

12. Sustainable travel

Encourage travel by modes other than private car

The City of Unley can reduce the burden of car usage and parking demands by promoting sustainable transportation options such as public transit, cycling and walking. This will ease traffic congestion and reduce environmental pollution, contributing to improved air quality and a healthier urban environment. The City is determined to support and promote the allocation of kerbside space for bicycle parking, ride-share vehicles, e-scooters and other forms of transport that reduce reliance on travel by private vehicles.

Actions

- ▶ **12.1 Public transport:** Advocate to the State Government for major improvements to public transport, including but not limited to more frequent services, the introduction of bus priority measures on select priority routes, and better maintained stations/stops.
- ▶ **12.2 Active transport:** Continue delivering on actions of Unley's 'Walking and Cycling Plan', promoting active transportation as a viable and eco-friendly option for short trips.
- ▶ **12.3 Carpooling and ride-sharing incentives:** Advocate to the State Government to offer incentives and programs to encourage

carpooling and ride-sharing to reduce the number of single-occupancy vehicles on the roads.

- ▶ **12.4 Car-share schemes:** Work with car-share operators to introduce car-share schemes in the City of Unley, with a focus on mixed-use resident and business precincts and electric car-share vehicles.
- ▶ **12.5 Public electric-vehicle charging:** Expand public on-street and off-street electric-vehicle charging stations in the City of Unley where feasible and appropriate.
- ▶ **12.6 E-scooter and bike parking nodes:** Identify opportunities to create on-street parking facilities for e-scooter and bike parking to minimise the impacts on footpaths and continue to support active and sustainable transport modes.
- ▶ **12.7 Education and awareness campaigns:** Offer educational programs and awareness campaigns to inform the community about the benefits of sustainable travel and the impact of individual choices on the environment.
- ▶ **12.8 Workplace travel plans:** Collaborate with local businesses to develop workplace travel plans that promote sustainable commuting options for employees.



13. Planning and building design

Ensure planning and building outcomes that minimise demand for on-street parking

An increase in development proposals from renovations, sub-divisions and medium- to high-density developments in recent years has prompted community concerns related to the supply of and demand for on-street parking in the City's streets.

A development proposal should minimise any demand for on-street parking associated with the development and consider existing street capacity and usage issues.

This can be achieved by:

- ▶ Council staff discussing parking as a component of the development proposal with the designer and owner while plans are evolving.
- ▶ Council taking a holistic approach to the assessment of a proposal, giving due weight to the aspects of the design such as sufficient storage areas to prevent garages being used for storage, and the location and amalgamation of driveway crossovers to maximise the space available for on-street parking.

- ▶ Garage sizes meeting or exceeding Australian Standards.
- ▶ Including measures to ensure visitors can find and use individual driveways for parking.
- ▶ Master-planning housing estates to ensure designs cater for anticipated parking demand and that any road can accommodate expected traffic, service vehicles and a reasonable degree of on-street parking.

Actions

- ▶ **13.1 Planning and design code:** Advocate to the State Government, in partnership with the Local Government Association (LGA), for updated policies in the Planning and Design Code (P&D Code) that give greater consideration and weight to:
 - ▶ Garage sizes that better accommodate larger domestic vehicles such as 4WD vehicles (which may also require amendment to Australian Standards)
 - ▶ Providing adequate storage facilities in dwellings so garages can be used for vehicle-related purposes
 - ▶ The development of design standards for on-street parking and the location of and shared vehicle crossovers
 - ▶ Alternative transport options that minimise parking demand (e.g., end-of-trip bicycle facilities, car share schemes, and public or active transport).

▶ 13.2 Car-parking fund:

- ▶ Review its Car Parking Contributions Fund Policy.
- ▶ Seek the LGA to advocate for amendments to the PDI Act to give greater powers to councils in the exercise of imposing a contribution to car-parking funds (as opposed to being discretionary to applicants).

- ▶ **13.3 Design and building standards:** Ask the LGA to advocate to development industry bodies for improved design and building outcomes linked to more sustainable design principles.

- ▶ **13.4 Private off-street car parks:** Work with landowners in key retail/entertainment and commercial/business precincts to coordinate shared access to and the availability of existing off-street parking areas, as well as provide design advice on signage, paving and landscaping of areas. Seek opportunities to maximise existing assets.