

Item 16.**Traffic Treatment - Separated Cycleway - O'Dea Avenue, Waterloo****TRIM Container No.: X090338.001****Recommendations**

- (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

Advice will be updated after the meeting.

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.

Comments

Traffic Signals

The project will require changes to the traffic signals which are outlined in section (B) above:

1. Introduction of right turn only from lane 2 (northbound) at the intersection of O'Dea Avenue and Bourke Street.
2. Additional pedestrian crossing link on the northern arm of the intersection of O'Dea Avenue and Joynton Avenue.
3. Introduction of no left turn at the intersection of O'Dea and Gadigal Avenue for all traffic eastbound traffic.
4. Monthly coordination meetings are held with TfNSW to discuss the project and coordinate the project.
5. TCS plans have been prepared for the three intersections. 'Agreements In Principal' (AIP) have been received for the intersection in the past but they have been resubmitted to TfNSW for review.

Separated Cycleway

The project will deliver a safe connection for people riding between the existing cycleway on O'Dea Avenue in the east and to Bourke Street and cycleways on Short, Allen and George Streets to the west.

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.

Parking

This proposal will decrease the overall number of kerbside parking spaces for the residents on O'Dea Avenue and Bourke St. The loss of twenty-four parking spaces on O'Dea Avenue and two on Bourke St.

There is one GoGet car share space on Bourke Street, which will be relocated following further discussions with GoGet.

Consultation

The City consulted local residents and businesses in the area in 2023. There were 4000 letters sent out and a webpage on 'SydneyYourSay' including an interactive map of the proposed concept design was created.

The Sydney Your Say page was visited 1,043 times during the consultation period. 126 people left a total of 184 comments on the City's interactive map. 42 email submissions were received. Approximately 90 people attended the information sessions.

For the issues and suggestions raised on the interactive map, 430 people showed "Support for the cycleway project" in general by voting it up while 104 people voted it down.

Please refer to Engagement report dated May 2023 which was brought to Council in August 2023 as an attachment to the scoping report.

Financial

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

THOMAS CACITTI - PROJECT MANAGER