

**ITEM 57. TRAFFIC TREATMENT – SEPARATED CYCLEWAY PEDESTRIAN
CROSSING TIMED PARKING – GADIGAL AVENUE WATERLOO**

TRIM RECORD NO: 2017/417478

RECOMMENDATION

It is recommended that the Committee endorse the following changes in Gadigal Avenue, Waterloo, between O’Dea Avenue and a dead-end north of Archibald Avenue (i.e. a new road):

- (A) Installation of a 3 metre wide separated cycleway on the eastern side of Gadigal Avenue, between O’Dea Avenue and the dead-end north of Archibald Avenue;
- (B) Installation of a shared environment on Hatbox Place, Waterloo just east of the intersection with Gadigal Avenue, as part of the separated cycleway;
- (C) Installation of a shared environment on Archibald Avenue, Waterloo just east of the intersection with Gadigal Avenue as part of the separated cycleway;
- (D) Installation of a 6.9 metre wide raised median island, between O’Dea Avenue and the dead-end north of Archibald Avenue ;
- (E) Installation of a marked pedestrian crossing between the points 88 metres and 92 metres north of O’Dea Avenue (ie north of Hatbox Place) ;
- (F) Installation of a marked pedestrian crossing between the points 152 metres and 156 metres north of O’Dea Avenue (ie south of Archibald Avenue);
- (G) Western side, between the points 9.4 metres and 202.6 metres north of O’Dea Avenue, marked as a yellow “No Stopping” line;
- (H) Eastern side, between the points 0 metres and 23.7 metres, north of O’Dea Avenue, marked as a yellow “No Stopping” line;
- (I) Eastern side, between the points 23.7 metres and 30.7 metres north of O’Dea Avenue, allocated as “No Parking” for a future car share space;
- (J) Eastern side, between the points 30.7 metres and 34.5 metres north of O’Dea Avenue, marked as a yellow “No Stopping” line;
- (K) Eastern side, between the points 34.5 metres and 47.4 metres north of O’Dea Avenue, allocated as “2P 8am-8pm”;
- (L) Eastern side, between the points 47.4 metres and 52.7 metres north of O’Dea Avenue, marked as a yellow “No Stopping” line;
- (M) Eastern side, between the points 52.7 metres and 65.4 metres north of O’Dea Avenue, allocated as “2P 8am-8pm”;
- (N) Eastern side, between the points 65.4 metres and 96.8 metres north of O’Dea Avenue, marked as a yellow “No Stopping” line;
- (O) Eastern side, between the points 96.8 metres and 110.3 metres north of O’Dea Avenue, allocated as “2P 8am-8pm”;

- (P) Eastern side, between the points 110.3 metres and 123.9 metres north of O’Dea Avenue, marked as a yellow “No Stopping” line;
- (Q) Eastern side, between the points 123.9 metres and 137.7 metres north of O’Dea Avenue, allocated as “2P 8am-8pm”, and
- (R) Eastern side, between the points 137.7 metres and 202.6 metres north of O’Dea Avenue, marked as a yellow “No Stopping” line.

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 52 O’Dea Avenue, Waterloo (D/2015/670) requires the Applicant to deliver a section of a new road known as “Gadigal Avenue”, north of O’Dea Avenue. At the completion of the works, the new road will be dedicated to the City.

The delivery of the new road will address Condition 85(a) for 52 O’Dea Avenue, Waterloo. In addition, Condition 20 requires the applicant to submit a plan for kerbside parking and line marking arrangements that is to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee, as part of the dedication of “Gadigal Avenue” as a public road.

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, will include a new two-way road connecting O’Dea Avenue and Lachlan Street. The road, known as “Gadigal Avenue”, will extend the existing Gadigal Avenue providing future vehicular, cyclist and pedestrian access to 52 O’Dea Avenue and through Green Square.

The City has approved the redevelopment of 52 O’Dea Avenue, Waterloo which includes the construction of part of Gadigal Avenue as a new public road.

