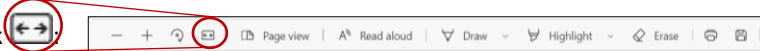


April 2022 SARCC Newsletter

For comfortable reading click



Australia have entered a new derestricted era of **Covid-19**. From March 2022, the Emergency Management **density management has been removed from directives, you may sing and dance**. Masks are still a mandated requirement indoors except private gatherings and outdoors.

The highly transmittable Omicron Covid variant is still a very real health hazard, please be careful!

SARCC Exec Committee recommends you be fully vaccinated, receive boosters and keep current with **Health Department guidelines**, if you are unsure use distancing and masks please

encourages all its members to when eligible.

The Basics are unchanged:⇒

QR still required for SARCC Indoor meetings. News reports: "Outdoor sports activities are not QR mandatory". SA new Premier: "Mask rules expected to ease on April 14". "Current 4000 cases per day are expected to double".



SARCC recommend you check the web prior to attending any ride or event rides, tours & events are correct at time of Print only

Sunday Rides:

April 10th 2022 Eric' ramble Meet [Victoria Square](#) 10am. A loop of parklands, linear park to beach, Westside bikeway and return to city. Coffee at Troppos. BYO lunch. 40km. *Eric C 0402 356 796*

April 24th 2022 Meet at [Woodville train station](#) at 10am. Flat ride to Outer Harbour, followed by lunch at Semaphore, before returning to Woodville. BYO lunch or buy at Semaphore. ~40km. *John D 0401 686 675*

Thursday Rural Rides

Apr 7 th	Jo	0405 630 787	10.00am Mt Crawford The Chalks Campground	Trails and unsealed road
Apr 14 th	Dianne	0424 957 532	10 a.m. Woodside Pool car park	Some unsealed roads
Apr 21 st	Dan	0427 526 846	10 a.m. Woodside Pool car park	Some unsealed roads
Apr 28 th	Richard	0433 537 762	10 a.m. Woodside Pool car park	Some unsealed roads

Thursday rural rides are regularly 20+ riders; in the hill's topography that creates a challenge. To compensate each ride will have a second leader so we can split into two comfortable groups if needed.

PERFECT Ride

Sunday, April 10th 9am will be from Truro to Tableland & The Triangle and return. Approx 70 km

SPECIAL Events

Saturday 2nd of April and Sunday 3rd of April 2022 Event: Murray to Clare, Lavender Cycling Trail, *Leader: Robyn 0401 364 019*
Please let Robyn or Paul know by phone or email davills@internode.on.net if you are planning to attend.

PLEBS

Ebike specific challenges [link to web site](#) and try to understand the concept or contact *Peter Harrison 0448 364 138*

SARCC DARE TO DREAM AGAIN with reduced COVID restraints - Herewith some of the potentials:

- ♻ Adelaide to Angaston and return - even better if trains are running in April TBA
- ♻ Feasible but needs organisers: [Kosciuszko](#) to [Jindabyne](#)⁵⁰ & [threadbo](#) to [Jindabyne](#)⁴² & [Deadhorse Gap](#) to Colac Colac¹⁰⁵ via [High Country Trail](#) to Wodonga⁷² & up to [Beechworth](#)⁵¹ to [Bright](#)⁶⁶ & [Bright to Buffalo](#) or [Milawa](#)⁶⁴ & minibus to Mansfield to Mt Buller & down [Delatite Trail](#)⁵⁰ to Mansfield & [Great Victorian Rail Trail](#) to Tallarook¹²⁰ & [OKeefe Trail](#) through Bendigo⁵⁰. 12 rides 875km, 13nights
- ♻ Maybe even a few private group rides with your fellow club members.

TOURS

Sunday 16th October 2022 to Sunday 30th October 2022 Goldfields Victoria Tour – On the assumption that COVID 19 restrictions allow, SARCC has reschedule this fortnight of riding. SARCC strongly recommend members to book soon especially those wanting cabins.



[For an overview and accommodation recommendations](#) ^{click here} [For ride details](#) ^{click here} or go to SARCC website tours page.

NEW ZEALAND TOUR 2023

 (Doors open for fully vaccinated Australians April 2022)

The 2023 tour will run a similar exciting program as 2022. We have 19 members signed up which means that we have vacancies for 7 more to participate. For more details of the tour [download the information pack](#) and to register your interest in coming along for the ride in 2023 contact Denise at sarclub@gmail.com.

REMINDERS:

- Please consider having [Ambulance cover](#).  Your Health insurance may be adequate, but please check. Don't be distracted by the political/union inflammatory claims about Ambulance availability or claims of not enough hospital beds. When you have a medical emergency when out on your bicycle, an ambulance will be available, and the first responder skills may save your life.
- Consider [Bicycle SA membership](#)  the personal insurance they offer is worth taking membership. Have a read of their covers with [V-Insurance Group](#). Do check your existing covers of Personal Accident. BikeSA policy provides protection for insured entities and members that are held liable for a negligent act that results in property damage or bodily injury anywhere in the world. Public & Products Liability, Professional Indemnity. The insurer for the Personal Accident program is Blend Insurance.
- If you have sealant in your tubeless tyres at minimum, you should replace the sealant every 6 months or so. As you have found, a good tubeless setup will stay inflated well beyond that time, as the latex in the sealant has already sealed any small holes. Some unnamed members found that dried up sealant doesn't stop three corner jack punctures. Take a spare tube on remote rides.

CLUB MEETINGS 2022 at [Clarence Park Community Centre](#) Clarence room

We have changed our meeting venue after several years which Adelaide City Council generously provided for free. The Minor Works Building was too hard to access, parking was problematic. After research we found a new location at reasonable hire cost with improved access and parking, even a train station at the front door.



Meeting dates for 2022, all 4th Thursday of the month starting at 7.30pm.
26th May, 23rd June, 25th August, 22nd Sep, 24th Nov AGM

We are reviewing having a RWGPS Training in our **May Cub meeting** further information will be forthcoming, 40 members maximum attendees.

RIDE with GPS SARCC have purchased a club account and trials are being run before releasing it to club members.

Messages to the Editor (you are all welcome to email eric@outlook.com.au We also invite all members to submit articles PLEASE

- ① "An Article in February and March on Bicycle Politics can we have more general articles, please." Unnamed request.
Editor: There is 1 more article on the SA Bike Strategy, the core of spending providing cyclists with facilities during the next decade.
- ② "In a previous newsletter the Editor mentioned distracted Driving as being a dangerous activity. Please can we also pay attention to the danger of distracted riding of bicycles" Patsy Waxman
Editor: We have had a few examples lately of how distractions can create serious injuries for cyclists. Your alertness and skill are your primary protection please don't ride distracted.

"You Tube" Entertainment and Educational Segment

- ① [AVOID These E-Bike Mistakes! | EMTB Tips & Tricks - Bing video](#)
- ② [Online Shopping for women's cycling jersey- from LightInTheBox](#)
- ③ [\(12\) IT HAPPENED! Elon Musk FINALLY Reveals New Tesla E-Bike! - YouTube](#)
- ④ [How to Setup the Mogics Carsule | Our Favorite SUV Camping Tent! - Bing video](#)
- ⑤ [Top 8 MUST SEE Bike Cars, Velomobiles, and Quadricycles - YouTube](#)
- ⑥ [Top 10 Mini EVs and Mini Electric Cars to Hit the Highways with - YouTube](#)
- ⑦ [An ultra-cheap electric car conversion kit is FINALLY here! A memorial to Jilden who insisted this was coming](#)

SOUTH AUSTRALIAN CYCLING STRATEGY 2022 to 2032 [link](#)

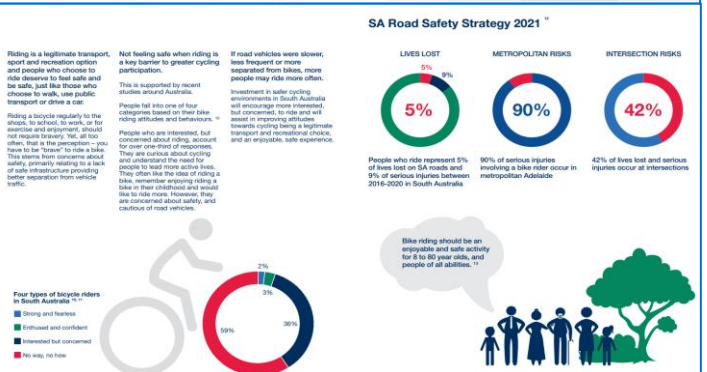
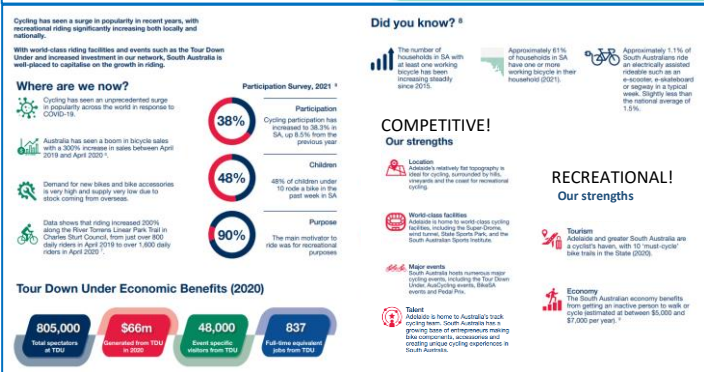
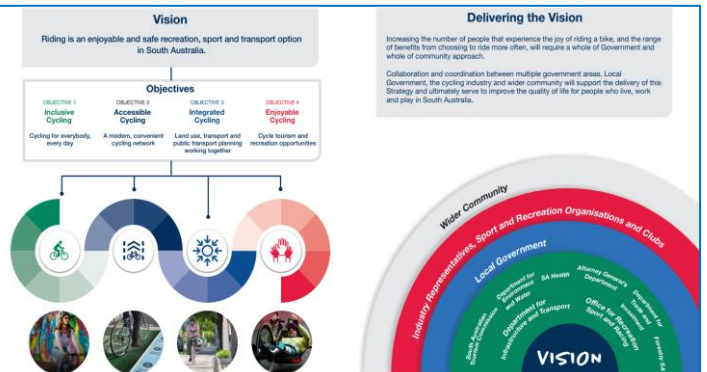
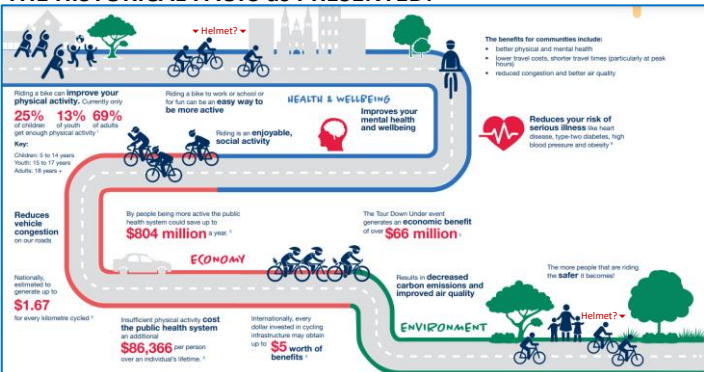
Please [link](#) and read it – **South Australian Government departments recommendations for the next decade**

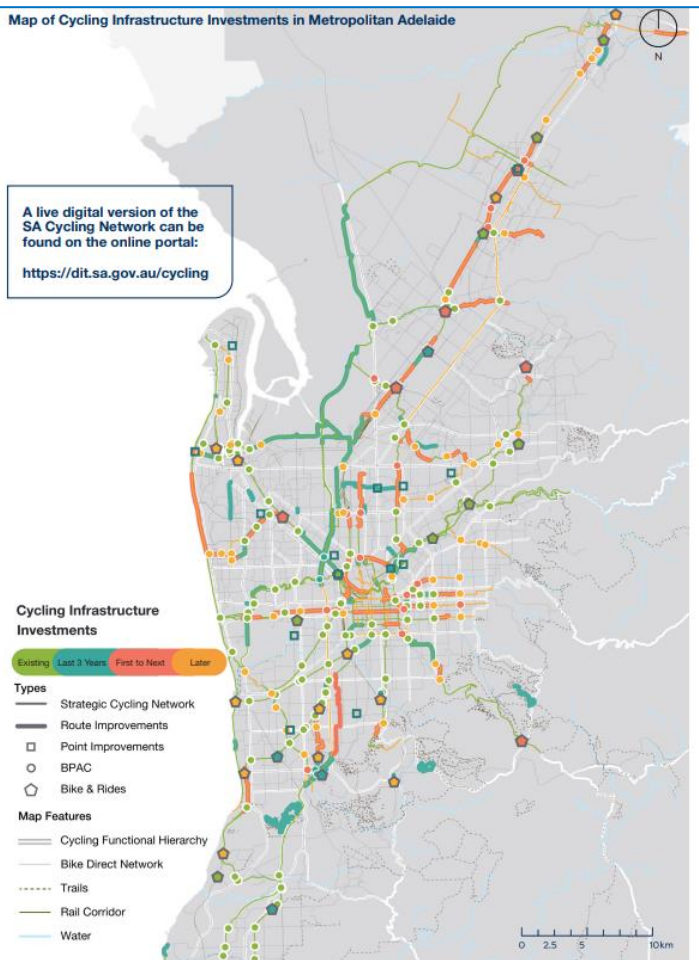
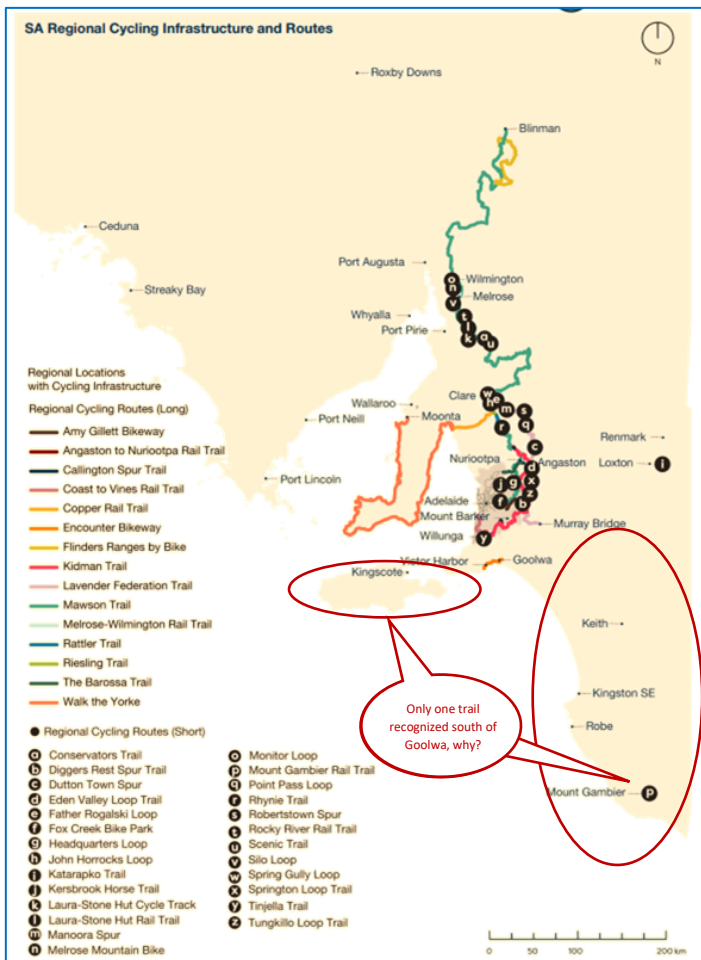
Championed by: Department for Infrastructure and Transport (DIT), The Office for Recreation, Sport and Racing (ORSR)

Contributing Departments: Attorney general, Environment and Water, Forestry, Design and Architecture, Tourism.

Contributing Cycling Entities: [AusCycling \(National Competitive cycling\)](#), [Bicycle SA](#), [Bike Adelaide \(previously BISA\)](#)

THE HISTORICAL FACTS as PRESENTED:





Priority Projects

1. Create a State-wide Digital Database of Cycling Infrastructure to support Apps, Maps and on-line publications and promotions
2. Integrate key inner-west cycling links into the Torrens to Darlington project
3. Deliver enhanced cycleways and trails as part of the Fleurieu Connections program
4. Continue to support the Way2Go Bike Education Program
5. Leverage Tour Down Under to promote cycling tourism
6. Progress the next stage of the Amy Gillett Bikeway
7. Complete the refurbishment of Adelaide Super-Drome at State Sports Park
8. Develop missing links in cycling connections to the Mile End Sports Precinct as part of the SASI location relocation
9. Partner with Councils on a prioritised program to improve cycling connections between inner suburbs and the city
10. Deliver prioritised targeted safety improvements on key linear trails
11. Deliver the Mike Turtur Bikeway overpass
12. Define routes and staging for completion of Gawler and Grange Greenway

Next Steps: Delivering on the vision of the 2022-32 Cycling Strategy for South Australia will require all state government agencies, local government, and key stakeholders to work together on the planning and delivery of the supporting program of activities. Over the past 30 years a coordinated approach has been taken to developing a Strategic Cycling Network that consists of a hierarchy of Greenways, Bike Boulevards, Cycleways, and linear routes that are “lowstress” routes away from high traffic areas. In the past three years South Australian government has delivered or committed over \$60M of investment in new cycling infrastructure via a range of initiatives and funding sources. The 2022 - 2032 Cycling Strategy includes a proposed prioritisation for further investments in the Strategic Cycling Network and partner funded projects. This draft of the 2022-2032 Cycling Strategy is released for consultation with the intent of engaging more broadly with stakeholders to ensure alignment around proposed priorities for initiatives and projects, and the sharing of responsibility for their delivery. Following consultation, South Australian government will consider a validated priority list of potential further investments in infrastructure as part of its annual budget processes.

