

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

TRIM Container No.: 2020/373356

**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 recommended that the Committee endorse the following changes in Raglan Street, Waterloo;

- (A) The reallocation of parking on the northern side of the street, between the points 6.8 metres and 31 metres east of Cope Street, as "No Stopping" yellow linemarking; an
- (B) The reallocation of parking on the southern side of the street, between the points 13 metres and 55.4 metres east of Cope Street, as "No Stopping" yellow linemarking
- (C) The removal of the existing raised threshold, just west of Cope Street;
- (D) The reallocation of parking on the northern side of the street, between the points 15.6 metres and 45.8 metres west of Cope Street, as "No Stopping" yellow linemarking;
- (E) The reallocation of parking on the southern side of the street, between the points 25.8 metres and 38.3 metres west of Cope Street, as "No Stopping" yellow linemarking;
- (F) The reallocation of parking on the southern side of the street, between the points 38.3 metres and 54 metres west of Cope Street, as "Bus Zone";
- (G) The reallocation of parking on the southern side of the street, between the points 54 metres and 75 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	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]

Representative for the Member for Heffron	[Insert]	[Insert]
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## Advice

Advice will be updated after the meeting.

## 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.

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

## Comments

The NSW Government has approved the development of an underground Metro Station bound by Botany Road, Raglan, Cope and Wellington Streets in Waterloo.

## Traffic Signals

The proposal includes the removal of an existing roundabout at the intersection of Raglan and Cope Streets and replacing it with traffic signals. Transport for New South Wales is the approval authority for traffic signals in New South Wales. The new traffic signals will improve access for pedestrians and will include signal-controlled pedestrian crossings on each arm of the new intersection.

The implementation of the new signals requires the removal of an existing raised threshold on Raglan Street, just before the existing roundabout at Cope Street.

## Parking

The kerb space on the northern and southern sides of Raglan Street, is a mix of timed and unrestricted parking. The proposal requires the implementation of new "No Stopping" restrictions to facilitate the provision of new traffic signals with turn lanes. A "Bus Zone" restriction is also proposed on the southern side of Raglan Street adjacent to the new Metro Station.

To facilitate wider footpaths and upgraded intersections with improved accessibility for active transport users as part of successful provision of high speed well connected public transport services in Waterloo, a total of 15 car parking spaces are required to be removed from Raglan Street.

### **Consultation**

Consultation with the affected stakeholders was undertaken as part of the Development Application process for the Sydney Metro Project.

### **Financial**

All costs associated with the proposal will be borne by the Applicant.

**NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER**