

Walking and Cycling Plan Review & Approach



7 September 2026

Why?

- Review the vision and targets for walking and cycling beyond 2027.
- Take stock of what has been delivered and what has been learned.
- Respond to emerging technologies and innovations.
- Align future priority actions with Council strategies, infrastructure renewal programs and community needs.
- Set a clear direction to guide delivery over the next five years.



\$4.68M+ in
grant funding received

2,730m
of bicycle route
improvements

9 intersection
improvements

2 permanent bicycle
counters

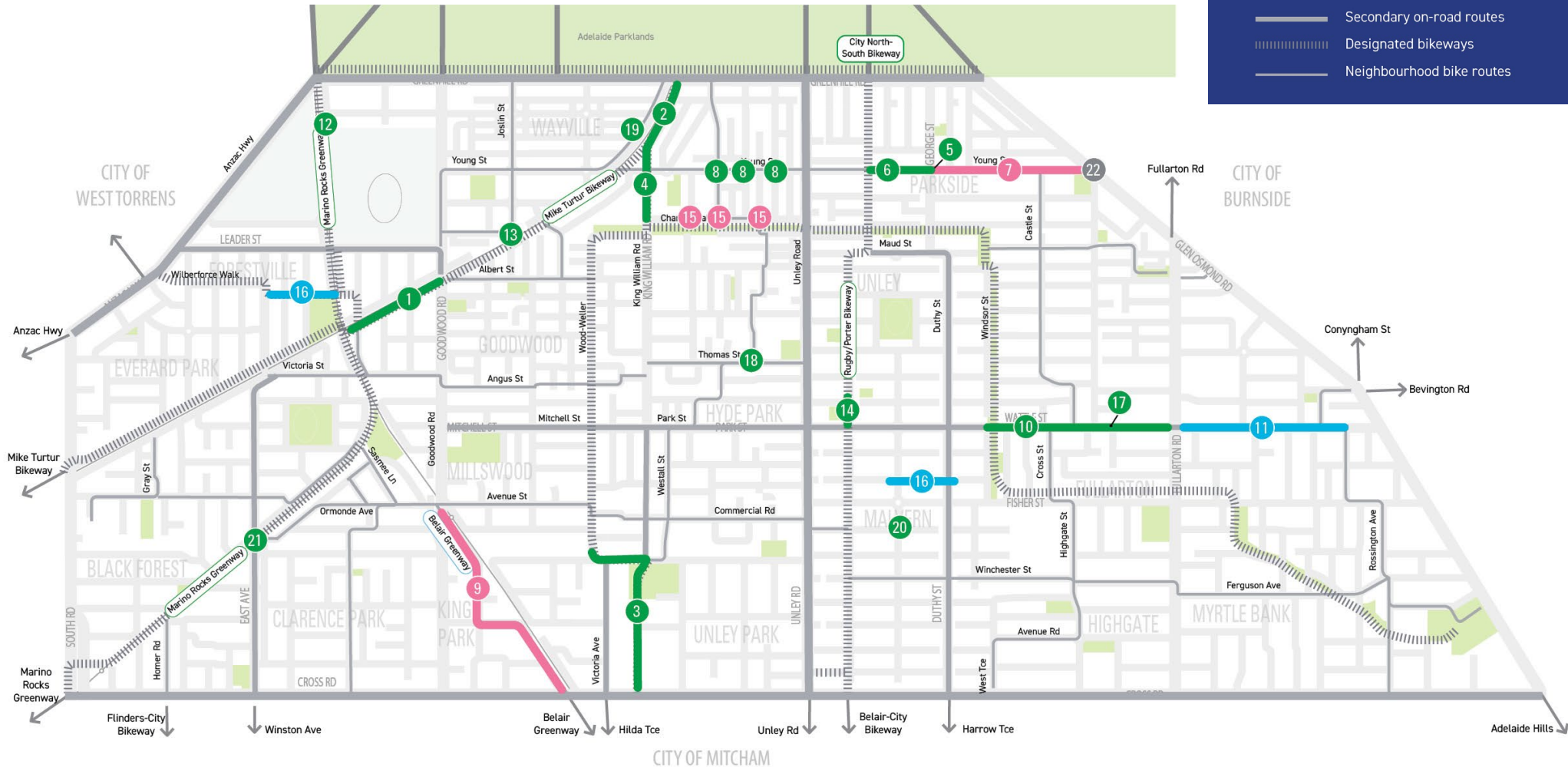
27 new bike racks

2 on-street bike nodes

3 new pole vaults

2 bike repair stations

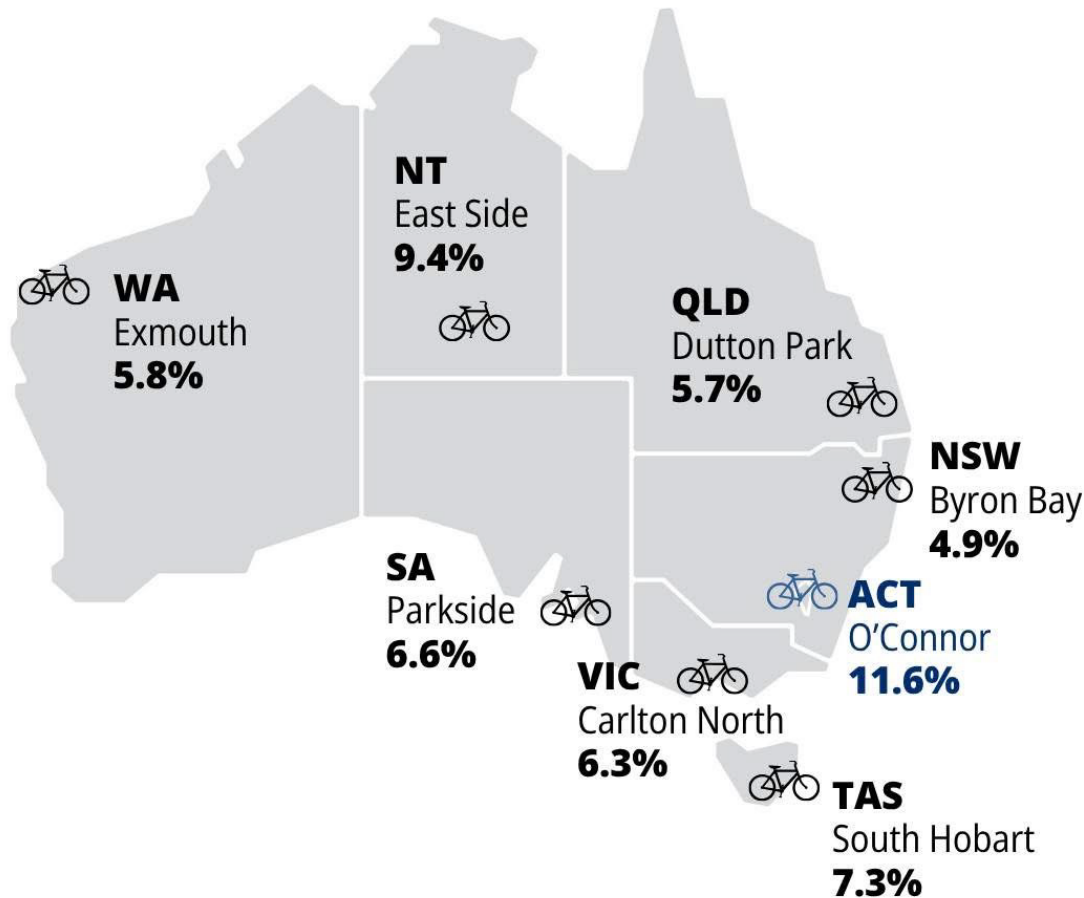
Achievements



ACT wheelie love bikes



Suburbs with the highest proportion of bike commuters in each state/territory

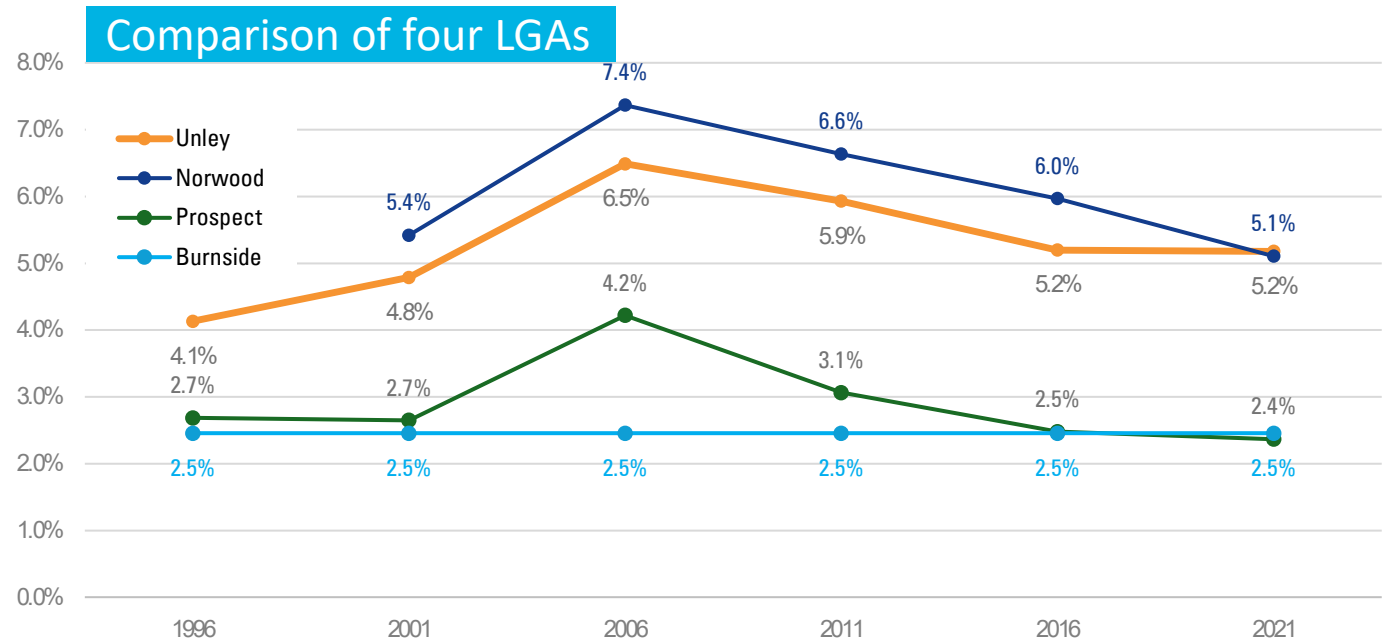
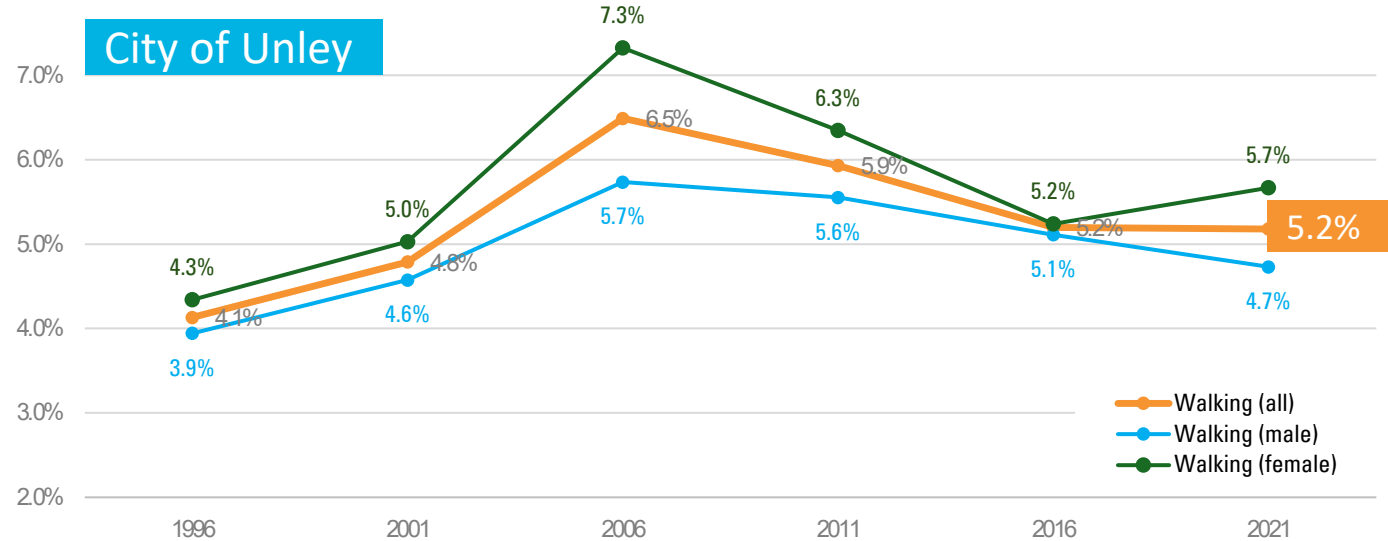


The success of Parkside demonstrates that Council can influence how people travel by shaping the places they live.

Note: Based on usual place of residence for employed people aged 15 years and over.
Includes suburbs with at least 1,000 residents.
Source: ABS, Census of Population and Housing, 2021

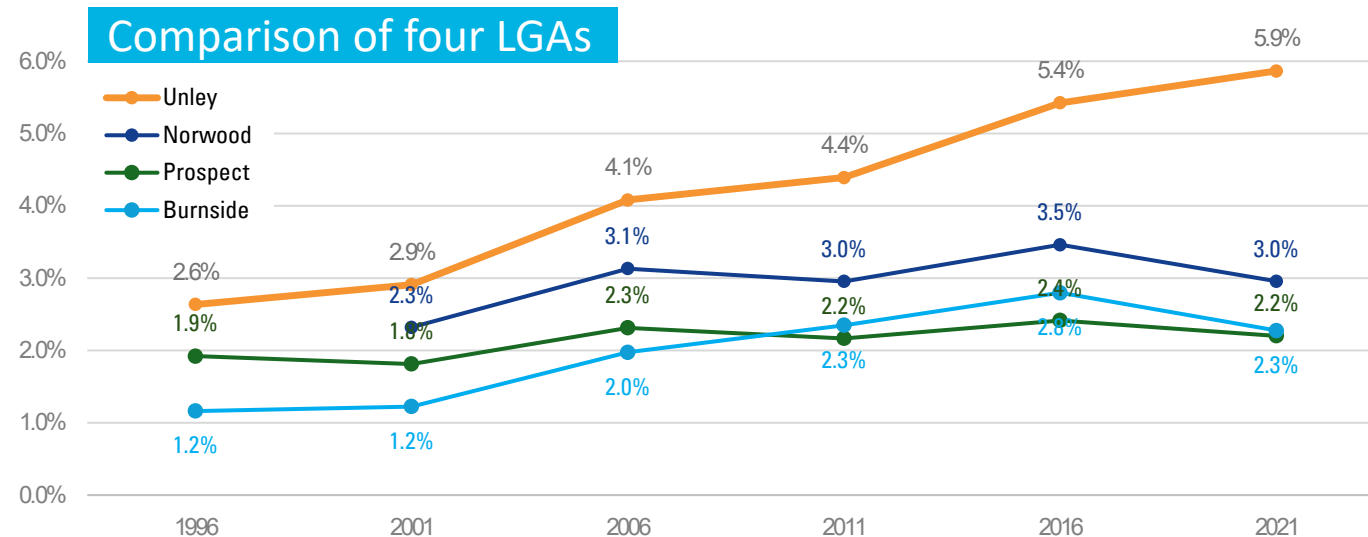
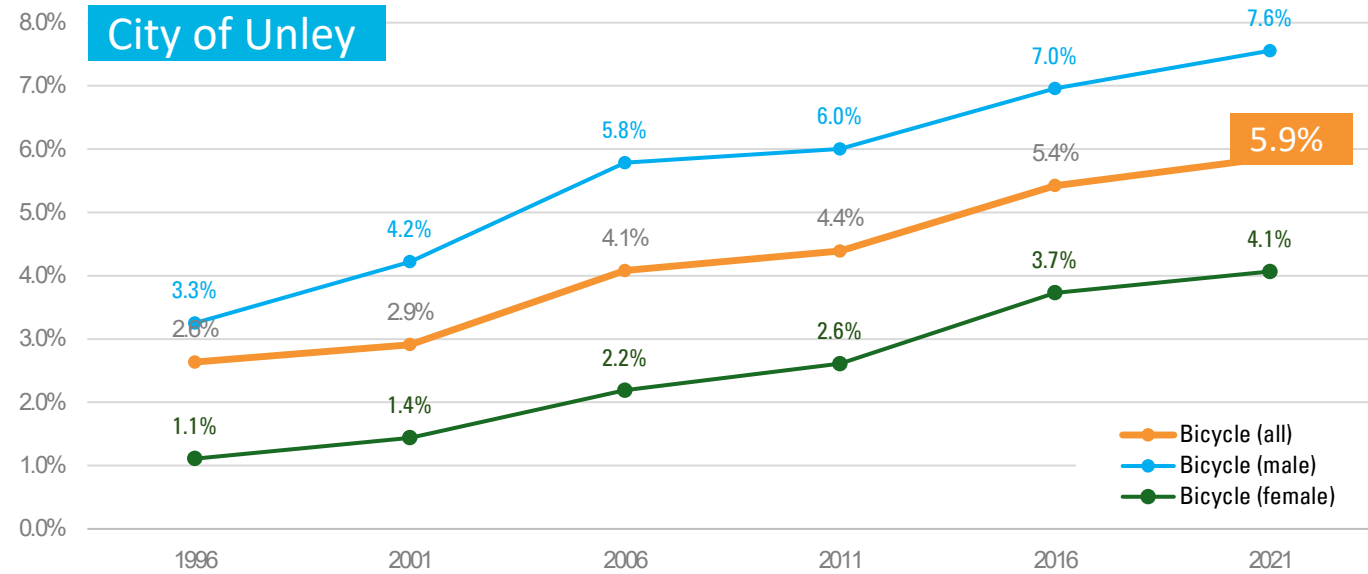
Walking proportion – ABS journey to work data

- Walking mode share has essentially flatlined since 2006
- Female walking rate (5.7%) now clearly outpaces male (4.7%)
- Against peer LGAs, Unley marginally trails Norwood and leads Prospect (2.4%) and Burnside (2.5%) by more than double
- Unley's 9.4% target is nearly double the last recorded mode share of 5.2%, and no comparable inner-rim council has ever recorded a walking share above ~7.4%

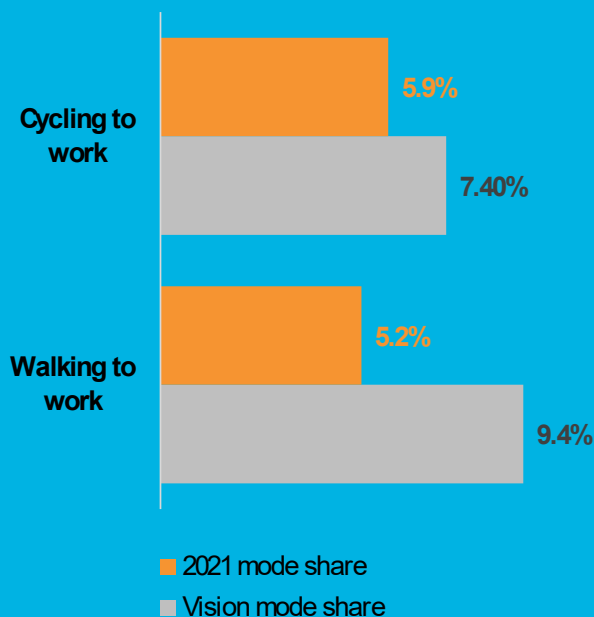


Cycling proportion – ABS journey to work data

- Cycling has grown consistently every period since 1996
- Male cycling rate (7.6%) has pulled well ahead of female (4.1%) — a near two-fold gap that's persisted
- Unley is the clear leader among peer LGAs – cycling is where Unley stands apart
- At 5.9%, Unley sits closer to its 7.4% cycling mode share target, making the target both ambitious and achievable.



Progress against the ITS active travel mode share vision



Gap to target:

- 1.5% for cycling
- 4.2% for walking

Vision for the revised plan

Current vision

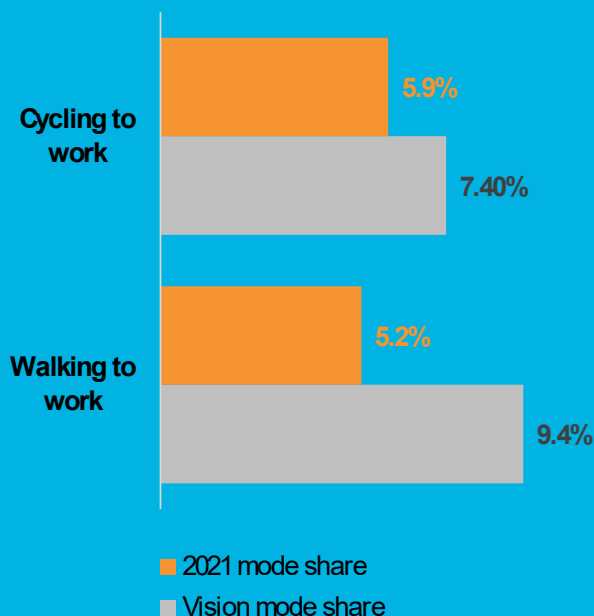
“More people of all ages and abilities walking and bike riding for transport and recreation purposes”

Current targets

- *To double the amount of active transport journeys to work by Unley residents (target of 7.4% cycling and 9.4% walking)*
- *To record the highest number (percentage of population) of sustainable transport journeys undertaken by our local community, when compared to the rest of metropolitan Adelaide.*

Despite good progress on cycling, walking remains well short of target, but it is viewed that both targets continue to reflect the right level of ambition for Council and are recommended to remain unchanged to guide investment over the next five years.

Progress against the ITS active travel mode share vision



Gap to target:

- 1.5% for cycling
- 4.2% for walking

Vision for the revised plan

Current vision

“More people of all ages and abilities walking and bike riding for transport and recreation purposes”

Current targets (from *Integrated Transport Strategy*)

- *To double the amount of active transport journeys to work by Unley residents (target of 7.4% cycling and 9.4% walking)*
- *To record the highest number (percentage of population) of sustainable transport journeys undertaken by our local community, when compared to the rest of metropolitan Adelaide.*

Despite good progress on cycling, walking remains well short of target, but it is viewed that both targets continue to reflect the right level of ambition for Council and are recommended to remain unchanged to guide investment over the next five years.

Do Elected Members support retaining the current vision and targets for the next five years, or should they be reviewed and updated?

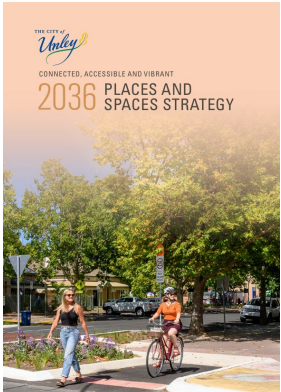
Update alignment with Council's current strategies



Towards 2050 – Community Plan

Places and Spaces

Objective 3 - We design our streets with people in mind to increase accessibility, active transport, and multi-modal transport options



2036 Places and Spaces Strategy

Focus Area 3 – Local Streets

Walking and wheeling are easier, more comfortable and popular ways to get around Unley for everyday trips.



4-Year Delivery Plan

3.1 We lead, promote and support the ongoing transition to active transport modes for people living, working and visiting the City of Unley.

3.2 We improve the accessibility of our neighbourhoods by upgrading footpaths, installing safe pedestrian crossings, and supporting safe movement across our City.



Other elements the Plan should maintain with minor updates

- Benefits of walking and cycling section
- Bicycle network designation approach
 - *Designated bikeway*
 - *Neighbourhood bicycle route*
 - *Secondary on-road bicycle route*
 - *Main on-road bicycle route*
- Walking and cycling directions
 - *Designing for target users*
 - *Applying Best Practice Design Principles*
 - *Enhancing neighbourhood character*
 - *Applying a staged project approach*
 - *Reviewing projects on completion*



Key elements the Plan to be maintained with minor updates

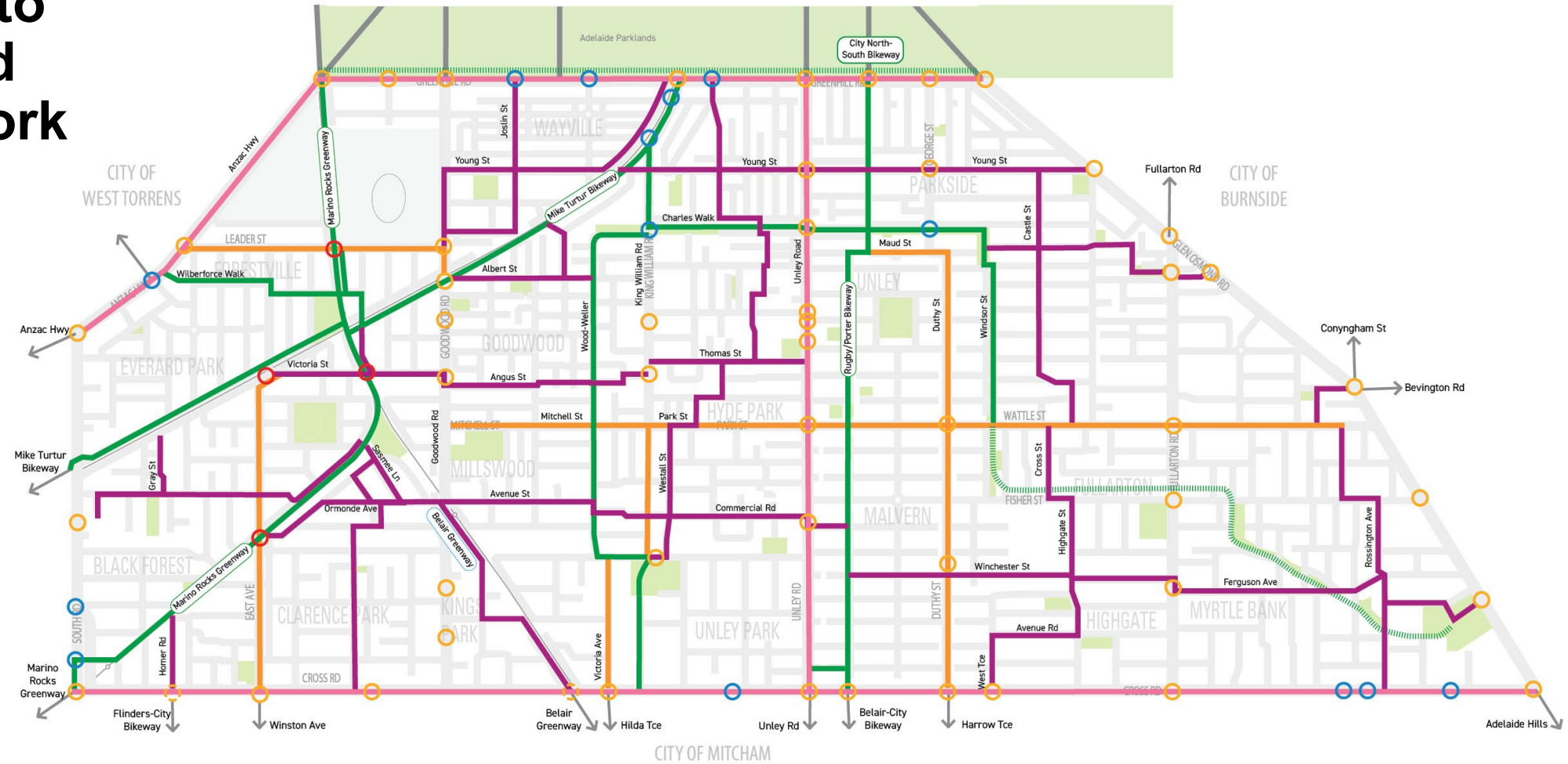
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Do Elected Members support maintaining the existing structure and key elements of the Plan, with minor updates?



Minor updates to the walking and bicycling network

- **Victoria Avenue** – Reclassified from a Designated Bikeway to a Secondary On-Road Bicycle Route.
- **Hill Street and Campbell Road** - Route alignment updated from Hill Street and Campbell Road to Fuller Street, Dudley Street, Collins Street and Collins Lane, connecting to the new signalised crossing at Akaraba.
- **Wattle Street Neighbourhood Bicycle Route** – Reduced by removing the section between Milton Avenue and Glen Osmond Road, noting there is currently no safe crossing opportunity at Glen Osmond Road.



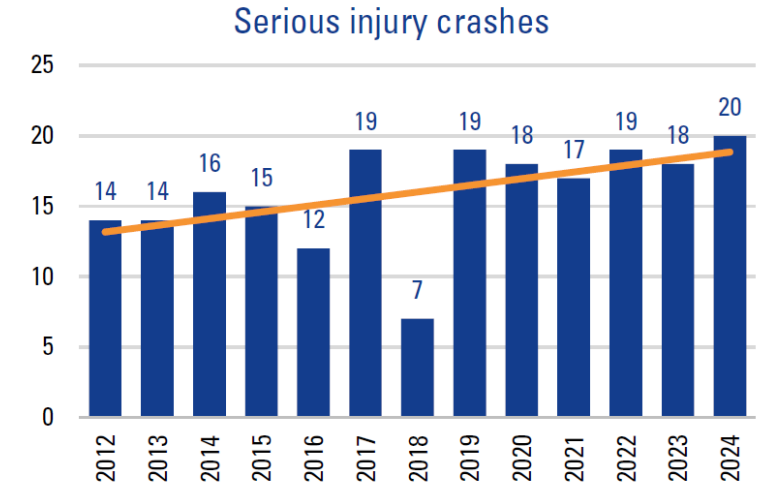
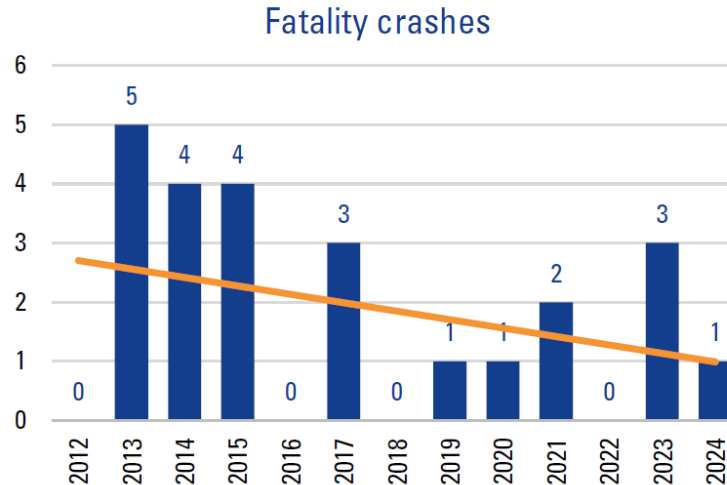
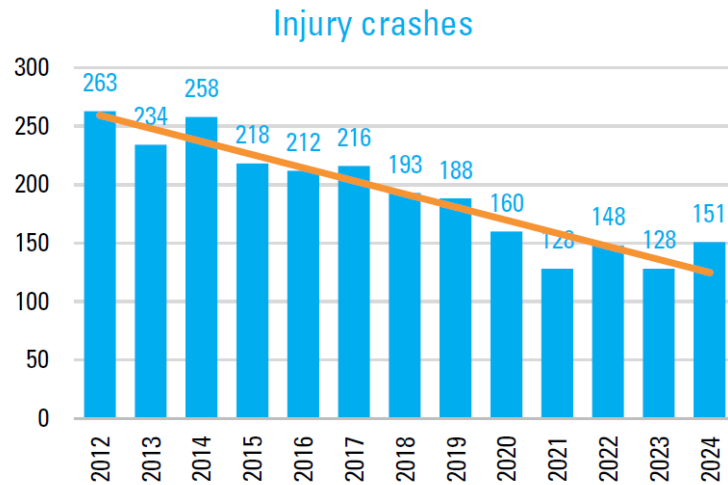
Unley walking and bicycle network

Median refuge	Main road bike routes
Rail crossing	Secondary on-road routes
Pedestrian crossing	Designated bikeways
	Future designated bikeways
	Neighbourhood bike routes

NORTH

What the Plan should include:

Crash overview

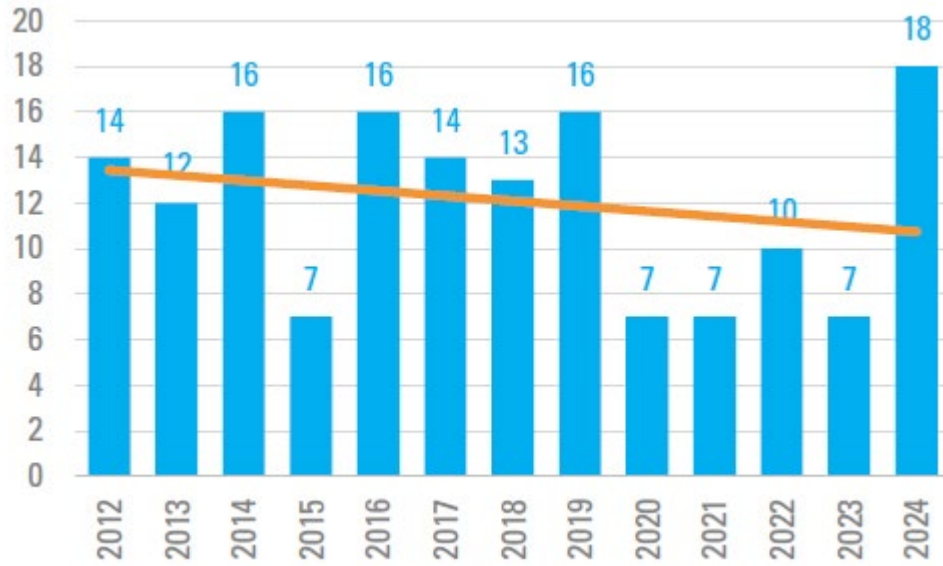


Safer streets are making a difference.