Strategy overview: *Eric Chaney's Comments and personal submission to the Cycling Strategy for South Australia.*

The Cycling Strategy for South Australia text detail is pathetic, and several projects are missing completely. If you don't know where you're going, how will you know when you get there? The Cycling Strategy paper presents a lot of diagrams of what was achieved in the past but very little action plans, and an over-emphasis on competitive cycling despite the assumption that 90% of riding is for recreation. A zoom-in look at [the map](#) reveals a glimpse of the projects. A daily observation shows a lot of bicycles commuting and we now share more with other eMobility devices like eScate, eScooter, Segways yet none are mentioned.

Critical Projects missing from the Strategy:

1. The cycleway from Tonsley Innovation District to Dorene St to Jose St to East Ave is a **priority project** needed to safely avoid South Road reconstruction.
2. **The Great Australian Wine Trail (GAWT) an exciting Strategy with wide benefits that must be included.**
3. Mike Turtur Bikeway overpass is **3 overpasses**, 1 funded over National Rail, 1 over Marion and 1 over Cross Road needed to avoid South Road reconstruction.
4. Adelaide Coast Park from Terminus Street to Third Avenue 4.8km of funded **trail incomplete** and requires immediate positive remedy.
6. Connect Encounter Bay with a cycleway to Adelaide.
7. Adelaide to Encounter Bay to Kingston to Naracoorte to Mount Gambier to **Rennick Trail**.

A review of the 12 so called priority projects: (plus 8 that need inclusion)

1. Create a State-wide Digital Database of Cycling Infrastructure to support Apps, Maps and on-line publications and promotions:

- a. An excellent idea assuming it is a dedicated 24/7 server based it can provide for most sports from bicycling to kayaking to walking maps and the location of sports facilities. The service must be open to all providers and divided into recreational, commuters, competitive, and commercial. Recreational and commuters should be free service all others on a fee base.
- b. The server can also be a confidential attendance register for all club sports using QR codes to register participant attendance. The Club event QR scanned by your club app will send your name, member number, event, date and time, to a server which retains that information securely and private for 60 days, your Club with appropriate permissions can download that "ride or game-card" information if and when required. It also gives Emergency Services accurate immediate knowledge where people are when dealing with emergencies like fire and flood but only with your club's permission.

2. Integrate key inner-west cycling links into the [Torrens to Darlington project](#).

- a. PLEASE publish details - that will reduce the clumsy errors.
- b. There are likely to be many disconnects as the focus will logically be on the corridor not the shared path connections.
- c. The artists view of the T2D project shows a shared path bridge at James Congdon Drive linking the Westside cycle way to Fulton Hogan's Asphalt Plant London Rd. While the bridge crossing of South Road is a bonus it doesn't make a safe connection to the Parklands trails. A Bridge connecting to the East of James Congdon Drive would make a path to the Hilton Bridge a safer Parklands route (then attach a Shared path onto Hilton Bridges to Parklands).
- d. While having cycling paths on the parallel roads above the tunnels or trenches maybe seen as a good idea, it is not a substitute for cycling on lower traffic density routes and separate shared paths.
- e. What is critical is Shared Path Bridges over the South Road. E.g., we failed with a missing gap in the [Darlington project](#) the cycle trail on Tonsley Boulevard to Brookman Ave is a set of 3 light controlled intersections and a slip lane all interrupting traffic flows.
- f. **The cycleway from Brookman Ave to Dorene St to Jose St to East Ave is a priority project to avoid the massive redirection of traffic in the next five/ten years of South Rd project.**

g. [The interactive map shows](#) ^{link} a path of an unnamed (Western Mitcham) Cycleway. Starting on Dorene St it is wide enough to Daws Road on the east side to create a 3.5m dual track safe efficient curbed cycleway with right-of-way on all crossroads, then a sweeping stylish shared bridge over Daws Road to Jose St with a cycleway with right-of-way to Price Street. From there the map shows a ridiculous and unsafe weaving and crossing high volume roads and unnecessary joining Homer Rd to Mike Turtur Bikeway. A rethink of the plan from Price St is needed, given East Ave has existing wide dedicated bike lanes equipped with a light-controlled intersection across Cross Road to Mike Turtur Bikeway. Price St traffic volume can be lowered by closing Ormond Ave immediately after the commercial buildings adjacent to Goodwood Rd. (reduces rat-running Goodwood to South Rd via Price St). That would allow left/right to Maria St then up Edwards Street to Winston Ave lights, then Winston Ave with full time cycle lanes to Cross road.

3. Deliver enhanced cycleways and trails as part of the [Fleurieu Connections program](#). This program is two roads:

- a. The first road is completely devoid of any consideration for cyclists [watch video](#) it enhances the existing Victor Harbour Road from Main Road, McLaren Vale and Tatchilla Road and to Willunga Hill (sadly it does not propose a merging overpass onto the Main South Road) The existing cycling trail to Willunga remains unchanged.
- b. The second is an extension and widening of Main South road to Selicks Beach Road [watch video](#). An extended new cycle trail starts at just after Pedler Rd intersection where the existing trail passes under the South Road. Unprotected crossings at-grade on Maslin Beach Rd, Sherriff Rd, Thomas Rd and Aldinga Beach Rd, all will need review. A bit vague after Malpas Rd but trail stops at Selicks Beach Road. The bonus is an attached bridge over Pedler Creek and there appears to be a cycle path bridge across South Rd to Flour Mill Rd. (Maybe a future cycleway to Victor Harbour will be up Old Selicks Hill Rd; certainly links to Great Australian Wine Trail)

4. Continue to support the Way2Go Bike Education Program.

- a. YES, but must be 4 yearly contracted calling for tenders from SA sources to deliver.
- b. This program needs to embrace more than Bicycles Education we cannot ignore the use of Skateboards and eSkateboards equally Scooters and eScooters and all new mobility devices
- c. The program needs to embrace all the road rules and courtesies that will be encountered as pedestrians, essential as it is unlikely to be taught while pupils are delivered by car to schools daily

5. Leverage Tour Down Under to promote cycling tourism:

- a. The TDU is a competitive program that must stand on its own financially. Essentially TDU promotes racing and road riding.
- b. The TDU is a Tourism budget item
- c. The Strategy report states 90% of the main motivator to ride is for recreational purpose then confuses by reporting four of our six strengths come from Competitive Cycling – and the growing volume of commuter cycling isn't mentioned.

6. Progress the next stage of the Amy Gillett Bikeway.

[Minutes of the Adelaide Hills Council:](#)

"That the Mayor, on behalf of Council, writes to the Hon Corey Wingard MP, Minister for Infrastructure and Transport advising:

- *That Council is of the firm view that, consistent with Amy Gillett Bikeway Stages 1, 2 and 3, that the construction and maintenance of Stage 4 of this State asset is the sole responsibility of the State Government and not Council.*
- *That Council considers the Amy Gillett Bikeway to be of both Regional and State recreational and tourism significance, and as such, is of the firm view that the completion of Stage 4, by the State Government, is firmly considered to be a local community (State) election priority.*
- *That in addition to the \$2.6 million Federal Government funding commitment, Council is prepared to commit a further \$100,000 in order to enable the State Government to construct and deliver Amy Gillett Bikeway Stage 4, consistent with the State Government's previous construction and delivery of Stages 1, 2 and 3.*
- *That Council, on behalf of the local community, looks forward to the Department for Infrastructure and Transport expediting the construction and delivery of Amy Gillett Bikeway Stage 4."*

"Adelaide Hills Council supports 'Discover, Play, Bikeway!' (was on again in 2022 as part of the Festival of the Hills)... Visitors and locals will discover the Amy Gillett Bikeway and enjoy popup music, art, food, and performances from local artists and businesses." Clearly Adelaide Hills Council recognises the trails benefits to the district; hopefully a reconciliation of differences with SA State Government is imminent with a share mechanism recognising the benefits are both local district and regional.

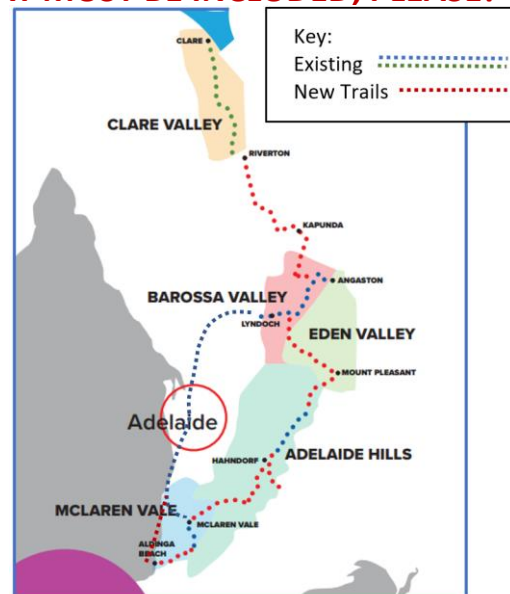
7. **Complete the refurbishment of Adelaide Super-Drome at State Sports Park.** While some State contribution is desirable this is a competitive sport facility that 90% of cyclists will not require. Competitive sport needs to contribute significantly to the Velodrome.
8. **Develop missing links in cycling connections to the Mile End Sports Precinct as part of the SASI location relocation.** With the South Road redevelopment, a shared path bridge from Westside Cycleway to the East Side of James Congdon Drive is planned. A cycle way to the Hilton bridges is planned. An attached (Clip-on) Shared path across the railway overpass bridges south side is required to give passage to the safe Parklands trails for all commuters. A drop-down ramp to the Mile End Sports Precinct is all that is required.
9. **Partner with Councils on a prioritised program to improve cycling connections between inner suburbs and the city.** Out of touch cycling representatives have not recognized that eBikes and carbon fibre commuters now view inner suburbs as a twenty-kilometre radius from the CBD, i.e., Hallett Cove to Salisbury and Coast to Bridgewater. It is critical that commuters name their nominated routes. This strategy recognises only the To-City commutes there are many cycling safe pathways across council areas. Cycleways radiating out from schools and universities are essential to inhibit the growth of the school-mums transport antics. **Please list all these projects – (they appear vaguely on the interactive map only).**
10. **Deliver prioritised targeted safety improvements on key linear trails.** We have many creeks/rivers running through Adelaide from the hills to the ocean most have trails alongside them that are defined as Linear Trails. Any trail following a railway line can also carry the description of Linear trail... The trail down the Adelaide to Seaford train line is Linear and focus needs to be granted to the dual pedestrian crossings on Marion and Daws Road that link the shared path down the line from Railway Terrace to Minchinbury Terrace. The simple solution is a continuous bridge over both roads. Another is the Sturt River linear trail dangerous intersections at Sturt, Marion, Oaklands, Morphett, Anzac Roads and a dry concrete riverbed 90% of each year. **Please list all these projects to enable appropriate evaluation of each project and its priority.**
11. **Deliver the Mike Turtur Bikeway overpass** - there are three overpasses on the Mike Turtur trail one has been funded and defined as the tramway overpass of the national railway line. One continuous above grade bridge is also urgently needed at Marion Road and Cross Road to facilitate free flow of Traffic on Marion Road when rebuilding South Road.
12. **Define routes and staging for completion of Gawler and Grange Greenway...** a mostly complete cycling network that demonstrates the effectiveness of an active cycling group. Port BUG is congratulated on their achievement.

ADDITIONAL ITEMS OMITTED FROM CYCLING STRATEGY

13. **Coast Park 70km all but 4.8km.** Please focus energy to complete the Adelaide Coast Park from Terminus Street to Third Avenue 4.8km of funded trail not created by a Council delayed by a bogus environment argument that effects less than 1km of Tennyson Dunes that an elevated fenced walkway would avoid (note a quarter of the dunes has already been desecrated with a car park and penetrated by at-grade walkways). Charles Sturt Council has except for the Coast Park unyieldingness a good reputation for provision of recreation and community facilities. **1.8km will be completed** by State government albeit there still remains 3km incomplete.
14. **Constructing a Cycleway/Shared path Adelaide to the Victorian Border** near Mount Gambier. SA's component of the coastal cycleway from Melbourne to Adelaide around the great Ocean Road. Adelaide to Encounter Bay to Coorong to Kingston to Naracoorte to Mount Gambier to Rennick. This has been promulgated over many years and the last manifestos of Government contain references to it. The concept is great and achievable note the Mawson Trail & Munda Biddi Trail, tourism towns south of Adelaide need a boost. **Adelaide to Mount Gambier |502 km|**
15. **Working with all neighbouring States create, shared paths/ cycleways linking our State Capitals** with re-power solar or wind stations every 100km for our sustainable eBikes and the ever-growing group of sustainable transport eScooters, Monowheels, eBoards, Segways. It will boost tourism. We need water and shelter facilities along our endurance long trails we now need to provide robust solar powered battery stations.
16. **Increase pedelec boost to 32kph, 300W motors. At minimum the strategy needs to create open discussion.** Facilitate efficient cargo bikes, delivery vehicles and those long distance eBicycle commuters who are replacing their ICE 1.8ton environmentally and health unfriendly Cars. New Zealand does not inhibit with 25kph Pedelec boost. A survey of 55 Australian wholesalers who sell ebikes found that 73% of them would like our legislation changed to increase the maximum speed of power assistance from the current 25kph to 32kph. Bicycle Industries Australia (BIA) conducted a three-question survey of wholesalers. In answer to the first question as to what their preferred maximum speed assist was, only 6% wanted it kept at the current 25kph. **73%** wanted it increased to 32kph which is like current regulations for standard ebikes New Zealand, the USA and other countries. The remaining 21% wanted 45kph, which is the European 'speed pedelec' assist limit. In Europe speed pedelecs must comply with tougher design standards - rules vary between countries, but speed pedelec riders generally need a driver's licence, motorcycle helmet and other requirements.

17. [The Great Australian Wine Trail](#) **A VIBRANT STRATEGY THAT MUST BE INCLUDED, PLEASE!**

- a. This **MAJOR** proposal has been omitted from the SA Cycling Strategy. The concept proposes to link the Riesling Trail to the Rattler Trail to the Barossa Trail to the Amy Gillett Trail to McLaren vale Trail. With the total loop being approx. 600km.
- b. GAWT makes possible a loop from Adelaide up City Cycle trails to Northern Connector Trail to Stuart O'Grady Trail through recently [commissioned Gawler Cycleway](#) to the Barossa Trail to Angaston. Out and back to Clare then Lyndoch to Mt Pleasant on new trail to Amy Gillett Trail to Oakbank then a new trail Oakbank to Kangarilla to connect to Sea to Vines Trail which takes you back to Adelaide via the extended trail from Sellicks. Not a dream an inexpensive reality that with enthusiasm could be complete in two years
- c. Adelaide Hills Council's support to the Amy Gillett Trail stage 4 is critical, because the GAWT requires cooperation to complete from Oakbank to Kangarilla, hopefully a reconciliation of differences with SA State Government is imminent with a share mechanism recognising the benefits are both local district and regional.
- d. The GAWT could use the rail line Riverton to Tarlee then new trail to Kapunda then a new trail to Angaston. The new cycling route from Oakbank to McLaren Vale could view the [Adelaide Hills winery maps \(winebase.com.au\)](#) but it isn't practical to have the trail go passing the gate to each winery



18. **Safely Connecting north and South Adelaide Parklands.** An obvious strategy omitted again.

- a. The West Parkland safe connection is obvious and not expensive a fenced trail under the Port Road Railway bridge. A disused rail track already is in place connecting to the RAH car park. A temporary loop back over the bridge northern walkway will make the connection to Goal Rd, the Northern Parklands, and Linear Park Trails. A shared path bridge over the railway from RAH to Parklands and Linear Park has already been promulgated – this would take place of the temporary loop.
- b. [The strategy Map](#) shows a new shared path on the west boundary of the Botanic Gardens assumably using the light controlled intersection of North Terrace and East Terrace to facilitate a safe crossing.

19. **ZEBRA CROSSINGS were phased out from South Australian roads in the 1970s. In 2019 we accepted the fact that they are safer** than relying on motorists giving way to all vulnerable users particularly at slip lanes. In those 50 years the rest of the world have improved the internationally recognised Zebra Crossing, indeed check these videos [3D Pedestrian crossing](#) and another from [France](#). The Strategic review needs to include a full introduction of zebra crossings.

Slip lanes: "Walking to work every day, I make my way across a notorious intersection that sometimes looks like a scene out of *Mad Max*. You'd think the six-lane highway or major road would pose the greatest challenge. But no, the part of my daily commute I dread most is crossing a slip lane at a set of traffic lights. **Motorists must give way to pedestrians at slip lanes.** No ifs, buts, maybes – they must. However, based on anecdotal evidence and daily personal experience, many don't. They just drive straight through. Focus is the problem here. Turning motorists are concentrating on traffic while trying to enter a new road and don't always notice pedestrians waiting to cross, particularly from the left side of the road". RAA Magazine Autumn 2022

20. **Busses carrying bicycles it is simple** there are many types worldwide – all we need is the enthusiasm to put it into action. Bikes on buses **Over 90% of Transport Canberra buses are equipped with bike racks** which each hold two bikes. [Bike racks on buses](#) are available on a first come, [first served basis](#). A bike rack on the front of a bus is the ideal solution for truly integrated transport. The popular, bus racks promote active travel whilst reducing congestion, and CO2 emissions. The bike racks carry either 2 or 3 bikes on the front of the bus, maximising capacity inside. Riders can secure their bikes safely onto the rack quickly and easily, without the need for assistance from the driver. The front of the bus is the ideal place for a bike to be carried, as it is directly under the driver's line of vision, and can also be watched by the cyclist, who often remains at the front of the bus, watching their bike. It has been proven repeatedly that they do not slow the operation of the bus. [How to use the front of bus bike racks - YouTube](#)

