

Advice of Local Pedestrian, Cycling and Traffic Calming Committee

19 February 2026

Item 16

Traffic Treatment - Separated Cycleway - O'Dea Avenue, Waterloo

X090338.001

Recommendation

- (A) It is recommended that the Forum review the installation of the following treatments in Waterloo:
 - (i) A 2.4 metre separated two-way cycleway on the north side of O'Dea Avenue, between 0 and 195 metres, east of Bourke Street;
 - (ii) A 2.4 metre separated two-way cycleway on the northern shared path on O'Dea Avenue between 195 to 330 meters, east of Bourke Street;
 - (iii) A 2.4 metre separated two-way cycleway on the north side of O'Dea Avenue, between 330 and 520 metres, east of Bourke Street;
 - (iv) A 2.4 metres separated two-way cycleway on the northern shared path on O'Dea Avenue between 520 to 560 meters, east of Bourke Street; and
 - (v) Changes to the western lane of Bourke Street, north of O'Dea Avenue, to parking only from 34 to 106 meters;
 - (vi) Installation of a raised pedestrian crossing on the bidirectional cycleway on Gadigal Avenue, just north of O'Dea Avenue;
 - (vii) Installation of a raised pedestrian crossing on the bidirectional cycleway on O'Dea Avenue, just east of Gadigal Avenue.
- (B) It is recommended that the Forum review the traffic changes at the following signalised intersections:

- (i) Introduction of right turn only from lane 2 (northbound) at the intersection of O'Dea Avenue and Bourke Street between 0 to 34 meters, south of O'Dea Avenue;
 - (ii) Additional pedestrian crossing link on the northern arm of the intersection of O'Dea Avenue and Joynton Avenue.
 - (iii) Introduction of no left turn at the intersection of O'Dea and Gadigal Avenue for all traffic eastbound traffic.
- (C) It is recommended that the Forum review the changes to parking as follows:
- (i) Reallocation of parking on the northern side of O'Dea Avenue between the points 20 metres and 180 metres, east of Bourke Street as "No Stopping";
 - (ii) Reallocation of parking on the western side of Bourke Street between the points 36 meters and 48 metres, south of O'Dea Avenue as "No Stopping";
 - (iii) Reallocation of parking on the northern side of O'Dea Avenue, between 80 and 120 metres as "No Stopping".
- (D) It is recommended that the Forum review the changes to signage and line marking as follows:
- (i) Installation of shared path on O'Dea Avenue between the points 0 metres and 30 meters.
 - (ii) Removal of bus stop signage on northern side of O'Dea avenue from 80 to 120 meters.
 - (iii) Removal of shared path on O'Dea Avenue at 160 meters east of Bourke Street.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Heffron

Advice

The Forum considered the written submission regarding the loss of parking spaces on Bourke Street and O'Dea Avenue, Waterloo along with the matters raised at the meeting.

Councillor Worling requested that City staff investigate options for additional parking on Bourke Street and Joynton Avenue to improve parking access for residents. City staff would also review the existing time restrictions on Bourke Street north of O'Dea Avenue.

Transport for NSW requested the removal of parking on the western side of Bourke Street between Hawksley Street and O'Dea Avenue to reduce congestion and delays for northbound traffic on Bourke Street on approach to O'Dea Avenue.

Background

Council approved the project scope in August 2023 for a new two-way bicycle path.

The O'Dea Street cycleway is part of the City's broader Cycling Strategy and Action Plan, the NSW Government's Co-designed Bicycle network (Principal Bicycle Network). The proposal aligns with a well-used bike commuter route between Alexandria towards the University of NSW.