

**Item 21.****Traffic Treatment - Streetscape Improvements - Intersection of Wellington Street and Cope Street, Waterloo****TRIM Container No.: 2020/373352****Recommendations**

It is recommended that the Committee endorse the removal of the existing roundabout at the intersection of Wellington Street and Cope Street, Waterloo, and the installation of a Stop control on Cope Street at the northern and southern approaches to Wellington Street, in lieu of the roundabout.

It is also recommended that the Committee endorse the installation of the proposed traffic treatments in Wellington Street and Cope Street, Waterloo.

Following are the traffic treatments recommended for installation in Wellington Street;

- (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 metre wide painted traffic island between the bicycle lane and the traffic lane on the northern side of the street between the approximate points 13.9 metres and 25.5 metres east of Cope Street;
- (C) A 1.5 metre wide bicycle lane on the southern side of the street between Botany Road and 56 metres east of Cope Street;
- (D) A 2.8 metre wide median separator island on the southern side of the street between the bicycle lane and the traffic lane between the approximate points 14.9 metres and 31.2 metres east of Cope Street;
- (E) The reallocation of bus zone on northern side of the street between the points 12 metres and 37.1 metres east of Cope Street, as "No Stopping " yellow line marking";
- (F) The reallocation of parking on the northern side of the street between the points 37.1 metres and 52.1 metres east of Cope Street, as "Bus Zone";
- (G) The reallocation of parking on southern side of the street between the points 4.1 metres and 21.5 metres east of Cope Street, as "No Stopping " yellow line marking;
- (H) The reallocation of parking on southern side of the street between the points 36.5 metres and 45.2 metres east of Cope Street, as "No Stopping " yellow line marking;
- (I) Installation of a raised pedestrian crossing across the street, just east of Cope Street;
- (J) A R2-6(L) R9 -225 "No Left Turn Vehicles Over 6 m Excepted" sign on northern side of the street facing west at point 9.2 metres west of Cope Street;

- (K) A 0.6 metres wide median separator island between the bicycle lane and the traffic lane on northern side of street between points 9.2 metres and 49.2 west of Cope Street;
- (L) A 1.8 metre wide traffic island on southern side of the street between the points 0 metres and 2.7 metres west of Cope Street;
- (M) A 2 metre wide traffic island on southern side of the street between the points 4.7 metres and 19.3 metres west of Cope Street;
- (N) A 1 metre wide median separator island between the bicycle lane and the traffic lane on southern side of the street between points 19.3 metres and 40.5 west of Cope Street;
- (O) The allocation of parking on the northern side of the street between the points 9.2 metres and 61.7 metres, west of Cope Street, as "No Stopping" yellow line marking;
- (P) 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 line marking;
- (Q) The reallocation of parking on 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
- (R) 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 line marking

Following are the traffic treatments recommended for installations in Cope Street;

- (A) Installation of a raised pedestrian crossing across the street, just north of Wellington Street;
- (B) A R2-6(L) R9 -225 "No Left Turn Vehicles Over 6 m Excepted" sign on western side of the street facing south at point 1.33 metres south of Wellington Street;
- (C) A 2.25 metre wide raingarden on eastern side of the street between Wellington Street and a point 5.9 metre;
- (D) A 2.25 metre wide rain-garden on eastern side of the street between the points 7.9 metres and 13.7 metres south of Wellington Street;
- (E) The reallocation of parking on eastern side of the street between the points 13.7 metres and 30.1 metres south of Wellington Street, as "No Stopping " yellow linemarking;
- (F) The reallocation of parking on western side of the street between the points 14.27 metres and 30.1 metres south of Wellington Street, as "No Stopping " yellow linemarking;
- (G) A 2.30 metre wide raingarden on western side of the street between Wellington Street and a point 5.35 metres, and between the points 10.57 metres and 14.27 metres.

**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]

**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.

A report on Traffic Treatment - Streetscape Improvements - Wellington Street, Waterloo was submitted to LPCTCC at its meeting on 19 May 2022, but was deferred to provide an updated plan with safe pedestrian facilities at all crossing points, tighter radii on all corners of the intersection of Wellington and Cope Streets that improve pedestrian safety and address issues associated with draining storm water at the intersection.

**Comments**

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

Sydney Metro has reviewed the original design and submitted new design plans with the following changes that reflect the Committee's previous comments:

- Providing tighter radii at north-east corner of Wellington and Cope Streets does not work, as swept path demonstrates it would make it difficult and unsafe for service vehicles turning left from Wellington Street into Cope Street and from Cope Street into Wellington Street.
- The radii at south-east corner of the intersection has been tightened by replacing the two raised islands on eastern side of Cope Street, south of Wellington Street with two rain-gardens. This would slow vehicles when turning left from Wellington Street into Cope Street, improve pedestrian safety and would facilitate storm water draining.

The radii on south-west corner of the intersection has been tightened by providing two rain-gardens on western side of Cope Street, south of Wellington Street to improve pedestrian safety by slowing vehicles and would facilitate storm water drainage.

### **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.

### **Stop Control**

The proposal includes removal of the existing roundabout at the intersection of Wellington Street and Cope Street and provision of a Stop Control on Cope Street at the northern and southern approaches to Wellington Street. This would improve safety for people walking and accessing the Waterloo Metro Station.

### **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.

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 crossing 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 crossings. The changes include the relocation of the bus zone and loading zone but will retain access for public transport and loading facilities such as drop -off and taxi 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.

**NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER**