

Young Street Stages 2 and 3 Community consultation feedback

June 2025



Community consultation timeline

Community consultation was undertaken over a **five-week** period between 14 April 2025 and 16 May 2025



[Home](#) / [Young Street Neighbourhood Bicycle Route \(Stages 2 and 3\)](#)

Young Street Neighbourhood Bicycle Route (Stages 2 and 3)



The City of Unley is planning cycling and walking improvements for Stages 2 and 3 of the Young Street Neighbourhood Bicycle Route, and we want your feedback!

This project is part of our [Walking and Cycling Plan 2022-2027](#), which prioritises creating safe and accessible routes for pedestrians and cyclists.

[REGISTER](#) to get involved!

Consultation Timeframes

 Consultation Opens
14 April 2025

Community consultation activities

- Your Say Unley webpage:
 - <https://yoursay.unley.sa.gov.au/youngstreet>
 - Community drop-in sessions at:
 - McLeay Park on 3 May 2025 between 10.00am and 11.00am
 - McLeay Park on 7 May 2025 between 5.15pm and 5.15pm
- Social media posts on Unley Facebook page.
- Email to Your Say members
- Mailout letter to 300 residents, businesses and property owners along Young Street
- Flyers delivered to all Young Street properties promoting the consultation.

Young Street Neighbourhood Bicycle Route Stages 2 & 3

Tell us what you think about the proposed cycling and walking improvements along Stages 2 & 3 of the Young Street Neighbourhood Bicycle Route.

Creating safe and accessible routes for pedestrians and cyclists, between Unley Road and Glen Osmond Road, will make it easier for you and the local community to walk and bike ride in the Parkside area.



To view the concepts and provide feedback please scan the QR code or visit:

yoursay.unley.sa.gov.au/youngstreet

Consultaion closes 5pm on the 16 May 2025



Consultation participation

132

People/groups
provided feedback

130

People completed
a survey (with
four follow up
submissions)

1

Letter from
Unley BUG

1

Letter from
Walking SA

Survey respondent profile

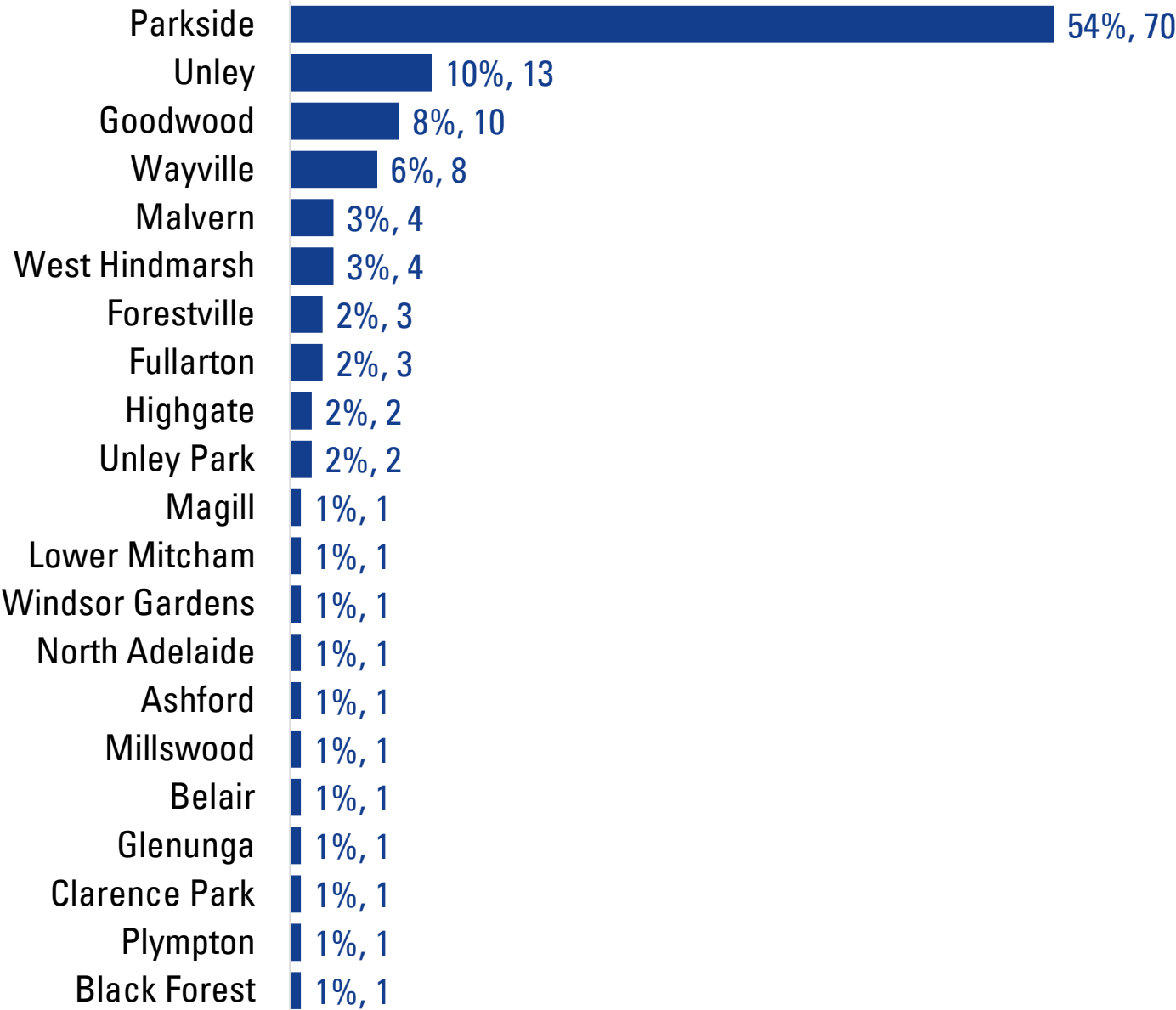


92% were from within the City of Unley

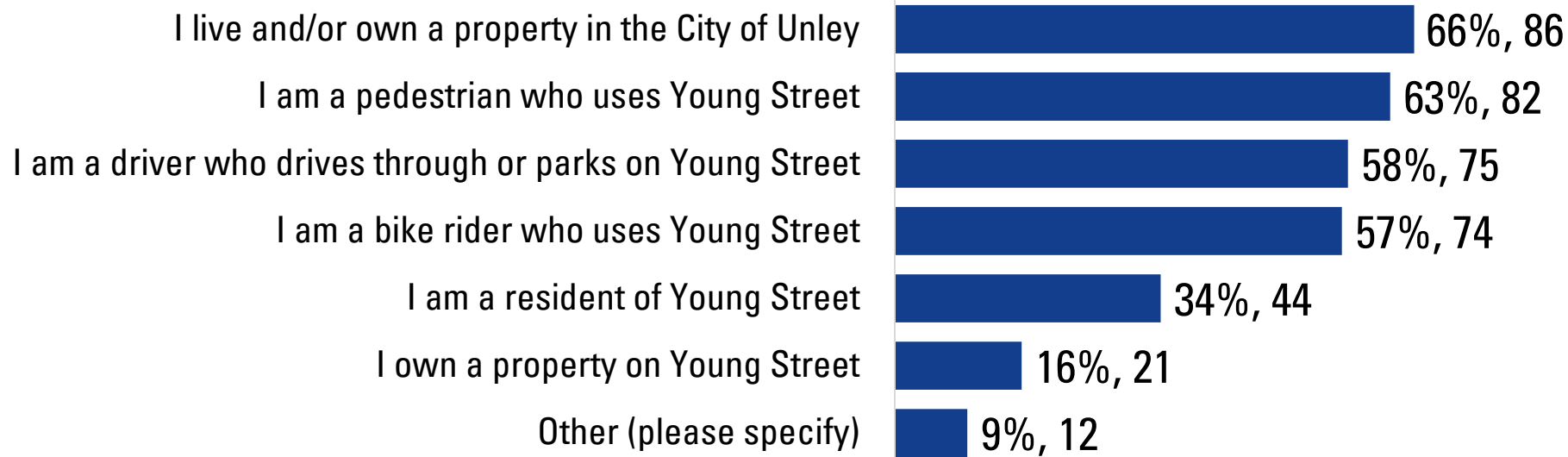
- 54%** were from Parkside
- 10%** were from Unley (suburb)
- 8%** were from Goodwood
- 6%** were from Wayville

Notes

- Respondents were to provide one response only
- Figures show number of respondents and proportions based on all 130 survey participants



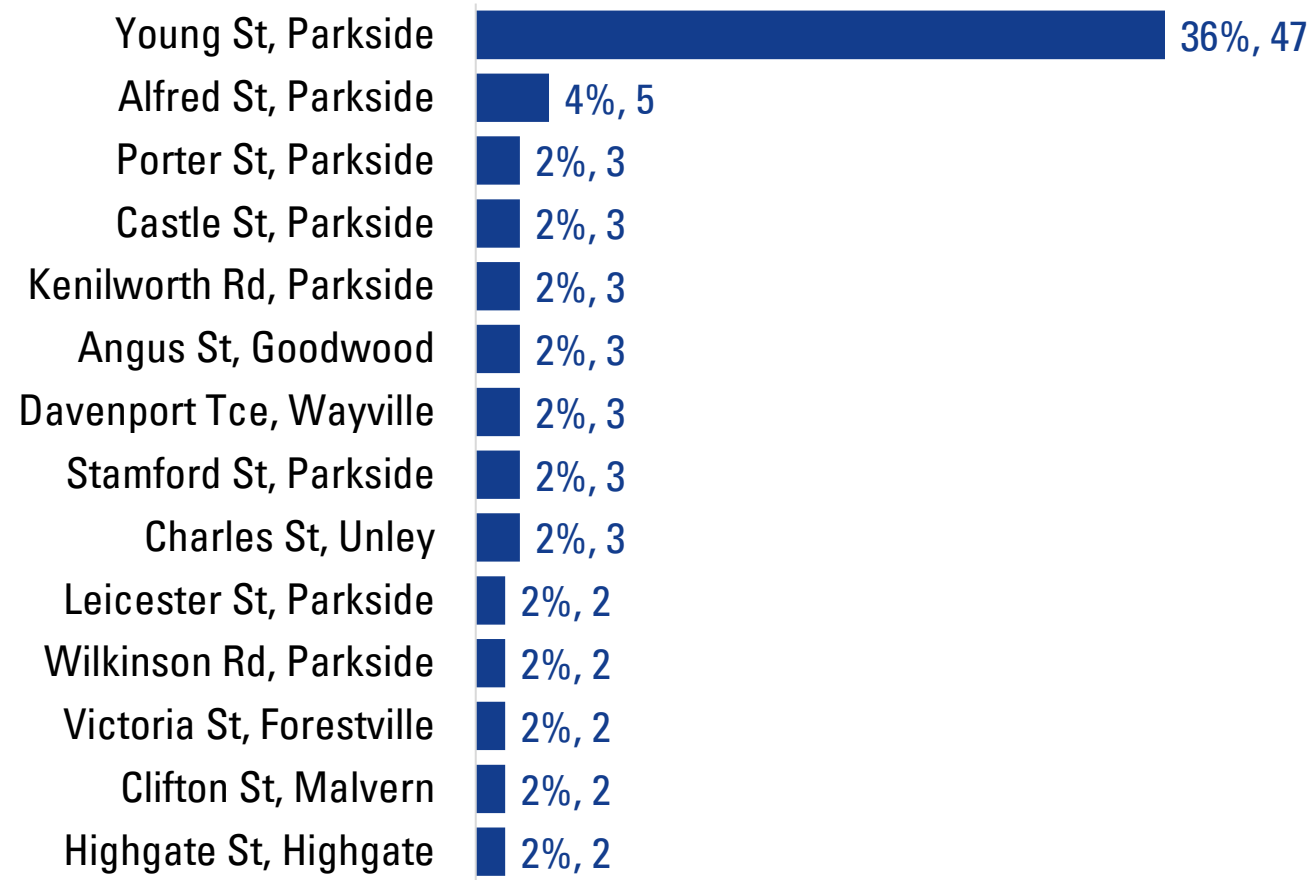
Survey respondent profile



Notes

- Respondents were able to select more than one response type
- Figures show number of respondents and proportions based on all 130 survey participants

Survey respondent profile



36% were from Young Street, Parkside
4% were from Alfred Street, Parkside

Streets where survey responses were received by two or more people – a full list of respondent street addresses are included at end of the document

Notes

- Respondents were to provide one response only
- Figures show number of respondents and proportions based on all 130 survey participants

Support for improvements to Young Street

Survey respondents were asked three general questions:

1. Are you supportive of making cycling improvements to Young Street?
2. Are you supportive of making walking improvements to Young Street?
3. Are you supportive of making landscaping/greening improvements to Young Street?

In total, 129 respondents answered the three questions.

- 47 stated they are residents in Young Street (37% of all respondents)
- 81 stated they reside outside Young Street (63% of all respondents)

Cycling improvements to Young Street

Are you supportive of making cycling improvements to Young Street?

(All respondents, 129 people)



Are you supportive of making cycling improvements to Young Street?

(Young Street respondents, 47 people)



Notes

- White numbers within the chart bars indicate the proportion of respondents; black numbers above represent the corresponding count of respondents
- Majority respondents support cycling improvements in Young Street
- Young Street residents were less supportive than other survey respondents

Walking improvements to Young Street

Are you supportive of making walking improvements to Young Street?

(All respondents, 129 people)



Are you supportive of making walking improvements to Young Street?

(Young Street respondents, 47 people)



Notes

- White numbers within the chart bars indicate the proportion of respondents; black numbers above represent the corresponding count of respondents
- Majority respondents support walking improvements in Young Street
- Young Street residents were less supportive than other survey respondents

Greening improvements to Young Street

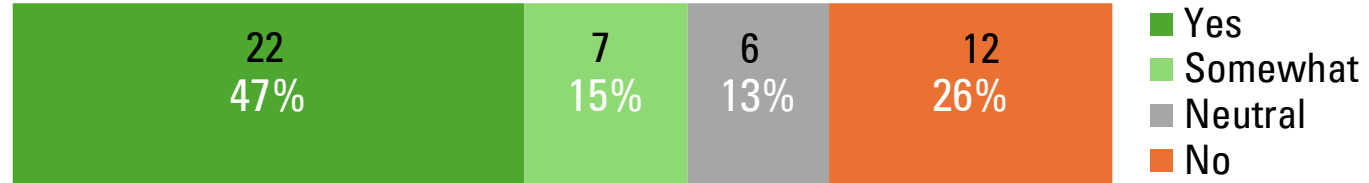
Are you supportive of making greening improvements to Young Street?

(All respondents, 129 people)



Are you supportive of making greening improvements to Young Street?

(Young Street respondents, 47 people)

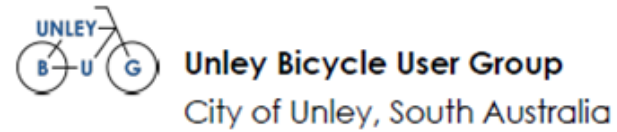


■ Yes
■ Somewhat
■ Neutral
■ No

Notes

- White numbers within the chart bars indicate the proportion of respondents; black numbers above represent the corresponding count of respondents
- Majority respondents support greening improvements in Young Street
- Young Street residents were less supportive than other survey respondents

Walking and cycling groups



Unley BUG submission

- Unley BUG wrote a submission in strong support of the project. They consider it will significantly enhance the connectivity and safety of Unley's walking and cycling network.
- Unley BUG also provided design suggestions aimed at improving safety and accessibility. These focussed on the Young Street and George Street intersection:
 - Installation of a bike signal on either side of the intersection
 - Extending proposed red pavement treatment to the crossing point of George St and elsewhere on the route
 - Considering changing the west painted waiting area into a full bike-box so that cyclists are positioned in front of car drivers.



Walking SA submission

- Walking SA wrote a submission in support of the project citing the pedestrian safety benefits and enhanced walking experience as a result of the proposed measures. The proposals were also considered to likely slow traffic and make drivers more considerate of other users.
- Walking SA provided the following design suggestions for Young Street:
 - One-way humps could become effective informal road crossings, if a path were put through the landscaping to enable this
 - Further improvement such as safer and easier crossing of Unley Road for pedestrians, removal of the slip lane at Glen Osmond Road intersection and constructing raised platforms at intersections with residential streets.

Young Street improvement suggestions

Survey respondents were asked a general question:

What are some things you think could be improved in Young Street (Unley Road to Glen Osmond Road)?

116 respondent comments were analysed and broadly categorised into topics. The topics were assigned primarily to enable analysis of key issues and report respondent feedback.

Respondent feedback was divided to align with these topics to allow more detailed analysis. There were more than 150 separate comments.

The verbatim comments for each category topic is provided in alphabetical order at end of document.

44 respondents were from Young Street

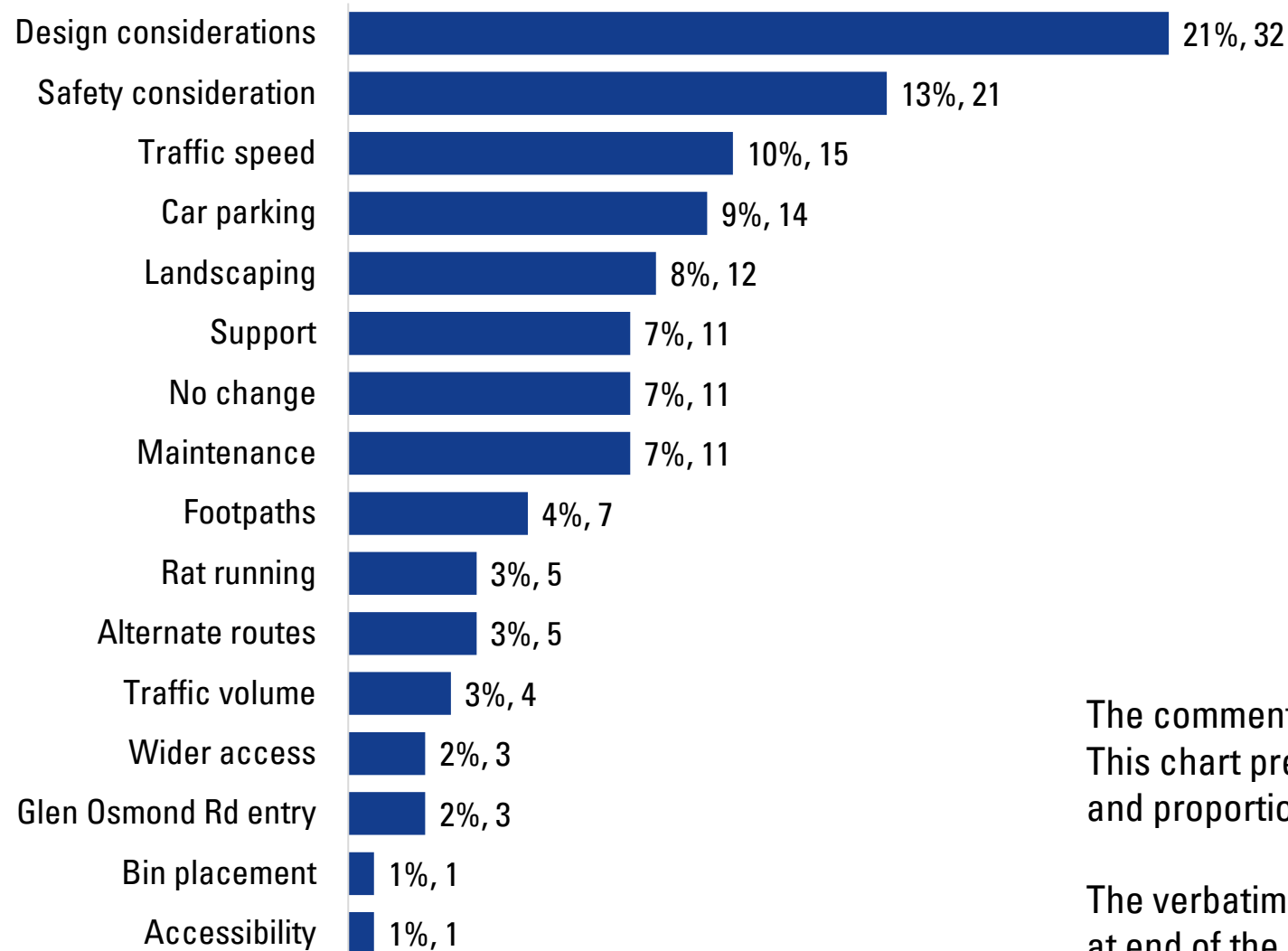
72 respondents were from outside Young Street

70% respondents were from Parkside.

10% respondents were from Unley.

8% respondents were from Goodwood.

Young St improvement suggestions



The comments were analysed and categorised into topics. This chart presents the number of comments for each topic and proportion of all comments.

The verbatim comments for each topic category is provided at end of the document.

Summary of feedback for Young St improvements suggestions (1 of 2)

Summary points from highest response category topics:

Design considerations (32 comments)

- Range of ideas including installation of cycle lanes, slow point paving and design, better road markings and suggestions for slow point/buildout paving and design changes.
- Requests for additional landscaping.
- Crossing design issues around Parkside Primary School.
- Concerns with current design and layout at Stamford Street intersection.

Safety considerations (21 comments)

- Strong support for improved cycling and pedestrian safety, especially for families and children commuting to local schools.
- Desire to reduce vehicle speed and traffic, with support for infrastructure like greenery, narrowed streets, and speed-reducing measures.
- Concerns about blind corners, one-lane sections, dangerous intersections (e.g. Porter and Young Streets), and dooring risks from parked cars.

- Call for broader infrastructure upgrades, including lighting, signage, footpaths, and elimination of heavy vehicles and unsafe scooter use.
- Mixed feedback on traffic flow, with some noting improvements, but others highlighting ongoing risks and poor visibility at key intersections.

Traffic speed (15 comments)

- General requests to reduce traffic speed along Young Street.
- Requests to lower speed limit and introduce control measures.
- Consider a zebra crossing at Parkside Primary School. Reduced speed safer for children and cyclists.

Car parking (14 comments)

- Strong concerns (primarily from Young Street residents) for loss of car parking provision.
- Site specific issues including parking availability near the Parkside Baptist Church and at certain times next to Parkside Primary School and the South Australian Bridge Club.
- Requests that no car park spaces are removed (and also consider new restrictions such as removing 4 hour limits or having residential only parking during the day).

Summary of feedback for Young St improvements suggestions (2 of 2)

Landscaping (12 comments)

- General desire for more greening in the street.
- Requests for additional tree planting (including the southern side) and landscaping along Young Street and installing rain gardens along the street.
- One request to replace Paperbark Trees.

Support (11 comments)

- General positive responses - great idea from Council., will increase active transport and good design.

No change/No support (11 comments)

- General opposition to the proposal particularly some Young Street residents.
- Concerns that the changes reduce parking, inconvenience drivers, and are unnecessary.
- Some consider current road conditions are fine and changes are a waste of ratepayers' money.
- Some describe existing road modifications elsewhere (e.g., Weller Street, Hardy Street) as unsafe and poorly designed.

Maintenance (11 comments)

- Requests to cut back and better maintain street trees and trees overhanging the footpath and road.
- Specific requests to prune existing Gum trees near Parkside Primary and associated safety risk of limbs being hit by larger vehicles.
- General view that footpaths need better maintenance.

Other matters raised

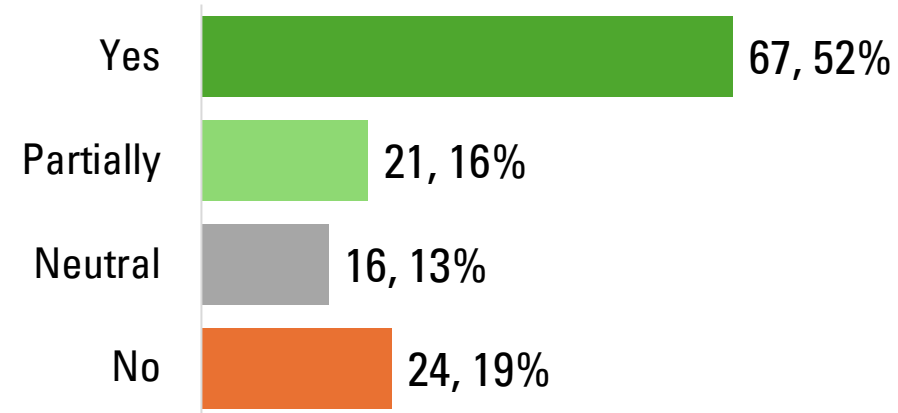
- Why Young Street and not alternate routes or streets that are wider.
- Need to address access, safety issues at Glen Osmond Road entry.
- Support need to minimise rat running.
- Young Street is too narrow/busy for cycle infrastructure.
- Improve connections to cycle network outside Young Street.
- Desire for less cars along Young Street
- Improve crossing at Unley Road.

Stage 2 Concept design feedback (all respondents)

Survey respondents were asked:

Do you support the concept design for Young Street Stage 2
(Unley Road to George Street)?

Respondents could answer Yes, Partially, Neutral or No.
128 respondents answered this question.



81% of all respondents
(104 people) either supported,
partially supported or were
neutral toward the
Young Street Stage 2 design

Stage 2 Concept design feedback (Young Street residents)

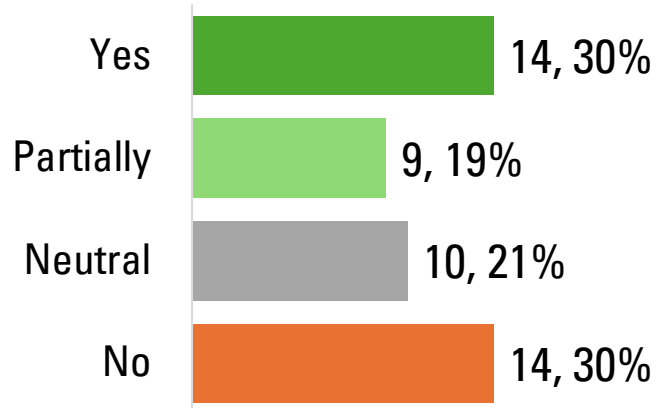


Survey respondents were asked:

Do you support the concept design for Young Street Stage 2
(Unley Road to George Street)?

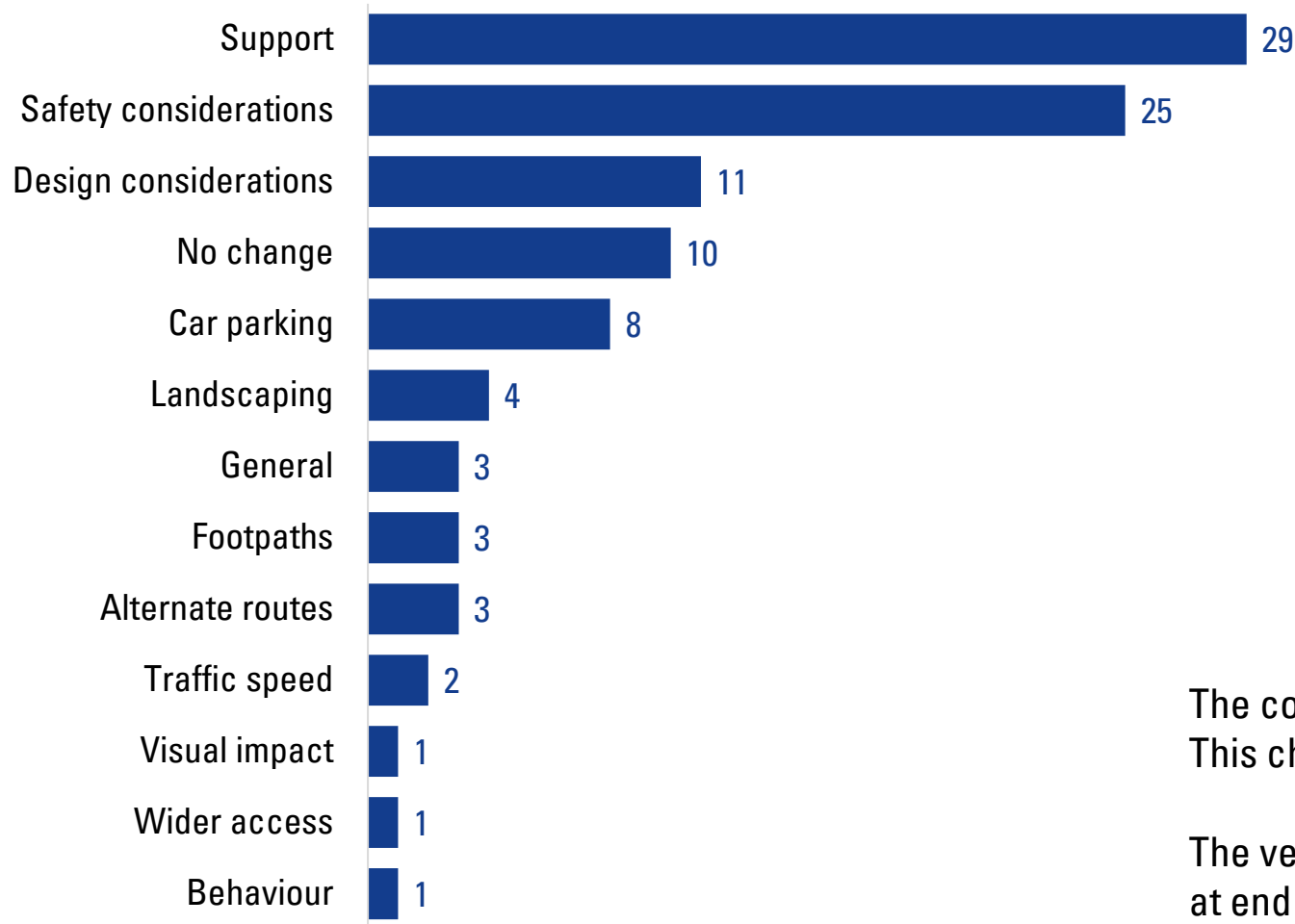
Respondents could answer Yes, Partially, Neutral or No.

47 Young Street residents answered this question.



70% of Young Street residents
(33 people) either supported,
partially supported or were
neutral toward the
Young Street Stage 2 design

Stage 2 Concept design feedback



The comments were analysed and categorised into topics.
This chart presents the number of comments for each topic.

The verbatim comments for each topic category is provided
at end of the document.

Stage 2 Concept design feedback summary (1 of 2)

Summary points from highest response category topics

Support (29 comments)

- General support for making cycling safer, having more bike route options and more infrastructure to encourage greater cycling uptake.
- General support for design that seeks to balance all user needs.
- Support from local cyclists and from wider cycle network users.

Safety considerations (25 comments)

- Strong support for improved cycling and pedestrian safety, especially for families and children commuting to local schools.
- Desire to reduce vehicle speed and traffic, with support for infrastructure like greenery, narrowed streets, and speed-reducing measures.
- Concerns about blind corners, one-lane sections, dangerous intersections (e.g. Porter St and Young St), and dooring risks from parked cars.

- Call for broader infrastructure upgrades, including lighting, signage, footpaths, and elimination of heavy vehicles and unsafe scooter use.
- Mixed feedback on traffic flow, with some noting improvements, but others highlighting ongoing risks and poor visibility at key intersections.

Design considerations (11 comments)

- Concerns about noise (slowing cars) and safety from proposed infrastructure and road narrowings. Prefer slow points compared to speed humps.
- Mixed opinions and design suggestions on kerb buildouts—some see safety risks for cyclists/vehicles and congestion issues.
- Others would like more landscaping and better paving/less use of paint on the buildouts.
- Support for clearer, safer bike infrastructure and better separation from cars.
- Practical issues raised about buildout placement and tree impacts.
- Specific property requests for car parking, driveways and accessibility issues.

Stage 2 Concept design feedback summary (1 of 2)

No change (10 comments)

- Opposition to the project primarily from Young Street respondents; some see it as unnecessary and a waste of money (note general less opposition to Stage 2 than Stage 3 from Young Street residents).
- Belief that existing roads are safe and functional—no changes needed.
- Frustration with past infrastructure projects viewed as poorly designed or ineffective.
- Concern that the broader community isn't being heard or engaged properly.
- Skepticism that feedback will influence decisions, with some feeling ignored or silenced.

Car parking (8 comments)

- Concerns with proposed loss of car parking.
- General view that existing car parking provision should be retained.
- Some note there is insufficient existing off street car parking for many residents and difficult to find on-street spaces.

Landscaping (4 comments)

- General support for additional street trees and more greenery.

Footpaths (3 comments)

- Requests for better street tree maintenance for pedestrian safety.
- Requests for better footpath maintenance.

Other matters raised

- Need connections to other cycle routes and wider network issues such as Goodwood Road crossing to be improved (one respondent suggested funding better spent linking Port Street bikeway to other routes rather than on Young Street.
- Need for enforcement of traffic speed.

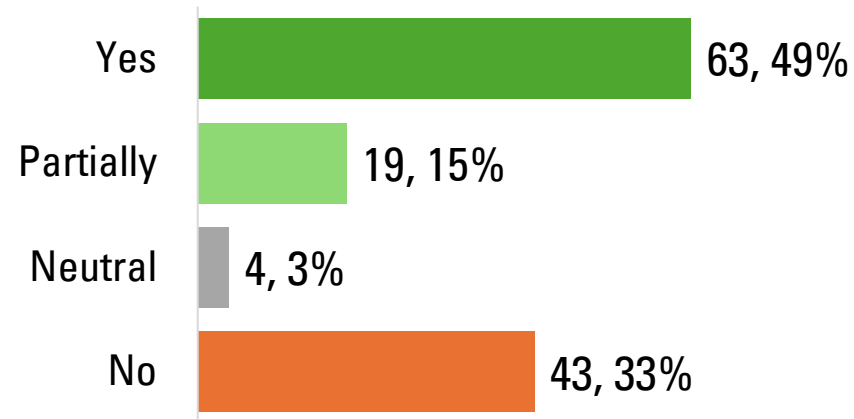
Stage 3 Concept design feedback (all respondents)

Survey respondents were asked:

Do you support the concept design for Young Street Stage 3
(George Street to Glen Osmond Road)?

Respondents could answer Yes, Partially, Neutral or No.

129 respondents answered this question.



67% of all respondents
(86 people) either supported,
partially supported or were
neutral toward the
Young Street Stage 3 design

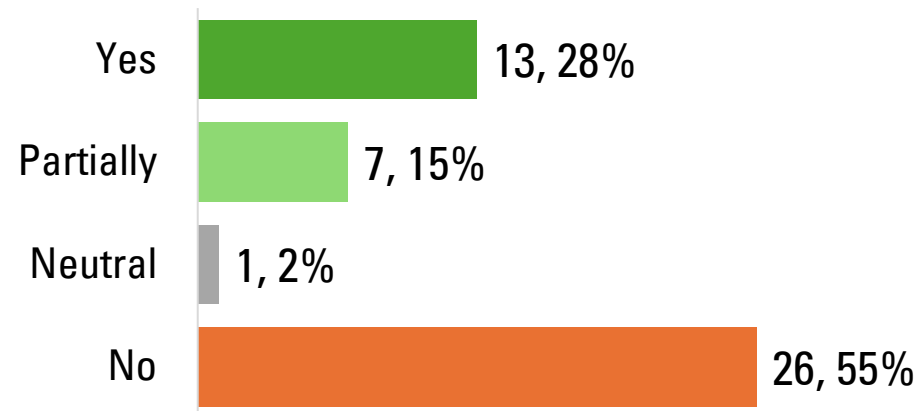
Stage 3 Concept design feedback (Young St residents)

Survey respondents were asked:

Do you support the concept design for Young Street Stage 3
(George Street to Glen Osmond Road)?

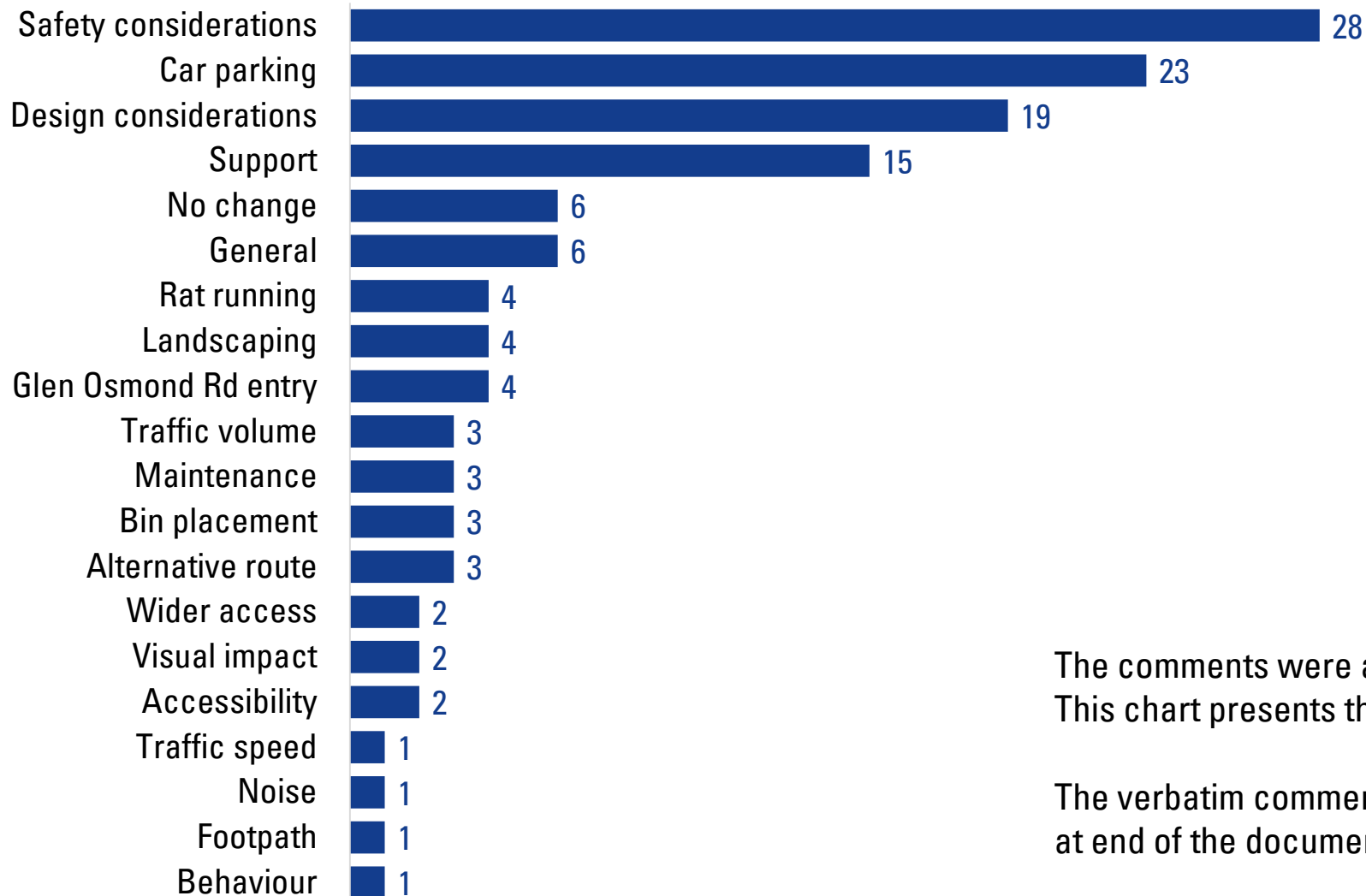
Respondents could answer Yes, Partially, Neutral or No.

47 Young Street residents answered this question.



45% of all respondents
(21 people) either supported,
partially supported or were
neutral toward the
Young Street Stage 3 design

Stage 3 Concept design feedback



The comments were analysed and categorised into topics.
This chart presents the number of comments for each topic.

The verbatim comments for each topic category is provided
at end of the document.

Stage 3 Concept design feedback summary (1 of 3)

Summary points from highest response category topics

Safety considerations (25 comments)

- Support is mixed for Young Street residents: some welcome reduced speeds and improved bike safety, while others fear increased danger, parking loss, and traffic frustration.
- Concerns that slow points/build outs will cause traffic congestion, increase likelihood of vehicle/cycle collisions, .
- Some respondents consider the proposal will increase cyclist and pedestrian safety and are supported. Respondents with children noted that will be safer.
- Some do not consider infrastructure in Woods/Weller Street to have been successful or appropriate for Young Street that has a narrower carriageway.
- It was commented that the narrow road and reduced parking could force cyclists into mixed traffic and create more dangerous conditions for all road users, especially near schools and churches.

Car parking (23 comments)

- Some suggested underestimation of parking loss.
- Others considered there are too many build outs proposed along the street.
- Many considered reduced parking is an issue that would negatively impact daily life: Some respondents rely on street parking for family needs, tradespeople, carers, and visitors — particularly where off-street parking is unavailable, narrow, or impractical for families with young children or elderly relatives.
- There may be worsened access for vulnerable residents and services: Concerns include restricted access for the elderly, disabled, parents with prams, and emergency services, with some residents highlighting specific risks tied to medical conditions or accessibility barriers.
- Suggested that loss of parking near churches, schools, and shops will exacerbate congestion during peak times.
- Some Young Street suggests concept favours transient cyclists over long-term local needs, requesting revised designs with fewer build-outs, more parking retention, and greater consultation on alternatives.
- Some respondents thought it was a good concept but not visible due to access and parking issues.

Stage 3 Concept design feedback summary (2 of 3)

Design considerations (19 comments)

- Concerns about noise (slowing cars) and adverse safety impacts from proposed infrastructure and road narrowings.
- General negative opinions to the single-lane slow points, with some residents citing increased noise, traffic congestion, dangerous reversing, road rage incidents, and safety risks — especially near driveways and intersections (e.g. George, Stamford, and Oxenbould Streets) – note some Young Street residents provided additional letters explaining their objections to slow points and proposed concepts.
- Others would like more landscaping and better paving/less use of paint on the buildouts.
- Concerns with visual clutter, dead landscaping, and inconsistent treatments (compared to other projects like Wood-Weller streets).
- Noted there is a need for better pedestrian signage and lighting and tree plantings should not block visibility.
- Some support for traffic calming and active transport encouragement, but design needs adjustment to ensure safety, preserve parking, maintain residential amenity, and avoid congestion.

Support (15 comments)

- Support for proposed infrastructure and landscaped buildouts to improve safety and calm traffic.
- Approval for cycle infrastructure to promote active transport to reduce car dependency.
- Positive view of multi-use streets that prioritize community and quality of life.
- Safer streets encourage slower driving and more walking and cycling.
- Acceptance of some parking loss for overall street improvements.

No change/no support (6 comments)

- General comment that nothing needs to change on the street.
- Suggested that council prioritises bikes despite high traffic volume on Young Street, risking more congestion.
- Suggested that suitable cycle routes are nearby and Young Street should not be changed.
- Potential issues for bin placement.
- Need to improve Glen Osmond Road entry (also raised that cycle priority will increase car journey times which is not supported).
- Support for more greenery and tree planting.
- Need for better footpath and tree maintenance.

Stage 3 Concept design feedback summary (1 of 3)

- Mixed feedback on traffic flow, with some noting improvements, but others highlighting ongoing risks and poor visibility at key intersections.

Design considerations (11 comments)

- Concerns about noise (slowing cars) and safety from proposed infrastructure and road narrowings.
- Mixed opinions and design suggestions on kerb buildouts—some see safety risks for cyclists/vehicles and congestion issues.
- Others would like more landscaping and better paving/less use of paint on the buildouts.
- Support for clearer, safer bike infrastructure and better separation from cars.
- Practical issues raised about buildout placement and tree impacts.
- Specific property requests for car parking, driveways and accessibility issues.

Street address of respondents

Street	Total	Street	Total	Street	Total
Young St, Parkside	47	Ramage St, Parkside	1	Childers St, North Adelaide	1
Alfred St, Parkside	5	Flora Terrace, Magill	1	Kenilworth St, Parkside	1
Porter St, Parkside	3	Rushton St, Goodwood	1	Wycliff St, Fullarton	1
Charles St, Unley	3	Florence Ct, Parkside	1	Langham Tce, Unley	1
Kenilworth Rd, Parkside	3	Trevelyan St, Wayville	1	Regent St, Millswood	1
Angus St, Goodwood	3	Forest Ave, Black Forest	1	Austell St, Unley	1
Stamford St, Parkside	3	Woodbrook Ave, Windsor Gardens	1	Cross Rd, Clarence Gardens	1
Castle St, Parkside	3	Foster St, Parkside	1	Mansfield St, Goodwood	1
Davenport Tce, Wayville	3	Regent St, Parkside	1	Hone St, Parkside	1
Wilkinson Rd, Parkside	2	Frederick St, Unley	1		
Victoria St, Forestville	2	Marlborough St, Malvern	1		
Clifton St, Malvern	2	Frederick St, Clarence Park	1		
Leicester St, Parkside	2	Oxenbould St, Parkside	1		
Highgate St, Highgate	2	Frew St, Fullarton	1		
Roberts St, Unley	1	Charles St, Plympton	1		
Marina Ave, Belair	1	George St, Parkside	1		
Whittam St, Parkside	1	Roberts St, Parkside	1		
Birks St, Parkside	1	High St, Unley Park	1		
Oxford St, Unley	1	Rogers St, Goodwood	1		
Douglas St, Parkside	1	Dover St, Malvern	1		
Sunnymeade Ave, Parkside	1	Beaconsfield St, Fullarton	1		
Dunks St, Parkside	1	Albert St, Goodwood	1		
Bevington Rd Glenunga	1	Thames St, Wayville	1		
Duthy St, Unley	1	Joslin St, Wayville	1		
Moresby St, Wayville	1	Chasewater St, Parkside	1		
Elm St, Unley Park	1	Blyth St, Parkside	1		