

11 August 2022

Have your Say – Improving safety and calming traffic in Tempe South Additional Treatments in Union Street and Brooklyn Street

Council would like to thank the community for providing feedback on the draft traffic study in 2021.

The consultation undertaken in 2021 was positive and most of the proposals were finalised in the traffic scheme for Tempe South:

Street	Treatment	Location
Smith Street	Road Narrowing & Contrasting Pavement	Between Princess Highway and Wood Street
Holbeach Avenue	Speed cushions & road narrowing	Adjacent to No.14 Holbeach Avenue
Stanley Street	Flat top road hump	Adjacent to No.14 Stanley Street and No.32 Stanley Street
Wentworth Street	Wentworth Street Flat top road hump	Adjacent to No.6 Wentworth Street, approximately 20m south of Princess Highway
Edwin Street	Flat top road hump	Adjacent to No.23 Edwin Street
Tramway Street	Contrasting pavement threshold and flat top road hump	Approximately 30m south of Unwins Bridge Road
Barden, Fanning, Hart and Station Streets	Contrasting pavement threshold	Approximately 10m south of Princess Highway

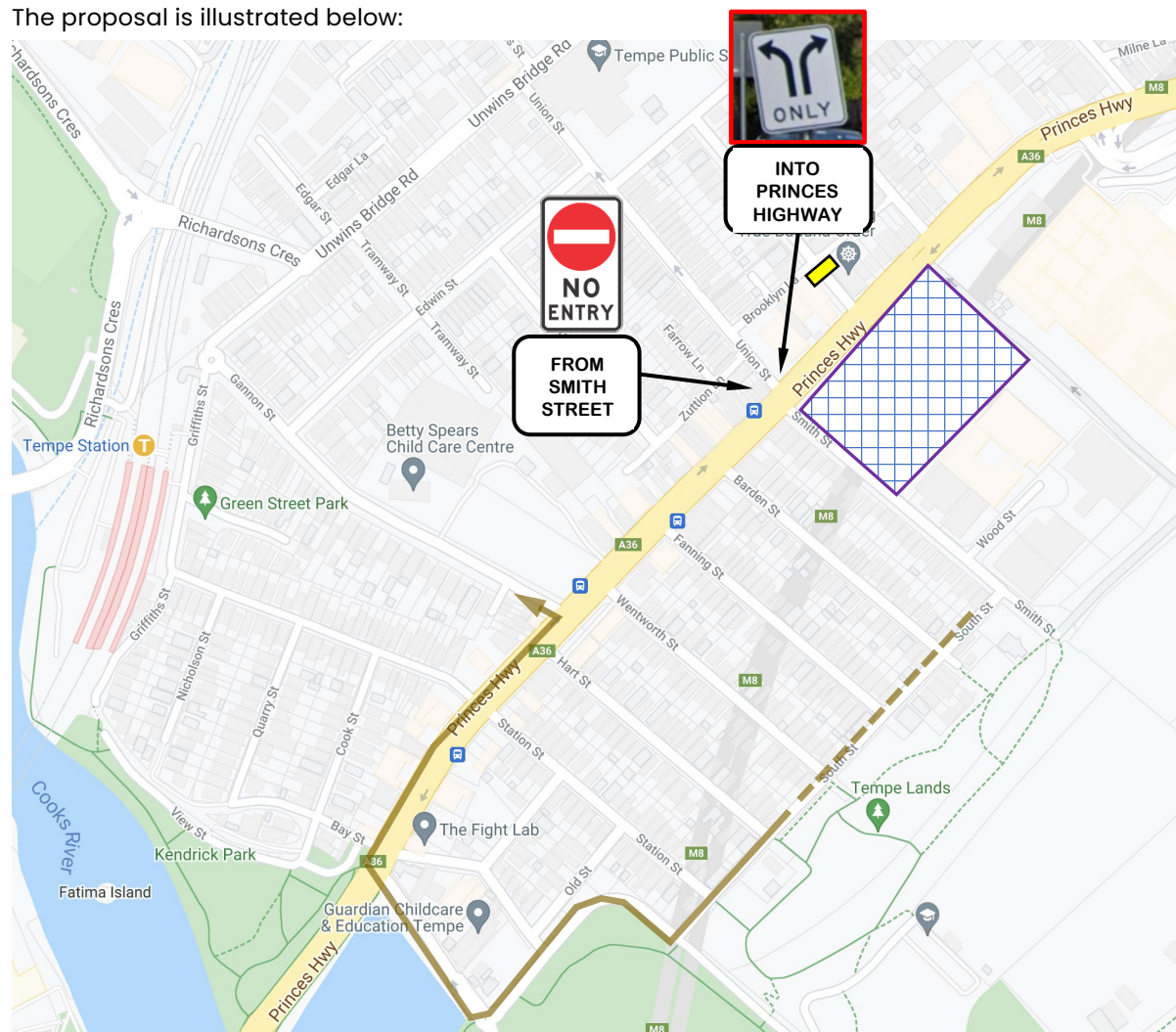
It should be noted that the treatments are based on already approved vehicular access arrangements for the Bunnings development at 750 Princes Highway, Tempe.

As Union Street residents did give preference for either option presented (shared zone or flat top road humps) in the 2021 exhibition, Council is seeking feedback from residents on these two options, plus an additional left and right turns only from Smith Street by signage, and closure of Brooklyn Street.



Left and right only from Smith Street to Princes Highway, No Entry From Smith Street to Union Street restriction at existing Traffic Signals

Council proposes to implement a 'soft closure' of Union Street by signage for traffic from Smith Street to Union Street. This is to divert exiting Bunnings traffic away from Union, Brooklyn, Stanley, Edwin and Tramway Streets. The closure of Brooklyn Street will also be required to be undertaken at the same time, as diverted traffic through Brooklyn Street and adjacent laneways is very likely.

The proposal is illustrated below:



Left and right only from Smith Street to Princes Highway, No Entry from Smith Street to Union Street restriction and Road Closure at Brooklyn Street

 Advantages	 Disadvantages
<ul style="list-style-type: none"> Traffic from Bunnings will be diverted away from Union, Brooklyn, Stanley, Edwin and Tramway Streets. Road closure at Brooklyn Street may provide opportunities for additional parking and landscaping. 	<ul style="list-style-type: none"> Access to the north side of Princes Highway from the south side (Smith, Wood, Barden, Fanning, Wentworth, and South Streets) through Union Street will not be possible. Residents will be diverted to Holbeach Street. (shown in brown arrow above) As the restriction will be enforced by signage, this may present compliance issues, which will need to be enforced by NSW Police.

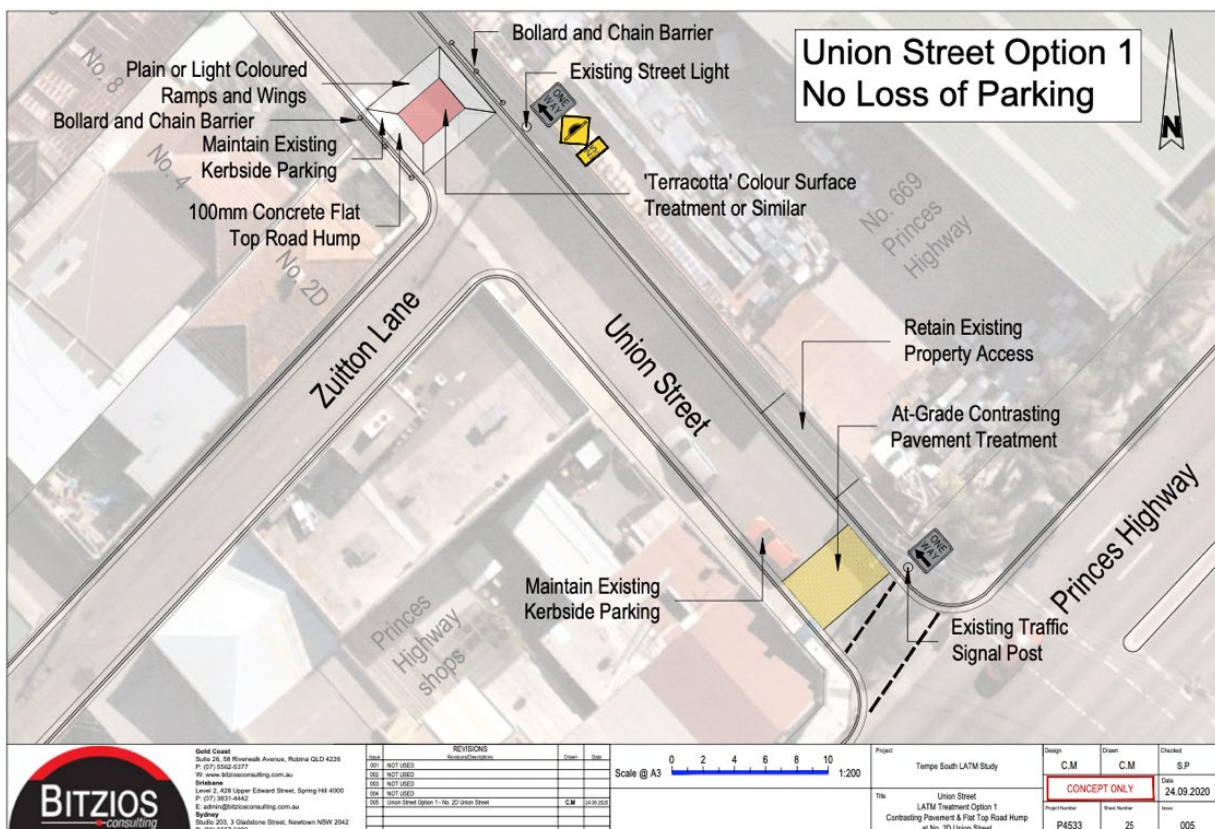
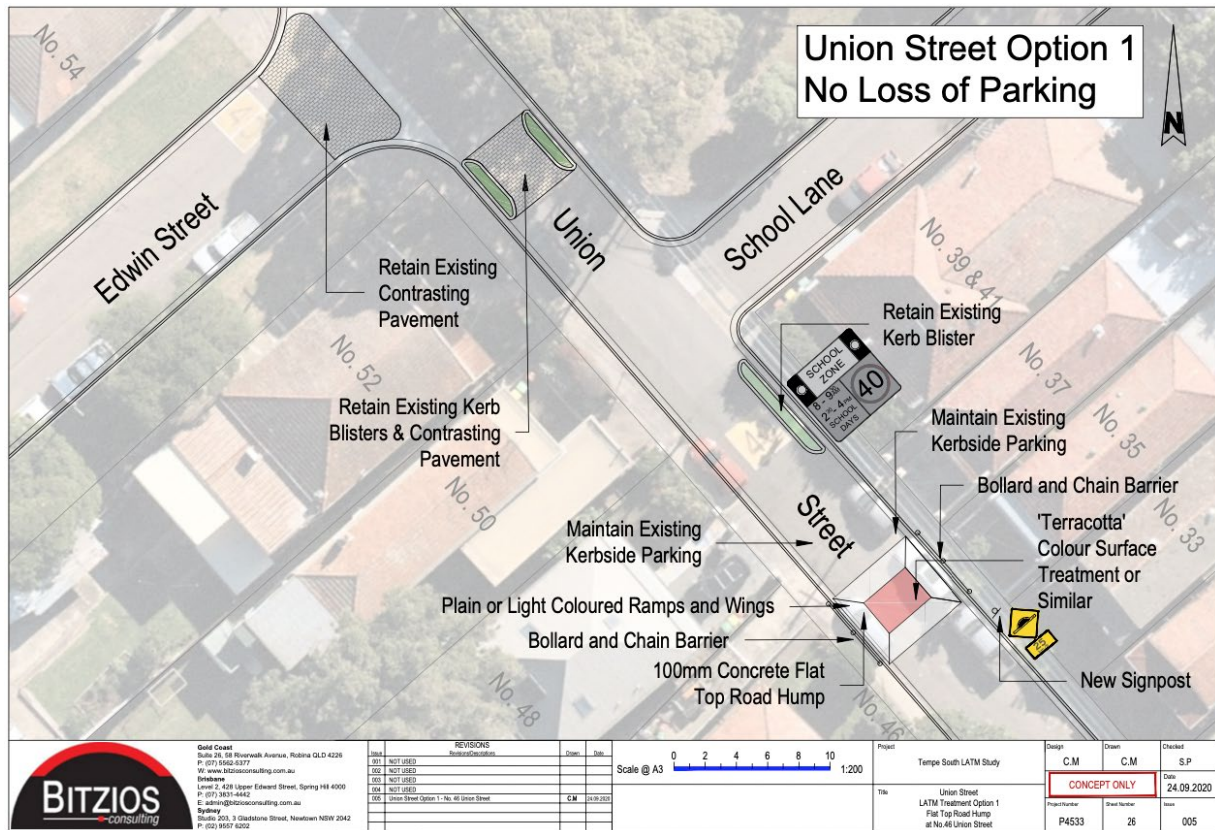
Two options are presented, to prevent bypass traffic in Brooklyn Street. Both options will retain pedestrian and bicycle access, whilst providing additional parking in the area. This option will also provide an opportunity for landscaping or trees. The full road closure option is designed to provide an additional two (2) on-street parking spaces.

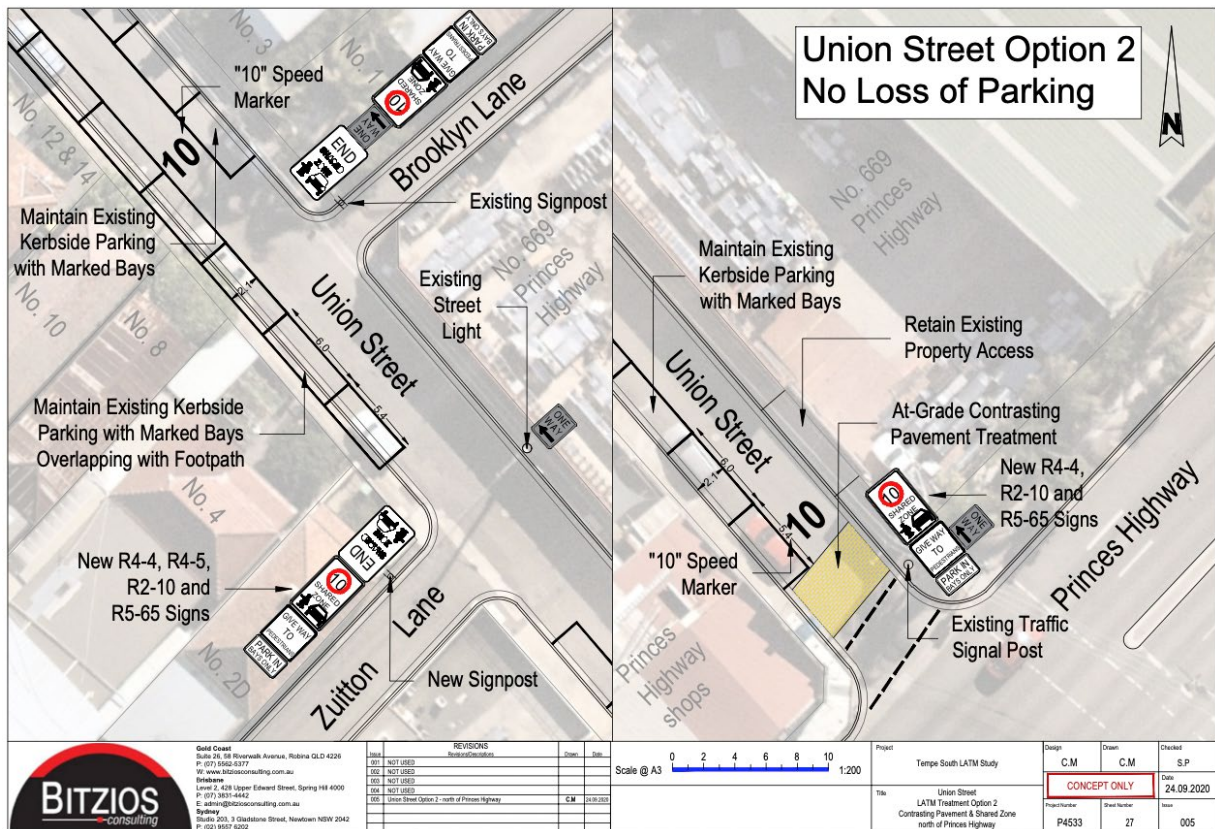
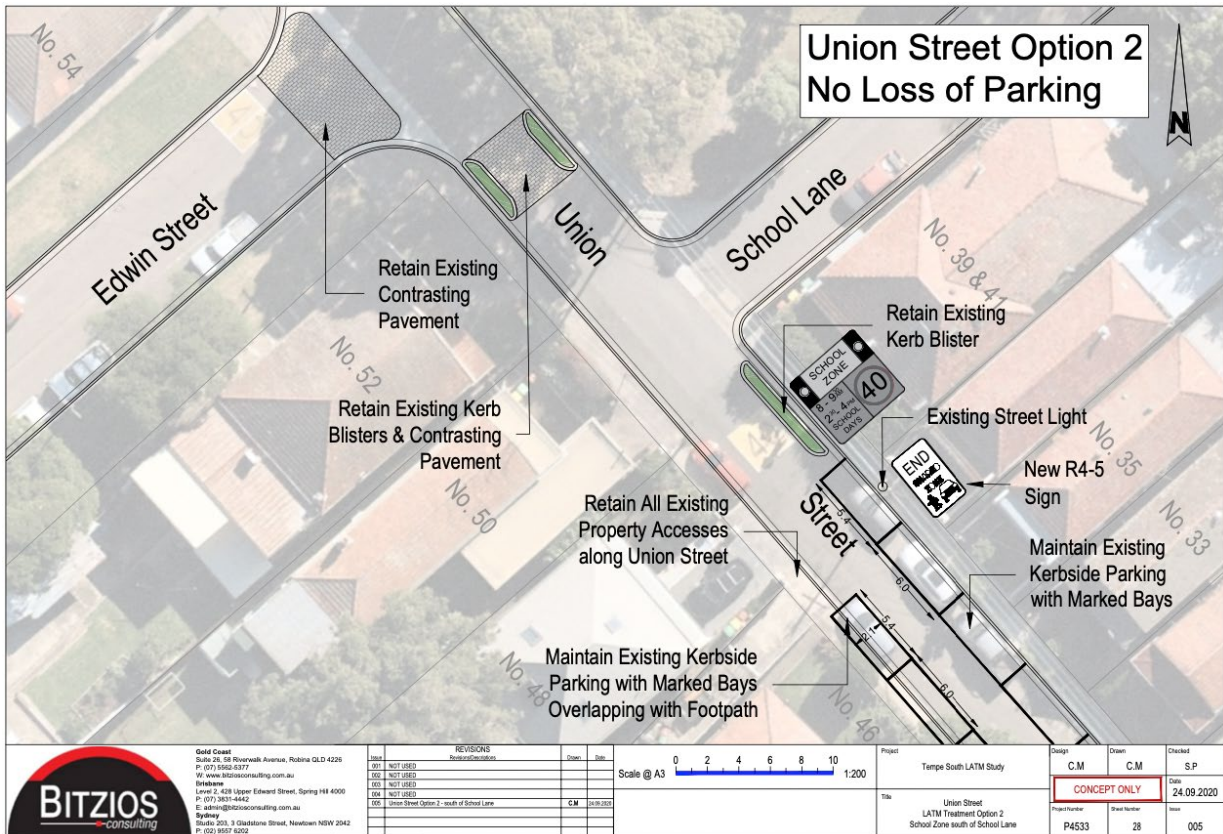


Flat Top Humps (option 1) or 10km/h Shared Zone (option 2) in Union Street

Previous Council proposed two options for to improve safety and discourage through traffic in Union Street. The shared zone will feature a 10km/h zone speed limit, re-designed kerb and gutter, at-grade contrasting pavement treatment, and give pedestrians priority over vehicles.

Alternatively, the flat top speed humps also help maintain low traffic speeds and is consistent with other treatments in the area. This option proposes two humps near No.2D and No.46 Union Street.





Traffic Signals Feasibility Study

Additional work was also undertaken by Council to investigate the possibility of providing traffic signals at the Princes Highway driveway of the proposed Bunnings site (750 Princes Highway, Tempe). As the Bunnings development (including its vehicular access locations) has been already approved, both Transport for NSW and developer agreement is required to provide traffic signals as suggested by community. To date:

- Previously the RMS (now Transport for NSW) did not support traffic signals at this location due to its close proximity with existing signals and traffic flow. Recently Transport for NSW has changed its position and are willing to support traffic signals, subject to a feasibility study.
- The developer (Bunnings Properties Pty Ltd) has not expressed interest in submitting a modification to the development application to incorporate additional traffic signals at Princes Highway.

Currently the study is underway and once the draft report is ready, Council will commence dialogue with Transport for NSW and Bunnings on the report findings. This process will continue concurrently with the Tempe South LATM Plan.

An update through YourSay Inner West will be provided once a decision on the traffic signals is made by Transport for NSW.

Have your say

Let us know your views on the proposed draft Plan:

- Online at: yoursay.innerwest.nsw.gov.au
- By mail: addressed to Inner West Council, PO Box 14, Petersham, 2049. Please mark your feedback with reference – Tempe South Traffic Study 34144546.

Last day to provide feedback is Thursday 8 September 2022.