

**ITEM 45. TRAFFIC TREATMENT – CONTINUOUS FOOTPATH TREATMENT
PEDESTRIAN CROSSING RAISED THRESHOLD AND TIMED
PARKING – PRIMROSE AVENUE ROSEBERY**

TRIM RECORD NO: 2017/213247

RECOMMENDATION

It is recommended that the Committee endorse the following changes in Primrose Avenue, Rosebery (i.e. a new road):

- (A) Installation of a continuous footpath treatment just north of the intersection with Crewe Place;
- (B) Installation of a continuous footpath treatment just west of the intersection with Rosebery Avenue;
- (C) Installation of a raised pedestrian crossing between the points 70.2 metres and 78.3 metres north of Crewe Place;
- (D) Installation of a raised threshold between the points 133.5 metres and 140.9 metres north of Crewe Place;
- (E) Installation of a raised threshold between the points 86 metres and 93.4 metres west of Rosebery Avenue;
- (F) Western side, north of Crewe Place, as “No Stopping”;
- (G) Eastern side, between the points 0 metres and 12.8 metres north of Crewe Place, as “No Stopping”;
- (H) Eastern side, between the points 12.8 metres and 15.8 metres north of Crewe Place, as “No Parking”;
- (I) Eastern side, between the points 15.8 metres and 24.8 metres north of Crewe Place, as “Disability Parking Only and “60° Angle Parking, Rear to Kerb”;
- (J) Eastern side, between the points 24.8 metres and 136.6 metres north of Crewe Place, as “2P 8am-8pm” and “60° Angle Parking, Rear to Kerb”;
- (K) Eastern side, between the points 136.6 metres and 155 metres north of Crewe Place, as “No Stopping”;
- (L) Southern side, between the points 0 metres and 13 metres west of Rosebery Avenue, as “No Stopping”;
- (M) Southern side, between the points 13 metres and 23 metres west of Rosebery Avenue, as “No Parking”;
- (N) Southern side, between the points 23 metres and 78 metres west of Rosebery Avenue, as “2P 8am-8pm”;
- (O) Southern side, between the points 78 metres and 110 metres west of Rosebery Avenue, as “No Stopping”;

- (P) Northern side, between the points 0 metres and 13 metres west of Rosebery Avenue, as “No Stopping”;
- (Q) Northern side, between the points 13 metres and 68 metres west of Rosebery Avenue, as “2P 8am-8pm”; and
- (R) Northern side, between the points 68 metres and 110 metres west of Rosebery Avenue, as “No Stopping”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Redfern LAC		
Representative for the Member for Heffron		

DECISION

BACKGROUND

The Development Consent for 25-55 Rothschild Avenue, Rosebery (D/2015/1901) requires the Applicant to deliver a new road extending Primrose Avenue, between Crewe Place and Rosebery Avenue. At the completion of the works, the new road will be dedicated to the City.

The delivery of the new road will address Condition 47(b) for 25-55 Rothschild Avenue, Rosebery. In addition, Condition 48 requires the Applicant to submit a signage plan for kerbside parking and line marking arrangements that is to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee, as part of the dedication of this section of Primrose Avenue as a public road.

COMMENTS

The North Rosebery Precinct, bounded by Epsom Road, Dalmeny Avenue, Kimberley Grove and Rothschild Avenue, will include a new two-way road extending Primrose Avenue between Crewe Place and Rosebery Avenue.

The City has approved the redevelopment of 25-55 Rothschild Avenue, Rosebery which includes the extension of Primrose Avenue through the site connecting Crewe Place and Rosebery Avenue.

The new road is a two way street, 6.3 metres wide and all parking spaces are provided in indented parking bays. There is 60° angle parking proposed adjacent to the new park to improve availability and accessibility for visitors to the park. This includes the provision of two disability parking spaces adjacent to the park.

Parking within the indented bays will be signposted with timed parking restrictions i.e. “2P 8am-8pm” which are in line with the City’s Neighbourhood Parking Policy and are the same as the changes proposed in adjacent streets. These restrictions will provide parking turnover and availability of short term parking for visitors to the area.

Two parking space in the indented bays will be signposted as “No Parking” in order to preserve the space until a submission is received by a car share operator. Once a submission is received the “No Parking” space will be reallocated as “No Parking Car Share Vehicles Excepted”.

