

Item 32.**Traffic Treatment - Separated Cycleway - Gadigal Avenue, Potter Street and Crystal Street, Waterloo****TRIM Container No.: 2020/539126****Recommendations**

It is recommended that the Committee endorse the implementation of the following changes in Waterloo:

- (A) Removal of the existing pedestrian refuge island on Crystal Street, just south of Danks Street;
- (B) A 2.1 metre wide footpath widening on the eastern side of Crystal Street, between the points 0 metres and 16.5 metres south of Danks Street;
- (C) Provision of a three metre wide bi-directional separated cycleway and removal of the existing Shared Path on the eastern side of Crystal Street, between the points 10.6 metres and 124.4 metres south of Danks Street;
- (D) A 2.1 metre wide footpath widening on the eastern side of Crystal Street, between the points 119.3 metres south of Danks Street and Potter Street;
- (E) Removal of the existing pedestrian refuge island on Crystal Street, just north of Potter Street;
- (F) Provision of a Shared Path on the eastern side of Crystal Street between the points 124.4 metres south of Danks Street and Potter Street;
- (G) Provision of a Shared Path on the northern side of Potter Street between the points 0 metres and 12.9 metres east of Crystal Street;
- (H) Removal of the existing raised threshold on Potter Street, between Crystal Street and Gadigal Avenue;
- (I) Provision of a raised pedestrian crossing across Potter Street, between the points 3.1 metres and 9.9 metres east of Crystal Street;
- (J) A 1.6 metre wide footpath widening on the southern side of Potter Street between the points 12.4 metres and 45.5 metres west of Gadigal Avenue;
- (K) Provision of a 2.4 metre wide bi-directional separated cycleway on the northern side of Potter Street, between the points 12.9 metres and 53.4 metres east of Crystal Street;
- (L) Provision of a Shared Environment across Potter Street just east of the intersection with Gadigal Avenue;
- (M) Provision of a three metre wide bi-directional separated cycleway on the eastern side of Gadigal Avenue, between Potter Street and 50.3 metres north of Lachlan Avenue;

- (N) Reallocation of parking on the eastern side of Crystal Street between the points 16.5 metres and 29.1 metres south of Danks Street, as "No Parking Car Share Vehicles Excepted Area CND and 275";
- (O) Reallocation of parking on the western side of Crystal Street between the points 58.1 metres and 65.1 metres, and 82.1 metres and 94.1 metres south of Danks Street, as "No Stopping";
- (P) Reallocation of parking on the eastern side of Crystal Street between the points 75.67 metres and 82.8 metres south of Danks Street, as "No Stopping";
- (Q) Reallocation of parking on the eastern side of Crystal Street between the points 113.1 metres and 119.3 metres south of Danks Street, as "No Parking Car Share Vehicles Excepted Area Bay 550";
- (R) Reallocation of parking on the northern side of Potter Street between the points 17.7 metres and 37.8 metres east of Crystal Street, as "No Stopping"; and
- (S) Reallocation of parking on the southern side of Potter Street between the points 12.4 metres and 45.5 metres east of Gadigal Avenue, as "No Stopping";

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

The proposals improve connections from shops, schools and surrounding communities in Waterloo. The proposals form part of the improved connectivity for bicycle riders outlined in the City's Cycling Strategy and Action Plan and will improve safety for people riding locally, or to work or school and serves as a strategic connection while improving amenity and calming traffic.

Comments

A new separated cycleway is proposed along Crystal Street (at road level), Potter Street (at road level) and Gadigal Avenue (at footpath level). The separated cycleway is proposed to provide safer connections for residents to nearby shops, parks and dwellings.

Shared Path

The proposal includes the provision of Shared Paths which establish pedestrian priority at conflict points including intersections such as Crystal Street at Danks and Potter Street. It is proposed to widen the footpaths at these locations to increase space for bicycle riders and pedestrians to interact safely.

Raised Pedestrian Crossing

This project proposes installation of raised pedestrian crossing in Potter Street to east of Crystal Street. To meet the RMS warrants for a raised 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.

The City has not undertaken traffic surveys as part of these works however, the City has received a number of complaints about safety with the existing raised threshold being used as a pedestrian crossing, particularly given the nearby child care centre. In response to these concerns, it is proposed to remove the existing raised threshold and provide a raised pedestrian crossing to the west, where there is improved visibility from the intersection between Potter Street and Gadigal Avenue.

Transport for NSW has provided in-principle agreement to the new crossing.

Parking

The proposal includes the removal of 12 timed parking spaces. The loss of spaces is largely associated with the provision of the pedestrian crossing and the wider footpaths to calm traffic, improve road safety and provide walkable communities.

The proposal also includes the relocation of two car share spaces located within proposed No Stopping restrictions on Crystal Street. The revised locations are provided on the eastern side of Crystal Street at the northern and southern ends of the street.

Consultation

The City consulted local residents and businesses in the area. There was 2,435 letters sent out and advertisement on the Sydney Your Say website and in the Sydney Cycleways newsletter.

The City received a total of 55 responses with 51 responses in support of the proposal, 2 mixed responses and two responses against the proposal.

Submissions in support of the proposal believed the project improved safety and connectivity throughout Waterloo. Submissions objecting to the proposal believed that the project was unnecessary.

Financial

Funds are available in the current budget as part of the City's Bicycle Related Works Capital Budget.

SATWINDER SAINI, PROJECT MANAGER