The new road is a two way street, with one travel lane in each direction. The street is 13.4 metres wide with a 6.9 metre wide central median island. All parking spaces are provided in indented parking bays.

The construction of Gadigal Avenue is limited to the extent of the building line of 52 O’Dea Avenue, Waterloo so it will form a temporary dead-end, north of Archibald Avenue, until the completion of Gadigal Avenue further north as part of adjacent development sites.

Access to this section of Gadigal Avenue will be available from O’Dea Avenue and the dead-end marked with a yellow line to indicate a “No Stopping” restriction to provide a temporary turning area. The temporary turning area will allow vehicles to turn around in Gadigal Avenue and travel south back to O’Dea Avenue.

Parking within the indented bays will be generally signposted with timed parking restrictions i.e. “2P 8am-8pm” which are in line with the City’s Neighbourhood Parking Policy and are the same as the changes proposed in adjacent streets. These restrictions will provide parking turnover and availability of short term parking for visitors to the area.

One indented parking space will be signposted as “No Parking” in order to preserve the space until a submission is received by a car share operator. Once a submission is received the “No Parking” space will be reallocated as “No Parking Car Share Vehicles Excepted”.

The kerb space outside the indented parking bays will have yellow line marking to indicate a “No Stopping” restriction.

Marked Pedestrian Crossings

To meet the RMS warrants for a pedestrian crossing, the proposed location must record pedestrian and traffic flows of 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.

Gadigal Avenue is a new street and as a result no traffic or pedestrian volumes can be recorded. However the proposed pedestrian crossings will form part of a major pedestrian link through Green Square and the new residential developments. As such the proposed pedestrian crossings will improve accessibility and safety for pedestrians.

Separated Cycleway

A separated cycleway is proposed on eastern side of Gadigal Avenue, providing a north-south link for cyclists. Upon completion of Gadigal Avenue, the separated cycleway will connect O’Dea Avenue and Lachlan Street as well as beyond to both Green Square in the south and Redfern/Surry Hills in the north.

Shared Environments will be provided across the intersections of both Hatbox Place and Archibald Avenue with the separated cycleway in Gadigal Avenue, to safely manage the interface between pedestrians, cyclists and motorists.

Raised Median Island

The median island in Gadigal Avenue will improve safety by reducing the number of conflicting turn movements at the intersections of Hatbox Place and Archibald Avenue. The median island is part of the masterplan for the urban renewal area and is similar to those installed in other nearby streets.

Gaps within the median island will be provided for pedestrian crossing and cycle crossing points near Hatbox Place and Archibald Avenue.

CONSULTATION

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 52 O’Dea Avenue, Waterloo.

FINANCIAL

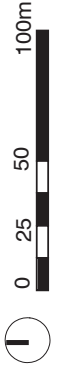
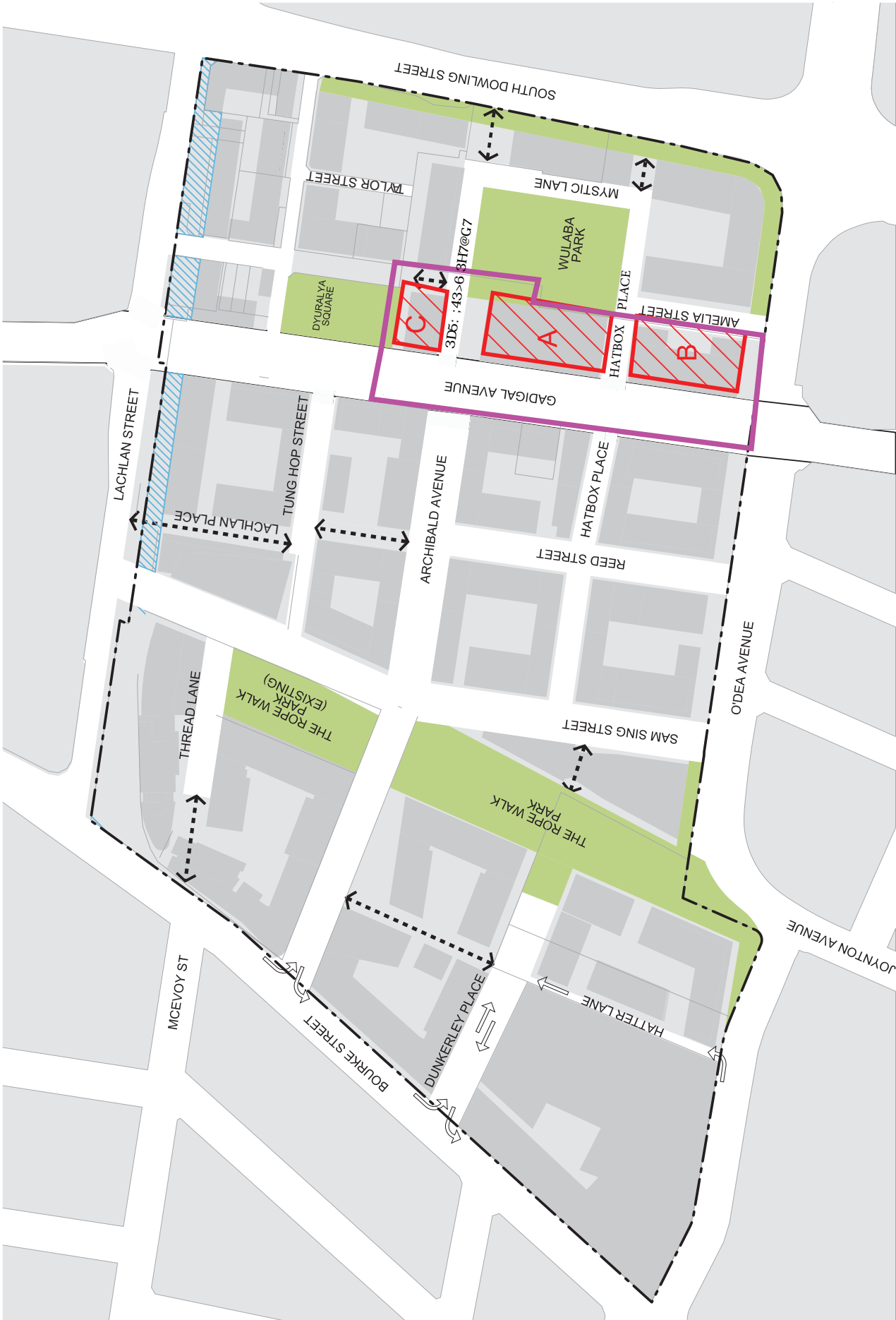
All costs associated with the proposal will be borne by the Applicant.

ATTACHMENTS

Traffic Treatment – Separated Cycleway Pedestrian Crossing Timed Parking – Gadigal Avenue Waterloo

Eoin Cunningham, Senior Traffic Engineer

LACHLAN PRECINCT - LOCALITY PLAN



SITE BOUNDARY
52 O'DEA AVE, WATERLOO

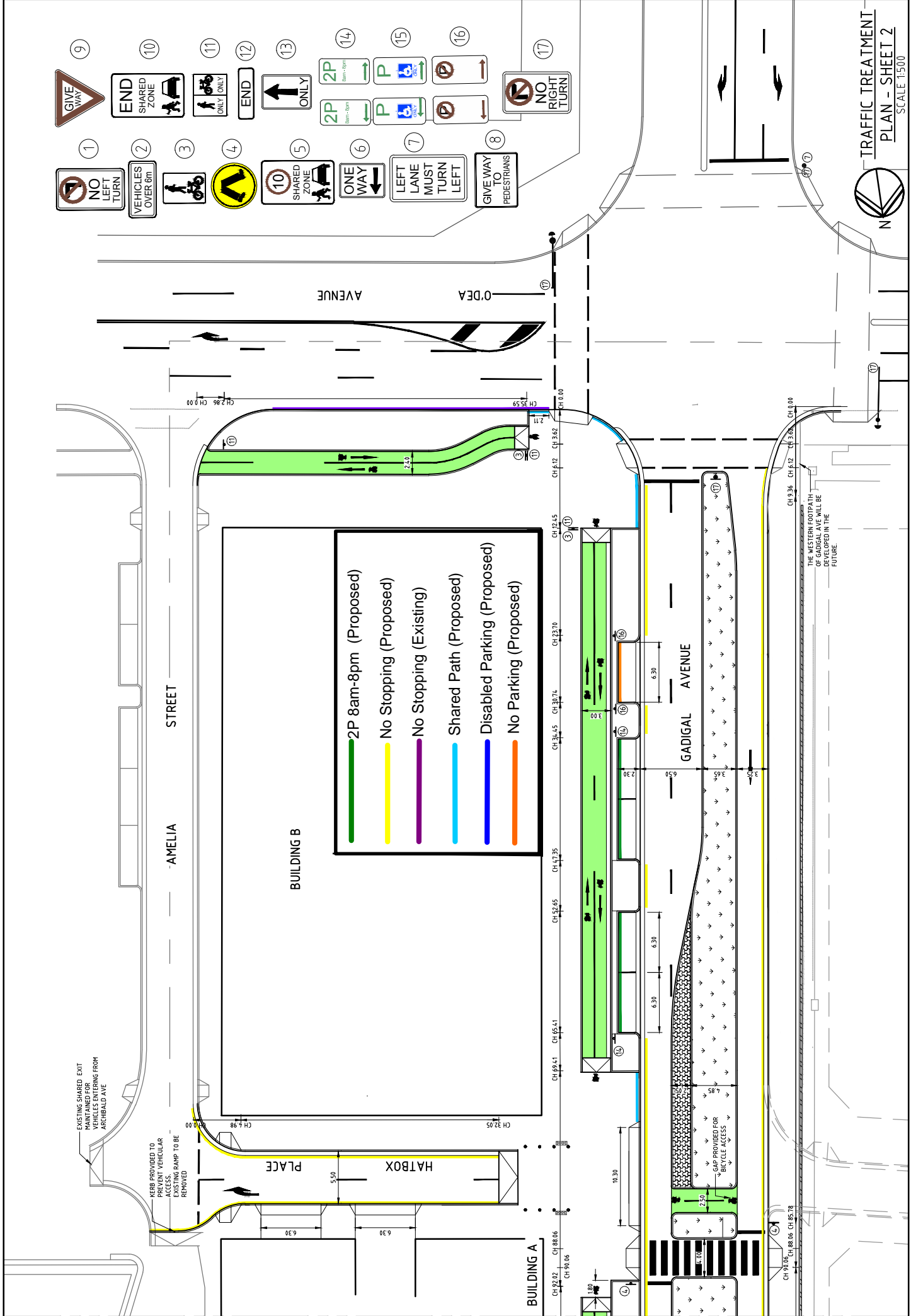


BUILDING REFERENCE
(A,B,C)

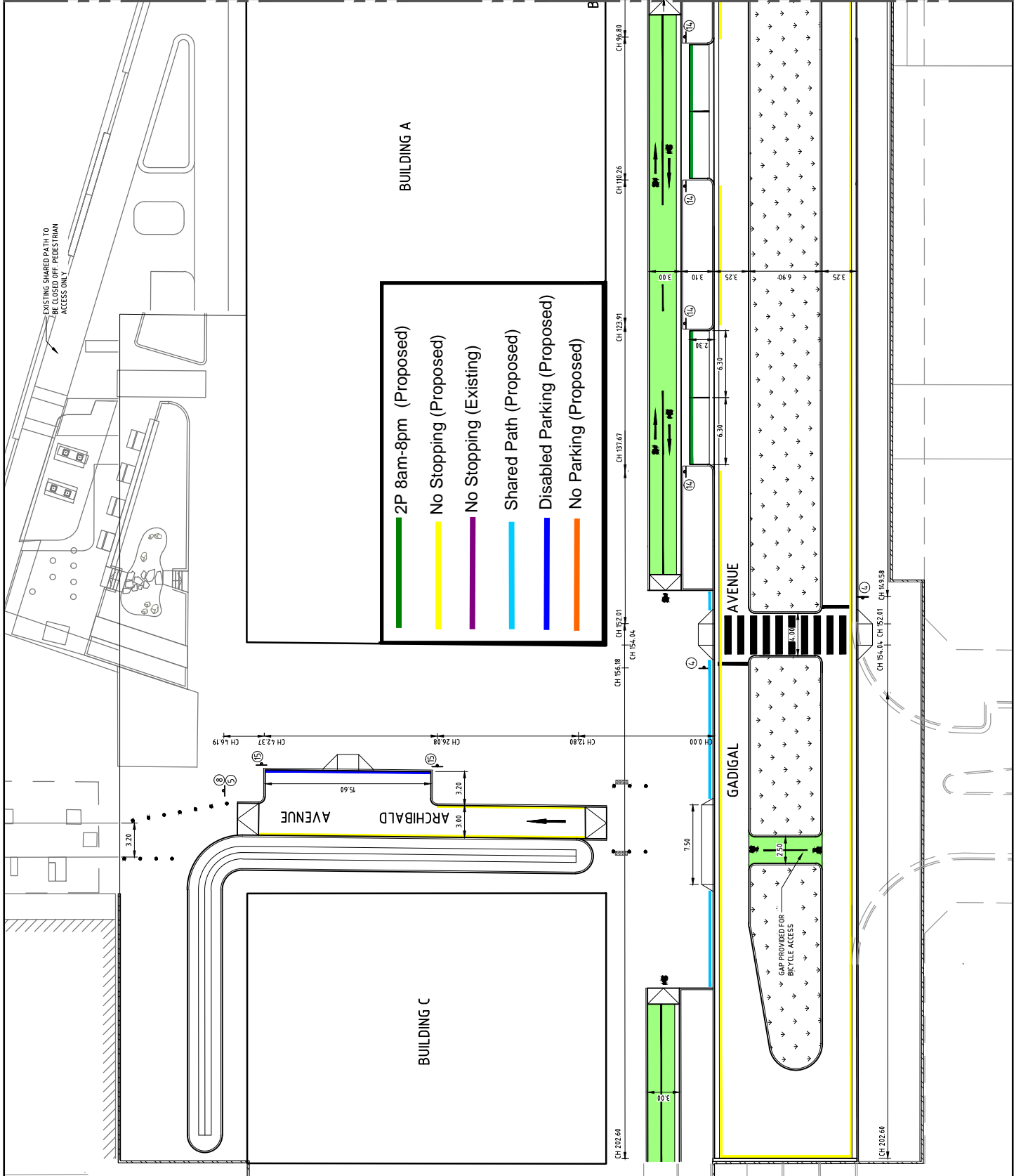


LOCAL STREET - SPECIAL APPLICATION
(EASTERN TRANSIT CORRIDOR)

FOR CONTINUATION REFER TO SHEET 1



TRAFFIC TREATMENT
PLAN - SHEET 2
SCALE 1:500



- ① NO LEFT TURN
- ② VEHICLES OVER 6m
- ③ BICYCLE ONLY
- ④ BICYCLE ONLY
- ⑤ SHARED ZONE OVER 6m
- ⑥ ONE WAY
- ⑦ LEFT LANE MUST TURN LEFT
- ⑧ GIVEWAY TO PEDESTRIANS
- ⑨ GIVEWAY
- ⑩ END SHARED ZONE
- ⑪ BICYCLE ONLY
- ⑫ END
- ⑬ ONLY
- ⑭ 2P 8am-8pm
- ⑮ 2P 8am-8pm
- ⑯ P
- ⑰ NO RIGHT TURN



TRAFFIC TREATMENT
 PLAN - SHEET 1
 SCALE 1:500

