



Council Bylaw Review 2022

Please accept this submission from the committee and members of the Unley BUG. This submission is prepared by the Unley BUG Committee on behalf of our 230+ current members to ensure the interests of people who cycle, walk and use mobility aids in, to and through our City are met. The concerns raised by our members are outlined here for your consideration.

We would like to express our **concern regarding the proposed Roads Bylaw 2022** as published for public consultation on the 29th of April 2022. We are particularly concerned with Clause 7.8.2: Obstructions and its associated subclauses:

7.8.1 Erect, install, place or maintain or cause to be erected, installed, placed or maintained any structure, object or material of any kind so as to obstruct a road, footway, water-channel, vegetation, or watercourse in a road or cause a hazard to users of the road.

7.8.2 Lock, affix, place or leave a bicycle, scooter or other mobility device on a road:

7.8.2.1 except on a structure or space specifically designed and set aside by the Council for that purpose or, a structure which the Council has authorised to be used for that purpose; and

7.8.2.2 in any event, in such a manner that the bicycle, scooter or device may cause an obstruction or unreasonable hazard to road users

Reducing access for cyclists in the city

As proposed, we believe that clause 7.8.2 will make it virtually impossible for cyclists to park their bicycles on any public roads in Unley. The city has very few bicycle parking facilities as it currently stands. Of these few structures, many of them are not easy to identify, are poorly located or are poorly designed. For example:

- Duthy Street has only 4 bike hoops along its entire length
- Goodwood Road shopping precinct (eastern side) has only three narrow bicycle hoops which cannot support a bicycle if it has shopping panniers, a rear basket or child seat attached.
- King William Road – it is unclear exactly how many bike racks are in this precinct partly because they are unrecognisable as bike parking facilities. It is difficult to attach a bike to the racks and the sharp edges risk damaging the bike.
- Unley Road has very few bike racks, especially outside of the area adjacent to council and the shopping centre.

Furthermore, the proposed bylaw does not contain any list of ‘authorised’ structures or spaces for bike parking. We are concerned that there is no guarantee for this list to be created in a timely manner, if at all.

In the absence of a comprehensive and large-scale rollout of bike parking across the council area, the proposed bylaw would effectively render most of the city as inaccessible by bike. This lack of bike parking contrasts starkly with the many thousands of on-road car parks



Council Bylaw Review 2022

across the City of Unley. Motorists expect parking spaces outside shops and businesses yet end of trip facilities for cyclists are largely ignored.

A member of the BUG made the following comment on Facebook which puts in very real terms the effects that the proposed bylaw would have on their daily lives:

'According to that by-law I'm unable to cycle to the pharmacy on Anzac Highway, since there are no dedicated bike racks anywhere nearby. Chaining my bike to a street sign or post isn't blocking access to anybody.'

Contradicting council strategy

"...the availability and usability of bicycle parking is critical to the viability of the bicycle as a mode of transport. By providing bicycle parking ... bicycle use can be encouraged and high-value urban space can be utilised more efficiently."

Austrorads Research Report AP-R528-16

Bicycle Parking Facilities: Updating the Austrorads Guide to Traffic Management

Disincentivizing cycling by severely limiting access to legal bike parking options directly contradicts several of Unley Council's strategies, from the overarching community plan right through to the various implementation strategies.

At the highest level, discouraging cycling goes against the objectives of the *City of Unley Community Plan 2033* to create a community that is 'active, healthy and safe' (1.1) as well as 'connected and accessible' (1.5).

These objectives also guide the principles of the city's *Integrated Transport Strategy*, whose first focus area is active transport. The strategy recognises that Unley has the highest rate of cycling (3.9%) of any local government area in the state, with an explicit target of *doubling* this rate to 7.4%. It is hard to see how making cycle parking more difficult is compatible with this, especially given one of the Key Programs of the focus area is to 'Actively promote the use of cycling and walking across all community age groups'.

Indeed, the promotion of cycling is so important to the council that cycling has its own strategy (shared with walking) - the successful *City of Unley Walking and Cycling Plan 2016-2021* whose successor is currently in development.

In addition to the above, the promotion of cycling plays a role in many of the council's other published strategies. In the *Active Ageing Strategy (2020)*, Strategy 6 (Cycling) in Focus Area 2 (Transport) has the ongoing objective of 'Opportunities for cycling throughout the city are optimised through the expansion of Council's bicycle network, support and infrastructure.'

The *Living Well* strategy's second focus area is for 'A healthy and active community inside and out'.

Finally, discouraging cycling would also go against the objective to 'Increase Wellbeing and resilience' of the *Living Young 2018-2021* strategy with its images of bicycle wheels and desired outcomes such as 'developing the skills to be safe and confident while being active' (we know cycling is one of the main ways that young people who can't drive get around in our city)!



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City of Unley, South Australia

Council Bylaw Review 2022

Given the many examples cited above of the importance that council places in growing cycling in our area, we struggle to understand why they are now proposing a bylaw which would directly act as a disincentive to people choosing to cycle.

Redundancy

Finally, the UBUG would like to acknowledge the real concern that some members of our community have raised around bicycles obstructing the path of pedestrians and those with mobility aids. We sympathise with this issue, especially given the narrow footpaths over much of the council area. However, if the intent of this bylaw is to prevent obstruction then we feel that clause 7.8.2 is irrelevant as it does not address the issue of obstruction. The issue of obstruction is effectively covered in clause 7.8.1. as bicycles can be included as objects affected by the clause.

In summary, we object strongly to clause 7.8.2 of the proposed *Roads Bylaw 2022*. We believe that the bylaw as it currently stands will greatly reduce the city's accessibility to those who choose to cycle, in direct contradiction to many of the City's current strategies. We urge elected members and council administration to reconsider the proposed law so that our city can remain South Australia's unquestioned leader in walking and cycling.

Regards,

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