

Item 33.**Traffic Treatment and Parking Proposal - Defries Avenue and Rose Valley Way, Zetland****TRIM Container No.: 2024/569762****Recommendations**

It is recommended that the Committee endorse the installation of the following in Zetland;

- (A) Installation of Shared Path on eastern side of Defries Avenue between the points 55.9 metres and 231.8 metres, north of Epsom Road;
- (B) Installation of raised pedestrian crossing in Defries Avenue between the points 107.1 metres and 113.9 metres, north of Epsom Road;
- (C) Installation of Give Way control signs and linemarking in Rose Valley Way east of Defries Avenue.
- (D) Provision of 2.4 metre wide swales in Defries Avenue between the following points north of Epsom Road:
 - 40 metres and 51.4 metres;
 - 55.9 metres and 106.4 metres;
 - 114.1 metres and 120 metres; and
 - 134.1 metres and 214.1 metres;
- (E) The allocation of kerbside restrictions as yellow "No Stopping" line as follows:
 - On northern side of Rose Valley Way between the following points east of George Julius Avenue;
 - 103 metres and 107.5 metres; and
 - 114.6 metres and 120 metres.
 - On southern side of Rose Valley Way between the points 102 metres and 120.5 metres, east of George Julius Avenue.
 - On western side of Defries Avenue between the following points north of Epsom Road;
 - 56.4 metres and 61.1 metres;
 - 102.3 metres and 147.1 metres; and

- 216 metres and 220 metres.
 - On eastern side of Defries Avenue between the following points north of Epsom Road;
 - 39.1 metres and 51.4 metres;
 - 55.9 metres and 60.7 metres;
 - 102.1 metres and 140 metres; and
 - Around the temporary cul-de-sac in Defries Avenue both north and south of Rose Valley Way.
- (F) The allocation of kerbside restrictions as "2P 8am-10pm" as follows:
- On northern side of Rose Valley Way between the points 107.5 metres and 114.6 metres, east of George Julius Avue.
 - On western side of Defries Avenue between the following points north of Epsom Road
 - 61.1 metres and 101.8 metres; and
 - 147.1 metres and 213.9 metres.
 - On eastern side of Defries Avenue between the following points north of Epsom Road
 - 60.7 metres and 102.1 metres; and
 - 140 metres and 212.9 metres.

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

The Development Consent for 118-130 Epsom Road, Zetland (D/2023/753) requires the Applicant to deliver part of the new roads known as "Rose Valley Way" east of George Julius Avenue and "Defries Avenue", north of Epsom Road within the site boundary.

The Voluntary Planning Agreement (VPA) requires the Applicant to deliver the new roads and also to submit a signage plan for kerbside parking and line marking arrangements to the Local, Pedestrian, Cycling and Traffic Calming Committee, as part of the dedication of the new sections of "Rose Valley Way" and "Defries Avenue" as public roads.

Comments

The City has approved the redevelopment of 118-130 Epsom Road, Zetland which includes the construction of parts of Rose Valley Way, and Defries Avenue as new public roads.

The Epsom Park Precinct, bounded by Victoria Park, South Dowling Street, Epsom Road and Joynton Avenue, forms part of the Green Square urban renewal area. The section of Rose Valley Way will be built and connected with the new section of Defries Avenue, which will provide vehicular access to 118-130 Epsom Road, Zetland.

Sections of Rose Valley Way were previously delivered by different projects depending on the site boundaries. However, as part of 118-130 Epsom Road project, the section of Rose Valley Way, between Defries Avenue and George Julius Avenue, will be constructed and connected with the new section of Defries Avenue, between Epsom Road and Zetland Avenue.

Defries Avenue is a new two-way road, with on-street timed parking provided in indented bays along the western and eastern kerb. A raised pedestrian crossing will be installed north of Rose Valley Way, to improve pedestrian safety and reduce vehicle speeds.

Defries Avenue will have two temporary cul-de-sacs at its southern and northern ends to facilitate vehicles to turn around. The cul-de-sac at the northern end will remain until the connection with Zetland Avenue extensions and continue to the existing sections of Defries Avenue to the north.

At the southern end, the City is currently negotiating with Transport for New South Wales for connection to the existing traffic lights at the Dalmeny Avenue and Epsom Road intersection, so that Defries Avenue can be linked to Epsom Road. Once the approval is obtained, the developer will remove the temporary cul-de-sac south of Rose Valley Way and update the traffic signals.

All access to Defries Avenue will initially be via Rose Valley Way. The existing vehicle turning around area in Rose Valley Way will be removed. Defries Avenue will not be connected with any side streets along the eastern side or with Peters Street initially.

Connections to future roads on the eastern side of Defries Avenue and to Peters Street on the western side will be provided at later stages once the surrounding sites are developed and roads are constructed and delivered, depending on the site boundaries. These will be referred to the LPCTCC for endorsement at later stages.

Parking within the indented bays on the new streets will be signposted with timed parking restrictions i.e. “2P 8am-10pm” which are in line with the City’s Neighbourhood Parking Policy and is the same as the existing restrictions in nearby completed streets.

These restrictions will provide parking turnover and availability of short-term parking for visitors to the area. A two-hour parking limit is preferred for streets in the inner residential areas as it better balances the long-stay parking needs of all households to use parking for visitors, family, carers and tradespeople.

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

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 118-130 Epsom Road, Zetland.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER