

Item 32.**Traffic Treatment and Parking - Road Closures, Pedestrian Crossing and Parking Changes - Spring Street and Primrose Avenue, Rosebery****TRIM Container No.: 2025/238391****Recommendations**

It is recommended that the Committee endorse the following traffic treatments in Spring Street, Rosebery:

- (A) Permanent closure to traffic at Epsom Road. It should be noted that the Traffic Management Plan has been approved by Transport for NSW in April 2022.
- (B) Installation of a raised pedestrian and cycleway crossing across Epsom Road at Spring Street intersection;
- (C) On the western side of Spring Street, between the points 27.4 metre and 34.4 metre, south of Epsom Road as "No Stopping";
- (D) Installation of a raised threshold at the intersection of Spring Street and Stedman Street, between the points 132.1 metre and 161.9 metre, south of Epsom Road.

It is recommended that the Committee endorse the following traffic treatments in Primrose Avenue Rosebery:

- (E) Installation of a raised threshold at the intersection of Primrose Avenue and Crewe Place;
- (F) Change the priority at the intersection of Primrose Avenue and Crewe Place and install the "Stop" control and line marking restrictions in Crewe Place on the west-bound and east-bound approach to the intersection with Primrose Avenue;
- (G) On the eastern side, between the following points south of Crewe Place, as "2P 8am - 8pm" and "60° angle parking - Rear to Kerb";
 - (i) 20 metres and 30.8 metres;
 - (ii) 36.8 metres and 42.4 metres;
 - (iii) 44.8 metres and 52.6 metres; and
 - (iv) 143 metres and 151.4 metres.
- (H) Installation of landscaped kerb-side blisters on the eastern side, between the following south of Crewe Place;
 - (i) 30.8 metres and 36.8 metres;
 - (ii) 42.4 metres and 44.8 metres;

- (iii) 52.6 metres and 59.2 metres;
 - (iv) 68.5 metres and 71.5 metres;
 - (v) 71.5 metres and 79.9 metres;
 - (vi) 79.9 metres and 88.7 metres;
 - (vii) 100.6 metres and 117.4 metres;
 - (viii) 151.4 metres and 176.1 metres;
 - (ix) 209.4 metres and 217.3 metres; and
 - (x) 226.3 metres and 230.2 metres.
- (I) On the eastern side, between the following points south of Crewe Place, as "No Stopping";
- (i) 79.9 metres and 143 metres; and
 - (ii) 201 metres and 230.2 metres;
- (J) On the eastern side, between the points 230.2 metres and 244.2 metres, south of Crewe Place, as "60° angle parking - Rear to Kerb";
- (K) On the eastern side, between the points 244.2 metres and 247 metres (one angle car parking space) south of Crewe Place, as "No Parking Car Share Vehicles Excepted, 60° angle parking - Rear to Kerb";
- (L) Installation of landscaped kerb-side blisters on the western side, between the following south of Crewe Place;
- (i) 166.1 metres and 172.1 metres;
 - (ii) 177.4 metres and 181.7 metres;
 - (iii) 198 metres and 201 metres;
 - (iv) 212.3 and 221.3 metres; and
 - (v) 235.5 metres and 238.7 metres
- (M) On the western side, between the points 181.7 metres and 193 metres south of Crewe Place, as "60° angle parking - Rear to Kerb";
- (N) On the western side, between the points 201 metres and 206.6 metres (2 angle car parking space) south of Crewe Place, as "2P 8am - 8pm" "60° angle parking - Rear to Kerb";
- (O) On the eastern side, between the following points south of Morley Avenue, as "60° angle parking - Rear to Kerb";
- (i) 20 metres and 28.4 metres;

- (ii) 32 metres and 35.6 metres;
 - (iii) 38.6 metres and 44.2 metres;
 - (iv) 85 metres and 96.2 metres;
- (P) Installation of landscaped kerb-side blisters on the eastern side, between the following south of Morley Avenue;
- (i) 28.4 metres and 32 metres;
 - (ii) 35.6 metres and 38.6 metres;
 - (iii) 44.2 metres and 48.4 metres;
 - (iv) 55.5 metres and 59.4 metres;
 - (v) 65.2 metres and 69.2 metres;
 - (vi) 76.8 metres and 80.8 metres;
 - (vii) 96.2 metres and 107.3 metres;
 - (viii) 114.5 metres and 119 metres;
 - (ix) 148.6 metres and 151.1 metres;
 - (x) 153.6 metres and 156.1 metres;
 - (xi) 159 metres and 161.5 metres; and
 - (xii) 178.8 metres and 181.3 metres.
- (Q) Installation of landscaped kerb-side blisters on the western side, between the following south of Morley Avenue;
- (i) 26.2 metres and 30.5 metres;
 - (ii) 38.4 metres and 40.6 metres;
 - (iii) 45.4 metres and 51.5 metres;
 - (iv) 104.8 metres and 111.4 metres;
 - (v) 116.9 metres and 123.5 metres;
 - (vi) 128.3 metres and 132.6 metres;
 - (vii) 140.8 metres and 144.1 metres;
 - (viii) 152.2 metres and 157 metres;
 - (ix) 175.5 metres and 177.5 metres; and
 - (x) points 184.9 metres and 188.9 metres.

- (R) On the western side, between the following points south of Morley Avenue, as "60° angle parking - Rear to Kerb";
- (i) 132.6 metres and 135.9 metres;
 - (ii) 144.1 metres and 146.9 metres; and
 - (iii) 157 metres and 175.5 metres.
- (S) Installation of landscaped kerb-side blisters on the eastern side, between the following points south of Hayes Road;
- (i) 44 metres and 49 metres;
 - (ii) 63.2 metres and 68 metres;
 - (iii) 132.4 metres and 139.3 metres;
 - (iv) 144.3 metres and 150.3 metres;
 - (v) 156.1 metres and 160 metres;
 - (vi) 169.5 metres and 173.5 metres; and
 - (vii) 191.1 metres and 203.1 metres;
- (T) On the western side, between the following points south of Hayes Road, as "60° angle parking - Rear to Kerb";
- (i) 20 metres and 41 metres;
 - (ii) 44 metres and 60.8 metres;
 - (iii) points 63.8 metres and 89 metres;
 - (iv) 92 metres and 120 metres;
 - (v) 138.3 metres and 166.3 metres;
 - (vi) 171.1 metres and 190.7 metres;
 - (vii) 195.7 metres and 201.7 metres; and
 - (viii) 210.3 metres and 229.2 metres;
- (U) Installation of landscaped kerb-side blisters on the western side, between the following points south of Hayes Road;
- (i) 41 metres and 44 metres;
 - (ii) 60.8 metres and 63.8 metres;
 - (iii) 89 metres and 92 metres;
 - (iv) 166.3 metres and 171.1 metres;

- (v) 190.7 metres and 195.7 metres; and
- (vi) 201.7 metres and 210.3 metres;
- (V) Permanent road closure at Gardeners Road;
- (W) Change the priority at the intersection of Primrose Avenue and Morley Avenue and install the "Stop" control and line marking restrictions in Morley Avenue on the west-bound and east-bound lane intersection with Primrose Avenue;
- (X) The installation of a raised threshold across Morley Avenue, between the points 10 metres and 14 metres east of Primrose Avenue;
- (Y) The installation of a raised threshold across Morley Avenue, between the points 7 metres and 11 metres west of Primrose Avenue.
- (Z) Change the priority at the intersection of Primrose Avenue and Hayes Road and install the "Stop" control and line marking restrictions in Hayes Road on the west-bound and east-bound lane intersection with Primrose Avenue;
- (AA) The installation of a raised threshold across Hayes Road, between the points 6.8 metres and 10.8 metres east of Primrose Avenue;
- (BB) The installation of a raised threshold across Hayes Road, between the points 9.5 metres and 13.5 metres west of Primrose Avenue;
- (CC) Change the priority at the intersection of Primrose Avenue and Tweedmouth Avenue and install the "Stop" control and line marking restrictions in Tweedmouth Avenue on the west-bound and east-bound lane intersection with Primrose Avenue;
- (DD) The installation of a raised threshold across Tweedmouth Avenue, between the points 11 metres and 15 metres east of Primrose Avenue; and
- (EE) The installation of a raised threshold across Tweedmouth Avenue, between the points 10.7 metres and 14.7 metres west of Primrose Avenue.
- (FF) The installation of the flush median strip along Spring Street, Confectioners Way and Primrose Avenue.

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

In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030, incorporated into the City's community strategic plan, Sustainable Sydney 2030. This strategy outlines a proposed bike network, with first priority being the connection of the network to ensure safe and viable cycling options for the public. The target is to complete 80 per cent of the regional route network by 2024 and 100 per cent by 2030.

Research from Transport for NSW indicates that 70 per cent of Greater Sydney residents would cycle more if safer and more convenient infrastructure were available. Surveys conducted in the City of Sydney and neighbouring council areas consistently show that over 70 per cent of residents support building a connected bike network.

The 1997 South Sydney Bike Plan identified a cycle route on Dunning Avenue, between Hansard Street and Harcourt Parade, continuing via Durdans Avenue to the signalised crossing on Gardeners Road. However, a new through-site link between Crewe Place and Spring Street has now enabled a more direct connection via Primrose Avenue, Confectioners Way, and Spring Street.

The Rosebery Quietway will replace the former regional route on Dunning Avenue. The pop-up cycleway on Dunning Avenue was removed in May 2023, restoring previous road conditions. Transport for NSW counters recorded approximately 710 trips per week in March 2021 and 1,000 trips per week in November 2020.

The project will connect with Bayside Council's future bike network on Gordon Street (serving JJ Cahill Memorial High School) via the existing signalised crossing at Gardeners Road. At its northern end, it will link to the cycleway on Epsom Road near Joynton Avenue, providing further connections to Gunyama Park, Gadigal Avenue, Portman Street, and the George Street cycleway to Central Station.

Comments

Traffic Calming

This proposal would help to improve general safety in the area by reducing the speed of traffic travelling along Spring Street and Primrose Avenue. This measure is part of the City's commitment to calm traffic and improve residential amenity.

Changes to traffic access, including closure to traffic at Spring Street (at Epsom Road) and Primrose Avenue (at Gardeners Road) to reduce through traffic and improve safety for pedestrians.

Changes to traffic priority to enhance safety at Crewe Place (at Primrose Ave), Morley Avenue (at Primrose Ave), Hayes Road (at Primrose Ave).

The median strip along the Quietway will help visually narrow the roadway, creating a safer environment for cyclists.

Angle Parking

The reconfiguration of parking, with new rear-to-kerb angle parking on alternate sides of Primrose Avenue (between Harcourt Parade and Crewe Place) will create a winding roadway while maintaining the same number of on-street parking spaces (217). Nine on-street parking spaces will be removed near Gardeners Road. All properties in this area have on-site parking.

This proposal will maintain the overall number of kerbside parking spaces for the residents of Rosebery. The angle parking design is the same treatment as used in numerous other locations within the City.

Road Safety

Transport for NSW research has found that 70% of Greater Sydney residents would ride, or ride more, if there were safe cycleways, separated from traffic. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70% support for building a bike network and separated cycleways.

New raised pedestrian crossings facilitates safe pedestrian links and reduces vehicle speeds along the road.

Full Closure to Traffic

This proposal will install permanent closure to traffic of Primrose Avenue, Rosebery at Gardeners Road and Spring Street, Rosebery at Epsom Road for vehicle traffic and maintain access for people walking and cycling. The closure to traffic will help to improve general safety in the area by eliminating through traffic, making it safer for people walking in the area and increase open space.

Tree Planting and Urban Greening

The Greening Sydney Strategy 2021 aims to create a "cool, calm, and resilient" city by increasing tree canopy and green cover. Tree planting along this bike route is a priority due to the existing low canopy cover and high levels of heat exposure.

In-road tree planting is integral to traffic calming measures for the Quietway. This approach allows for large canopy trees to be placed away from overhead powerlines while increasing green cover by replacing asphalt with garden beds. The proposal includes 50 new inroad trees. The selected tree species will align with the Street Tree Master Plan. The new garden beds and trees, improving street amenity, contributing to the City's greening targets, calming traffic, and increasing shade

Consultation

The City exhibited the concept design for the project (refer Attachment B) and consulted with the community over five weeks between 8 June and 11 July 2022. 59 email submissions

were received, and 63 people made 217 comments on the Social PinPoint map. Following community feedback, The City updated the community and local business with updated plans in two pop session and with the plan online in April 2024.

Consultation activities included:

- A notification, as required under Section 116 of the Roads Act 1993, was carried out from 8 June to 11 July 2022 for the proposed closures to traffic of Spring Street at Epsom Road and Primrose Avenue at Gardeners Road.
- Four in-person drop-in sessions were held in local parks, two in 2022 and two in 2024
- Letters were sent to 6,100 properties requesting feedback on the proposal.
- The Sydney Your Say page was visited 1,475 times during the consultation period. The plan was downloaded 287 times.
- 63 people dropped 217 comments on the Social PinPoint map-based survey.
- 59 email submissions were submitted during the public exhibition period.
- Workshops with local businesses.

The main themes in comments received during consultation were as follows:

- Support for the removal of the Dunning Avenue pop-up cycleway.
- A request to close Dunning Avenue at Gardeners Road.
- Support for and opposition to the closure of Primrose Avenue at Gardeners Road.
- Inconvenience of closing Spring Street.
- The need for a safe crossing of Epsom Road.
- Desire for timed parking in the area.
- Desire for clear line marking for right of way.
- Desire for narrower intersections to make walking safer.

Financial

All costs associated with the proposal will be borne The City (as the applicant).

STEPHEN SMITH, SPECIALIST DESIGN MANAGER