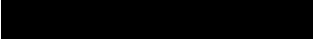


24 June 2026

Our Ref: OLM2026/003070

Geoff Turnbull
REDWatch
By email: 

Dear Mr Turnbull

Waterloo South

I refer to your email about a proposal to open George Street to McEvoy Street, which was copied to the Lord Mayor's office. The Lord Mayor has asked me to respond on her behalf.

I appreciate you are concerned with proposed traffic changes around Waterloo South, and that you would prefer George Street remains closed at this intersection. Despite Waterloo South being a NSW Government Project, we have provided input to Transport for NSW (TfNSW) on how George Street would connect to McEvoy Street.

However, the City of Sydney is not the final decision maker on the design.

TfNSW will approve any access changes to McEvoy Street, and Stockland will deliver the project. They are yet to decide on a proposed design for this intersection, which is why you have not been notified yet.

Our preferred option is to retain a vehicle connection between McEvoy Street and George Street. We have communicated this to TfNSW and Stockland.

Safer streets for people walking and cycling

We support opening George Street so that it can become a local village high street where people walk, shop and spend time, similar in feel to the rejuvenated Crown Street.

If George Street ended in a cul-de-sac, it would create practical challenges, including for waste trucks with large turning areas, which need to collect bins along George Street. This would reduce space for walking and cycling and create safety conflicts.

We have a strong track record of transforming roads to pedestrian priority streets with greening, reduced lane widths and slow-moving vehicles. We also do not see a short cut or 'rat running' opportunity will exist as might be feared. Even where local high streets provide a potential through route, drivers tend to choose the most efficient corridors. This is evident on nearby streets such as Crown Street and Redfern Street, where drivers prefer adjacent State and Regional Roads designed to carry higher volumes of traffic. In Waterloo South, we expect people driving through the area to use Botany Road, Wyndham Street and McEvoy Street, which are the nearest State and Regional routes.

The future neighbourhood of Waterloo should enjoy the same streetscape quality as other successful village high streets – and George Street has the potential to become such a local high street. We strongly support a low-speed, low-traffic environment if it opens to McEvoy Street. We would support signal phasing, traffic calming and road design that prioritises people walking and cycling.

Should you wish to speak with a Council officer about traffic changes in Waterloo, including around George Street, please contact Sarah Brickhill, Manager – Transport Planning, on 02 9265 9333 or at sbrickhill@cityofsydney.nsw.gov.au.

Walking and cycling improvements between South Eveleigh and Waterloo Metro

In response to community feedback, we are reviewing our proposal for the South Eveleigh to Waterloo Metro cycleway, including a bus-only section of Raglan Street, between Botany Road and Cope Street, which was originally a requirement put forward by TfNSW before they agreed to the proposal.

We have heard that the community wants to keep this section of road open to general traffic, so we have negotiated with TfNSW to remove their requirement to create a bus-only part of Raglan Street. Our findings and decision will be reported at our Council meeting on 29 June. The meeting agenda and reports will be available online from 26 June at city.sydney/6jh.

Should you wish to speak with a Council officer about this proposal, please contact Fiona Campbell, Manager Cycling Strategy, on 02 9265 9333 or at FCampbell@cityofsydney.nsw.gov.au.

Yours sincerely



Monica Barone PSM
Chief Executive Officer