

Item 22.**Traffic Treatment and Parking Changes - Bowman Street, Pyrmont**

TRIM Container No.: 2021/351082

Recommendations

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

- (A) Installation of a dividing (separation) line and edge lines in Bowman Street, between Harris and Bank Streets; and
- (B) Reallocation of parking on the northern side of Bowman Street, between the points 15.8 metres and 89.6 metres (13 car spaces), east of Refinery Drive 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

Residents of Bowman Street have requested consideration to calm traffic in Bowman Street, Pyrmont.

Comments

Bowman Street is a two-way local street with a posted speed limit of 40km/h. It is approximately 400 metres long between Harris and Bank Streets.

Between Harris and Jones Streets, the street is approximately 14 metres wide with a travel lane in each direction and indented parking on both sides of the street.

Between Jones Street and Refinery Drive, the street is approximately nine metres wide with a travel lane in each direction. Kerbside parking is restricted as "No Parking" on the northern side and ticket permit parking on the southern side. When vehicles are parked on both sides of the street, the travel lane widths reduce to approximately 2.4 metre in each direction, forcing vehicles to travel in the opposite direction lane. A review shows that there is a need to reallocate parking restrictions on the northern side as "No Stopping" to improve traffic safety.

Between Refinery Drive and Bank Street, the street is approximately nine metres wide with a travel lane in each direction. Kerbside parking is restricted as "No Parking" on the northern side and "No Stopping" on the southern side.

Travelling at lower speeds improves a driver's ability to stop and avoid crashes. Where crashes do occur, they are less severe especially for children and the elderly. To calm traffic, it is proposed to install a dividing (separation) line and edge lines in Bowman Street.

The proposed line markings will narrow the travel lanes to 2.75 metres to calm traffic and reduce speed. There will be no loss to kerbside parking as part of this proposal and the treatment will not affect traffic flow.

Consultation

The City consulted local residents and businesses in the area. There were 1515 letters sent out with nine responses supporting the proposal and seven responses opposing the proposal.

The submissions supporting the proposal requested for further physical traffic treatments such as marked pedestrian crossings and speed humps to further improve safety in Bowman Street.

Five submissions objecting the proposal raised concerns that the proposed line marking would not be effective to reduce vehicle speeds and requested for physical traffic treatments to be considered.

Two submissions objecting the proposal advised that there were no speeding concerns in Bowman Street. The submissions raised concerns that the proposed line marking would be visually unattractive and reduces the visual amenity of the area.

In addition to the line markings, the City is currently investigating the feasibility of installing physical traffic treatments in Bowman Street.

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

CLEMENT LIM, SENIOR TRAFFIC ENGINEER