

Item No: LTC0824(1) Item 2
Subject: UNWINS BRIDGE ROAD, ST PETERS TRAFFIC SAFETY REVIEW
(MIDJUBURI-MARRICKVILLE WARD/HEFFRON ELECTORATE/INNER WEST PAC)
Prepared By: Jason Scoufis - Coordinator Traffic Studies and Road Safety
Authorised By: Sunny Jo - Coordinator Traffic Engineering Services (north)

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

At the Council Meeting held 25 June 2024 a Notice of Motion for consideration of a number of safety issues relating to Unwins Bridge Road was resolved. This report provides an assessment of each of these issues.

BACKGROUND

At the Council Meeting held on 25 June 2024, Council resolved the following:

1. *That Council request staff undertake a review of safety on Unwins Bridge Road from Tempe, through Sydenham to St Peters and in particular report on:*
 - a) *the adequacy of safety measures at existing pedestrian crossings, pedestrian islands and signalised crossings;*
 - b) *improvements for the pedestrian crossing over Unwins Bridge Road at Hillcrest Street;*
 - c) *options to restore the “Keep clear” zone on Unwins Bridge Road and Tramway Street, enabling residents to turn right from Tramway Street;*
 - d) *safety on local roads surrounding Tempe Public School and Tempe High School;*
 - e) *future opportunities for cycling infrastructure to support active transport;*
 - f) *the state of footpaths along the length of the road;*
 - g) *the adequacy of lighting and signage along Unwins Bridge Road;*
 - h) *the adequacy of lighting under the railway bridge at Tillman Park;*
 - i) *the installation of a right turn arrow from Gleeson Ave onto Unwins Bridge Road;*
 - j) *the state of the pedestrian crossings and footpaths at the intersection of Gleeson Ave and Unwins Bridge Road;*
 - k) *options to better monitor and enforce restrictions on cars travelling the wrong direction down partially closed streets from the Princes Highway including Terry Street;*
 - l) *options to further slow traffic on Unwins Bridge Road;*
 - m) *options to better support residents with driveways opening directly onto Unwins Bridge Road, balanced with the need to support local on-street parking; and*
 - n) *opportunities to refresh line markings and other minor works to improve safety.*

Unwins Bridge Road is a Regional Road which runs a length of 2.2 km between Campbell Street and Gannon Street. It has a general posted speed limit of 50 km/h.

An assessment of each of the items raised by Council is detailed below.

The adequacy of safety measures at existing pedestrian crossings, pedestrian islands and signalised crossings

Inspections of the crossing points have been undertaken with various maintenance instructions issued for repair.

The existing measures at the mid-block pedestrian signals between Collins Street and Foreman Street are considered appropriate.

Improvements were recently made at the pedestrian (zebra) crossing in Unwins Bridge Road at Hillcrest Street in the form of an edgeline markings. No further action is proposed with the exception of maintenance.

Improvements were made to pedestrian safety in 2023 by upgrading the pedestrian (zebra) crossing to mid block pedestrian traffic signals in Unwins Bridge Road between Terry Street and Belmore Street.

The traffic signals at Gleeson Avenue/Unwins Bridge Road/Railway Road have a signalised pedestrian crossing on each of the four legs of the intersection. The High Pedestrian Activity Area (HPAA) Study is also assessing any further improvements in and around the intersection.

Whilst noting that the pedestrian refuges (near Silver Street and Sutherland Street) are narrow, it is not possible to further widened them due to the need to maintain 2 lanes of traffic in the same direction during peak hours in Unwins Bridge Road.

Improvements for the pedestrian crossing over Unwins Bridge Road at Hillcrest Street

The pedestrian crossing in Unwins Bridge Road at Hillcrest Street has adequate linemarking and signposting. An issue regarding the broken concrete slab at the ramp of the raised pedestrian crossing has been identified. Concern has also been raised that drivers speed through this crossing.

The existing crossing is slightly raised. Consideration of further raising this crossing has previously been considered and not supported given it would lead to excessive noise, given the high volume of traffic, in particular heavy vehicles, and lack of buffer to adjacent houses. The issue regarding the damaged concrete ramp has been forwarded to Council’s maintenance team for repair.

Options to restore the “Keep clear” zone on Unwins Bridge Road and Tramway Street, enabling residents to turn right from Tramway Street

Existing ‘Keep Clear’ linemarking is provided in Unwins Bridge Road across the Edgar Street intersection. This prevents queueing vehicles heading south west in Unwins Bridge Road on approach to the Richardson Crescent /Unwins Bridge Road traffic signals from blocking access.

The option to restore the ‘Keep Clear’ to include Tramway Street will result in additional traffic delays at the Richardson Street/Unwins Bridge Road intersection and is therefore not supported. It was removed in 2016 as a result of its negative impact on storage capacity to the traffic signals.

In order to improve sightlines for vehicles making a right turn out of Tramway Street into Unwins Bridge Road, an instruction has been issued to prune the shrubs along the frontage of 404 and 406 Unwins Bridge Road which are impacting sightlines.

Safety on local roads surrounding Tempe Public School and Tempe High School

There is a narrow footpath on the southern side of Toyer Street along the frontage of Tempe High School. The footpath is impeded by overhanging vehicles as the adjacent parking is 90-degree rear to kerb parking. The overhanging vehicles impede the footpath, and the problem is exacerbated by the significant number of vans/utes/trucks that are parked in this area.

It is recommended that the footpath be widened in this area. Similarly in Toyer Street between Way Street and the end of the 90-degree angled parking the useable footpath width is compromised by the overhanging of the landscaping. Work instructions has been issued to prune the shrubs in this area. As a longer-term improvement, these widening works will be considered for funding in a future works program. There were also some trip hazards on the footpath which will be repaired as part of Council’s Maintenance Program.

There is faded linemarking at the Toyer Street/Collins Street intersection delineating the footpath and road. Work instructions has been issued for remarking.

It was also observed that the flashing lights at the 40 km/h School Zone were all in working order. There are no footpaths in School Lane which runs along the back frontage of Tempe Public School. Further consideration into pedestrian safety can be reviewed as part of the Tempe/Sydenham Local Area Traffic Management Plan Study scheduled for commencement between late 2024 and early 2025. Similarly, as part of the LATM study further investigation regarding pedestrian safety in Union Street will be investigated.

Future opportunities for cycling infrastructure to support active transport

A safer connection for bike riders is being planned between Sydenham Station and the Princes Highway at Mary Street, St Peters. Improving this existing bike route will make it more convenient and enjoyable for bike riders to move around the Inner West, as well as between Marrickville and the City via the Bourke Road Cycleway. The concept design for this route is currently under consultation with local residents.

This concept design includes new gaps cut into the existing concrete median island in Unwins Bridge Road at the Unwins Bridge Road/George Street traffic signals to allow safe east-west cyclist movements.

The state of footpaths along the length of the road

A member of Council’s Asset Team has inspected the full length of footpath on both sides of the road and in general both sides of the road are fair and good noting that some sections have been renewed recently.

The inspection did however identify a few footpath segments that are in poor condition. It also identified several locations with trip hazards and damaged small sections of path that will be repaired through Council’s Maintenance Program.

The adequacy of lighting and signage along Unwins Bridge Road

The lighting on Unwins Bridge Road in Traffic Route Level lighting is sufficient for this street. The lights have all been upgraded to new LEDs as part of the Main Roads LED Street

Lighting Replacement program. The LEDS improve lighting quality in comparison to conventional lighting. There is no need to improve the lighting on Unwins Bridge Road.

There were a few signs that were damaged or obstructed by overhanging branches. Instruction has been issued to replace signs/trim trees where appropriate.

The adequacy of lighting under the railway bridge at Tillman Park

The lighting of the footpaths on both sides of Unwins Bridge Road under the railway bridge has been inspected during nighttime conditions. There is a streetlight under the Tillman Park rail bridge which was provided some years ago to provide additional lighting under the bridge. This streetlight is owned and maintained by Council. The light was not working at the time of inspection. A request has been sent to Council’s Maintenance Team to replace it with a new LED streetlight.

The installation of a right turn arrow from Gleeson Ave onto Unwins Bridge Road

Opposing right turns (Railway Road into Unwins Bridge Road and Gleeson Avenue into Unwins Bridge Road) are currently permitted at the intersection through filter right turns under a standard two-phase traffic signal arrangement. This phasing allows right turns to filter through opposing traffic to maintain intersection performance.

In order to provide a right turn arrow as suggested, it would likely be necessary to ban the opposing right turn (Railway Road right turn into Unwins Bridge Road) to retain intersecting signal efficiency and performance or alternatively allow for an additional phase which would allow free flow movements from Gleeson Avenue (left, through and right turn) and have a significant impact on traffic delays and therefore is not supported.

Furthermore, if the right turn from Railway Road into Unwins Bridge Road was banned it will redistribute traffic heading northbound in Railway Road to make the right turn into Henry Street and then use Frederick Street, Sutherland Street or Grove Street to make a right turn at an unsignalised t-junction. This is not supported as it will force regional traffic into the surrounding local road network detrimentally impacting on local amenity.

An alternate signal phasing arrangement would be to allow a diamond turn which would allow the right turns to occur simultaneously. This would however require property acquisition of adjacent properties and is not supported.

The state of the pedestrian crossings and footpaths at the intersection of Gleeson Avenue and Unwins Bridge Road

Council is currently undertaking a High Pedestrian Activity Area (HPAA) investigation study for a number of town centres within the LGA. Sydenham is included in these investigations and the study is investigating a potential 40km/h HPAA in and around the train station which includes part of Unwins Bridge Road. The study is also investigating adequacy of pedestrian infrastructure at the Gleeson Avenue/Unwins Bridge Road/Railway Road. A report will be prepared for Local Traffic Consideration in the near future.

Options to better monitor and enforce restrictions on cars travelling the wrong direction down partially closed streets from the Princes Highway including Terry Street

There are several streets that intersect with Princes Highway that have ‘No Entry’ or ‘No Left Turn’ or ‘one way’ restrictions. These include the intersection of Princes Highway with the following roads:

- Lymerston Street
- Samuel Street
- Terry Street
- Foreman Street

This is a NSW Police enforcement issue and concerns have been forward to Inner West Local Area Command requesting enforcement.

Options to further slow traffic on Unwins Bridge Road

Unwins Bridge Road is a Regional Road with the exception of the short section between Gannon Street and Richardson Crescent. It has a general posted speed limit of 50km/h which is considered appropriate given the function of the road. There are also 40 km/h School Zones along the frontage of Tempe High School and Tempe Public School which results in a reduced speed limit between 8:00am-9:30am and 2:30pm-4:00pm School Days between Collins Street and Lymerston Street. As detailed above, Council is currently preparing a High Pedestrian Activity Area Study which includes a section of Unwins Bridge Road. The study is considering the potential for implementing a full time 40 km/h speed limit in the section of Unwins Bridge Road in and around the Sydenham railway station. A report will be prepared in the near future for LTC consideration of High Pedestrian Activity Areas.

Options to better support residents with driveways opening directly onto Unwins Bridge Road, balanced with the need to support local on-street parking

Council allows residents to make their own arrangements to paint driveway linemarkings. This assists in providing a visual delineation of the extremity of the permissible parking zone and the positioning of the parked vehicles clear of the driveway. A typical detail is provided in Attachment 1.

An alternative option would be to remove on street parking which is not supported due to its impact on amenity for residents.

Opportunities to refresh line markings and other minor works to improve safety

The following linemarking were observed to be faded and a works order has been issued for remarking:

- Broken centreline markings and dividing lane lines between Railway Road and Hillcrest Street
- Stop lines and pedestrian crossing lines at midblock traffic signals between Collins Street and Foreman Street
- Double centreline markings between Union Street and Richardson Crescent
- Stop lines, pedestrian crossing lines and edgelines at Richardson Crescent/Unwins Bridge Road traffic signals
- Give way lines at Unwins Bridge Road/Gannon Street/Griffiths Street roundabout
- 40 km/h School Zone patch between Union Street and Tramway Street
- Zig zag markings in Gannon Street east of Unwins Bridge Road
- Pedestrian (zebra) crossing in Griffiths Street south of Unwins Bridge Road
- Pedestrian refuge islands both on kerb face and top of islands and chevrons (where provided) at the following locations:
 - Unwins Bridge Road at Silver Street
 - Unwins Bridge Road at Sutherland Street
 - Collins Street/Unwins Bridge Road

- Speed hump in Foreman Street between Unwins Bridge Road and School Lane, LOOK marking at Unwins Bridge Road/Foreman Street.
- Transverse lines and give way lines in Unwins Bridge Road at Edgar Street/Tramway Street.
- There were also locations where signposting is faded or impeded by trees. An instruction has been issued to undertake pruning or sign replacement as required.

FINANCIAL IMPLICATIONS

The costs of signposting and linemarking will be funded from Council's signs and linemarking budget.

ATTACHMENTS

1. [↓](#) Driveway Linemarking

