



Unley Bicycle User Group

City of Unley, South Australia

City of Adelaide - Integrated Transport Strategy

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 460+ current members to ensure the interests of people who cycle, walk and use mobility aids in, to and through the City of Unley are met in the above stated project. We wish in particular to make comment on matters pertaining to cycling (and walking) connections between the City of Unley and the City of Adelaide.

Background

The City of Unley (henceforth Unley) borders the City of Adelaide (henceforth Adelaide) to the south. According to the 2021 Census, Unley has the highest rate of cycling mode share for journeys to work of any council in South Australia at 4%. Within Unley, it is the suburbs closest to Adelaide that have the highest mode share of cycling: Goodwood (5.8%), Wayville (3.6%), Unley (suburb - 4.4%) and Parkside (6.6%). Two insights of relevance can be gleaned from this census information: Firstly, that the increased rates of cycling in suburbs close to Adelaide imply that many people are cycling *to* Adelaide. Secondly, the suburbs with the highest rates of cycling overall, Goodwood and Parkside, both host some of the busiest bikeways in South Australia. Parkside in particular deserves special mention: it contains arguably the busiest, safest and most convenient bikeway in SA (the Rugby-Porter Bikeway) that is directly connected to the busiest, safest and most convenient bikeway in Adelaide (the Frome St Bikeway). The crossing of Greenhill Rd between these two bikeways can be said to be, by far, the safest and most convenient way to cross Greenhill Rd by bike or on foot along its entire length. It's no coincidence that Parkside has the highest cycling rates of any suburb in South Australia!

What the above says is: build it, and they will come. The evidence already exists that when safe, convenient and connected routes for cycling are provided, behaviours will change and cycling mode share will increase. The feedback that follows seeks to highlight additional opportunities for improving the safety, convenience and connectedness of routes between Adelaide and Unley.

Areas for Consideration

- Improve the connection between the Mike Turtur Bikeway on King William Rd and King William St, facilitating travel to/from the centre of Adelaide.
 - In particular, southbound travel is unpleasant and dangerous: cyclists are forced to use a painted bike lane which squeezes them between parked cars and fast-moving traffic.
 - A short-term and cost-effective win to this side of the road would be a clearway in the PM peak time, just as the west side of the road is a clearway in the AM peak.
 - There also needs to be significantly more space allocated (e.g. via a bike box) to southbound cyclists waiting to cross Greenhill Rd southbound. Currently, cyclists spill onto the slip lane/bus lane in peak times.
 - There is also a dangerous situation currently whereby the bike signal is concurrent with the bus priority signal. Buses and cyclists take off from the lights at the same time, only for the bus to inevitably pull over at the first bus stop across Greenhill Rd, right in front of cyclists.
 - The Unley side of the King William Rd/Greenhill Rd intersection is scheduled for a major walking and cycling infrastructure improvement in the short-medium term. This will exacerbate the shortcomings of the Adelaide side of this route/intersection.
- Improve connections between the Greenhill/Peacock intersection through the parklands (along the Parklands Trail) to cater for cyclists who are connecting between the Mike Turtur and Frome St



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bikeways. In particular, make improvements to the crossings of Unley and Glen Osmond Rds. The excellent new crossing of the Parklands Trail at Hutt St serves as a model for these crossings.

- Provide / Improve lighting along major parklands routes and make other safety improvements so that they can be used equitably. Currently, these routes are not perceived as safe by women, as the Discussion Paper on Cycling has noted.
- Improve connections between Unley and the west of Adelaide. There are currently refuge crossings along Greenhill Rd at Joslin St (a neighbourhood bicycle route) and Clark St. A formalised path (or separated on-road bikeways) along Sir Lewis Cohen Ave may be an opportunity to connect with these crossings and provide greater access by Unley residents to the west of the Adelaide..
- Improve the safety of the refuge crossing of Greenhill Rd on the City-Crafrers Bikeway between Birkin St (Eastwood) and Beaumont Rd (Adelaide). Though this is not in the City of Unley, the City-Crafrers bikeway is readily accessible from Unley's east via Young St.
- Work with Unley to establish a shared use path (including crossings) along the southern boundary of the southern parklands to provide a safe and accessible east-west alternative to Greenhill Rd.
- Work with Unley and DIT to improve the safety, accessibility and convenience of pedestrian crossings across Greenhill Rd. Currently, every crossing (signalised or unsignalised) is stressful, takes a long time and inconvenient, even for an abled-bodied person. Some of the crossings would be almost impossible to use for the mobility impaired due to the distances involved, small size of refuge islands, complexity of traffic movements and short time allocated to crossing.

We trust that you will give these comments due consideration. Unley BUG look forward to working with the City of Adelaide to improve the walking and cycling connections between Unley and Adelaide.

Regards,

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