

**Item 34.****Traffic Treatment and Parking Proposal - Potter Street Extension (Stage 2), Waterloo****TRIM Container No.: 2024/124792****Recommendations**

It is recommended that the Committee endorse the installation of the following in Waterloo;

- (A) Installation of Raised Pedestrian Crossing and Cycle Crossing across Potter Street Extension between the points 115 metres and 127 metres east of Young Street;
- (B) Installation of a 3.3m wide central median island/swale between the points 80 metres and 115 metres, east of Young Street;
- (C) Installation of a 2.7m wide central median island/swale between the points 127 metres and 160 metres, east of Young Street;
- (D) Installation of zig-zag advanced pavement markings as follows:
  - On northern side of Potter Street Extension between the points 60 metres and 90 metres east of Young Street.
  - On the southern side of Potter Street Extension between the points 150 metres and 170 metres east of Young Street
- (E) The allocation of kerbside restrictions as "No Stopping" yellow line as follows:
  - On the northern side of Potter Street Extension, between the following points east of Young Street:
    - 54.5 metres and 60.7 metres;
    - 80 metres and 85.9 metres;
    - 105 metres and 133.7 metres; and
    - 146.4 metres and 206.9 metres.
  - On the southern side of Potter Street Extension, between the following points, east of Young Street:
    - 53.6 metres and 74.6 metres;
    - 95.3 metres and 135 metres; and
    - 148 metres and 202.4 metres.

- (F) The allocation of kerbside restrictions as "2P 8am-8pm Mon-Fri" as follows:
- On the northern side of Potter Street Extension, between the following points, east of Young Street:
    - 60.7 metres and 79.6 metres;
    - 85.9 metres and 105 metres; and
    - 133.7 metres and 146.4 metres
  - On the southern side of Potter Street Extension, between the following points, east of Young Street:
    - 74.6 metres and 87.4 metres; and
    - 135.1 metres and 148 metres.
- (G) The allocation of kerbside restrictions on the southern side of Potter Street Extension, between the points 87.4 metres and 95.3 metres east of Young Street as "Mobility Parking Only".
- (H) Installation of a No Right Turn restriction (opposite driveways) at the following points east of Young Street:
- On the northern side of Potter Street Extension at point 158 metres;
  - On the southern side of Potter Street Extension at point 155.9 metres.

### 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 Development Consent for 207-229 Young Street, Waterloo (D/2020/45) requires the Applicant to deliver part of the new road (Potter Street Extension Stage 2) between Young and Bourke Streets and for it to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee.

The delivery of the new road section will address Condition 48 for 207-229 Young Street, Waterloo. The new section will be an east-west aligned road connecting Young Street to Bourke Street.

## Comments

The City approved the redevelopment of 207-229 Young Street, Waterloo which includes the construction of Potter Street Extension Stage 2, east of Young Street as a new public road.

Potter Street Extension is a new two-way street separated by a 3.3 metre swale/central median island. A continuous Footpath Treatment (CFT) will be provided at the Young Street intersection and will be constructed to comply with Transport for New South Wales (TfNSW) Technical Directions. Potter Street Extension will be a two-way street with on-street timed parking provided in the indented parking bays along both sides of the road.

Parking within the indented parking bays on both sides of the street will be signposted as "2P 8am-8pm Mon-Fri" which are in line with City's Neighbourhood Parking Policy. These restrictions provide parking turnover and availability of short-term parking for visitors to the area. A two-hour parking limit is preferred for streets in the inner residential areas as it better balances the long stay parking needs of all households to use parking for visitors, family, carers and tradespeople.

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

A 7.8 metre long, and 3.2 metre wide parking bay is proposed for mobility parking within the indented parking bays. Pram ramps will be installed at this site for wheelchair accessibility.

A raised pedestrian and cycle crossing is proposed mid block to provide access from one side of the street to the other and linking to a throughfare on the north side of the site.

The No Right Turn signs (opposite driveways) are provided to advise residents exiting their buildings that a right turn will not be possible due to the central median island/swale.

The signposting and line-marking at Bourke Street signalised intersection will be subject to TfNSW's TCS plan which has been approved in principle.

## Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 207-229 Young Street, Waterloo.

**Financial**

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

**TERRY XU, SENIOR TRAFFIC ENGINEER**