

YOUNG STREET NEIGHBOURHOOD BICYCLE ROUTE

Stages 2 and 3:
Unley Road to
Glen Osmond Road
Concept design



**APRIL 2025
TRANSPORT**

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We would like to acknowledge the City of Unley is part of the traditional lands for the Kaurna people and we respect their spiritual relationship with their country.

We acknowledge the Kaurna people as the traditional custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today.

All photos within this document are from the City of Unley portfolio of photos.

ABOUT THE PROJECT

Young Street is a key east–west corridor stretching over 2.9 kilometres. Between Unley and Glen Osmond Roads, its width ranges from 8.6 to 8.7 metres. Daily traffic volumes are typically under 2,000 vehicles, with speeds reaching up to 44 kilometres per hour.

Young Street also offers important local links to Parkside Primary School, Parkside Childcare, St Raphael’s School and North Unley Park.

Young Street is a designated **Neighbourhood Bicycle Route** that connects:

- To the east: the City of Burnside and Glen Osmond Road.
- To the west: the Wayville Showgrounds, the Goodwood business and retail precinct and the Mike Turtur Bikeway.

Although Young Street is intended to function as a neighbourhood ‘low-traffic’ cycling route, it currently lacks the features to make riding safer and more comfortable for our community.

This project aims to enhance Young Street in line with the Project Aims, presented on the next page.

To manage the planning and implementation, the route has been divided into five key stages, as shown in Figure 1. Stage 1 upgrades at the intersection of George Street and Young Street were recently completed, creating improved safety and accessibility for pedestrians and cyclists.

This document provides an overview of the design concepts for Stages 2 and 3, covering the section of Young Street between Unley Road and Glen Osmond Road.

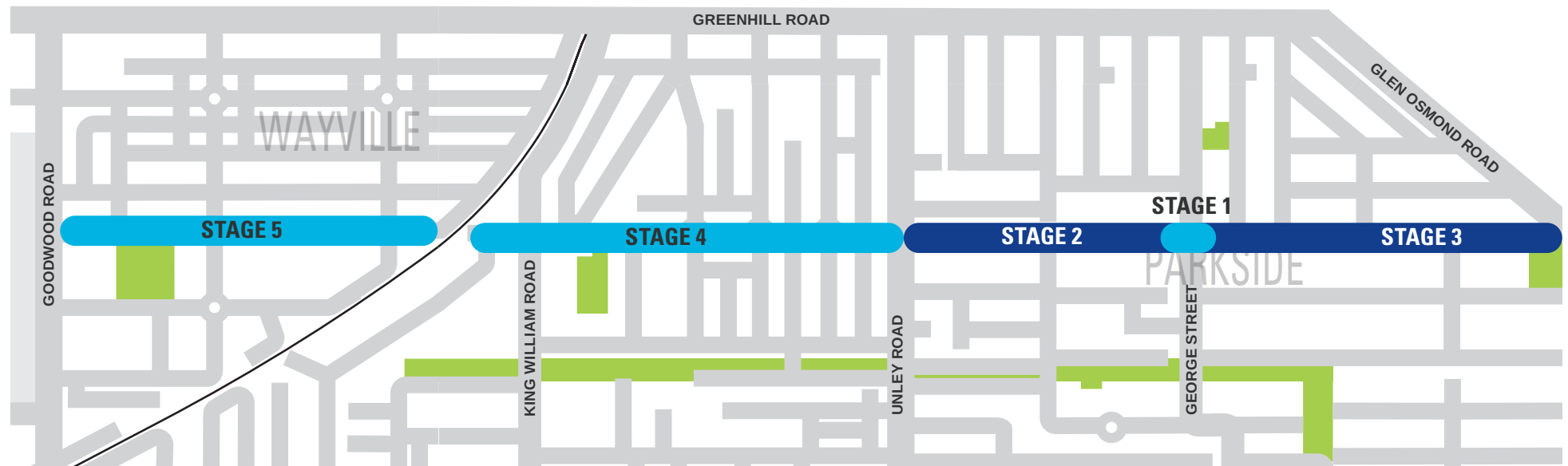


Figure 1 Young Street Neighbourhood Bicycle Route – delivery stages

PROJECT AIMS

- Design a bikeway that is safe and comfortable for the majority of our community who are interested in cycling but feel hesitant to ride.
- Make walking easier and safer. Update all kerb ramps and crossings so they are accessible for everyone, including people with disabilities.
- Protect existing street trees as much as possible, and add more greenery and trees to make the area more pleasant
- Keep two-way traffic access while making the street calmer and safer for everyone.
- Improve signage and wayfinding.

WHO ARE WE DESIGNING FOR?

Council's Walking and Cycling Plan 2022-2027 (W&CP) aims to deliver on its vision of more people of all ages and abilities walking and bike riding for transport and recreation purposes.

The W&CP contains an Infrastructure Implementation Plan, which sets out the priority projects and scheduled delivery over the five-year period of the Plan. The delivery of the Young Street Neighbourhood Bicycle Route is one of nine (9) bicycle routes prioritised in the W&CP.

Bike riders are often grouped into four broad categories based on how they feel about riding for their daily commute (see Figure 2), not just for recreation. This idea originally came from research in Portland, USA, and while the numbers can vary between places, it is a helpful way to think about rider needs. The largest group, around 60%, are people who are interested in riding but feel unsure or concerned. This group is a key focus for the City of Unley when planning bike infrastructure on Young Street.

