaths on roads in motor vehicles fell to 2020. The toll of dead cyclists climbed. The reasons for greater cyclist deaths in 2020 but falling in 2021 are complex. Maybe it is true what we see daily - there are more cyclists on the road. Inner-city cycling deliveries have increased with the likes of Uber Eats and other cycle-based deliveries. Plus, with all the safety features inside the modern motor cars steel cocoon it is not a surprise that the vulnerable road user deaths are climbing more than deaths in a motor car or truck. It begs the question are all those motor car safety features creating less attentive drivers because they are persuaded into a false sense of invulnerability?

① **Sadly**, the careless driver is in charge of the very real 'weapon of mass destruction', yet we often construe blame on the minority reckless cyclist, as we get more evidence from dash cameras that argument will be exposed.

② **Sadly**, we are seeing the miniaturization of distractions growing with all too many vulnerable walkers and riders succumbing to earbud music, podcasts and smart phone texts and talk.

③ **Sadly**, it is not reasonable to conclude "changing the law has achieved little" given there are more targets i.e., more cyclists riding. It is more logical to assume the situation could be worse if the law had not changed.

④ **Sadly**, it is not just inadequate policing of "A Metre Matters" law that is the problem, after all, this law has been there for decades all that changed was the definition of what is a safe, reasonable, "sufficient" passing distance.

We need to create all on-road cycle lanes as permanent, with no timed usage, without cost to the tax or rate payer. This is a bonus because it promotes more motor vehicle traffic movement. It also secures more safety for millions of cyclists, e-bikers, pedestrians and the thousands of e-Personal Sustainable Transport users of the very near future. (Governments at all levels are ignoring the growing tsunami of e-scooters, e-skateboards, and all the Segway Ninebot devices). Governments seem to have conveniently forgotten they need to create efficient traffic lanes for all our transport and corridors for utilities - not parallel car parking. Vehicle parking is the property owner's responsibility and if he or she is lucky there might be a parking space on the adjacent transport lane, but it is not a duty nor a mandate for a council to provide an on-road carpark - it is counterproductive to government's obligation to provide transport carriageways for all forms of vehicles and pedestrians.

Provide more off-road routes, cyclists really do not like the danger, exhaust pollution, and noise. E.g., where is the promised trail, Adelaide to Mt Gambier to Melbourne, the much-procrastinated cycleway connecting Melbourne to Canberra to Sydney.

Be safe be seen is critical! Wear bright coloured garments and use +70 Lumen front and rear lights day and night slow blinking or "breathing" - never strobe. An odd quirk: - cars are now equipped with daylight running lights, albeit cars cannot turn on permanently dipped fog lights unless its foggy or inclement - (ADR law makers are a confused bunch).

What is not tackled in this article is the hit-and-run drivers. It is a topic all to itself, but it does appear, anecdotally, that there is an increasing trend of driving without proper care and responsibility in Australia. That is likely contributed to by drunk and drugged drivers seeking to leave the scene of a motor vehicle accident to escape detection. No amount of law is going to stop that type of driver, having hit a pedestrian or cyclist, taking matters into their own hands in an attempt to escape legal responsibility. Not mentioned is the distracted driver or the driver who has demerit points or is already disqualified or unlicensed. We have the nationally well-known introduced precedent [Eugene McGhee case](#), how to Hit and Run, example by a prominent practicing lawyer. The process reduces the penalty by committing a lesser crime of "failure to stop and render assistance and driving without due care" to cover up what could be prosecuted as a significantly greater offence if established as intoxicated by alcohol or drugs.

Solutions: WHAT CAN BE DONE NOW?

1. Acknowledge and Action - it is **not** a Council or Governments duty to provide on-road parking in front of all properties. Cycling zigzagging around parked cars in "temporary safe cycle lanes" is extremely dangerous.
2. Create all existing on-road cycle lanes as no stopping zones at all times i.e., 24/7 safe cycling lanes – simple no-cost solution. Pick 20km of arterial roads every month in every City and convert to 24/7 i.e., permanent cycle lanes! (Locally, I choose Unley Road)
3. Ensure all cycleways are continuous i.e., not suddenly "cycle lane ends" with nowhere to go.
4. Improve the Traffic Engineer's manual, it is ridiculous how curb extensions and roundabouts force cyclists into the path of Cars, Trucks and Busses. Review all Australian intersections particularly if they cross a cycle lane.
5. The placing of ROAD WORKS signage on cycleways and other miscellaneous obstacles must not be an option.
6. A 'road works' that digs up a cycleway must carry the same priority to reseal as does a motor vehicle carriage way.
7. Create go-under tunnels or go-over bridges for shared paths, it is safer and keeps traffic flowing. Stopping with traffic lights is expensive. Stopping traffic damages roads and costs all motor vehicle owners each time they stop and accelerate away.
8. All Australian left-turn slip-lanes at controlled intersections must be Giveaway and marked as a Zebra Crossing, or light controlled.
9. Create more urban and rural cycleways. No trainline nationwide should exist without a parallel shared path. Create all disused railways into shared paths – preserve the land, it is highly likely to be needed again for future mass transport systems.
10. Create inter-city and inter-town shared paths. Great for tourism as well as the environment and health. Australia found enough taxpayers funds to put a sealed ring road around the [whole of Australia](#); a shared path will cost only a fraction of that and will last longer than the historic Roman roads. Sustainable personal traffic (including cyclists) has an extremely light footprint.

Food for thought: a bicycle and rider at 91kg is 20 times less heavy than a 1820kg passenger car, and the passenger car is 20 times lighter than a 36,400kg truck, and the wear and tear caused by the truck and car is *exponentially greater than the bicycle*. Construction and maintenance of shared paths do not need the expense or extravagance required for 40,000kg or even 2,000kg loads.

In defence of "A Metre Matters":- Any law change that defines the vague elements in our statutes is necessary otherwise we need to determine those elements by legal precedent. Precedent is flawed in that one decision doesn't fit all, but it does give certainty that will be followed even if it creates a loophole. The certainty of the Government law maker's intent, enshrined in indisputable terms in statute, removes the need for costly court hearings. Would we prefer no speed limit with "sufficient", "reasonable", "adequate" to be determined by precedent in the High Court of Australia?

Recreational, Touring and Commuters on personal sustainable transport **need service, support, and a strong voice** in each State plus a unified, non-parochial, National entity that will stand up for all personal sustainable transport, including cyclists, pedestrians and all those new and wonderful personal transportation modes. The impotent, parochial, media-shy support from existing entities is inadequate and treated with condescension by our elected representatives in all States, National Parliaments and Local Councils.

The [Automobile Associations](#) literally paved the way and pioneered model support and service entities. Recently we had the embryonic national body for competitive cycling [AusCycling](#) supporting and lobbying. The [Amy Gillett Foundation](#) is proof that a national, professional, resolute lobby can achieve improvements albeit a little too focussed on 20% of the population in Victoria. We, the millions of recreational and commuting cyclists, have no non-parochial federal body lobbying for us; the **Bicycle Federation of Australia** (BFA) was the peak Australian body representing non-competitive cyclists, and directly represented over 20,000 cyclists who belonged to its affiliated groups in all states of Australia. Established in 1979 as a non-profit organisation, it advocated and lobbied Governments and the private sector for the several million Australians who ride bicycles for recreation, sport and transport. It discontinued its operations in February 2010. Failed 😞!

A positive note: we can improve personal sustainable transport safety in Australia! **Listed above are TEN simple affordable steps; ELEVEN steps**, if we include the proposed plain-clothes police officers on bicycles enforcing safe passing of vulnerable road users.

WE CAN DO BETTER!