

**19 May 2022**

**Item 24**

**Traffic Treatment - Streetscape Improvements - Wellington Street, Waterloo**

2020/373352

**Recommendation**

It is recommended that the Committee endorse the installation of the following traffic treatments in Wellington Street, Waterloo;

- (A) A 1.5 metre wide bicycle lane on the northern side of the street between Botany Road and a point 23.5 metres east of Cope Street;
- (B) A 0.6 metres wide median separator island between the bicycle lane and the traffic lane on the northern side of the street between points 9.2 metres and 49.2 west of Cope Street
- (C) A 0.6 metre wide painted traffic island between the bicycle lane and the traffic lane on the northern side of the street between the approximate points 15.9 metres and 25.5 metres east of Cope Street;
- (D) A 1.5 metre wide bicycle lane on the southern side of the street between Botany Road and 56 metres east of Cope Street;
- (E) A 1 metre wide median separator island on the southern side of the street between the bicycle lane and the parking lane between the points 19.7 metres and 40.5 metres west of Cope Street;
- (F) A 3.3 metre wide traffic island on the southern side of the street between the points 11.9 metres and 19.7 metres west of Cope Street;
- (G) A 2.9 metres wide chevron median between the bicycle lane and the traffic lane on the southern side of the street between the points 12.9 metres and 36 metres east of Cope Street;

- (H) A Stop control on Cope Street at the northern and southern approaches to Wellington Street, in lieu of the existing roundabout,
- (I) A raised pedestrian crossing across Wellington Street, just east of Cope Street;
- (J) The reallocation of parking on the northern side of the street between the points 12.8 metres and 37.1 metres east of Cope Street, as "No Stopping " yellow linemarking;
- (K) The reallocation of parking on the northern side of the street between the points 37.1 metres and 52 metres east of Cope Street, as "Bus Zone";
- (L) The allocation of parking on the northern side of the street between the points 9.2 metres and 49.2 metres, west of Cope Street, as "No Stopping" yellow linemarking;
- (M) The reallocation of parking on the southern side of the street between the points 4.1 metres and 21.5 metres east of Cope Street, as "No Stopping " yellow linemarking;
- (N) The reallocation of parking on the southern side of the street between the points 36.5 metres and 45.2 metres east of Cope Street, as "No Stopping " yellow linemarking;
- (O) The reallocation of parking on the southern side of the street between the points 11.9 metres and 19.7 metres west of Cope Street, as "No Stopping " yellow linemarking;
- (P) The reallocation of parking on the southern side of the street between the points 27.9 metres and 38.2 metres west of Cope Street, as "Loading Zone 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat "; and
- (Q) The reallocation of parking on the southern side of the street between the points 38.2 metres and 45 metres west of Cope Street, as "No Stopping " yellow linemarking

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 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, on the eastern side of Cope Street, opposite the new train station.