

**Item 23.****Traffic Treatment - Streetscape Improvements - Cope Street, Waterloo****TRIM Container No.: 2020/368825****Recommendations**

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	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

### 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 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.

## Comments

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

## 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.

## Footway Widening

To accommodate the expected increase in pedestrian volumes at the new station, it is proposed to increase the width of the footpath by 5.1 metres on the western side of Cope Street, outside the station. The wider footpath will allow for indented parking spaces and reduce the road width to two single traffic lanes, 2.9 metres wide in north and south directions on Cope Street. The reduced width of traffic lanes in Cope Street will help to slow down traffic travelling to or past the new station and therefore improve safety.

## Pedestrian Crossings

The proposal includes the provision of an at-grade pedestrian crossing on Cope Street, mid-block between Raglan and Wellington Street, which connects to one of the main Station entry points.

Due to drainage constraints, it is not possible to raise the mid-block pedestrian crossing without resulting in flooding and water ponding on Cope Street. To reduce vehicle speeds on approach to the crossing it is proposed to provide a 2.3 metre wide central pedestrian refuge island with associated chevron line marking either side of the crossing. The refuge islands will provide good visibility and a safe protected waiting point (if required by pedestrians) and will also reduce vehicle speeds by providing a bend in the road and preventing a straight line for southbound drivers travelling along Cope Street, from Raglan Street to Wellington Street.

A raised pedestrian crossing will also be provided across Cope Street, just north of Wellington Street. This will be installed as part of the replacement for the existing roundabout at this intersection.

To meet the TfNSW warrants for a pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where  $P \times V$  is also greater than or equal to 60,000.

The new Metro Station will significantly increase pedestrian and vehicle activity in Cope Street and as such, it is not possible to provide accurate data for the warrants prior to opening of the station. The proposed crossings are in locations that will improve accessibility and safety for pedestrians and are supported in principle by TfNSW.

## **Parking**

The kerb space on the western sides of Cope Street, Waterloo between Raglan Street and Wellington Street is unrestricted for parking.

As part of the proposal, parking changes are provided in indented parking bays on the western side of Cope Street to reflect the changes in land use. It is proposed to provide a section of "Kiss and Ride Area" to facilitate drivers picking-up and dropping-off outside the station, a "Taxi Zone" to facilitate the provision of a taxi rank and a disability parking space to improve availability and accessibility to parking for drivers with a mobility parking permit.

The disability parking space is proposed to be 3.2 metres wide and 7.8 metres long in line with the Australian Standard for on-street disability parking (AS 2890.6 – 2009).

The kerb space on the eastern side of Cope Street is currently unrestricted for parking. Additionally, there are currently two bus stops with associated bus zone restrictions on the eastern side of Cope Street.

As part of the proposal, it is proposed to provide "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41" on the eastern side of Cope Street. The change would reflect the parking restrictions on neighbouring streets and reflect the increased demand on parking resulting from the change in land use.

The proposed changes would limit any vehicle which does not have a permit to two (2) hours of parking from 8am to 6pm Monday to Friday, where the signs are installed. Residents with an Area 36 parking permit will be exempted from the two-hour time limit.

As part of the implementation of the new Metro Station, buses will no longer access the bus stops on Cope Street. As such, the existing bus zones on Cope Street are no longer required and will be replaced by 2 hour permit parking.

To enable wider footpaths to be provided, upgraded intersections with improved accessibility for active transport users, and a successful provision of well connected public transport services in Waterloo, a total of 22 car parking spaces are required to be removed from Cope Street. The majority of the loss in parking spaces are currently used by commuters who should be using the Metro Station once it is completed.

## **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**