

Item 28.**Traffic Treatment - Landscaped Traffic Islands and Kerb Extension - Briggs Street, Camperdown**

TRIM Container No.: 2022/485285

Recommendations

It is recommended that the Committee endorse the installation of

- (A) A single kerb extension on the northern side of Briggs Street, Camperdown west of Missenden Road within the existing "No Stopping" zone; and
- (B) Five, 1.65 metre wide, landscape kerb side traffic islands with tree planting on Briggs Street, Camperdown between Missenden Road and Church Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Inner West PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Greening Sydney Strategy was adopted in July 2021 and sets a vision for a greener Sydney that will help improve our health and wellbeing, reduce urban heat impacts, and bring nature into the city. The strategy is made up of six key directions and 20 key actions.

Streets account for 23 per cent of the total local government area (LGA). The target for streets as a collective land use area is 39 per cent green cover with a minimum of 34 per cent canopy cover. To achieve the overall LGA targets a variety of measures are defined in Action 1 of the Greening Sydney Strategy. The City has committed to develop policies, programs, and projects to increase the number and type of street gardens, increase the number and type of inroad plantings, plant more street trees and ensure the largest tree species appropriate for the space is planted.

The planting of trees within the road pavement area is an opportunity to increase tree canopy within the street network above that provided by typical planting within the verge.

Planting in the roadway provides a range of benefits including traffic calming by narrowing roadway down and reducing speed, opportunity to install trees clear of overhead services, opportunity for passive irrigation and integrated stormwater management and the maximised shading of large areas of hardstand. The City has recognised that to meet the greening and canopy targets set out in the Greening Sydney Strategy some replacement of on-street parking will be required. It is noted that there is a need to always balance the need to provide canopy trees and all their associated benefits with the provision of parking for the community.

Briggs Street is a eastbound one-way street with parking located on the northern kerbside. The existing footpaths are narrow and limit the space available for tree planting. The proposal includes the installation of five landscaped kerbside traffic islands on Briggs Street between Church Street and Missenden Road and a single kerb extension on the northern footpath east of Missenden Road in the existing 'No Stopping' zone.

The existing canopy is only six per cent, this proposal will allow for seven new trees and increase the canopy cover for the street by 330 per cent. The total projected canopy will be approximately 25% when the trees reach maturity.

Comments

The carriageway of Briggs Street, Camperdown is 5 metres wide, kerb to kerb.

The proposal to install a single kerb extension and five landscaped kerb side traffic islands will provide traffic calming measures to reduce speed and provide opportunity for tree planting.

Four parking spaces will be removed but the existing carriageway widths will be maintained. Therefore, the proposal will not impact on traffic flow in the street.

Consultation

Public consultation was held in September 2022. This included a letter box drop to 366 properties and a Sydney Your Say page. Residents were invited to either fill in an online survey or email/post a submission. There were 14 SYS submissions and 1 email submission. Nine submissions were in support of the proposal. Six submissions did not support the proposal, citing concern related to parking loss in the area.

The current car share space in Briggs Street is 7 metres long which is excessive for one car share vehicle. To mitigate the loss of on-street parking spaces due to the proposal, the City will reduce the car share space to 5 metres long which is the standard length of one car share space. One of the proposed kerbside traffic islands will be relocated next to the car share space resulting in a net loss of three parking spaces instead of four. The amended proposal will allow the City to increase the canopy cover whilst balancing the needs of the community for on-street parking.

Financial

Funds are available in the current capital works budget.

HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT