

Relevant Information for Council

FILE: X021137 **DATE:** 9 December 2019

TO: Lord Mayor and Councillors

FROM: David Riordan, Director City Services

THROUGH: Monica Barone, Chief Executive Officer

SUBJECT: Information Relevant To Item 7.4 – Streetscape Improvements - Saunders and Miller Streets, Pymont

Alternative Recommendation

It is resolved that:

- (A) Council endorse in principle construction of separated cycleway on Saunders and Miller Streets
- (B) the Chief Executive Officer be requested to prepare a detailed concept for a two way traffic configuration on Saunders Street that requires vehicles to 'yield' in a narrow traffic lane in order to retain as much parking as possible
- (C) the Chief Executive Officer be requested to consult with the community on the existing concept design and the new concept design prepared in accordance with resolution (B) and report the outcomes of the consultation back to Council as soon as possible in 2020; and
- (D) the Chief Executive Officer be requested to write to the community advising of these resolutions and that further consultation will be undertaken from 27 January 2020 for a minimum of two weeks.

Purpose

To answer questions raised by Councillors at the 2 December 2019, Environment Committee on Item 7.4 - Streetscape Improvements - Saunders and Miller Streets, Pymont and propose an Alternative Recommendation for consideration.

Background

At the meeting of the Environment Committee on 2 December 2019, further information was sought in relation to the proposed streetscape improvements in Saunders Street, Pyrmont.

Saunders Street is an 11 metre wide two-way road with parking on both sides of the street. It is not wide enough to accommodate a separated cycleway, two traffic lanes and on-street parking on both sides of the street.

The current proposal is to restrict Saunders Street to one-way westbound and reduce it to one traffic lane in order to accommodate a separated cycleway, retain existing footpaths and retain parking on both sides of the street. This change will create seven new parking spaces in Saunders Street which will largely offset the loss of parking on Miller Street.

The City of Sydney commissioned a parking study in 2019. The study found weekday on-street parking demand in Saunders Street was higher during business hours, indicating demand for on-street parking is associated with the activities of businesses on Saunders Street.

A Traffic Management Plan (TMP) for the one-way westbound restriction was approved by Roads and Maritime Services (RMS), under a Section 116 of the Roads Act 1993, application.

A total of 134 submissions were received during community consultation with 71 per cent of submissions supportive or neutral about the proposed one-way arrangement on Saunders Street. The speakers at the Environment Committee on 2 December 2019 had previously raised their concerns about the proposed traffic changes and the deployment of broadcast vehicles from the Network 10 underground car park access on Saunders Street. The City provided a response at the time of the submission.

The City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project. The funding agreement requires construction of the project to be completed by 30 June 2020.

Saunders Street Configuration Options and Parking Impacts

Under the proposed one-way westbound arrangement the shortest route for vehicles on Saunders Street to access Miller Street will be via Bank Street, resulting in an additional travel distance of up to 500 metres.

Traffic modelling of the Miller Street and Bank Street signalised intersection was undertaken as part of the TMP to assess the impact of the proposed one-way westbound arrangement. The TMP determined travel times would increase by up to two minutes during weekday peak periods for vehicles travelling from Saunders Street to Miller Street via Bank Street under the proposed one-way westbound arrangement.

The tables below summarise configuration options for Saunders Street and associated on-street impacts.

| Saunders Street Configuration Options | | |
|----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Option | Pros | Cons |
| <p>Option 1 One-way westbound traffic (current proposal)</p> | <p>Provides direct vehicle access to a wider range of destinations including the motorway network.</p> <p>Enables seven new parking spaces to be created in Saunders Street.</p> <p>Improves safety at the Saunders Street pedestrian crossing.</p> <p>Approved by RMS and endorsed at the Local Pedestrian, Cycling and Traffic Calming Committee.</p> <p>Overwhelming community support for this option.</p> <p>Construction can commence in January 2020.</p> <p>Consistent with NSW Government funding agreement.</p> | <p>Increased travel distance for vehicles on Saunders Street to access Miller Street by up to 500 metres.</p> <p>Increased travel time for vehicles on Saunders Street to access Miller Street by up to two minutes during peak periods.</p> |
| <p>Option 2 Retain two-way traffic and remove parking on one side</p> | <p>No changes to vehicle access, travel distance or travel time.</p> | <p>Substantial reduction in on-street parking.</p> <p>Narrows footpaths and increases the crossing distance at the Saunders Street pedestrian crossing, reducing pedestrian safety.</p> <p>Approximately four month project delay which includes new community consultation.</p> |

| Saunders Street Configuration Options | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <p>Option 3</p> <p>Retain two-way traffic in a design that requires vehicles to 'yield' in a narrow traffic lane in order to retain as much parking as possible</p> | <p>No changes to vehicle access.</p> <p>No significant increase to construction cost or duration.</p> <p>Retains the majority of on-street parking spaces.</p> <p>Retains all trees</p> <p>Retains footpaths</p> | <p>Approximately four month project delay which includes new community consultation.</p> <p>Some reduction in on-street parking.</p> |

| Saunders Street Configuration Options and On-Street Parking Impacts on the Project | | |
|-------------------------------------------------------------------------------------------------------|------------------------------|---------------|
| Configuration Option | Difference in Parking Spaces | |
| | Saunders Street | Total Project |
| 1. One-way westbound traffic (current proposal) | +7 | -4 |
| 2. Retain two-way traffic, without lane-narrowing and remove parking on one side | -21 | -31 |
| 3. Retain two-way traffic and narrow the traffic lane in order to retain as much parking as possible. | -6* | -17* |

* Estimates only - exact difference in parking spaces to be confirmed during design development.

Changes to Saunders Street Configuration, Timing and Financial Implications

The noted delay of four months assumes that there is support by Transport for NSW and the Local Pedestrian, Cycling and Traffic Calming Committee for the proposed changes to the configuration following community consultation and consideration. If they do not support the proposal the delays will be greater while the design is further refined.

Construction cannot begin without a resolved design, particularly due to the need for confirmation of the layout of the intersection of Saunders and Miller Streets, a location of high activity for people walking and riding. An alternative to the proposed one-way westbound arrangement (option 1) on Saunders Street would require re-designing this intersection.

The funding agreement with the NSW Government is to complete construction of the project by June 2020. The current one-way design including a one-way westbound arrangement on Saunders Street would allow the City to meet that deadline, subject to all necessary approvals being received. A requirement for a changed scope and updated concept design may impact on the ability of the City to meet the deadline and would require further discussions with the NSW Government in relation to funding.

Memo from David Riordan, Director City Services

Prepared by: Justin Murphy, Senior Designer - Cycling

Approved

A handwritten signature in black ink, appearing to read 'P.M. Barone', with a long horizontal flourish extending to the right.

**MONICA BARONE, CHIEF EXECUTIVE
OFFICER**