



Improvements to Glen Osmond Rd / Young St / Kenilworth Rd Intersection

Please accept this submission from the committee and members of the Unley BUG. This submission is prepared by the Unley BUG Committee on behalf of our 380+ current members to ensure the interests of people who cycle, walk and use mobility aids in, to and through our City are met in the above stated project. The concerns raised by our members are outlined here for your consideration.

Overview

The Glen Osmond Rd / Young St / Kenilworth Rd Intersection (henceforth simply 'the intersection'), located as it is immediately adjacent two primary schools, in the middle of popular local shops and cafes on Glen Osmond Rd, and as the connecting point of cycling routes from two councils, has a higher than average concentration of people on foot and on bike passing through. At the same time, Glen Osmond Rd is a major car commuter and freight route signposted at 60km/hr, leading to a not insignificant danger to vulnerable road users outside of cars, particularly children.

Unley BUG welcomes initiatives to improve the safety for people walking and cycling through and around the intersection. However, we feel that the improvements proposed as part of this project miss opportunities for facilitating safer and more convenient connections for all road users, and in some cases may even make the intersection more dangerous for people both in and outside of cars.

Cycling Connectivity

The intersection is the connecting point between two neighbourhood cycling routes and hence this project should be taken as an opportunity to improve safe cyclist crossing of the intersection.

The Young St Neighbourhood Bicycle Route is an important east-west cycling connection in the North of Unley. Unley council is currently preparing concept designs for improvements to the stretch between Glen Osmond Rd and Unley Rd. As such, the route is expected to become more popular with cyclists into the future as this and future stages of the route are designed and constructed.

On the City of Burnside side, the newly-signposted City-Crafers Bikeway runs along Main St / Elizabeth St in Eastwood. Many high school students also traverse the intersection travelling to Glenunga High School from the City of Unley.

The two bikeways are connected by the intersection in question, and so it is important that any intersection improvements consider the safety and convenience of cyclists. At a minimum, these considerations could include a bike box + beg button on Young St to give cyclists a safe place to wait to cross the lights, and wider, splayed kerb ramps both on the eastern and western sides of Glen Osmond Rd to facilitate cyclists crossing the intersection. Cyclists heading eastward from Young St could even be given a separate cycling green light to enable them to cross the intersection while the pedestrian crossing is active.



Young St Slip Lane

It is well established that unsignalised slip planes present an unacceptable danger to pedestrians at intersections. In their *Supplement to Austroads Guide to Road Design Part 4: Intersections and Crossings - General (2021)*, the Queensland Department of Transport and Main Roads states:

“Unsignalised left turn slip lanes should generally be avoided at signalised intersections. If a slip lane is deemed necessary, it should be signalised with pedestrian protection. For existing situations an acceptable alternative may be to install a wombat crossing on the slip lane.”

This fact is especially important in the case of this intersection, where the pedestrian crossing is heavily used by primary school students to access the two local schools. As such, Unley BUG strongly recommends either redesigning the intersection to remove the slip lane or, if this is not possible, converting the pedestrian crossing at the slip lane to a raised wombat crossing.

Kenilworth Rd Crossing

The proposed redesign of the intersection to include Keep Clear markers in front of the entry to Kenilworth Rd presents a significant danger to people walking along Glen Osmond Rd. When the traffic lights turn red and traffic begins to queue, pedestrians walking across the end of Kenilworth Rd will have their view of cars attempting to turn right into Kenilworth blocked by cars queuing at the pedestrian crossing. This may lead them to attempt to cross the intersection in the face of unseen oncoming traffic - a dangerous situation.

Furthermore, people on foot crossing Kenilworth are also vulnerable to cars turning left into Kenilworth at high speed (60km/hr). The proposed intersection redesign does nothing to reduce the risk of this type of collision.

For these reasons, Unley BUG wishes to see pedestrian safety improvements to the Kenilworth Rd entry. In order of preference, these safety improvements could entail:

- Closing the end of Kenilworth to car traffic. This is the safest option as it will remove the chance of collisions with people (especially school children) on foot. However, consideration of local traffic flows may be required.
- Giving the footpath a ‘continuous, raised’ footpath treatment to both force cars turning into Kenilworth to slow down and reinforce pedestrian priority at this intersection.

We trust you will give these comments due consideration in your quest to make the Glen Osmond Rd / Young St / Kenilworth Rd intersection safer for all road users.

Regards,

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