Sunday Pleasure Rides: Organiser – Helen Tetley.

7 January 2024 **Adelaide Pathways**

Meet at Barratt Reserve Carpark, West Beach Road, West Beach by the entrance to Diamond Sports SA Inc, Baseball SA, Flat ride covering a series of shady pathways around Adelaide. Approx 40kms. BYO lunch. Coffee afterward. *Helen T. 0466 870 177*

21st January 2024 **Leafy Suburbs**

Meet at Victoria Square. A 41 km loop taking in the leafy suburbs of Wattle Park, Kensington Gardens, and on to Mitcham Reserve for a BYO lunch in the park. Return to Victoria Square mainly on bike paths. Approx 300 metres of climb. *Robyn D. 0401 364 019*

Thursday Rural Rides Thursday rides are regularly 20+ riders; in hill topography that creates a challenge. To compensate each ride will have a 2nd leader so we can split into 2 comfortable groups if needed. - Sharon Moyle Thursday Ride Organiser

Jan 4th	John A	*0438 523 560*	10 a.m. Macclesfield Davenport Square	Coffee Strath, lunch Fleurieu's Riviera	<Link
Jan 11th	Jo	*0405 630 785*	10 a.m. Woodside Pool car park	Some unsealed roads	
Jan 18th	Kevin B	*8388 1852*	10 a.m. Woodside Pool car park	Some unsealed roads	
Jan 25th	John G	*0404 081 724*	10 a.m. Woodside Pool car park	Some unsealed roads	

PERFECT ride Sunday January 14th. Meet at the Hall, Main Street of Mount Pleasant **8 AM** Jan 14th 2024 <Link

** **NOTE EARLIER START**** 70 km mostly gravel. 970 meters of descent. *Peter Harrison 0448 364 138*

Mt Buller and Mt Hotham – Victorian mountain biking in summer <Link for details

The Mt Buller and Hotham trip is now closed.

There are 12 registered riders for the Jan 14 to 25 trips.

There will be a report on the rides in a future newsletter.

Two Mountains
Twice the Fun MtBuller & mthotham

Western Australia 2024

We are planning two tours in Western Australia in April and May next year.

- A leisurely Exploration of Perth and Surrounds, Mainly on Bike Paths. This tour is proceeding and is now full. We will wait-list additional participants.
- Bikepacking for 11 days of the Munda Biddi MTB trail in WA. Expressions of interest are still being sought.

More Tours being planned – watch this space

December’s PERFECT ride started from Truro and comprised 98% gravel over 67 Km, with the only bitumen being 500m of the Eudunda Road at Dutton and in and out of Truro. Only 5 vehicles were encountered on the gravel. The temperature was a perfect 20-26C and the sun shone all day on six intrepid riders. The circuit passed by the Truro District Raceway, but there were too few takers to give it a whirl. We paused for morning tea at the junction of Heppner and Diagonal roads, sharing tales, including the gripping account of Bruno's forefinger, miraculously reattached not too far from our current trail, a testament to his upbringing in these parts. After meeting a renegade rider at the 22 km mark who was doing we same circuit in the opposite direction we circled Watchbox Hill, descended into the picturesque expanse of Mallee country, and then ascended a challenging, rocky track after a flat 5 km stretch, culminating in a lunch stop at Rocky Creek around the 45 km mark. Our journey traversed the somewhat arduous Frankton Road, undergoing resurfacing with loose gravel, demanding extra effort for the following 5 km. Upon reaching the 56 km mark, a decision loomed: to shorten our route or not by heading straight back to Truro along the familiar road we set out on. Unanimously, we opted for the full ride, extending an extra 7 km via Dutton, a place familiar to Bruno due to distant relatives, yet an encounter was bypassed as we made our way to the Truro pub instead. There, amidst cheerful banter, we concluded a remarkable day. Kudos to Peter Harrison for orchestrating yet another impeccable journey this time amidst Truro's scenic landscapes and a bit of Mallee..

Thanks to Ian Fitzgerald for sending Walking SA newsletter I have extracted the parts we cyclists can enjoy. Hopefully we cyclists do create great rides for all to enjoy and catalogue them to be available for all as competently as Walking SA.

There are many resources available to find cycling trails.

Watch

We Need You! to write an article sharing all those cycling web sites that promote public cycle trails.

