



Unley Bicycle User Group

City of Unley, South Australia

Unley Planning for Growth - Community Consultation

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 550+ current members to ensure the interests of people who cycle, walk and use mobility aids in, to and through our City are met in the above stated project.

Unley BUG supports the potential for well-managed growth to make our city more affordable and more accessible to a wider range of people. We are pleased that the draft plan's principles include living locally and facilitating walking and cycling networks across the city, as these are both areas that Unley BUG has consistently advocated for. We believe that, done well, Unley's plan for growth can **cement Unley as THE place to choose to live for a lifestyle that is local, walkable, cyclable and car-lite**, for people of all stages of life.

To that end, we have several pieces of feedback we wish to make to guide the formation of the final plan:

- Safe, convenient walking and cycling connections between the growth areas and key destinations as well as each other **need to be in place before growth happens** so that the mode shift mentioned by the plan is realistic, not aspirational.
We know that a key concern for residents in Unley when density is proposed is fear of the resultant increase in traffic / decrease in car parking availability. These concerns can be pre-empted if Council can show how key public infrastructure is in place to provide new residents the genuine option for alternative modes of transport, i.e. walking and cycling.
- Many of the growth areas are centred on main roads (Goodwood Rd, Unley Rd, Fullarton Rd, Glen Osmond Rd) which are currently among the least comfortable areas for walking and cycling in the city. Increasing density in these areas without improving conditions for walking and cycling risks exacerbating these issues and undermining the plan's own emphasis on living locally, building a resilient and inclusive community and improving transport and movement in the city.
- To that end, the forthcoming **update to the Walking and Cycling Plan** should be conceived with improving connections to the new designated growth precincts in mind. To emphasise again: Walking and cycling access to the growth areas **must be improved** before growth happens.
- Large catalyst sites like the Keswick Barracks are an opportunity to **enable new connections** in our community and create neighbourhoods where **walking, cycling and public transport are the preferred means of getting around by design**, not something that is retrofitted.
- Consider using the opportunity for code amendment to **increase the minimum requirements for bicycle parking in new developments in growth precincts**, e.g. through a TNV. Unley already has the highest rates of cycling in Adelaide; ensuring new developments have more bike parking will not only cater to this existing demand but is also a cost-effective way to assist in meeting the plan's key objective of increasing walking and cycling. Qualitative aspects of this bicycle parking (convenient, secure, ground level, weather-protected etc) can also be targeted through the proposed design review process.

To conclude, we believe that well-delivered housing density, provided it is supported by safe, convenient and well-planned walking and cycling networks delivered in advance, has the potential to build on Unley's strengths and make Unley a better place to live and visit for everyone.



Unley Bicycle User Group

City of Unley, South Australia

Unley Planning for Growth - Community Consultation

Regards,

Daniel Grilli

Spokesperson

Unley Bicycle User Group

ubug.secretary@gmail.com.au