

Item 35.**Traffic Treatment - Pedestrian Crossings - Bowman Street and Harris Street, Pyrmont**

TRIM Container No.: X096512

Recommendations

It is recommended that the Committee endorse the installation of the following traffic treatments in Pyrmont:

- (A) A raised pedestrian (marked) crossing and footpath widenings in Harris Street, south of Bowman Street;
- (B) A raised pedestrian (marked) crossing and footpath widenings in Bowman Street, east of Jones Street; and
- (C) A raised pedestrian (marked) crossing and footpath widenings in Bowman Street, east of Tambua Street.

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

The City has received complaints from residents regarding the perceived dangers of crossing Bowman and Harris Streets and the relatively high speeds of drivers.

In January 2023, a run-off road crash occurred on Bowman Street. Crash history within the last 5 years have shown that there is a serious injury crash involving a pedestrian crossing the Harris Street within the vicinity of the project sites.

Residents' complaints and the recent crashes have provided the impetus to introduce pedestrian improvement treatments.

Comments

Bowman Street and Harris Street, where the proposed project sites are located, are unclassified local roads in a primarily residential area of Pyrmont. The roads connect to the Johnston's Bay foreshore which acts as a recreational walking and cycling route and connect to Waterfront Park.

The proposal will help improve general safety in the area as part of the City's commitment to improve access for people walking, calm traffic and improve residential amenity.

The proposed project includes footpath widenings at all three sites which will improve sight lines, reduce the distance a pedestrian needs to cross the road and reduce vehicle speeds adjacent to the proposed crossing.

The project will result in an overall net loss of five (5) 2P Ticket Permit Holders Excepted car parking spaces and five motorcycle parking spaces. The removal of the parking spaces will ensure people crossing can be seen by drivers, and to comply with current safety standards. One P5 Minute pick up / drop off parking space near Jones Street will be relocated.

The NSW Pedestrian Crossing Guidelines TS 00043:1.0 specify that Councils may consider installation of marked pedestrian crossings at locations where more than 20 people cross per hour in two separate hours of the day. The location of these sites in a high-density residential area such as Pyrmont with shops and parks results in general pedestrian volumes that far exceed 20 per hour.

Traffic counts undertaken in 2023 showed that 85th percentile vehicle speeds on Bowman Street were 48 km/h, a speed that exceeds the posted 40km/h speed limit.

The City has also received complaints about high vehicle speeds on Harris Street. The proposed raised crossings will aim to reduce vehicle speeds at these crossing points to 25km/h. The spacing of the raised crossings will also reduce speeds throughout Bowman Street.

Consultation

The City consulted local residents and businesses in the area. There were 698 letters sent out with 21 responses received. Some responses had mixed support for each crossing or only offered feedback on the design. Overall submissions for each crossing are as follows:

| Proposed Intersection Location | Support | Objection |
|--------------------------------|---------|-----------|
| Harris and Bowman Streets | 14 | 4 |
| Bowman and Jones Streets | 12 | 5 |
| Bowman and Tambua Streets | 13 | 5 |

Concerns of the proposed crossings on Bowman Street were focused on loss of parking and the perceived lack of need for either one or both crossings. Some thought that the crossing at Tambua Street should be west of Refinery Drive connecting directly to the park. Others felt that the Jones Street crossing would be under-utilised and should instead be located at Mount Street Walk to connect directly to the light rail station. Supporters of the crossings on Bowman Street stated that the proposed locations would be useful for them or for others in their community.

Most of the concerns of the Harris Street crossing prefer to see the crossing over Bowman Street at Harris Street, due to perceived dangers to pedestrians from turning vehicles. One objector also raised concern about increased difficulty turning right from Bowman Street to Harris Street. Supporters tended to appreciate the effect of traffic calming on Harris Street and increased pedestrian priority. Note that the presence of the crossing will improve sight distance for drivers turning onto Harris Street and will also create gaps in northbound traffic improving egress.

Other general concerns raised included preservation of existing street trees, potential for light spill into homes from the upgraded lighting and impact to buses on Harris Street. It is proposed to use the City's standard raised platform design for bus routes which will minimise disruption to buses. Trees are all preserved in the current design. Concerns around light spill will be considered as the lighting design progresses.

Financial

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

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