

Advice of Local Pedestrian, Cycling and Traffic Calming Committee

19 March 2020

Item 44

Traffic Treatment - Streetscape Improvements - Saunders Street, Pyrmont

2019/546541

Recommendation

It is recommended that the Committee endorse the following in Saunders Street, Pyrmont:

- (A) The reallocation of parking on the southern side of Saunders Street, between the points 32.9 metres and 44.9 metres, east of Quarry Master Drive (west) as "No Stopping;
- (B) The reallocation of parking on the southern side of Saunders Street, between the points 38.3 metres and 59.5 metres, east of Quarry Master Drive (east) as "No Stopping;
- (C) The reallocation of parking on the northern side of Saunders Street, between the points 15.4 metres and 44.0 metres, west of Miller Street as "No Stopping.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
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.

In November 2019, the Committee endorsed the streetscape improvements of Saunders and Miller Streets. The streetscape improvements included reducing Saunders Street to one traffic lane and one way westbound.

In December 2019, Council resolved that a detailed concept be prepared 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. In January 2020, Transport for NSW raised no objection to the proposal to make Saunders Street a two way yield street. New community consultation on the two-way traffic configuration in Saunders Street was undertaken in January and February 2020.

In March 2020, Council approved the concept design for a two-way traffic configuration on Saunders Street in conjunction with the proposed separated cycleway.

