



## MEMO

**TO:** Perry Milledge  
**FROM:** Ravi Kaberwal  
**SUBJECT:** WMQ: Response to Authority Comments  
**OUR REF:** PS119449-PED-MEM-002\_RevA  
**DATE:** 15 February 2021

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### 1. PURPOSE

WSP has been requested by WL Developer Trust to prepare a response to two City of Sydney comments in relation to the proposed Waterloo Metro Quarter development.

WSP's responses are based on the pedestrian planning advice and analysis previously undertaken for the station and precinct.

### 2. COMMENTS AND RESPONSES

#### 2.1 ITEM 60(A)

*Concerns remain as to the pedestrian priority and functionality of the new shared street and the surrounding intersections during peak hours (having regard to Section 3D of the Waterloo Metro Design and Amenity Guide), particularly morning peak is of concern. The area will experience high levels of people walking to and from the station in the morning and afternoon peaks. Vehicle parking on the site should be constrained further to reduce conflicts between people walking to and from the site and people driving through the shared zone.*

WSP agrees with the response provided by the project's traffic consultant (ptc) in the *Response to Authority Comments* (3 February 2021). In addition to this response, WSP notes that majority of the customer demand between the proposed metro station and locations south of the precinct would utilise either:

- Grit Lane to access Botany Street (and buses)
- Cope Street Plaza to access the mid-block zebra crossing north of the shared zone.

The provision of these alternative access points to/from the precinct will temper the demand for pedestrian movements traversing the proposed shared zone. These comparatively lower customer movements, combined with the low vehicle volumes, reduces the potential for vehicle/pedestrian conflicts within the proposed shared zone.

## 2.2 ITEM 60(B)

*It is recommended that level of service for walking follow Transport for NSW's guidance to ensure that sufficient space is provided to achieve comfortable environments which encourage people to walk as relevant to the NSW context.*

WSP has reviewed the requirements included in the *Walking Space Guide* (Transport for NSW, July 2020), and notes that the pedestrian provisions or targets adopted in the WMQ pedestrian assessment satisfy these requirements.

Specifically, the *Walking Space Guide* recommends:

- A minimum of LoS C should be achieved.
  - Footpaths internal and adjacent to WMQ achieve LoS C or better for both LoS criteria typically adopted in a high-pedestrian environment (interchange and the more onerous street criteria)
- Raglan Lane and Grit Lane be treated as a Type 3 or 4 footpath due to their proximity to the metro station (within 200m) and the peak hour users (70-2000 per hour). For these footpath types, a minimum footpath width of 3.0-3.7m is recommended for LoS C. The 'not adjacent' width has been adopted as the proposed design includes additional footpath space (in addition to the clear width) that may include street furniture or retail frontage.
  - The MQD Project Development Agreement (PDA) with Sydney Metro (extract below) specified the minimum footpath requirements for the project. Consequently, a minimum clear width (free of retail frontages or furniture) of 3.5m for key connections has been provided. It is noted that the footpath provision at these locations is significantly wider, though may include some retail frontage use or furniture. Based on the current designs, the minimum requirements are satisfied.



*Figure 2.1 MQD Project Development Agreement Extract (provided by Mirvac)*

- Raglan Place may represent a Type 5 (minimum of 3.9m) footpath (within 50m of the metro station).
  - A footpath width of 5.5-6.5m is proposed in the design, and LoS C or better is achieved based on the peak pedestrians per hour. Hence the minimum requirements are satisfied.
- Other internal connections are treated as Type 2 or 3 due to their proximity and comparatively lower patronage:
  - Cope Street Plaza – a shared zone with sufficient width is proposed
  - Church Square – a shared zone with sufficient width is proposed
  - Church Lane and Church Yard – behave as Type 2 connections as both developments front onto Wellington Street as their main walkable connection. Hence the proposed widths in combination with the adjacent walkable landscaped areas provide sufficient width and capacity.