

Item 37.**Traffic Treatment – Streetscape Improvements – Walker Street, Waterloo**

TRIM Container No.: 2019/315271

Recommendations

It is recommended that the Committee endorse the following in Walker Street, Waterloo:

- (A) Yellow line marking to indicate the statutory 10 metres of No Stopping from an un-signalised intersection;
- (B) Installation of dish crossing and permeable paving, on the western side, between the points 51 metres and 71 metres north of Brunswick Street;
- (C) Installation of a 3.1m wide kerb extension, on the western side, between points 71 metres and 79 metres north of Brunswick Street;
- (D) Installation of a 0.45m wide kerb extension, on the western side, between points 107 metres and 112 metres north of Brunswick Street;
- (E) Installation of white edge line marking, 3.1m from the kerb, between points 0 metres and 63 metres north of Brunswick Street;
- (F) Installation of dish crossing and permeable paving, on the western side, between the points 19 metres and 72 metres north of Brunswick Street;
- (G) Installation of 3.1m wide kerb extension between the points 12 metres and 19 metres, and 72 metres and 78 metres north of Brunswick Street;
- (H) Installation of 0.45m wide kerb extension between points 78 metres and 167 metres north of Brunswick Street; and
- (I) Installation of white line marking, 3.1m from the kerb, between the points 78 metres and 167 metres north of Brunswick Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Redfern PAC	[Insert]	[Insert]

Representative for the Member for Heffron	[Insert]	[Insert]
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Advice

Advice will be updated after the meeting.

Background

The City of Sydney is proposing to install kerb extensions, permeable pavement and line marking in Walker Street, Waterloo, between Phillip Street and Wellington Street, to improve drainage, amenity and the health of the in-road trees.

Comments

Walker Street, Waterloo, between Phillip Street and Wellington Street, is approximately 12.8m wide kerb-to-kerb. Drivers currently park parallel to the kerb on both sides of the street, reducing the trafficable width to 8.6 metres.

City staff inspected Walker Street and found that the in-road trees have uplifted the gutters, causing water to pond when it rains. To provide a long term drainage solution and improve the health of the in-road trees the City proposes the following.

Kerb Extension and Permeable Pavement

To address the drainage issues, it is proposed to shift the kerb and gutter 3.1m towards the centre of the road to divert rainfall runoff around the in -road trees, to the new gutter alignment and drainage pits. Permeable pavement will replace the existing asphalt between the in-road trees to improve their health, while allowing the existing on-street parking spaces to be retained.

Line Marking

White edge line marking is proposed to guide drivers away from the kerb extensions as well as narrow the travel lanes to calm traffic, reduce speeds and improve safety.

Yellow line marking will be provided at the intersection of Walker Street with Brunswick and Clarendon Streets to clarify the statutory 10 metres of No Stopping from an intersection.

Consultation

The City initially consulted local residents in the area with a proposal to install kerb extensions and garden beds around the in-road trees. This would have required the removal of the on-street parking spaces in between the in-road trees. There were 126 letters sent out with one response supporting the proposal and eight responses and a petition with 60 signatures opposing the proposal.

The responses opposing the proposal were concerned about the loss of on-street parking.

In response to this feedback, the City revised the proposal to provide the kerb extensions with permeable paving instead of the garden beds. This would allow the parking spaces in between the trees to be retained. There were 126 letters sent out with no responses supporting or opposing the new proposal.

Financial

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

KEN SOO, DESIGN ENGINEER