

21 November 2019

Item 36

**Traffic Treatment - Streetscape Improvements - Saunders and Miller Streets
Pymont**

2019/546541

Recommendation

It is recommended that the Committee note the following in Pymont:

- (A) Traffic Control Signal (TCS) changes at the intersections of Harris and Miller Streets (TCS 0122) and Bank and Miller Streets and the Fish Market Entry (TCS 3230).
- (A) It is also recommended that the Committee endorse the following in Pymont:
 - (B) The installation of a 2.6 metre wide, two-way separated cycleway on the northern side of Saunders Street, between Quarry Master Drive (west) and Quarry Master Drive (east), and Quarry Master Drive (east) and Miller Street;
 - (C) The installation of a 2.6 metre wide, two-way separated cycleway on the northern side of Miller Street, between Saunders and Jones Streets;
 - (D) The installation of a 3.0 metre wide, two-way separated cycleway on the northern side of Miller Street, between Jones and Mount Streets;
 - (E) The installation of a 2.2 to 3.0 metre wide, two-way separated cycleway on the northern side of Miller Street, between Mount and Harris Streets;
 - (F) The installation of shared environments on the northern side of Saunders Street at the intersection with Quarry Master Drive (east), and the northern side of Miller Street at the intersections with Jones and Mount Streets;
 - (G) Restrict Saunders Street, between Quarry Master Drive (west) and Miller Street, to one-way westbound and reduce to one traffic lane;

- (H) Relocate the Stop control in Saunders Street at Quarry Master Drive (west), two metres east;
- (I) Reduce the length of the central median island in Miller Street east of Bank Street, by 11.5 metres;
- (J) The installation of a marked pedestrian crossing in Miller Street, between the points 5.2 metres and 9.8 metres, east of Miller Lane;
- (K) The installation of an in-lane Bus Stop on the northern side of Miller Street, between the points 9.2 metres and 25.2 metres, east of Mount Street;
- (L) The installation of a raised marked pedestrian crossing in the separated cycleway in Miller Street, between the points 17.6 metres and 20.6 metres, east of Mount Street;
- (M) The reallocation of parking on the northern side of Saunders Street, between the points 0 metres and 10 metres, east of Quarry Master Drive (west) as "No Stopping";
- (N) The reallocation of parking on the northern side of Saunders Street, between the points 10 metres and 16 metres, east of Quarry Master Drive (west) as "No Parking Authorised Car Share Vehicles Excepted Bay 469";
- (O) The reallocation of parking on the northern side of Saunders Street, between the points 16 metres and 21.8 metres, east of Quarry Master Drive (west) as "1P Ticket 9am-9pm Permit Holders Excepted Area 20";
- (P) The reallocation of parking on the northern side of Saunders Street, between the points 0 metres and 10 metres, west of Quarry Master Drive (east) as "No Stopping";
- (Q) The reallocation of parking on the northern side of Saunders Street, between the points 10 metres and 16 metres, west of Quarry Master Drive (east) as "1P Ticket 9am-9pm Permit Holders Excepted Area 20";
- (R) The reallocation of parking on the northern side of Saunders Street, between the points 0 metres and 10 metres, east of Quarry Master Drive (east) as "No Stopping";
- (S) The reallocation of parking on the northern side of Saunders Street, between the points 10 metres and 16 metres, east of Quarry Master Drive (east) as "2P Ticket 8am-7pm Permit Holders Excepted Area 20";
- (T) The reallocation of parking on the northern side of Saunders Street, between the points 0 metres and 14.2 metres, west of Miller Street as "No Stopping";
- (U) The reallocation of parking on the northern side of Saunders Street, between the points 14.2 metres and 32.2 metres, west of Miller Street as "2P Ticket 8am-7pm Permit Holders Excepted Area 20";
- (V) The reallocation of parking on the southern side of Saunders Street, between the points 29.5 metres and 35.5 metres, west of Miller Street as "2P Ticket 8am-7pm Permit Holders Excepted Area 20";
- (W) The reallocation of parking on the northern side of Miller Street, between Saunders and Mount Streets, as "No Stopping";

- (X) The reallocation of parking on the northern side of Miller Street, between the points 18.8 metres and 36.7 metres, west of Harris Street as “No Stopping”;
- (Y) The reallocation of parking on the southern side of Miller Street, between the points 0 metres and 16.4 metres, east of Miller Lane as “No Stopping”;
- (Z) The reallocation of parking on the eastern side of Harris Street, between the points 22.5 and 38 metres, north of Miller Street as “Loading Zone 8am-6pm Mon-Sat ” and "2P Ticket Other Times Permit Holders Excepted Area 20”; and
- (AA) The reallocation of parking on the western side of Harris Street, between the points 55.4 metres and 73.4 metres, north of Miller Street as “Loading Zone 8am-6pm Mon-Sat ” and "1/4P Free 1P Ticket Other Times Permit Holders Excepted Area 20”.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

Advice

The Committee unanimously supported the recommendation.

Background

Transport for NSW's Sydney's Cycling Future, identifies Saunders and Miller Streets, Pyrmont as a NSW Government strategic bicycle corridor.

The City's Cycle Strategy and Action Plan 2018-2030 identifies Saunders and Miller Streets as planned regional cycle routes.

Saunders and Miller Streets are well-used cycle routes that provides a connection between the shared pedestrian and bicycle path on Anzac Bridge and the shared zone and separated cycleway in Union Street, Pyrmont - it is a key cycle route between the Inner West and Sydney CBD. Counts carried out on Tuesday 26 March 2019 recorded a total of 1,496 cyclists at the intersection of Miller and Harris Streets between 6am and 9am, and 4pm and 7pm.

