

Item 36.**Traffic Treatment - Streetscape Improvements - Saunders and Miller Streets, Pymont****TRIM Container No.: 2019/546541****Recommendations**

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).

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	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

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.

Comments***Traffic signals***

It is proposed for bicycle traffic signal detectors to be provided in the cycleway at Miller Street on approach to Harris Street. These detectors will replace the existing cyclist push button at this location. The existing bicycle lanterns installed at the intersection of Miller and Harris Streets will provide access for cyclists between the proposed separated cycleway and the shared zone and separated cycleway in Union Street.

No changes are proposed to the traffic signals at the intersection of Miller and Bank Streets. However, the proposed changes in Saunders and Miller Streets are within the extents of the Traffic Control Signal (TCS) plan for the intersection.

Updated TCS plans for the signalised intersections were approved by RMS on 22 August 2019.

Separated cycleway

Separated cycleways are proposed on the northern side of Saunders and Miller Streets to provide a connection between the ramp to the Anzac Bridge shared path and the existing separated cycleway in Union Street.

Shared environment treatments

Shared environment treatments are proposed where the separated cycleway on Saunders Street intersects with Quarry Master Drive (east) and where the separated cycleway on Miller Street intersects with Jones and Mount Streets. The proposed shared environment treatments will be similar to those provided as part of the Bourke Street separated cycleway (Woolloomooloo to Waterloo) and George Street separated cycleway (Redfern to Waterloo).

Traffic volumes at the intersections of Quarry Master Drive (east) and Jones and Mount Streets are low as these streets are used for local access only. As such, shared environment treatments are considered appropriate at these intersections. The shared environments will be raised to the footpath level, which will improve access and safety for pedestrians.

The design of the shared environment has been developed by the City in close consultation with RMS and Transport for NSW. The proposed treatment has received in-principle approval from RMS.

One-Way restriction

It is proposed to restrict Saunders Street to one-way westbound and reduce to one traffic lane in order to accommodate the separated cycleway and retain parking on both sides of the street. A Traffic Management Plan (TMP) for the one-way restriction was approved by RMS on 9 October 2019 with the traffic restriction to be carried out in accordance to Section 116 of the Roads Act 1993.

Marked pedestrian crossing

To meet RMS warrants for a marked pedestrian crossing, the proposed location must record pedestrian and traffic flows equal to or greater than 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where $P \times V$ is also greater than or equal to 60,000.

Pedestrian, cyclist and vehicle counts were carried out in Miller Street, between Miller Lane and Bulwara Road, on Tuesday 12 December 2017 and are summarised below.

Time	Motor Vehicles (V)	Pedestrians (P)	P x V (>60,000)	PV Complies	Cyclists (C)	P x (V+C)	PVC Complies
08:00–09:00	253	194	49,082	No	321	111,356	Yes

16:30-17:30	384	211	81,024	Yes	190	121,114	Yes
17:30-18:30	387	205	79,335	Yes	300	140,835	Yes

The P x V for the pedestrian and motor vehicle counts in Miller Street met two of the three one-hour periods in a day, however these calculations do not account for cyclists on Miller Street. Under the Road Rules cyclists are considered a vehicle. When cyclists are included as vehicles in the calculations the P x (V+C) is met for the three one-hour periods. In accordance with the Road Rules, cyclists using the separated cycleway will be required to give way to pedestrians using the marked pedestrian crossing.

Given the consistently high volume of pedestrians crossing Miller Street and the high pedestrian activity associated with the supermarket at the corner of Miller Street and Bulwara Road, the provision of a marked pedestrian crossing is considered appropriate. The footpath widening proposed on the southern side of Miller Street at the crossing will increase safety by improving sight lines and reducing the crossing distance.

Bus Stops

There are two bus stops on the northern side of Miller Street which are located 150 metres apart:

- Bus Stop 200915, located west of Jones Street; and
- Bus Stop 200932, located east of Mount Street.

It is proposed to provide an in-lane Bus Stop island between the separated cycleway and traffic lane for Bus Stop 200932. The island will include a bus shelter and is proposed to be 16 metres long to accommodate articulated buses. A raised marked pedestrian crossing is proposed in the separated cycleway to provide pedestrian access between the footpath and Bus Stop island. Similar to the Bus Stop islands in Campbell Street, Surry Hills and Bourke Street, Woolloomooloo, cyclist must give way to pedestrians at the marked pedestrian crossing.

Bus Stop 200915 is proposed to be closed as this section of Miller Street is not suitable for in-lane Bus Stop island. Due to the proximity of the signalised intersection of Bank and Miller Streets, drivers would block the intersection if buses continued to stop at this location.

State Transit Authority have provided in principle support for the proposed Bus Stop changes.

Parking

Restricting Saunders Street to one-way would accommodate the separated cycleway and retain parking on both sides of the street. This change will create seven new parking spaces in the street.

In Miller Street, it is proposed to remove eight 2P ticket permit parking spaces, three Loading Zone/2P ticket spaces and three car share spaces to accommodate the separated cycleway and marked pedestrian crossing.

To offset the loss of the part-time Loading Zone spaces in Miller Street, three part-time Loading Zone spaces will be provided nearby in Harris Street. The changes will provide part-

time Loading Zone spaces within 75 metres of the existing Loading Zone in Miller Street. Timed parking will be provide outside of the Loading Zone times.

Consultation

The City consulted the proposal:

- Online at the Sydney Your Say website from 29 August to 9 October 2019;
- Sent 1,252 letters to local residents and businesses in the area;
- Advertised the one-way proposal in Saunders Street in the Sydney Morning Herald in accordance to Section 116 of the Roads Act 1993; and
- Held community engagement sessions in Union Square on 3 and 12 September 2019.

The consultation was promoted on the SydneyCycleways and City of Sydney social media channels. This included two Facebook posts and two Tweets. It was also shared by bicycle user groups such as Bicycle Network and Bicycle NSW.

A total of 134 formal submissions were received with 94 responses supporting the proposal, 36 opposing and four neutral.

Of the 36 opposing submissions, 15 raised concerns about the loss of parking on Miller Street, eight raised concerns about the proposal to convert Saunders Street to be one-way and five raised concerns about the closure of Bus Stop 200915 near Jones Street.

The online survey on the Sydney Your Say website included a specific question about the proposal for Saunders Street to be one-way. Of the 134 submissions received 71 supported the proposal for Saunders Street to be one-way, 38 opposed and 25 were neutral or did not comment. Of the 38 opposing responses, 26 raised concerns about additional journey time for people driving out of the area by having to travel via Bank Street to access Miller Street.

Financial

The City has accepted funding from the NSW Government to construct the project as part of the RMS Active Transport Program.

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