Walking SA now have over 800 trails and walks on their website, so with the summer holiday season almost upon us you've no shortage of trails and places to explore on foot. Need inspiration to get out and about? Listen to Walking SA's discussion with Julie Kimberly on ABC Riverland as we talk about some of our iconic trails in South Australia, and the range of walks in the Riverland and across SA. We also talked with Jason Chong on ABC Radio Adelaide Sunday Morning show about walks around Adelaide.

New reservoir trails

We've recently updated trail entries on Walking SA website to include 24 trails across 8 reservoirs.
Immerse yourself in beautiful natural landscapes while enjoying a walk, hike, run or **cycle on a series** of reservoir trails with stunning water views Newly added highlights include:

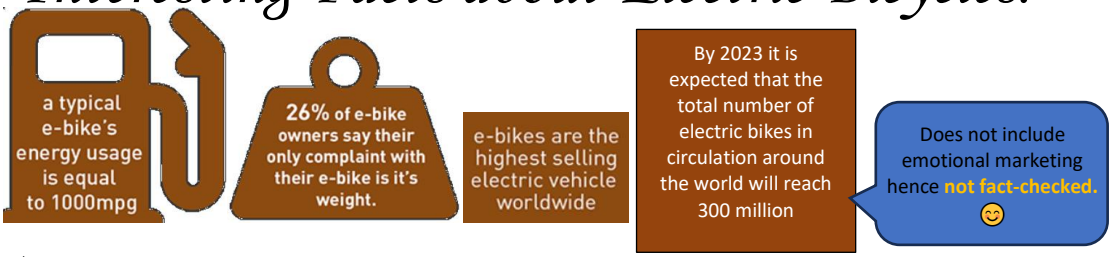
Link & Look

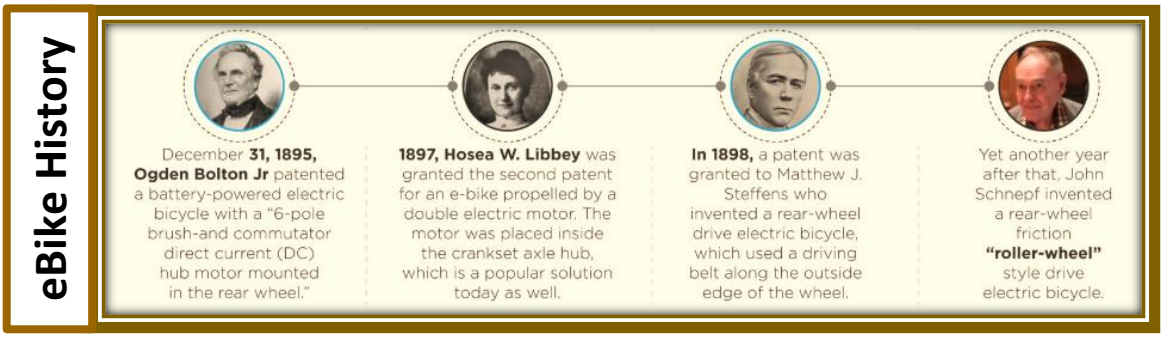
The unsealed trails at Little Para, South Para, Myponga, Hope Valley, Happy Valley, Warren and Bundaleer reservoir reserves are suitable for family-friendly riding, with more adventure to be found at Warren Reservoir Reserve.

- Little Para Reservoir, Golden Grove, 2 short trails
  South Para Reservoir and Warren Reservoir, near Williamstown,
  2 short trails in each and 3 longer Southern Barossa Linkage Trails.
  Of particular interest are 3 campsites across one trail, to create a 2-day hike camping at a hike-in campsite, or multi-day hikes across the broader Southern Barossa Linkage Trails network.
- Bundaleer Reservoir, Mid North (north of Clare), 3 trails

A network of 4 named trails is being put into Myponga Reservoir, which will make it much easier for trail users to use and navigate the trails within that reservoir reserve.
These new entries supplement the existing entries at Happy Valley Reservoir and Hope Valley Reservoir

Interesting Facts about Electric Bicycles:





The Pros of Electric Bikes

1. Electric Bikes keep the environment healthy by reducing carbon emissions. They reduce noise pollution by offering more benefits than motorbikes without the noise - electric motors on eBikes run quietly, cargo and family bikes especially. Link here to an interesting article: https://theconversation.com/the-worlds-280-million-electric-bikes-and-mopeds-are-cutting-demand-for-oil-far-more-than-electric-cars-213870 <thanks Paul.
2. Unlike traditional bikes that rely solely on your muscle power, eBikes have motors that assist your pedalling So, you don't have to worry about showing up at work or school all sweaty like you just ran a 5K at the gym. eBikes lower the barrier to entry into the cycling lifestyle. Many people who consider getting into cycling hesitate, but an eBike provides these people with a good starting point. You can push yourself as hard or as easy as you want. Over time, you'll become a better rider with more endurance as you rely less and less on the battery-assisted motor for pedal support, and more on your own legs and feet. Riding an electric bicycle is not cheating it is a fantastic, economical way to get exercise and stay healthy while substantially reducing pollution!
3. Electric Bikes quickly get you to where you want to go. If you live in an area with a lot of traffic congestion, an eBike will get you to your destination faster than your car. Say good-by to walking your bike up a steep incline.
4. Electric Bikes can be sturdy. If you carry rather hefty luggage often, you can get an eBike with a robust frame, thick wheels and a sizable chassis. The bike will not buckle under the combined weight of you and your luggage.
5. The power and range that eBikes provide also let you explore places otherwise inaccessible to traditional bikes, especially when you cycle off-road. An eBike can venture deep into bike trails and deliver additional torque to bike wheels when you pedal to let you traverse terrain previously unnavigable by traditional bikes. If you ventured too far - the power boost will get you home.
6. An eBike reduces the stress related to using public transport. You can use the bike for both short and relatively long trips without having to worry about the inconveniences of public transport. Most notably, you can commute on your own schedule instead of following preset bus or train routes; particularly true in SA where multimodal transit with buses carrying bicycles is not available!

7. Electric Bikes are much cheaper to buy and maintain than cars or motorbikes. Furthermore, you don't need to pay to learn to use an eBike nor do you have to pay insurance to ride your eBike about town — although laws vary by state, so be sure to check those out before you ride. Adding an eBike to your options for commuting also reduces your use of your car.
8. Electric Bikes offer you all the joys of cycling, including enjoying some personal time to reflect as you commute or take a leisurely ride. A morning ride on your eBike can improve your entire day's outlook by elevating your mood.

The Cons of Electric Bikes

1. Electric Bikes, typically cost more to buy and maintain than traditional bikes. For example, you may need to replace the batteries after some time. But this may be a small price to pay when you're not paying for the upkeep of a traditional car or truck.
2. Electric Bikes additional components and sturdier build may make them significantly heavier than traditional bikes at 23 to 28kg. (Luckily several recent pedelec models are relatively lighter at less than 18kg.)
3. Electric Bike Riding rules aren't always clear, the rules for using an eBike on the road are a baffling area. eBike classifications tend to vary across individual states and countries. As a result, trying to figure out the rules for riding your eBike can be confusing.
4. Electric Bike is practical only if you have reasonably easy access to a power point. You always have to keep an eye on the battery to avoid the inconvenience that comes with it suddenly running out. The good news is you can use less battery by easily switching riding modes, to pedal-only, or something in-between with pedal assist. Reducing reliance on your battery.

*A **VERY** interesting web site:* Electrek is a news and commentary site that is tracking, analysing, and breaking news on the transition from fossil-fuel.

After many attempts to stimulate my readers to be alert to issues that really should be of concern to you as cyclists, it is very rewarding and much appreciated to get feedback on Newsletter articles. The following Pedelec and **E**lectric **P**ersonal **T**ransport (EPT) article has been supported, misunderstood, or rubbished; please keep those thoughts alive and your comments forthright. Be vocal with your opinion. When Governments decide without consultation about our Pedelec and EPT speed limits it does help to be prepared; particularly given the whisper and whimper of bicycle lobby in South Australia.

Eric's controversial recommended speed limits are already amended by consensus - 20kph *(a)*&*(b)* on Shared paths and *(c)* 25kph on dedicated *urban* on-road cycleways. Consensus again criticises that *(d)* rural trail and road at 32kph is too conservative and should be the posted speed limit and *(f)* ETPs not permitted on open roads is harsh judgment of skilled riders on monowheels, eScooters etc.

