

Item 24.**Traffic Treatment - Streetscape Improvements - Wellington Street, Waterloo****TRIM Container No.: 2020/373352****Recommendations**

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

| 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 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.

Comments

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

Bicycle Lanes

The proposal includes the provision of separated bicycle lanes on the northern and southern side of Wellington Street. Wellington Street is an existing cycle link in the City's on-road cycle network and a bicycle storage area and advanced stop line is provided for westbound bicycle riders at the traffic signals at Botany Road. Given the expected increase in activity to the area because of the Waterloo Metro Station, it is proposed to provide cycle facilities on Wellington Street to improve accessibility and safety for bicycle riders.

The implementation of the bicycle lanes with the median to separate the bicycle lane from general traffic requires the reduction of the general traffic lanes to a minimum of 2.9 metres along Wellington Street.

Future development in Waterloo will include an extension to the cycle lanes further east.

Pedestrian Crossings

The proposal includes the provision of an at-grade pedestrian crossing across Wellington Street just east of Cope Street to improve pedestrian safety and access to the station. This will partly replace the existing roundabout at the intersection. The new design has realigned the location of the crossings at the intersection of Cope and Wellington Streets to match the current pedestrian desireline along the footpath, as best as possible.

To meet the RMS 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 Wellington Street and as such, it is not possible to provide accurate data for the warrants prior to opening of the station. The proposed crossing is in addition to crossings on Cope Street to provide safe and accessible access to the new station.

Parking

The kerb space on the northern side of Wellington Street is a mix of timed and unrestricted parking with an existing bus zone. The kerb space on the southern side of Wellington Street is a mix of loading zone, timed permit parking and unrestricted parking.

The proposal will require the installation of "No Stopping" restrictions to accommodate safe access for bicycle users and the proposed pedestrian crossing. The changes include the relocation of the bus zone and loading zone but will retain access for public transport and loading facilities.

To facilitate wider footpaths, 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 17 car parking spaces are required to be removed from Wellington 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.

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