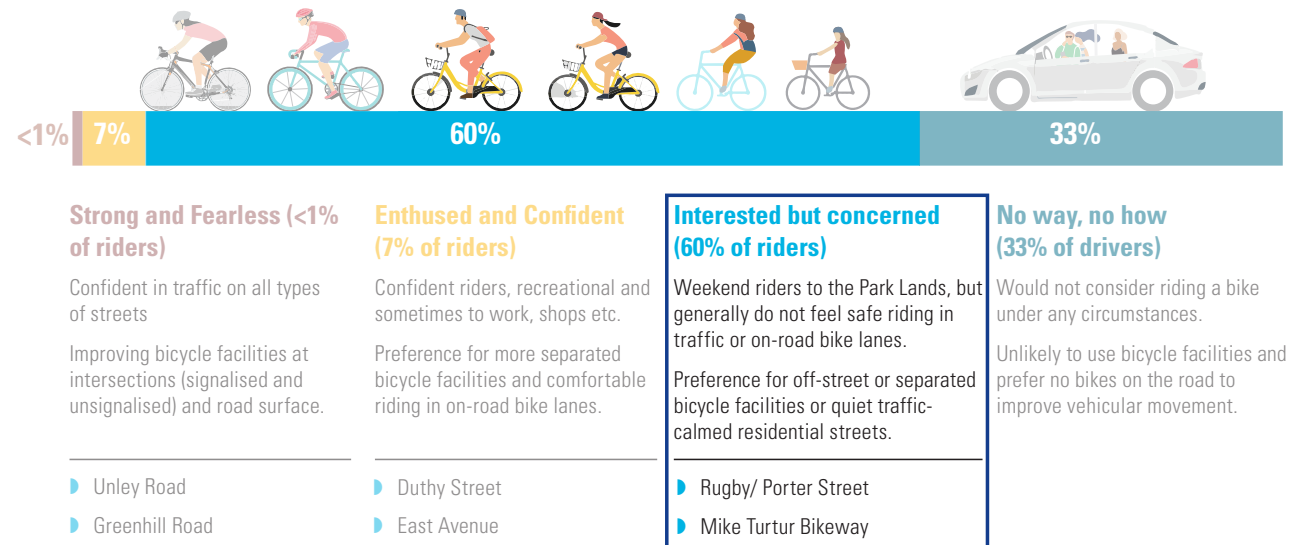
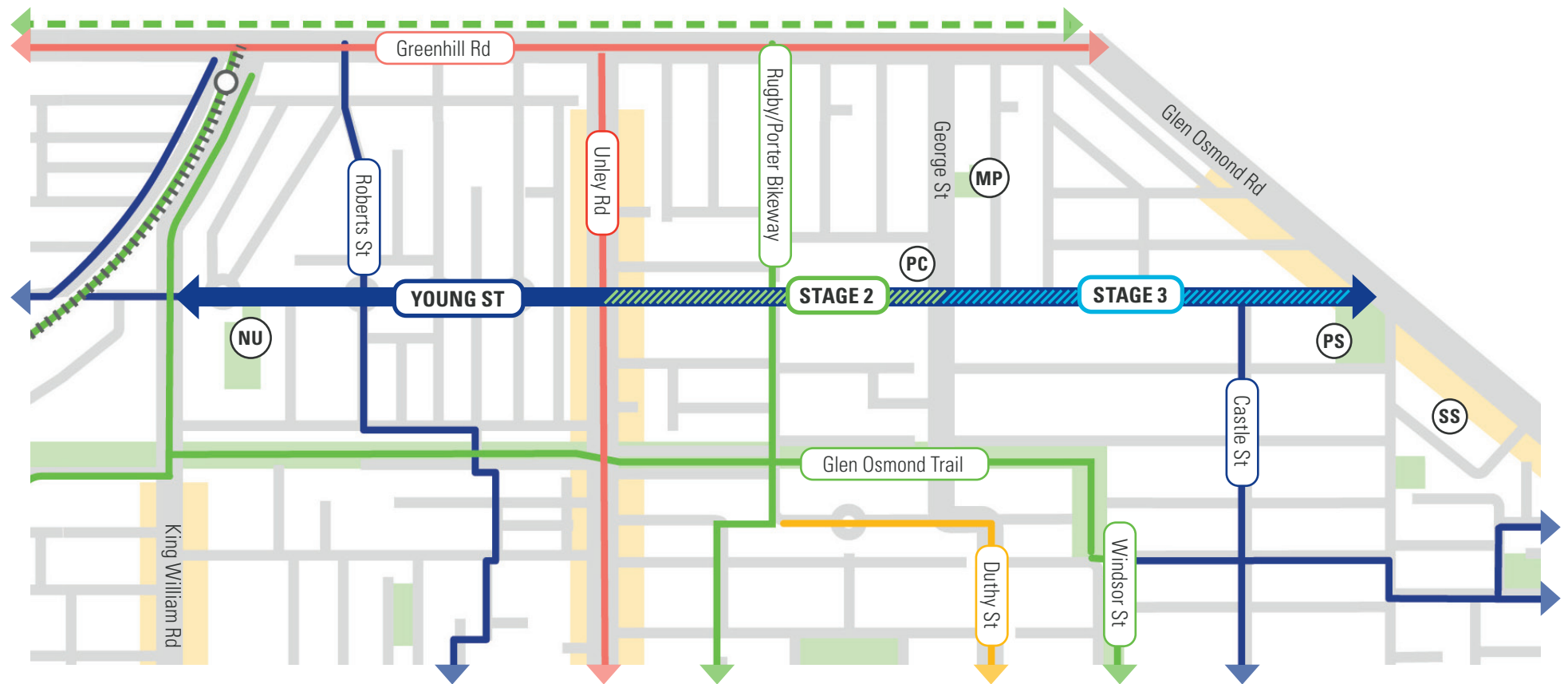


Figure 2 Bike rider types (source: Council's Walking and Cycling Plan 2022-2027)



Context map

Young Street Neighbourhood Bicycle Route

With Unley Walking and Cycling Network



EXISTING CONTEXT

- Roads
- Open spaces
- Tram line with stops
- Retail strips
- North Unley Play Park

- McLeay Park
- Parkside Community Childcare Centre
- Parkside Primary School
- St Raphael's School

BICYCLE ROUTES

- Neighbourhood 'low traffic' bicycle routes
- Designated bikeways
- Secondary on-road bicycle routes
- Main on-road bicycle routes

YOUNG STREET PROJECT

- Young Street neighbourhood bicycle route
- Stage 2 project scope
- Stage 3 project scope

STAGE 2

Unley Road to George Street

About this street section

Road width	8.6 metres
Traffic volume	560 vehicles per day
Traffic speed	41 kilometres per hour (The speed that 85% of drivers are travelling at or below, while 15% of drivers exceed it))
Bicycle volume	35 to 40 bicycles per day
On-street parking	118 x 4hr parking spaces 3 x loading zones
Reported crashes	One crash causing property damage (no injuries) was reported between 2018 and 2022

The proposed changes to the street environment

Four new on-street landscaped kerb buildouts on south side of street between Porter Street and George Street.

11m² of additional greening with space for up to four new trees (subject to the feasibility of underground services).

10 new street pavement print locations featuring road markings (or bicycle symbols) to improve route navigation.

Project outcomes and benefits

- More people choosing to walk or cycle
- Slower and safer vehicle speeds
- Fewer cars using the street as a shortcut
- A greener, more shaded street environment that helps reduce heat in the area.

Impacts and design considerations

Car parking

Only one car parking space will be removed (0.1% reduction to overall parking capacity)

Driveway access

Driveways will remain accessible for standard vehicles (up to 5.2 metres in length and 1.94 metres in width)

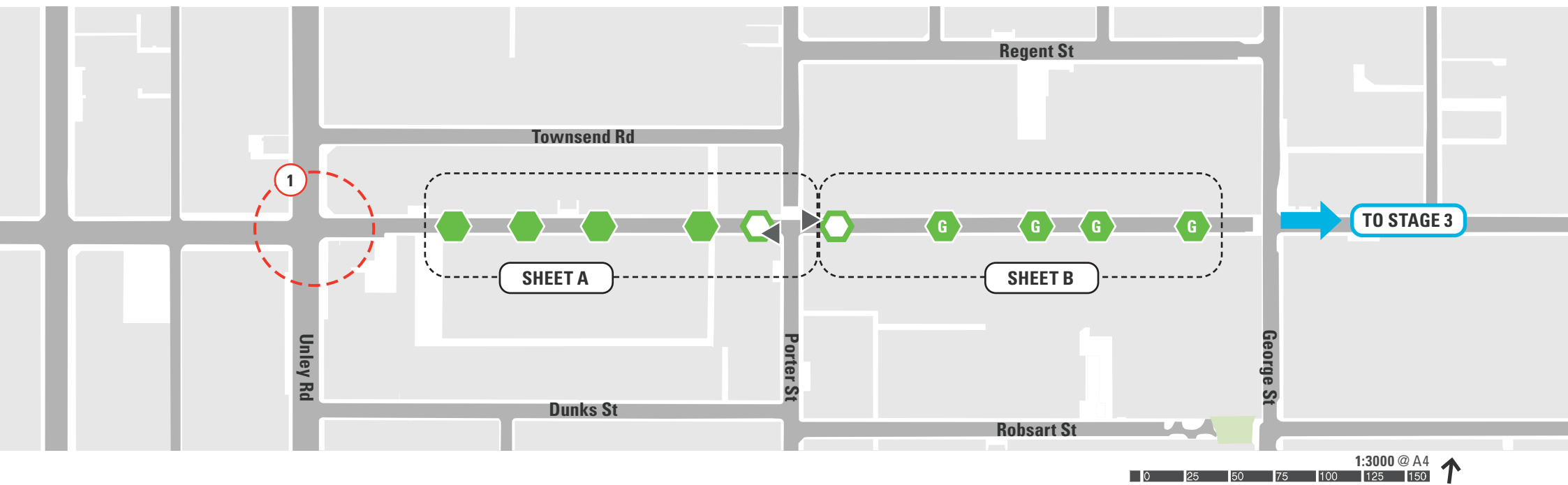
Trees

Four new trees will be planted in the landscaped buildouts, provided there are no conflicts with underground services.

Traffic management

No further traffic management is proposed, given the low traffic volumes on this section of Young Street – around 560 vehicles per day.

Stage 2 concept design overview



EXISTING

- Roads
- Properties
- Open spaces

PROPOSED

- Street print and sharrow marking
Adjacent to existing small kerb buildout and tree
- G Street print and sharrow marking
With new small kerb buildout and greening
- Street print and bike symbol marking
To increase driver awareness of cyclists crossing and assist cyclist wayfinding
- Sharrow marking

OTHER PROJECTS

- 1 Future Unley Road crossing upgrade

Typical design detail for Stage 2 landscaped kerb buildout

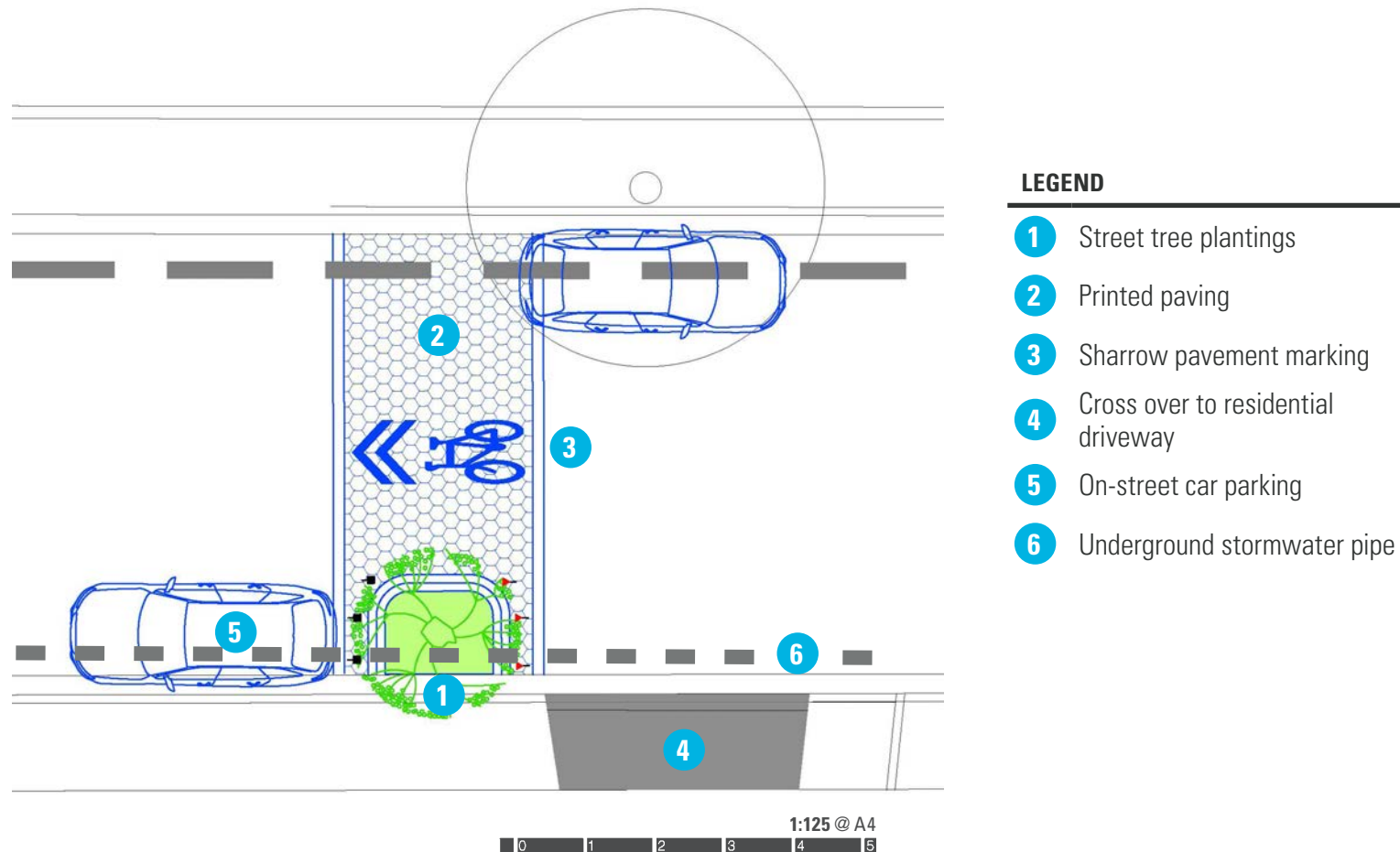


Figure 3 Typical detail – landscaped kerb buildout



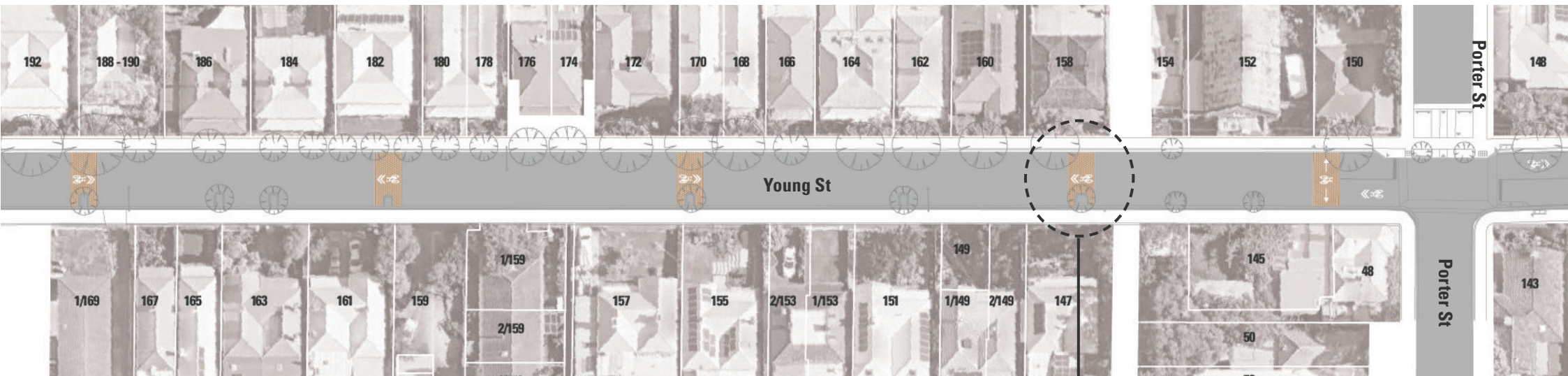
BEFORE



AFTER

Figure 4 Artist's impression – landscaped kerb buildout

Stage 2 concept plan



Stage 2 - Sheet A | Unley Road to Porter Street

EXISTING

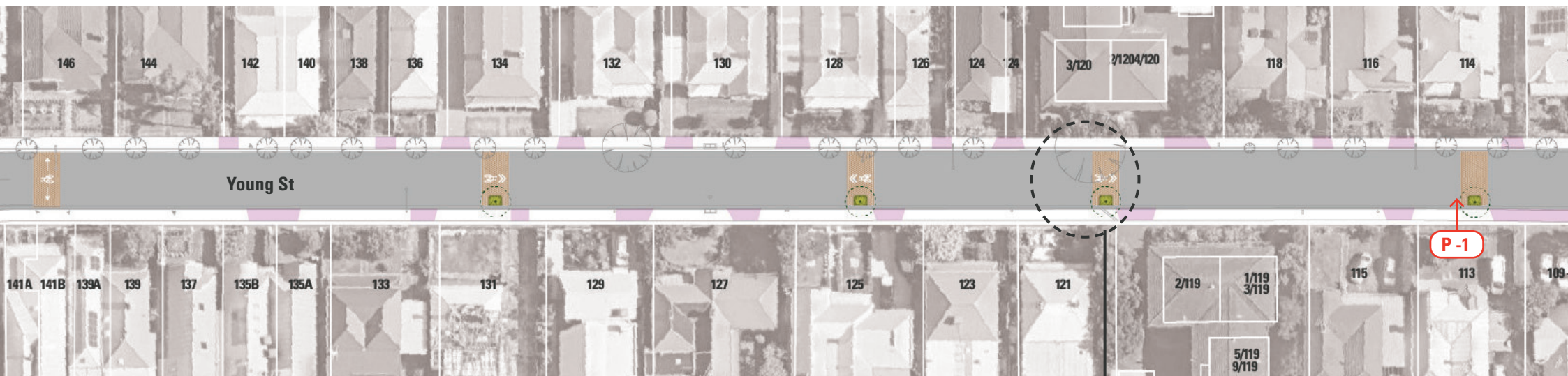
- General outlines
- Roads
- Trees

PROPOSED - TYPICAL DETAIL

- Proposed street print
- Proposed sharrow marking
- Existing tree in kerb buildout

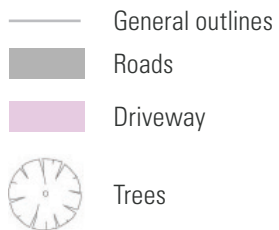
1:300 @ A4

Stage 2 concept plan (continued)

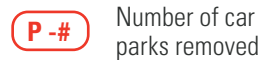


Stage 2 - Sheet B | Porter Street to George Street

EXISTING



PROPOSED

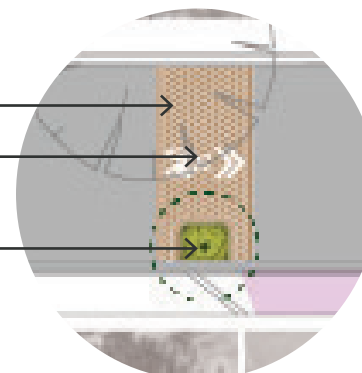


TYPICAL DETAIL

Proposed street print

Proposed sharrow marking

Proposed greening in kerb buildout. Tree planting to be considered, subject to feasibility with underground services.



1:300 @ A4

1:750 @ A4
0 10 20 30 40



TYPICAL DETAIL

Young Street Neighbourhood Bicycle Route Stages 2-3 Concept Design

STAGE 3

George Street to Glen Osmond Road

About this street section

Road width	8.6 to 8.7 metres
Traffic volume	1,440 to 1,650 vehicles per day
Traffic speed	42 kilometres per hour (The speed that 85% of drivers are travelling at or below, while 15% of drivers exceed it)
Bicycle volume	95-100 bicycles per day
On-street parking	125 x 3-hour parking spaces 3 x 15-minute parking spaces 14 x unrestricted parking space 9 x permit zones
On-street parking occupancy	Typically, only 26% of the parking spaces are taken
Reported crashes	One crash causing injury was reported between 2018 and 2022

The proposed changes to the street environment

Five new single-lane slow points with a speed hump, bicycle bypass and landscaping to improve cyclist safety and traffic calming.

New printed pavement treatments at all four intersections to enhance visibility and navigation.

A 65-metre shared-use path on the northern side of Young Street near the Glen Osmond Road approach, providing a safe connection for pedestrians and cyclists to the signalised crossing point

Approximately 110m² of greening opportunities with the potential for up to five new trees (subject to underground service constraints).

Project outcomes and benefits

- More people choosing to walk or cycle
- Slower and safer vehicle speeds
- Fewer cars using the street as a shortcut
- A greener, more shaded street environment that helps reduce heat in the area.

Impacts and design considerations

Car parking

Loss of 18 on-street parking spaces, representing a 12% reduction to overall parking capacity (Note that typically only 26% of on-street spaces are occupied)

Driveway access

Driveways will remain accessible for standard vehicles (up to 5.2 metres in length and 1.94 metres in width)

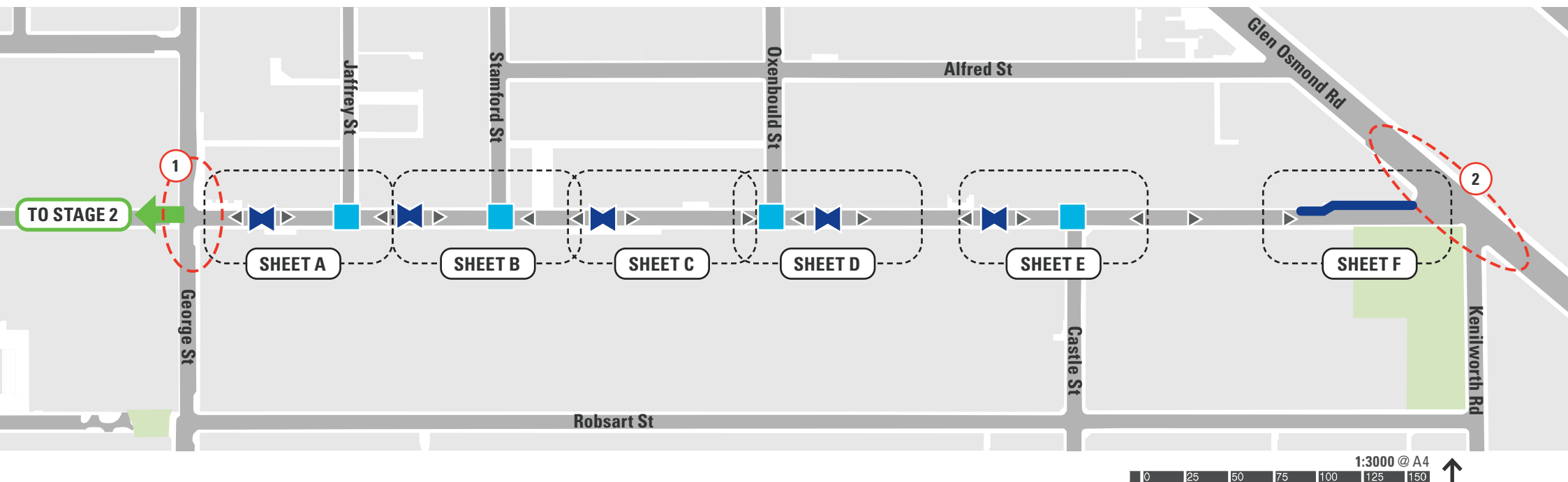
Trees

Five new trees will be planted in the landscaped verge extensions, provided there are no conflicts with underground services.

Traffic management

At this stage, no additional traffic management is planned. However, when the project moves into the construction phase, the Council will review traffic conditions to determine if any further measures are necessary.

Stage 3 Concept Design Overview



EXISTING

- Roads
- Properties
- Open spaces

PROPOSED

- Sharrow marking
- Street print
- Shared path with bicycle ramp and landscape buffer
- Single lane slow point with landscaped kerb buildouts, bicycle bypasses and speed hump

OTHER PROJECTS

- 1 George Street upgrade (completed in 2022)
- 2 Glen Osmond Road Upgrade - DIT (planned for completion by February 2025)

Typical design detail for Stage 3 single-lane slow point

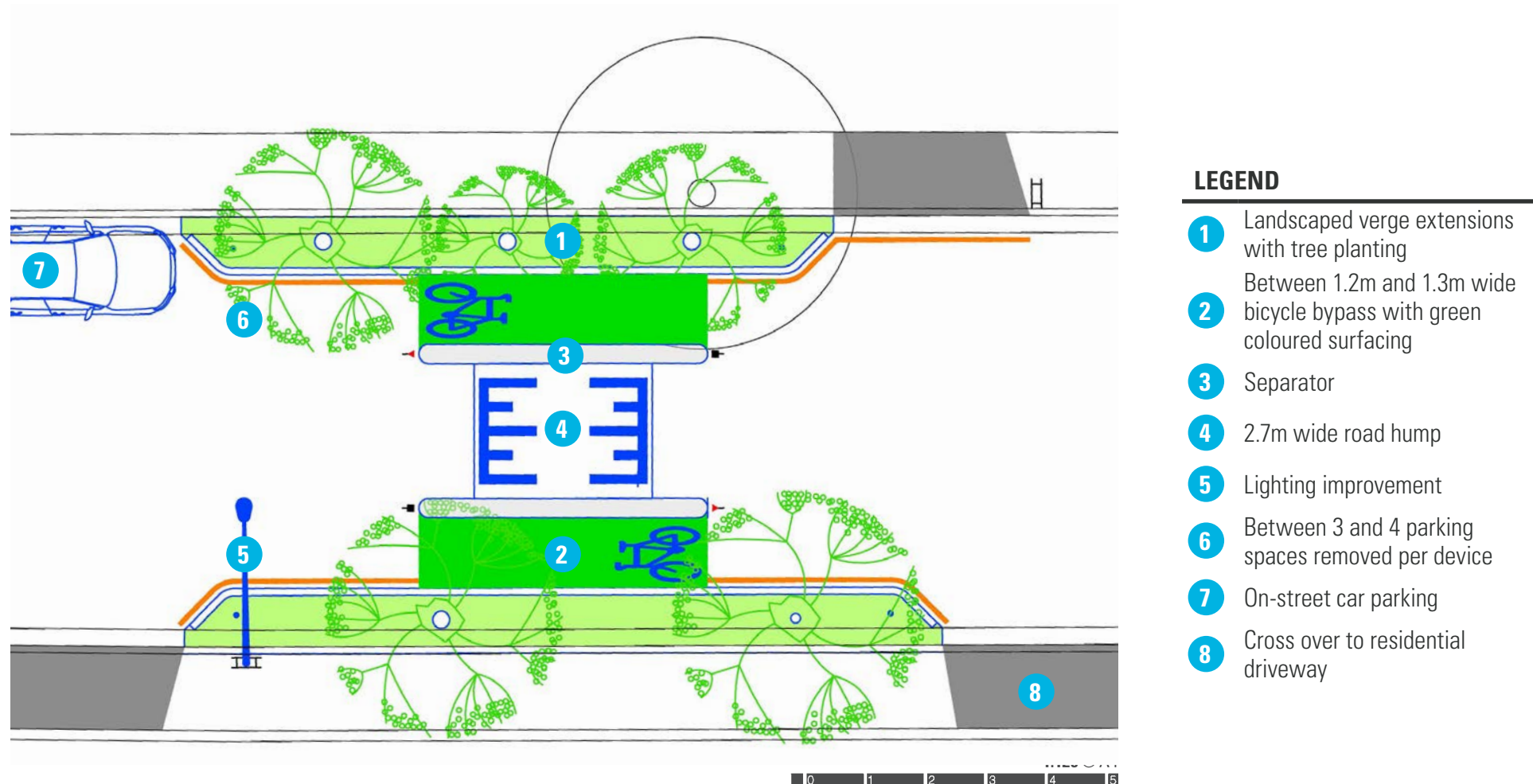
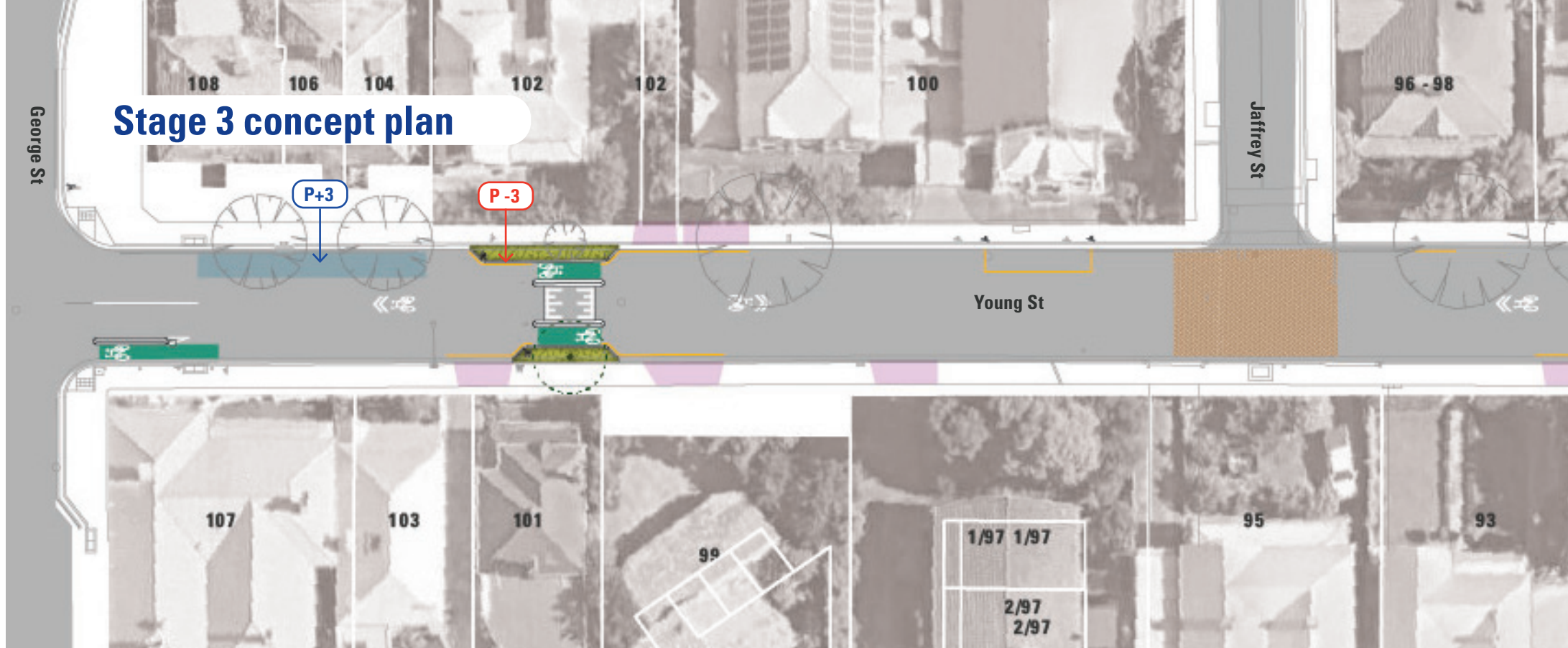


Figure 5 Typical detail – single lane slow point



Figure 6 Artist's impression – single lane slow point



Stage 3 - Sheet A | George Street to Jaffrey Street

1:400 @ A4
0 5 10 15 20 ↑

EXISTING

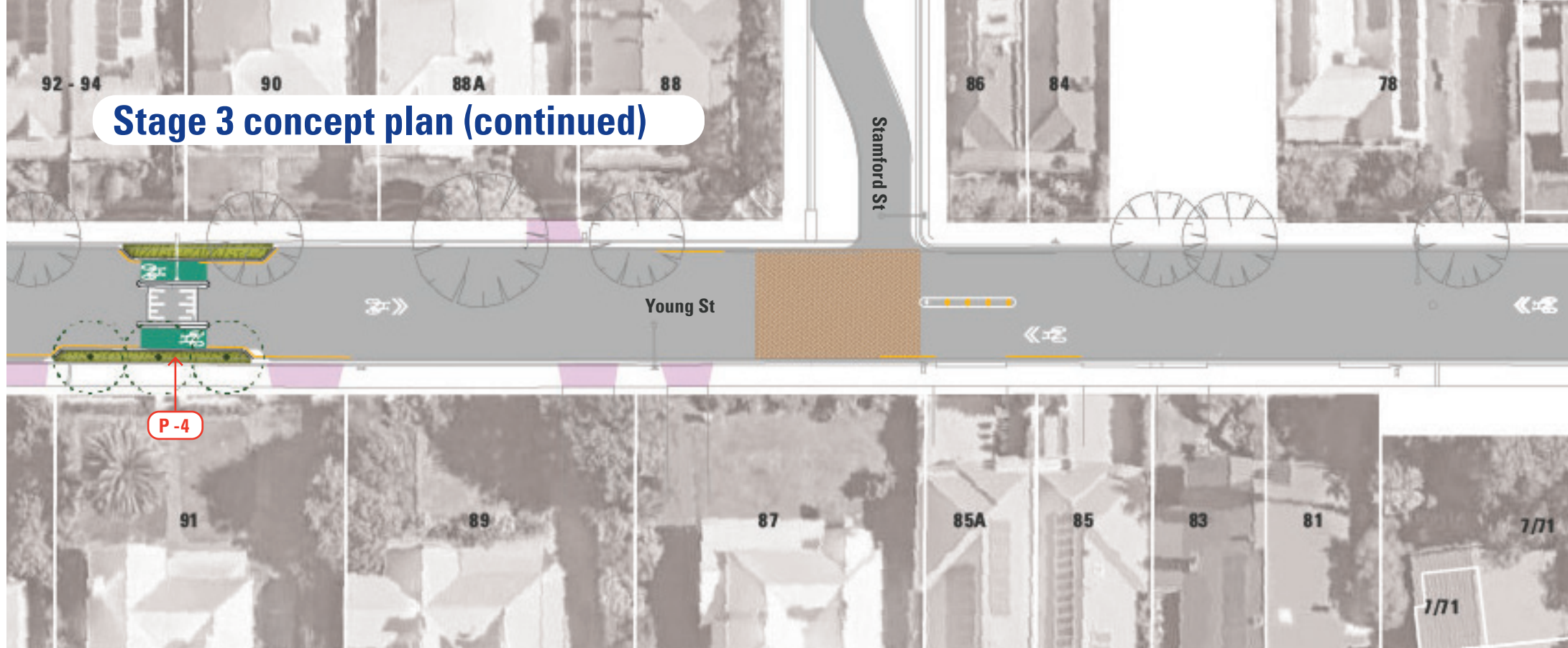
- General outlines
- Roads
- Driveway
- Trees

PROPOSED

- General outlines
- Garden bed in kerb buildouts
- Street print
- Parking zone
- Sharrow marking
- Single lane slow-point with speed hump

- Protected bicycle bypass
- Number of car parks removed
- Number of car parks gained
- Potential tree location, subject to underground services.

Stage 3 concept plan (continued)



Stage 3 - Sheet B | Stamford Street intersection

1:400 @ A4
0 5 10 15 20 ↑

EXISTING

- General outlines
- Roads
- Driveway
- ⌚ Trees

PROPOSED

- General outlines
- Garden bed in kerb buildouts
- Street print
- ⌚ Sharrow marking
- Single lane slow-point with speed hump



Protected bicycle bypass



Pavement bar median



Number of car parks removed



Potential tree location, subject to underground services.

Stage 3 concept plan (continued)

Oxenbould St

P-4

Young St

Stage 3 - Sheet C | Between Stamford Street and Oxenbould Street

1:400 @ A4
0 5 10 15 20



EXISTING

- General outlines
- Roads
- Driveway
- Trees

PROPOSED

- General outlines
- Garden bed in kerb buildouts
- Street print
- Sharrow marking



Single lane slow-point with speed hump

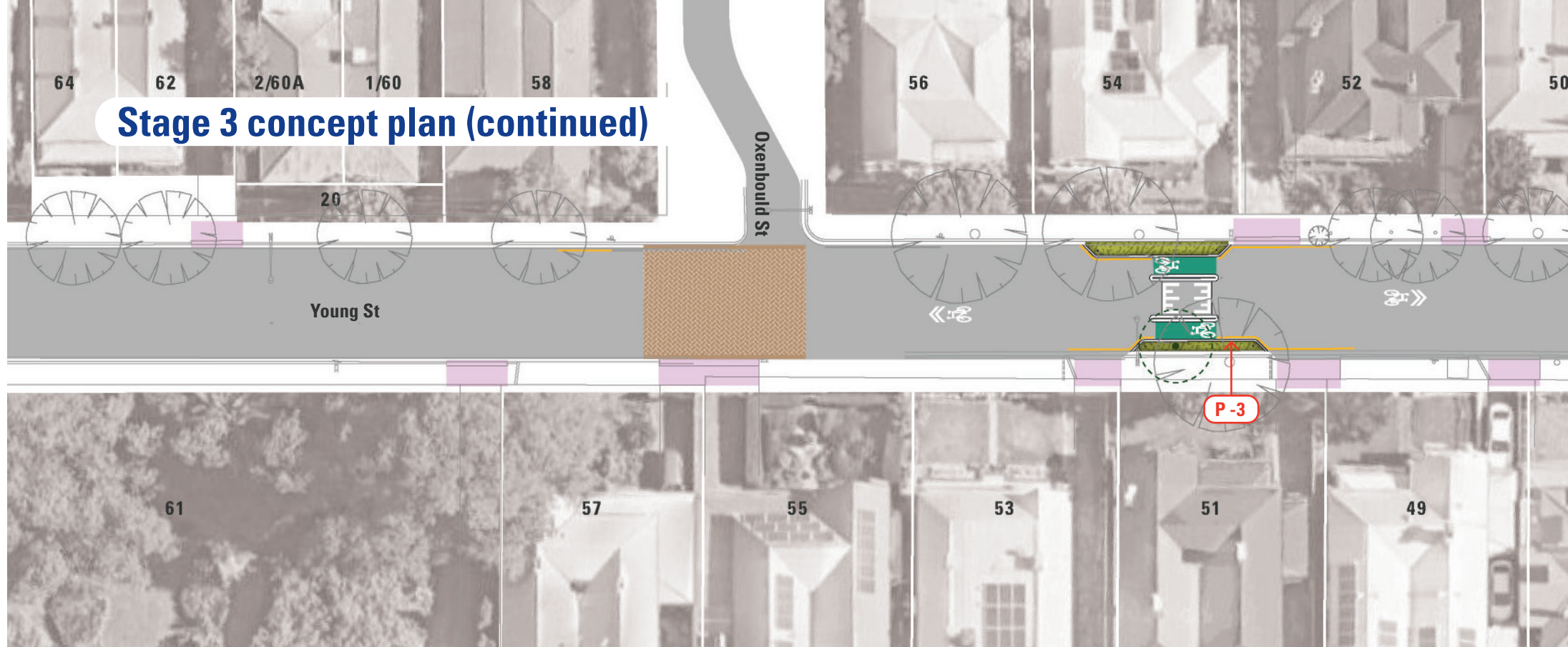


Protected bicycle bypass



Number of car parks removed

Stage 3 concept plan (continued)



Stage 3 - Sheet D | Oxenbould Street intersection

1:400 @ A4
0 5 10 15 20 ↑

EXISTING

- General outlines
- Roads
- Driveway
- Trees

PROPOSED

- General outlines
- Garden bed in kerb buildouts
- Street print
- Sharrow marking
- Single lane slow-point with speed hump



Protected bicycle bypass

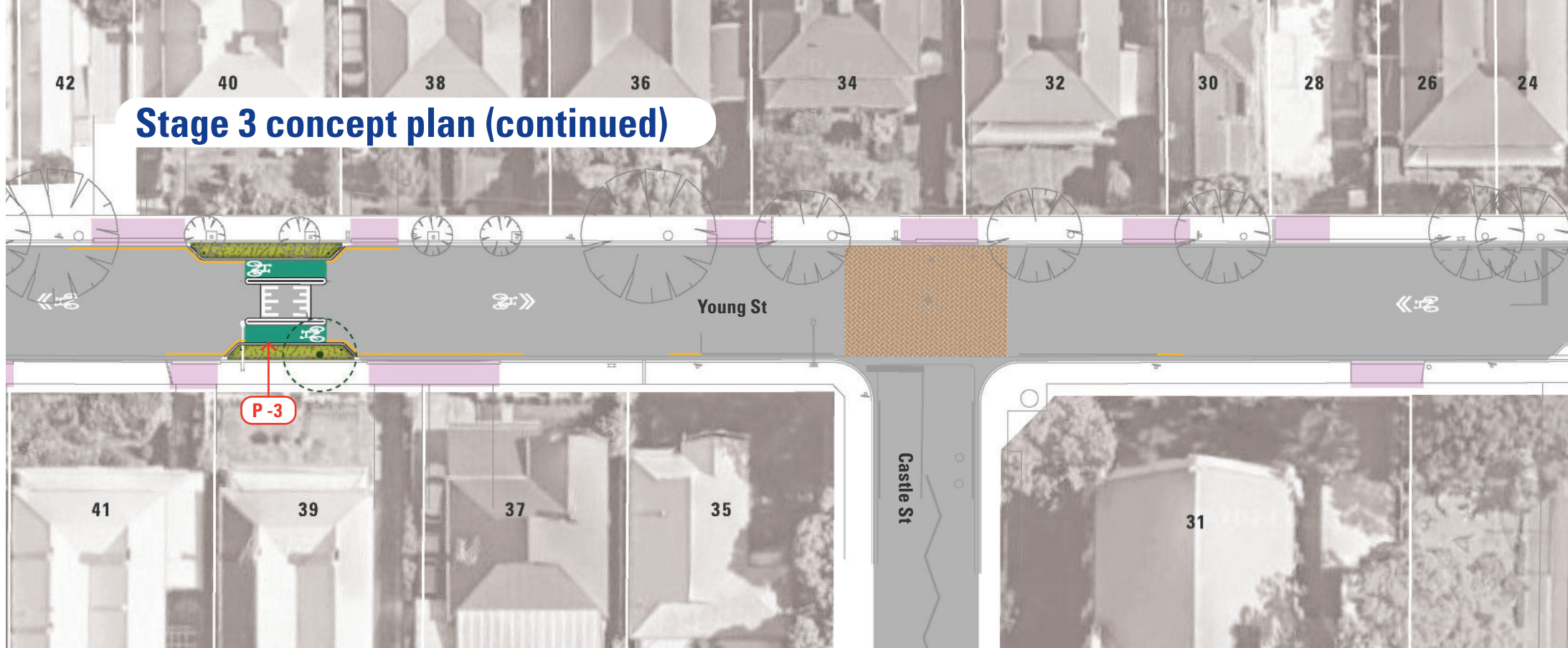


Number of car parks removed



Potential tree location, subject to underground services.

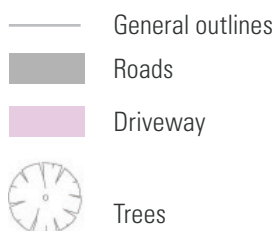
Stage 3 concept plan (continued)



Stage 3 - Sheet E | Castle Street intersection

1:400 @ A4
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EXISTING



PROPOSED



Protected bicycle bypass

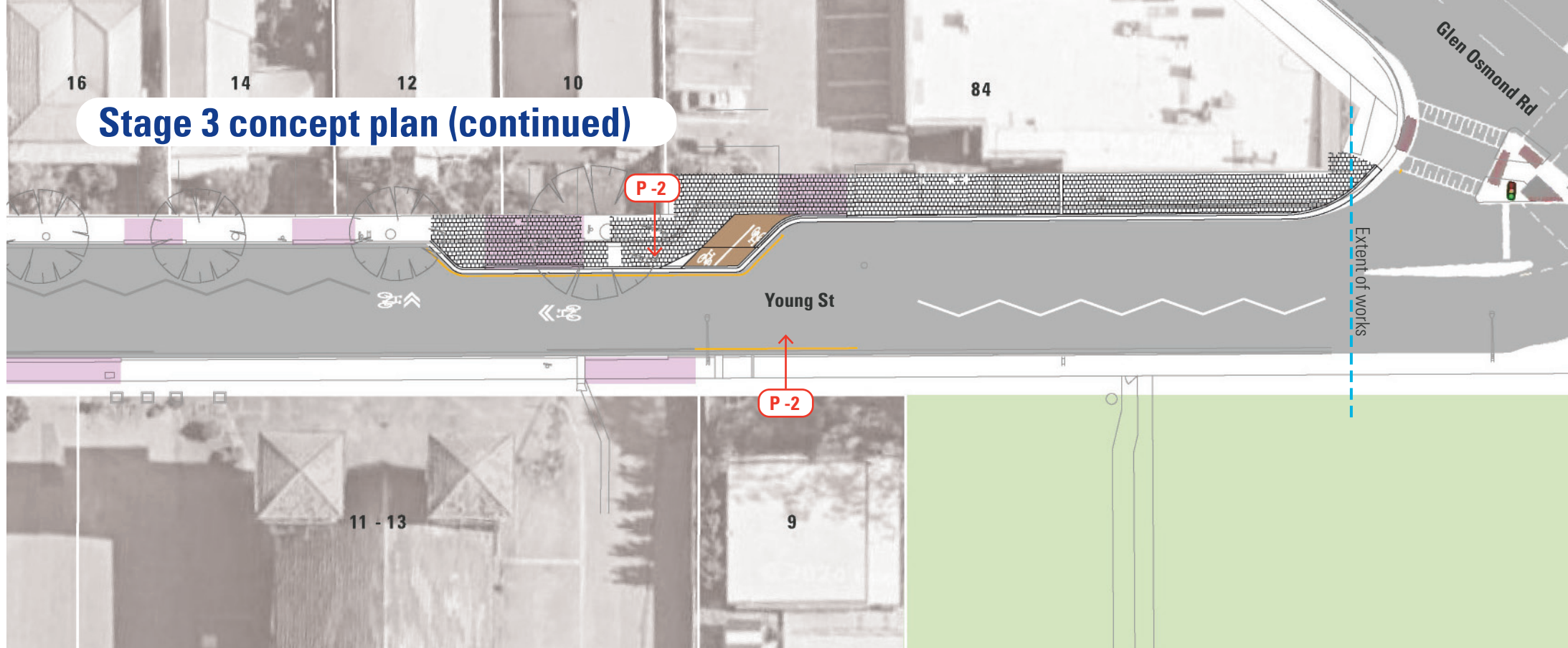


Number of car parks removed



Potential tree location, subject to underground services.

Stage 3 concept plan (continued)



Stage 3 - Sheet F | Glen Osmond Rd intersection

1:400 @ A4
0 5 10 15 20 ↑

EXISTING

- General outlines
- Roads
- Driveway
- ⌚ Trees

PROPOSED

- General outlines
- Paving in existing and new extended area of footpath
- Garden bed in kerb buildouts
- Aggregate in kerb buildouts
- Bicycle entry ramp to shared footpath



Sharrow marking



Number of car parks removed



Potential tree location, subject to underground services.



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