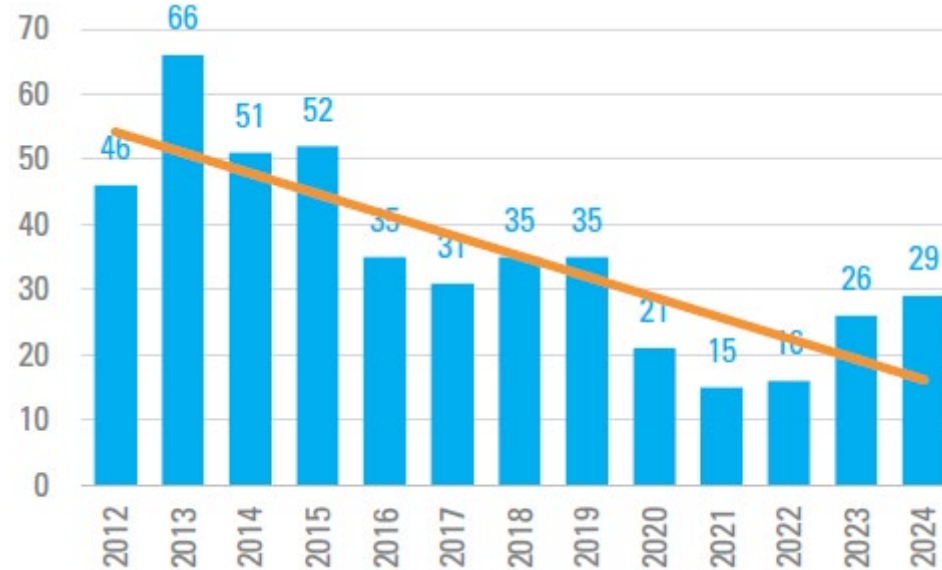
While overall crashes and fatalities have fallen, reducing serious injuries remains a priority, underscoring the value of designing streets that better protect people walking, riding and moving around local neighbourhoods.

Pedestrian and bike rider injury crashes

Pedestrian injury crashes



Bike rider injury crashes



Bike rider injuries are trending downward, while pedestrian injuries show a relatively stable long-term pattern. Continued investment in safer streets can help sustain these gains and improve outcomes for everyone.

What the Plan should include:

Better data on how many people walk and cycle

Commitment to quality data: more bicycle counters

- Moving to permanent counters and regular data collection, not one-off surveys.
- Use of RidePod counters to track neighbourhood bicycle routes annually or biennially.
- Two permanent bicycle counters installed so far – Charles Walk and Porter Street/Young Street.
- Install one new permanent counter every year going forward.

Super Tuesday count (stop collecting)

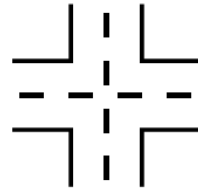
- 3 March 2026, 24 locations across Unley.
- Bicycle volumes down on previous years.
- Likely drivers include construction along the Mike Turtur Bikeway corridor: Tram Grade Separation, Railway Terrace South Streetscape and King William Road Shared Use Path all underway.
- Mild 16.9°C weather on the day may also have played a part.



Proposed update to priority actions

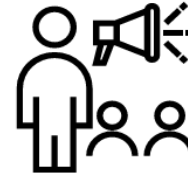
A

Infrastructure



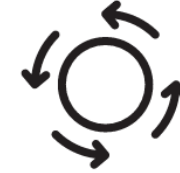
B

Promotion and
Education



C

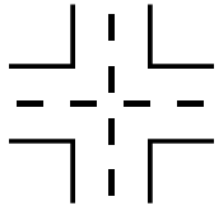
Data Collection,
Monitoring and
Evaluation



-
- Retain the above three action types
 - Revise to ensure relevance and alignment with Council priorities, completed works and regulatory changes
 - Maintain a focus on practical and achievable outcomes for Council.



Infrastructure



- A1. Improve and extend the walking and bicycle network
- A2. Improve walking and bicycle facilities
- A3. Improve walking and bicycle infrastructure around schools and support active travel to schools
- A4. Improve walking and bicycle connections to neighbouring councils
- A5. Establish high quality street design standards

- ▶ Update to reflect next five-year infrastructure priorities.
 - Finish what we started, LATM recommendations, new developments, consistent community complaints
- ▶ Reflect achievements in lowering speed limits on Council-owned and DIT-managed roads, while recognising the need for continued advocacy.
- ▶ Strengthen the focus on improved wayfinding signage and identify it as a key priority for delivery over the next five-year period.
- ▶ Only add new bicycle parking in response to demonstrated demand and, where practicable.
- ▶ Investigate opportunities for more secure bicycle parking through the inclusion of innovative approaches, such as Locky Dock facilities.
- ▶ Remove reference to SA Water's Bring Your Own Bottle (BYOB) fountain program, as the initiative has now concluded.
- ▶ Update priority walking and cycling connections with neighbouring councils to reflect completed intersection upgrades and emerging priorities.
- ▶ Update to reflect the outcomes of the Accessible Streets Design Guidelines, while recognising the need for broader street design guidelines to support future planning for all Council-owned streets.
- ▶ Add new Action A6: Recognise that new bikeway infrastructure, particularly where it incorporates additional landscaping and line marking, requires additional ongoing maintenance resources, including both budget and staff capacity, to ensure the infrastructure is maintained to a high standard and the quality of the bikeway is sustained.



Promotion and Education



- B1. Promote and encourage walking and bike riding
- B2. Develop educational material to support walking and bike riding so that it becomes a daily activity
- B3. Improve navigation of Unley's walking and bicycle network
- B4. Support new emerging micro-mobility technologies

- ▶ Over the past five years, the focus has been on delivering walking and cycling infrastructure improvements.
- ▶ Infrastructure investment remains a priority to improve safety and accessibility for people of all ages and abilities.
- ▶ Over the next five years, greater emphasis should be placed on promotion and education initiatives, supported by staff resources and funding.

Potential new initiatives include:

- ▶ Support programs that encourage active travel to school, including the promotion and expansion of Unley Primary School's 'Tag On' system, with funding assistance provided to establish the program, or similar initiatives, more broadly across the City of Unley.
- ▶ Deliver bicycle education and skills training programs for children, young people and adults, including on-road cycling confidence courses and rider safety workshops.
- ▶ Strengthen promotion in community events such as National Ride2Work Day and National Ride2School Day.
- ▶ Trial community street activation events, open streets initiatives and temporary road closures that encourage walking, cycling and community participation.



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B. Continued

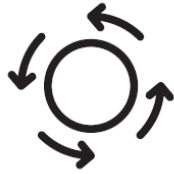
- ▶ Recognise e-bikes and e-scooters as increasingly popular and important transport options.
- ▶ Promote the safe and responsible use of micro-mobility devices.
- ▶ Advocate for appropriate enforcement of existing regulations and future regulatory improvements.
- ▶ Encourage the use of e-bikes and e-scooters as a convenient alternative to car travel for short trips, particularly those under 5 km.

Potential new micro-mobility initiatives include:

- ▶ Partner with retailers and community organisations to deliver e-bike and e-scooter education and try-before-you-buy events.
- ▶ Develop educational campaigns focused on safe riding behaviour, path sharing etiquette and compliance with road rules.
- ▶ Advocate for consistent regulations and enforcement relating to micro-mobility devices across metropolitan Adelaide.
- ▶ Investigate incentive programs that encourage residents to replace short car trips with e-bike or e-scooter travel.



Data Collection, Monitoring and Evaluation



C1. Invest in data collection

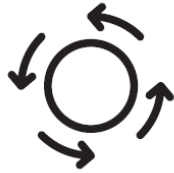
C2. Invest in project reviews, monitoring,
and continuous improvement

Update to reflect the below:

- Discontinue routine Super Tuesday and one-day counts, except where required for specific projects.
- Expand permanent bicycle and pedestrian counters to provide more reliable, ongoing data.
- Collect bicycle volume data on neighbourhood bicycle routes using MetroCount/RidePod technology.
- Council currently owns two RidePod counters, with the aim to expand the number of counters available to support ongoing data collection.
- Make collected data publicly available to support transparency and community awareness.



Data Collection, Monitoring and Evaluation



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Do Elected Members support the proposed updates to the priority actions? Are there any additional actions or considerations that should be included?

Status of 2022-2027 priorities

Council's contribution to the Walking and Cycling Plan over the past five years has averaged approximately \$300,000 per year (\$1.5 million in total).

P1. Mike Turtur Bikeway (Completed)

P2. Wood-Weller Bikeway (In progress)

- Phase 2 of the Stage 5 Wood-Weller Bikeway detailed design completed, to be constructed in future year

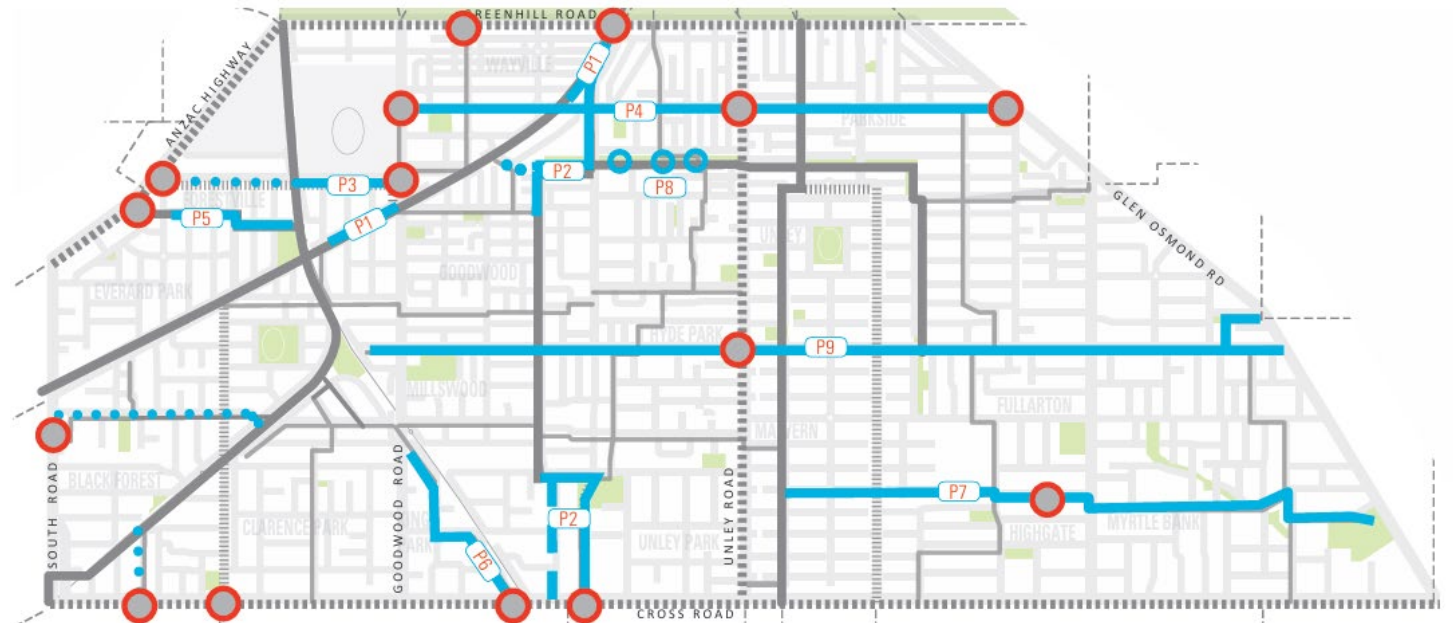
P3. Leader Street Secondary On-Road Bicycle Route (Completed)

P4. Young Street Neighbourhood Bicycle Route (In progress)

- Stage 2 detailed design completed, to be constructed in 2026/27.
- Stage 3 detailed design completed, to be constructed in future year.
- Stage 4 to be reviewed post roundabout upgrades.

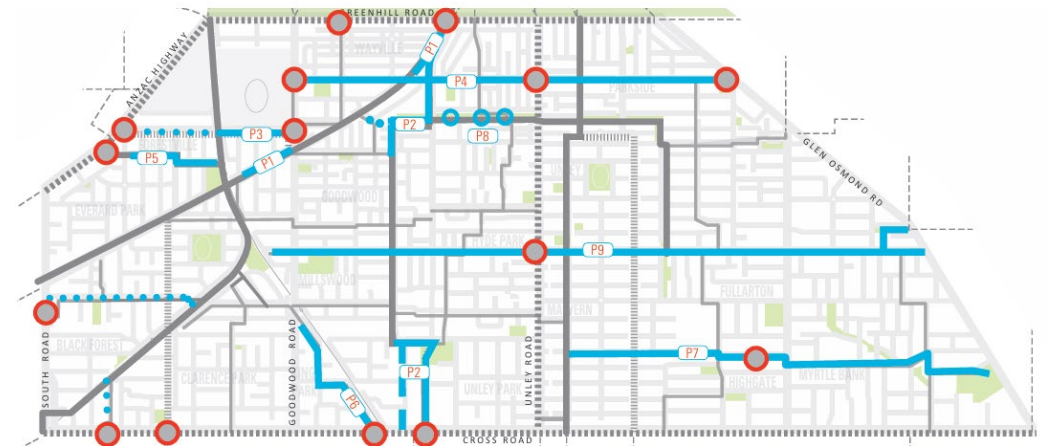
P5. Wilberforce Walk (In progress)

- Stage 3 and 4 detailed design completed, to be constructed (T2D City Shaping 50% contribution)



Status of 2022-2027 priorities (cont.)

- P6. Jellicoe - Ningana Avenue Neighbourhood Bicycle Route (In progress)
- Concept design and consultation to be progressed in 2026/27.
- P7. Unley to Myrtle Bank Neighbourhood Bicycle Route
- Not started, LATM treatments proposed, recommend not to include in next five-year priority list
- P8. Charles Walk intersection improvements (In progress)
- Concept design and consultation to be progressed in 2026/27.
- P9. Wattle-Park-Mitchell Street neighbourhood Bicycle Route (In progress)
- Stage 3 Wattle Street to be implemented in 2026/27.
 - Stage 4 Wattle Street design completed, to be implemented in future year.
 - Stages 1 and 2 not started, recommend not to include in next five-year priority list.



Continued and new priority routes over the next five-year period

Assuming an annual Council budget allocation of \$350,000–\$500,000, together with anticipated grant funding opportunities and coordinated with asset renewal programs to achieve cost efficiencies where possible.

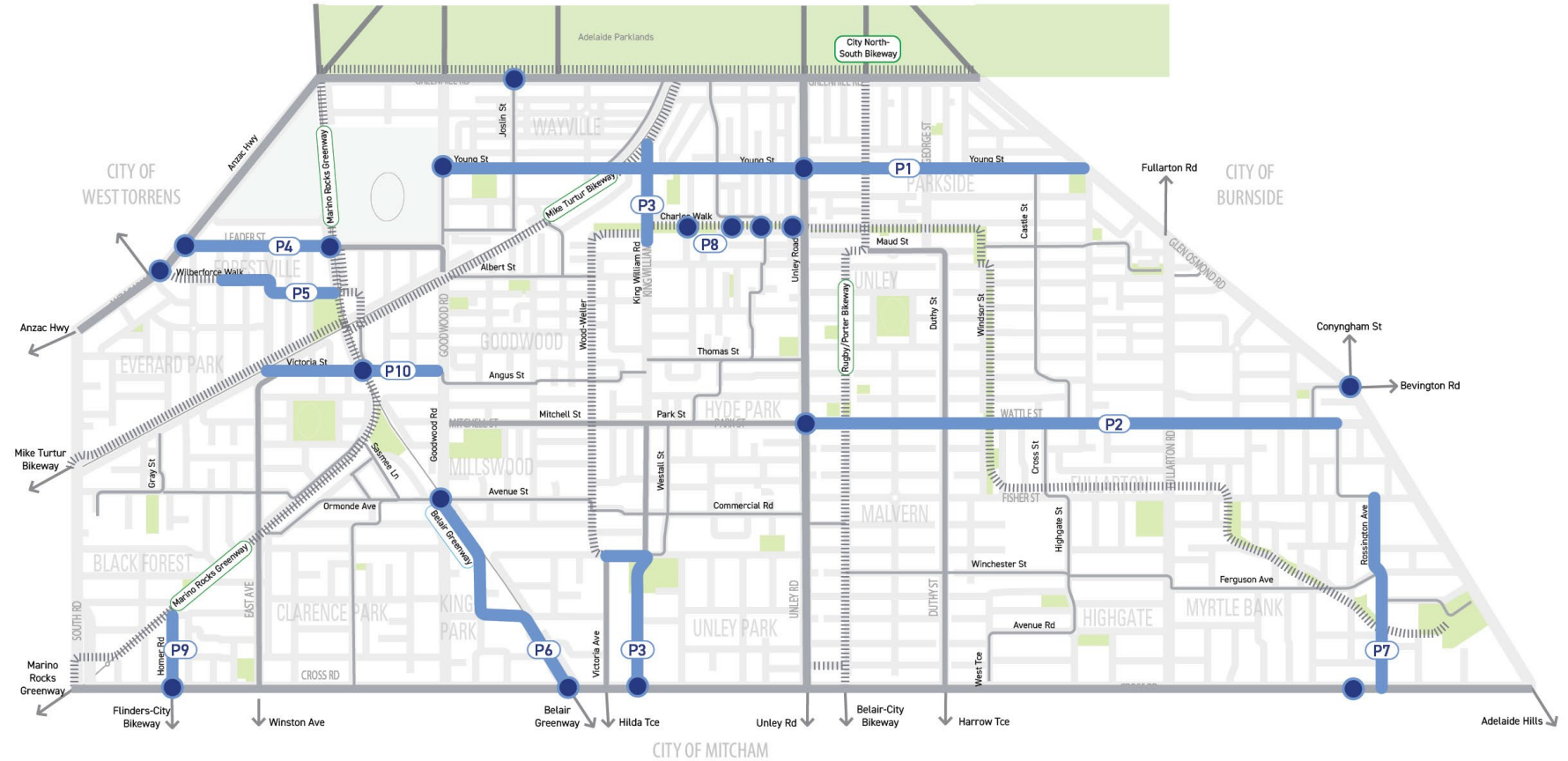
Continued and **new** priority routes over next five-year period:

- PI. Young Street Neighbourhood Bicycle Route
- P2. Wattle Street Neighbourhood Bicycle Route
- P3. Wood-Weller Bikeway
- P4. Leader Street Secondary On-Road Bicycle Route
- P5. Wilberforce Walk
- P6. Jellicoe - Ningana Avenue Neighbourhood Bicycle Route
- P7. Rossington - Riverdale Neighbourhood Bicycle Route**
- P8. Charles Walk intersection improvements
- P9. Homer Road / Flinders - City Bikeway Connection**
- P10. Victoria Street Neighbourhood Bicycle Route**

Greenhill Road Shared Use Path will be considered outside of the Walking and Cycling Plan, and in collaboration with the City of Adelaide and City of Burnside.

Continued and new priority routes over the next five-year period

Assuming an annual Council budget allocation of \$350,000–\$500,000, together with anticipated grant funding opportunities and coordinated with asset renewal programs to achieve cost efficiencies where possible.



Do Elected Members support the recommended infrastructure priorities for the next five years?

Next Steps

The outcomes from this meeting will confirm Plan scope. Next Steps include:

- ▶ Prepare draft Plan (2028-2032) for Elected Member review (September to October 2026)
- ▶ Hold EM briefing/meetings to discuss draft Plan and receive feedback (November 2026)
- ▶ Council to endorse draft Plan for community consultation (December 2026)
- ▶ Undertake consultation on draft Plan (January / February 2027)
- ▶ Update draft Plan based on community consultation feedback (March 2027)
- ▶ Council to endorse final Plan (March / April 2027)

**Thank you
&
Questions?**