The kerb space outside the indented parking bays will have yellow line marking to indicate a “No Stopping” restriction.

Continuous Footpath Treatments

The RMS Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Primrose Avenue has not yet been constructed and as a result no traffic currently travels along the road. The development includes two car park entries onto Primrose Avenue with an estimated 101 vehicle trips during the peak hour across the two entrances to the street.

The traffic volume exceeds the warrant for a continuous footpath treatment, however given the street only provides local access, the footpath continuation would be similar to the existing driveway arrangement of the site. The treatment is beneficial from a pedestrian safety and traffic calming perspective.

Raised Thresholds

Raised thresholds are proposed either side of the bend in the new section of Primrose Avenue on approaches to a pedestrian crossing point. The raised thresholds will reduce traffic speeds on approach to the bend and improve general safety on the street.

The raised thresholds comply with RMS Technical Directions for the Use of Traffic Calming Devices as Pedestrian Crossings (TDT 2001/04a).

Raised Pedestrian Crossing

To meet the RMS warrants for a raised 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.

Primrose Avenue is a new street and as a result no traffic or pedestrian volumes can be recorded. However the proposed pedestrian crossing will provide a major pedestrian link between the adjacent new park and the new residential developments as well as to nearby bus stops on Rothschild Avenue. As such the proposed pedestrian crossing will improve accessibility and safety for pedestrians.

CONSULTATION

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 25-55 Rothschild Avenue, Rosebery.

FINANCIAL

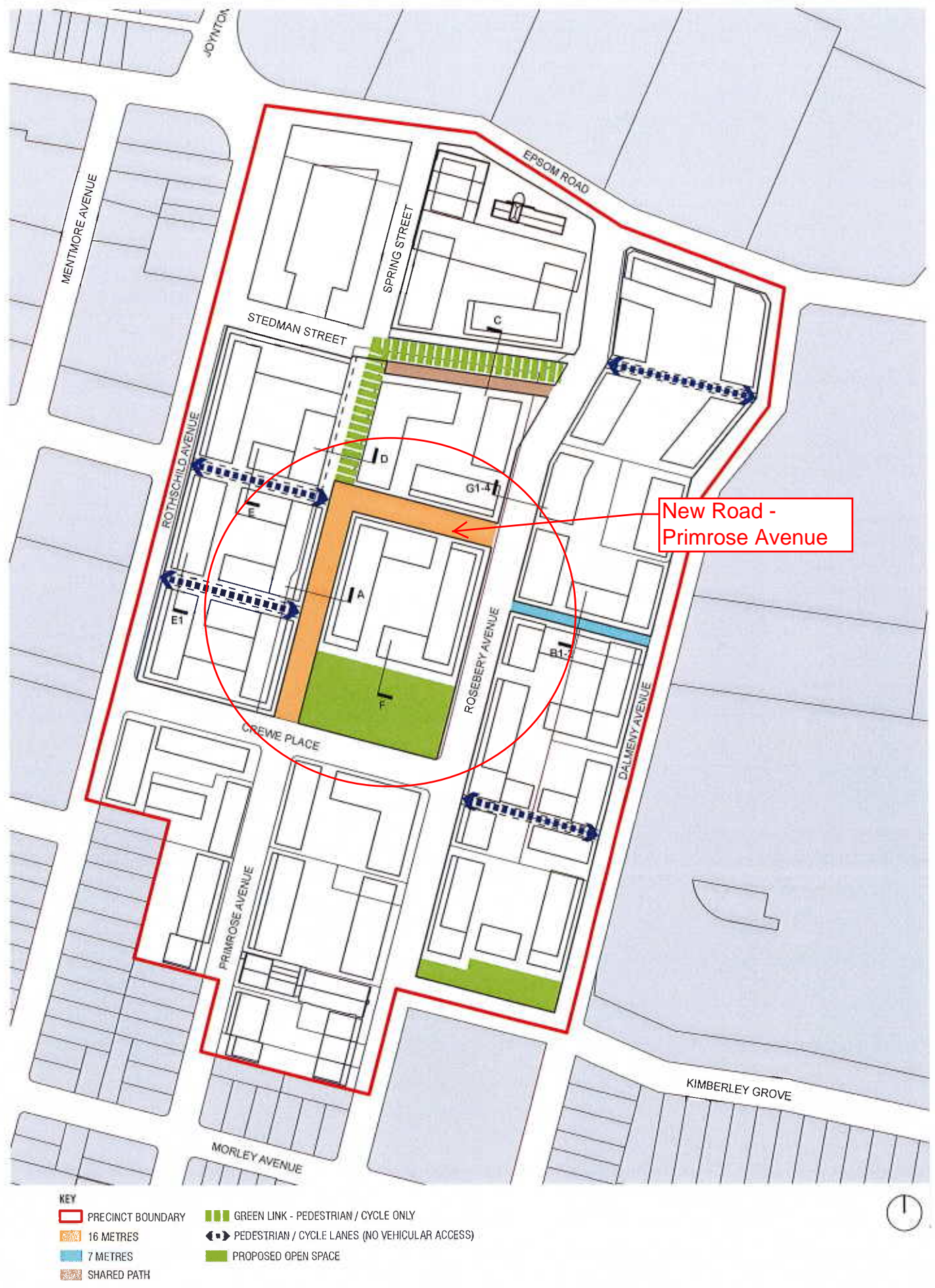
All costs associated with the proposal will be borne by the Applicant.