"Eric's Revised carriageway speed limits:

(a) 15 kph on footpaths. (E.g., we walk 5 kph, jog 10 kph, run 15 kph.) } *most prefer 20kph for simple monitoring.*
(b) 20 kph on Shared paths 3.6 metre wide with centre line or one-way }
(c) 25 kph on-road dedicated urban cycleways.
(d) Posted open road speed limit for bicycles and Pedelecs and only where there is no adjacent open cycle lane.
(e) ETPs not permitted on open roads unless specifically licensed to do so and wearing a uniquely numbered vest."

Eric chose 20kph on Shared paths when mixed with pedestrians as manageably lower than road speeds and providing for a common safe limit for **all active electric personal transport** i.e., Bikes, Pedelecs, eScooters, Monowheels, eSkateboards etc. With a view to a future when Bicycles and Pedelecs will potentially be outnumbered by other powered active transport devices. The 12-foot-wide path (3.6m) with a centre line differentiates the shared path from a footpath and allows safe faster speeds.

If the standard of the *(c)* on-road urban cycleways surface was consistently improved, 32kph would be a preferred speed limit, but small wheeled devices (< 9" diameter) will be at significant risk of accident on the present side-of-road cycleways. These designated cycleways are heavily deteriorated by two-ton motor vehicle parking and debris. On-road cycleways must become permanent rather than 10 hours for cycles and 158 hours a week as a car park. The cycleway surface, once resealed, and permanent will remain safe and smooth .

Please when forming your opinion note:

1. We will be sharing our carriageways with many active personal electric transport devices very soon.
2. A consistent Nationwide bicycle, pedelec and EPT policy is required for effective policing of the speed limits and rider behaviour.
3. the World is moving to slower urban transport road speed limits read the summary below and link for further references.

Side bar:
Motor vehicles damage the road surface more than bicycles because they exert much higher pressure and friction on the pavement. The damage caused by a vehicle is proportional to the fourth power of its axle weight, which means that a small increase in weight can result in a large increase in damage. For example, a Hummer EV, which weighs 9000 pounds, does 49 times more damage to the road than a Camry, which weighs 3500 pounds. On the other hand, a bicycle and rider, which weigh around 150 pounds, do almost negligible damage to the road compared to a motor vehicle. An Article on bicycle road use .

According to the World Economic Forum, reducing road speed limits saves lives, cut emissions, and improve urban life quality. The 6th UN Global Road Safety Week is calling on policymakers to act for low-speed urban streets worldwide, **limiting urban speeds to 30kph or 20mph** where people walk, live and play. The United Nations Economic Commission for Europe recommends that general speed limits should be changed to 50 km/h in urban areas & **30 km/h** where a high number of vulnerable road users (pedestrian, cyclists) is present. European cities have started. lowering their speed limits, in an effort to reduce pedestrian deaths, emissions [4], improve urban life quality and the health of people and the health of the planet. Lower-speed streets make it safer for people to walk and ride promoting healthy physical activity while reducing the climate impact of urban transport. What are the benefits of lower speed limits in urban streets?

- Lower speeds protect everyone, especially vulnerable people like children, cyclists, pedestrians, the elderly, and people with disabilities. People have a 90% chance of surviving after being hit by a car or a truck going at 30 km/h, but less than 50% at 50 km/h or higher. Even small reductions in speed can significantly enhance fuel efficiency . Slower speeds are good for the economy. Studies have found that streets that are more inviting for walkers and cyclists are more vibrant and economically successful than streets with high volumes of fast-moving traffic. Benefits incl' higher spending on retail and services, boosting the local economy .

- Lowering urban speed limits has been a topic of discussion in many countries. According to a recent article by **ABC News**, five Australian states and territories are trialling or planning 30 kilometres per hour speed limits and zones. Research shows that 30kph speed limits on local residential streets could reduce the Australian road death toll by 13 per cent. The economic benefit $3.5 billion
- In Melbourne, the Royal Automobile Club of Victoria (RACV) has recommended a cut in the default speed limit on urban streets from the current 50kmh to 40kmh, and a trial of 30kmh speed limits in large residential areas.
- Lowering speed limits in urban areas has been shown to have many benefits. According to **The Conversation**, low-speed streets are about much more than road safety and increasing fine revenue. By building safer streets, governments and cities around the world are creating more liveable cities. The benefits include low crime levels, more physically active citizens, greater social connectedness, increased spending in local businesses, and less pollution .
- It is important to note that journey times are affected by more than the speed limit like traffic congestion, time spent at lights.

References:

- Busting the myths about 30kph zones in Australia - ABC News.
- Call to cut speed limits on suburban Melbourne streets | RACV.
- Lower speed limits don't just save lives – they make towns and cities better places to live - The Conversation

e-Scooters the current scenario:. Extracted from news cuttings.

In Australia 2022, **6.5 million** Adults rode a bicycle, **3.6 million Adults** used an e-Scooter.

Private e-Scooters and other EPTs are only legal on public carriageways in WA, QLD, TAS, ATC - rental e-Scooter trials in other states.

Currently, privately-owned e-Scooters are not allowed to be used in public spaces in South Australia. However, the State Government has opened consultation with private e-scooter users and the broader community to have their say on moving beyond a trial phase and allowing personal mobility devices (PMDs) on roads and in other public areas. Of the almost 2000 respondents to a yourSAy survey, 87% supported the ongoing use of e-scooters on public roads and paths. The State Government is now considering all feedback obtained from the community engagement process to inform any future regulatory or legislative changes regarding the use of e-scooters and other PMDs in South Australia.

February 2023 The state opposition introduced a bill to parliament to legalise e-vehicles on SA roads, but it was rejected**.**

Deputy Premier Susan Close said the government will soon establish a review run by the Department of Transport, with community consultation, now that a parliamentary inquiry into the issue has concluded. "We'll then be in a position to really look at the ways we can have a coherent approach to this policy," she said. "It isn't easy, it does require clarification, but the opposition has jumped the gun a little bit and is being a bit hasty and hasn't properly thought through all of the challenges." Susan Close said the government is working to resolve "anomalies" in e-scooter rules.*(ABC News)* But Liberal transport spokesperson Vincent Tarzia said the government was taking too long to change the rules. "The facts are people are actually buying these e-scooters anyway, they're buying them and they're operating them," he said. "And so why wouldn't we legalise them?" Mr Tarzia said there was a lot of "confusion around these devices". "We think it's complete hypocrisy that you're able to hire these at the moment from a company but you can't operate them as a private citizen," he said.

November 2023 the static position 10 months later. The rental e-scooter trial in Adelaide CBD and North Adelaide has been extended until the end of the year. Laws around e-scooters in SA could be reformed **mid 2024** after the State's Premier backed a call by the police commissioner for legislation around them to be changed or clarified.

It doesn't need to be like this – discarded rental eScooters littering the sidewalks. If enough coffee shops and supermarkets took up franchises the scooters could be returned to an off-path location.

Key points:

- Privately-owned e-scooters are not allowed to be used in public spaces in South Australia.
- The police commissioner says the laws around them should be changed or clarified.
- The premier says it will be looked at next year.

E-scooters can be bought to be used on private property but are illegal to ride on roads, footpaths and bike tracks in South Australia, except in areas where several Adelaide councils have allowed them to be used when hired from a private operator.

Police Commissioner Grant Stevens said this exemption, which began in 2019, was creating confusion for users, with many people buying e-scooters for private use to get around the CBD and Adelaide suburbs.

"I think when you have this anomaly where you can purchase something that you believe you can use in a legitimate way, yet you're actually contravening the law, we need to be more clear or we need to revisit the legislation and find a middle point where people can take advantage of this global trend," Commissioner Stevens told ABC Radio Adelaide.

Premier Peter Malinauskas said he was "**not aware**" riding a privately owned e-scooter was illegal until recently. "I wasn't aware of the fact until recently that that was illegal," he said; because most people would see e-scooters in Adelaide in operation now — the hire version which are perfectly legal and entirely authorised — and assume that the same applied to privately owned e-scooters. "That isn't the case and that's why I think we need to put that clarity in place." He said new laws could be introduced next year with provisions to keep pedestrians safe. "We need to get that balance right," he said.

It is important to note that the legalisation of e-scooters is still under review and no official decision has been made yet. We only know of eScooters there seems no mention of eSkateboards, eUnicycles, eMonowheels, Hoverboards. Segways, eSkates etc.

Some more fascinating information: The first manufactured Australian car involved a cycle maker:

Colonel Harley Tarrant enlisted the help of **cycle maker** and business partner Howard Lewis to build his own petrol-driven Australia's first car in 1901, in Melbourne. 16 motor vehicles were built, then it became apparent that it was uneconomic to build indigenous vehicles, in the face of overseas technology. Tarrant assumed the responsibility for distribution of model T Ford automobiles in Victoria in 1908, and production of Tarrants ceased.