

19 May 2022

Item 23

Traffic Treatment - Streetscape Improvements - Cope Street, Waterloo

2020/368825

Recommendation

It is recommended that the Committee note the proposed traffic signal installation at the intersection of Cope and Raglan Street, Waterloo (in lieu of existing roundabout).

It is also recommended that the Committee endorse the installation of the following streetscape improvements and traffic treatments in Cope Street, Waterloo.

- (A) A 5.1 metre footpath widening, outside of indented parking bays, on the western side between Raglan Street and Wellington Street;
- (B) A 2.6 metre footpath widening on the eastern side, between the point 0 metres and 24 metres south of Raglan Street;
- (C) A 2.3 metre wide traffic island on the eastern side, between the points 74.4 metres and 83.2 metres south of Raglan Street;
- (D) Central median chevron line marking (either side of the central pedestrian refuge island) between the points 82.9 metres and 129.1 metres south of Raglan Street;
- (E) Two 2.3 metre wide central pedestrian refuge islands between the points 96.1 metres and 101.1 metres and between the points 107.15 metres and 112.1 metres south of Raglan Street;
- (F) A marked pedestrian crossing between the points 101.1 metres and 107.15 metres, south of Raglan Street;
- (G) A 2.3 metre wide traffic island on the eastern side, between the points 124.7 metres and 133.6 metres south of Raglan Street;

- (H) A 2.34 metre footpath widening on the eastern side, between the points approximately 185 metres south of Raglan Street to a point 196.8 metres south of Raglan Street;
- (I) A Stop control on the northern and southern approaches to Wellington Street, in lieu of the existing roundabout,
- (J) A raised pedestrian crossing across Cope Street, just north of Wellington Street;
- (K) Two (approximately) 2.3 metre wide traffic islands on the eastern side, between the point 0 metres and 13.7 metre south of Wellington Street in lieu of the existing roundabout refuge islands;
- (L) A 2.3 metre footpath widening on the western side, between the points 0 metres and 31 metres south of Wellington Street;
- (M) The reallocation of parking on the western side, between the points 21.2 metres and 25.4 metres north of Raglan Street, as "No Stopping" yellow linemarking;
- (N) The reallocation of parking on the eastern side, between the points 21.6 metres and 37.8 metres north of Raglan Street, as "No Stopping" yellow linemarking;
- (O) The reallocation of parking on the western side, between the points 12.9 metres and 25.2 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (P) The reallocation of parking on the western side, between the points 25.2 metres and 34.5 metres (one car space) south of Raglan Street, as "Disability Parking Only ";
- (Q) The reallocation of parking on the western side, between the points 34.5 metres and 37.9 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (R) The reallocation of parking on the western side, between the points 37.9 metres and 62.7 metres (four car spaces) south of Raglan Street, as "Kiss and Ride Area";
- (S) The reallocation of parking on the western side, between the points 62.7 metres and 67.5 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (T) The reallocation of parking on the western side, between the points 67.5 metres and 83 metres (three car spaces) south of Raglan Street, as "Taxi Zone ";
- (U) The reallocation of parking on the western side, between the points 83 metres and 157.1 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (V) The reallocation of parking on the western side, between the points 157.1 metres and 183.1 metres (four car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";
- (W) The reallocation of parking on the western side, between the points 183.1 metres and 199.2 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (X) The reallocation of parking on the eastern side, between the points 10.6 metres and 24 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (Y) The reallocation of parking on the eastern side, between the points 24 metres and 35.8 metres (two car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";

- (Z) The reallocation of parking on the eastern side, between the points 35.8 metres and 51.6 metres south of Raglan Street, as "No Stopping" yellow linemarking`;
- (AA) The reallocation of parking on the eastern side, between the points 51.6 metres and 74.4 metres (four car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";
- (BB) The reallocation of parking on the eastern side, between the points 74.4 metres and 143.2 metres south of Raglan Street, as "No Stopping" yellow linemarking
- (CC) The reallocation of parking on the eastern side, between the points 143.2 metres and 167.1 metres (four car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";
- (DD) The reallocation of parking on the eastern side, between the points 167.1 metres and 196.8 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (EE) The reallocation of parking on the western side, between the points 15.5 metres and 31 metres south of Wellington Street, as "No Stopping" yellow linemarking; and
- (FF) The reallocation of parking on the eastern side, between the points 11.5 metres and 29.7 metres south of Wellington Street, as "No Stopping" yellow linemarking.

Voting Members for this Item

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

Advice

This matter was deferred.

Background

Sydney Metro is constructing the Sydney Metro line, from Bankstown to Sydney CBD and this includes an underground station in Waterloo. The station is bound by Botany Road, Raglan, Cope and Wellington Streets and will provide access to high speed rail, for residents of Waterloo and reduce demand on nearby Redfern and Green Square train stations.

As part of the new metro station, streetscape improvements are proposed on Raglan, Cope and Wellington Streets to accommodate the increased pedestrian activity resulting from the change in land use. These changes will complement the NSW Government proposals for the

redevelopment of existing Department of Housing properties within Waterloo, especially on the eastern side of Cope Street, opposite the new train station.

A report on Traffic Treatment - Streetscape Improvements - Cope Street, Waterloo was submitted to LPCTCC at its meeting on 15 October 2020, but was deferred in order to update the plan incorporating the comments raised in the previous meeting.