

Item 44.**Traffic Treatment - Streetscape Improvements - Saunders Street, Pyrmont****TRIM Container No.: 2019/546541****Recommendations**

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	[Insert]	[Insert]
Transport for NSW	[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.

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.

Comments

Yield Street

In December 2019 Council requested the Chief Executive Officer prepare a detailed concept for a two-way traffic configuration in Saunders Street requiring vehicles to 'yield' in a narrow traffic lane in order to retain as much parking as possible.

In response to the December 2019 Council resolution, a two-way design option was developed that provides a separated cycleway and retains two-way vehicle access. A single vehicle lane is proposed with numerous spaces provided for vehicles travelling in opposite directions to pass one another. This type of arrangement is common in other parts of the City of Sydney such as Glebe, Newtown and Erskineville.

Traffic counts undertaken on Tuesday 12 December 2017 recorded 99 vehicles in Saunders Street between 8am and 9am, and 100 vehicles between 5:30pm and 6:30pm. The low vehicle volumes mean a yield street arrangement is a suitable treatment for Saunders Street. Transport for NSW provided in principle approval for the revised design for Saunders Street on 15 January 2020.

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 Transport for NSW. The proposed treatment has received in-principle approval from Transport for NSW.

Parking

The original design to restrict Saunders Street to one-way enabled seven new parking spaces to be created in the street. The revised design for Saunders Street which retains two-way traffic results in four fewer parking spaces in Saunders Street.

Consultation

Public Consultation 1 - Original Design

The City consulted on 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, eight raised concerns about the proposal to convert Saunders Street to be one-way.

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.

Public Consultation 2 - Revised Design

The City consulted on the revised design to retain two-way traffic in Saunders Street and included the following activities:

- Online at the Sydney Your Say website from 28 January to 11 February 2020;
- 1,991 letters to local residents and businesses in the area; and
- recontacting all 134 people who made submissions during the original consultation.

A total of 28 formal submissions were received during the consultation period, 26 through the Sydney Your Say website and two via email.

A number of residents requested additional time to make submissions, however, no additional responses were received prior to Friday 14 February 2020.

Of the 28 submissions received, seven favoured the original one-way design, 15 favoured the new two-way design, two supported either design and four did not support the cycleway generally.

Financial

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

JUSTIN MURPHY - SENIOR DESIGNER - CYCLING