

**ITEM 35. TRAFFIC TREATMENT – RAISED MEDIAN – O’DEA AVENUE
WATERLOO**

TRIM RECORD NO: 2016/308151

RECOMMENDATION

It is recommended that the Committee endorse the installation of a raised median on O’Dea Avenue, Waterloo, between the points 62.7 metres and 82.7 metres west of Joynton Avenue.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Redfern LAC		
Representative for the Member for Heffron		

DECISION

BACKGROUND

The Development Consent for 18-22 O’Dea Avenue, Waterloo (D/2014/1837) requires the Applicant to deliver a raised median in O’Dea Avenue to physically restrict vehicular access into Hatter Lane to left-in movements only. The raised median must be constructed prior to any Occupation Certificate being issued for the redevelopment of 18-22 O’Dea Avenue.

The delivery of the raised median will address Consent Conditions 35 and 36 for 18-22 O’Dea Avenue.

COMMENTS

The Lachlan Precinct, bounded by Bourke, Lachlan and South Dowling Streets and O’Dea Avenue, forms part of the Green Square urban renewal area and will include a new one-way northbound laneway connecting O’Dea Avenue and Dunkerley Place. The laneway, known as “Hatter Lane”, will provide future vehicular access to 18-22 O’Dea Avenue.

The Development Consent for 18-22 O’Dea Avenue, Waterloo (D/2014/1837) requires the Applicant to deliver a raised median in O’Dea Avenue. Once installed, the median will limit vehicular access into Hatter Lane to left-in movements only, as well as restrict vehicular access into 5 O’Dea Avenue along the southern kerb of O’Dea Avenue to left-in/left-out movements only.

From a road safety perspective, the proposed median is beneficial as it would reduce the number of vehicle conflicts at the intersection of O’Dea Avenue and Hatter Lane. The proposal would also be beneficial from a network efficiency perspective, particularly for public transport services, as it would remove delays associated with right-turning vehicles into both Hatter Lane and 5 O’Dea Avenue.

In support of the proposed median, a Traffic Management Plan (TMP) was submitted to Roads and Maritime Services (RMS) for approval. On 8 June 2016, RMS approved the TMP.

CONSULTATION

In compliance with Section 116 of the *Roads Act 1993*, the City consulted with local residents and businesses for a period of 28 days and advertised the proposed safety improvements in two newspapers; The Sydney Morning Herald and the Central Sydney Magazine.

The proposal was also published on the City of Sydney website. There were 377 letters sent out with 11 responses supporting the proposal and eight responses opposing the proposal.

Submissions supporting the proposal believed it would considerably improve safety on O'Dea Avenue.

Submissions opposing the proposal were concerned about reduced vehicular access to the driveway to 5 O'Dea Avenue. Given that the driveway is already restricted via signage ("No Right Turn") to left-out only movements, combined with the safety and network efficiency benefits of permanently removing the right-turn in manoeuvre, it is believed that the positive impacts of the proposal considerably outweigh the reduction in vehicular access to 5 O'Dea Avenue.

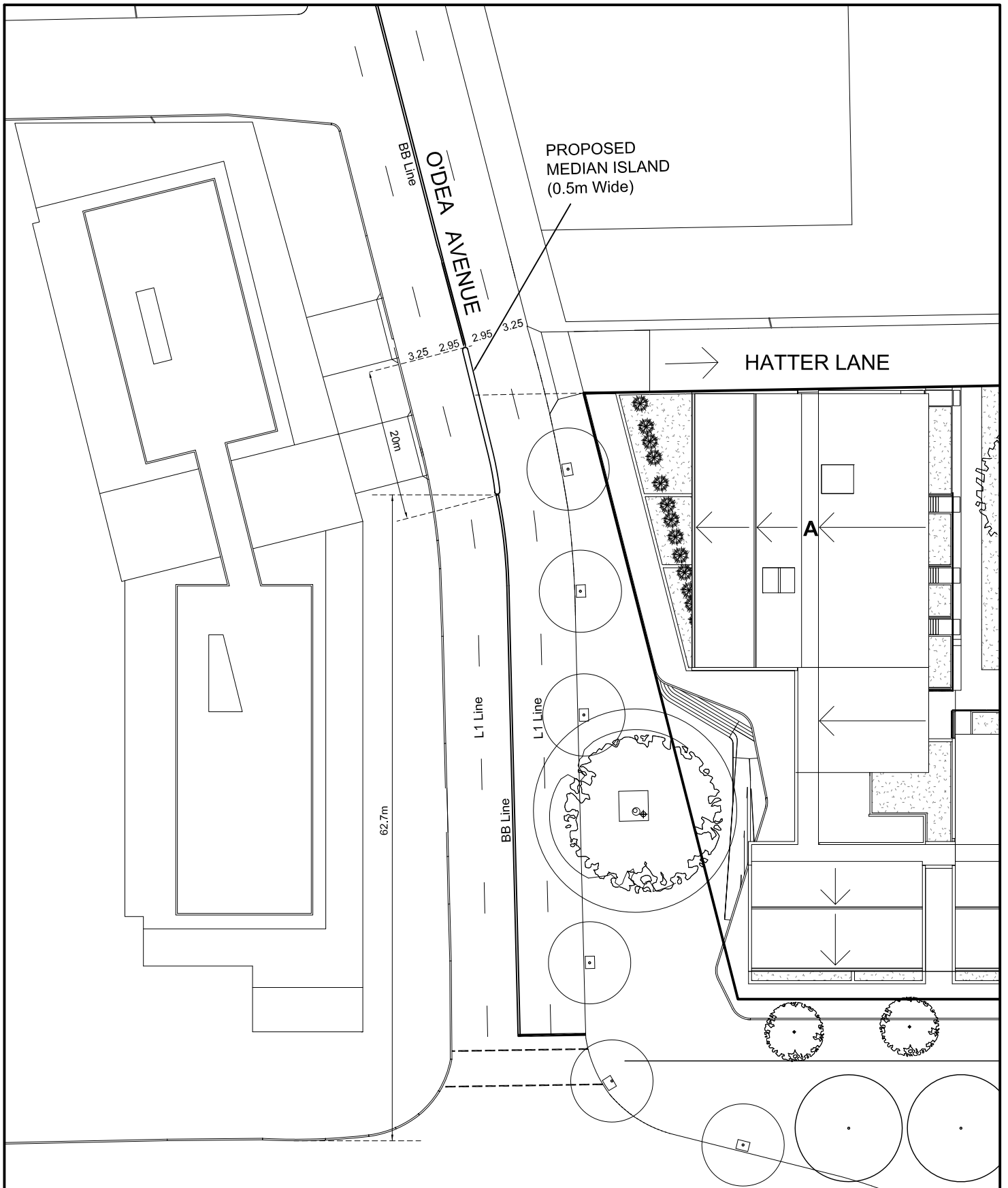
FINANCIAL

All costs associated with the works will be borne by the Applicant.

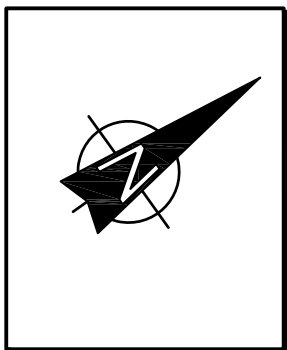
ATTACHMENTS

Traffic Treatment – Raised Median – O'Dea Avenue Waterloo

Eoin Cunningham, Senior Traffic Engineer



**O'DEA AVENUE
WEST OF
JOYNTON AVENUE,
WATERLOO**



**PROPOSED MEDIAN
ISLAND**

