

Advice of Local Pedestrian, Cycling and Traffic Calming Committee

21 July 2022

Item 25

Traffic Treatment - Streetscape Improvements - Cope Street, Waterloo

2020/368825

Recommendations

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

It is also recommended that the Committee endorse the installation of the following 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) Landscaped 2.4m wide central pedestrian refuge islands between the points 82.9 metres and 101.1 metres, and between the points 107.15 metres and 121.15 metres south of Raglan Street;
- (E) Central median chevron line marking between the points 121.15 metres and 129.1 metres south of Raglan Street;
- (F) A marked pedestrian crossing between the points 101.1 metres and 107.2 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) 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;
- (J) 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;
- (K) 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;
- (L) 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"; 93
- (M) 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;
- (N) 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";
- (O) The reallocation of parking on the western side, between the points 62.7 metres and 66.3 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (P) 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";
- (Q) 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;
- (R) 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";
- (S) 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;
- (T) 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;
- (U) 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".
- (V) 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`;
- (W) 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";
- (X) 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';

- (Y) 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";
- (Z) 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.

Voting Members for this Item

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

Advice

The Committee unanimously supported the recommendation.

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, 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 19 May 2022, but was deferred to update the plan with the following changes:

 The chevron line markings and the concrete central median refuge islands between the points 82.9 metres and 101.1 metres, south of Raglan Street be changed to landscaped islands to reduce the amount of impermeable surface, increase greening and improve the traffic calming effect.

Sydney Metro has subsequently reviewed the design and submitted new design plans replacing the chevron markings and concrete island with a larger, landscaped refuge islands to reflect the Committee's comments.