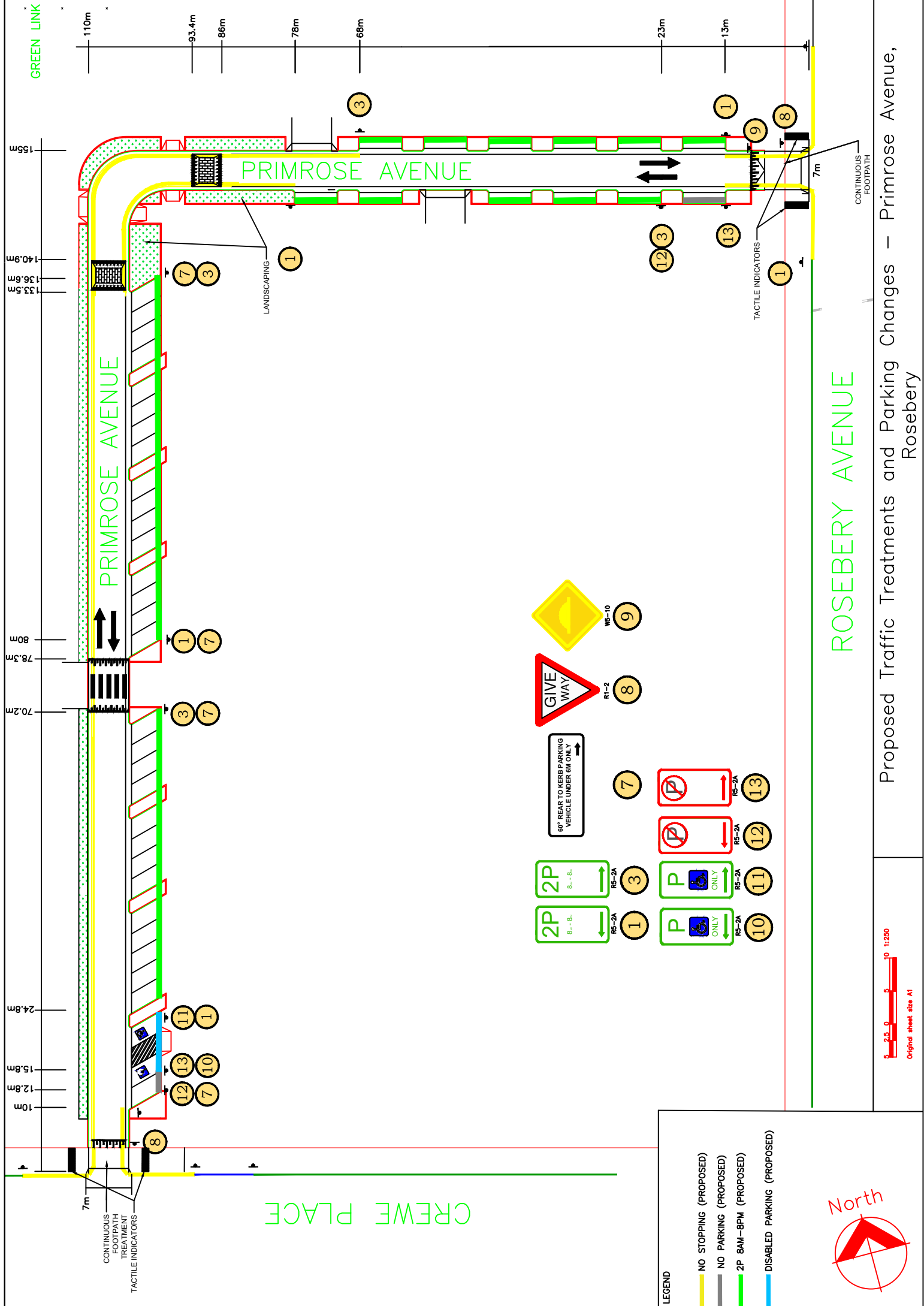
ATTACHMENTS

Traffic Treatment – Continuous Footpath Treatment Raised Thresholds and Timed Parking – Primrose Avenue Rosebery

Eoin Cunningham, Senior Traffic Engineer

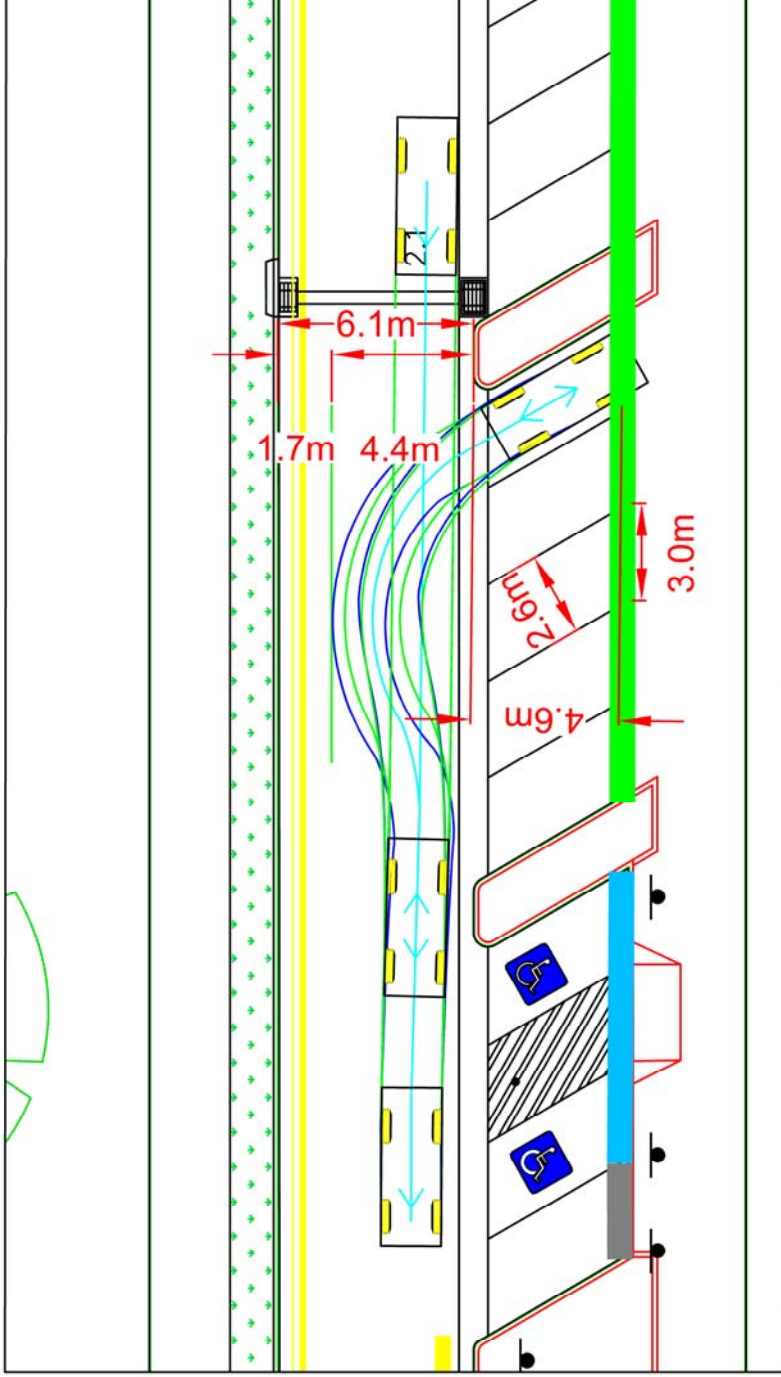
Figure 5.133 North Rosebery Street Hierarchy and Street Sections



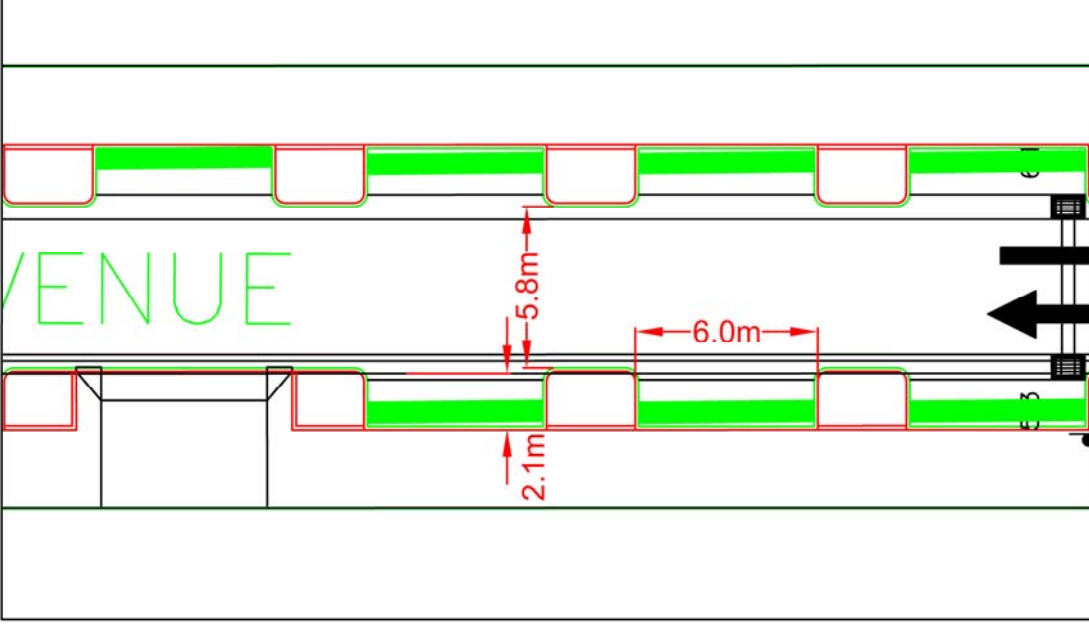
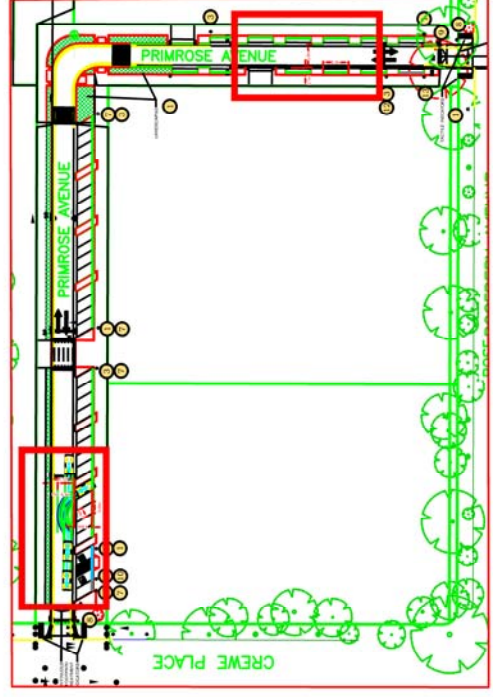


- LEGEND**
- NO STOPPING (PROPOSED)
 - NO PARKING (PROPOSED)
 - 2P 8AM-8PM (PROPOSED)
 - DISABLED PARKING (PROPOSED)





Proposed Angled Parking - Primrose Avenue, Rosebery



Proposed Parallel Parking -
Primrose Avenue, Rosebery

