

**Item 36.****Traffic Treatment – Streetscape Improvements and Parking Proposal – Queen and William Streets, Beaconsfield**

TRIM Container No.: 2023/583300

**Recommendations**

It is recommended that the Committee endorse the following treatments and parking changes in Beaconsfield.

- (A) The allocation of kerbside restrictions in Queen Street as "60° Angle Parking - Rear to Kerb" as follows:
- Western side, north of Beaconsfield Street, between the following points
    - 258.8 metres and 269.3 metres;
    - 270.8 metres and 295.2 metres;
    - 308.1 metres and 324 metres;
    - 326.6 metres and 338.6 metres;
    - 466.4 metres and 478.2 metres; and
    - 481.2 metres and 498.6 metres
  - Eastern side, North of Beaconsfield Street between the following points
    - 69 metres and 75.8 metres;
    - 78.6 metres and 87.8 metres;
    - 90.6 metres and 120.8 metres;
    - 517.9 metres and 527.8 metres; and
    - 530.5 metres and 543 metres.
- (B) The allocation of kerbside restrictions in Queen Street as "2P 8am-6pm Permit Holders Excepted Mon-Fri" as follows:
- Eastern side, between points 285.8 metres and 298.1 metres; and
  - Western side, between points 542.9 metres and 545.3 metres.

(C) The allocation of kerbside restriction in William Street as "60° Angle Parking - Rear to Kerb" as follows:

- Western side, North of Beaconsfield Street, between the following points
  - 10.4 metres and 31.6 metres;
  - 51.8 metres and 70.8 metres;
  - 224 metres and 248.6 metres; and
  - 350.2 metres and 378.5 metres
- Eastern side, north of Beaconsfield Street, between the following points
  - 85.5 metres and 91.9 metres;
  - 94.5 metres and 104.3 metres;
  - 298.6 metres and 323.6 metres; and
  - 325.8 metres and 345.2 metres

(D) The installation of 4.1 metre wide landscaped kerb-side blisters on Queen Street as follows:

- Western side, North of Beaconsfield Street, between the following points:
  - 255 metres and 258.8 metres
  - 269.3 metres and 270.8 metres
  - 324 metres and 326.6 metres
  - 338.6 metres and 342.6 metres
  - 460 metres and 466.4 metres
  - 478.2 metres and 481.2 metres
  - 498.6 metres and 509 metres
- Eastern side, North of Beaconsfield Street, between the following points:
  - 75.8 metres and 78.6 metres
  - 87.8 metres and 90.6 metres
  - 120.8 metres and 128.5 metres
  - 511.4 metres and 517.9 metres
  - 527.8 metres and 530.5 metres

- 543 metres and 551.6 metres
- (E) Installation of 2 metre wide In-Road landscaped median on Queen Street, North of Beaconsfield Street, between the following points:
- 139.2 metres and 154.2 metres
  - 201.3 metres and 212.6 metres
  - 371.5 metres and 391.5 metres
  - 555.7 metres and 572.2 metres
  - 592.6 metres and 612.5 metres
- (F) Provision of a pedestrian refuge island at the Queen and Collins Street intersection, north of Collins Street, between points 199.2 metres and 201.30 metres.
- (G) Installation of a 4.6 metre wide kerb extension on the eastern side of Queen Street, between the points 295.2 metres and 308.1 metres north of Collins Street.
- (H) Installation of a 2.1 metre wide kerb extension on the western side of Queen Street, between the points 298.1 metres and 315.2 metres north of Collins Street.
- (I) Provision of a pram ramp crossing on Queen Street, between points 31.6 metres and 34.0 metres on both sides of the street.
- (J) Installation of 4.1 metre landscaped kerb-side blisters on William Street as follows:
- Eastern side, North of Beaconsfield Street, between the following points:
    - 77.4 metres and 85.5 metres
    - 91.9 metres and 94.5 metres
    - 104.3 metres and 110.5 metres
    - 323.6 metres and 325.8 metres
    - 345.2 metres and 351.2 metres
  - Western side, North of Beaconsfield Street, between the following points:
    - 31.6 metres and 36 metres
    - 70.8 metres and 77.4 metres
    - 217.5 metres and 224 metres
    - 248.6 metres and 255.1 metres
    - 342.1 metres and 350.2 metres
    - 378.5 metres and 385.4 metres

- (K) Installation of 2 metre wide In-Road landscaped median strips on William Street between the following points:
- 116.6 metres and 127.9 metres
  - 187.9 metres and 213.1 metres
  - 392.1 metres and 406 metres
- (L) Installation of a 2.1 metre wide kerb extension on William Street, north of Beaconsfield Street as follows;
- Eastern side, between the following points:
    - 0 metres and 6.6 metres
    - 41.3 metres and 59.7 metres
  - Western side, between the following points:
    - 287.3 metres and 299.80 metres
- (M) Installation of a 4.6 metre wide kerb extension on William Street, north of Beaconsfield Street as follows:
- Western side, between the following points:
    - 2.4 metres and 10.4 metres.
    - 44.1 metres and 51.8 metres.
  - Eastern side, between the following points:
    - 283.8 metres and 298.6 metres.
- (N) Provision of a pram ramp crossing on eastern and western side of William Street, between the following points:
- 2.8 metres and 4.0 metres
  - 46.3 metres and 48.7 metres
  - 292 metres and 294 metres
- (O) The allocation of yellow "No Stopping" line marking as follows:
- Western side of William Street, between the points 403.1 and 413.6 metres south of Reserve Street;
  - Eastern side of William Street, between the points 404.9 and 413.6 metres south of Reserve Street;
  - Western side of Queen Street, between the points 610 and 620 metres south of Johnson Street;

- Eastern side of Queen Street, between the points 612 and 622 metres south of Johnson Street;
  - Western side of Queen Street, between the points 566.3 metres and 576.3 metres, south of O'Connor Lane;
  - Western side of Queen Street, between the points 580.2 metres and 590.2 metres, north of O'Connor Lane; and
  - Western side of Queen Street, between the points 45.1 metres and 55.1 metres, north of Queens Lane.
- (P) To install B-B centreline road marking as follows:
- On William Street, between the following points
    - 74.4 metres and 82 metres
    - 340.5 metres and 354.5 metres
    - 382.1 metres and 384.5 metres
  - On Queen Street, between the following points
    - 343 metres and 356.2 metres
    - 503 metres and 514 metres
    - 538.4 metres and 556.2 metres
- (Q) To install white chevron road marking North of Beaconsfield Street, as follows:
- On William Street, between the following points
    - 105.4 metres and 116.6 metres
    - 384.5 metres and 392.1 metres
  - On Queen Street, between the following points
    - 123.8 metres and 139.2 metres
    - 212.6 metres and 228.6 metres
    - 356.2 metres and 371.5 metres
    - 556.2 metres and 555.70 metres
- (R) The installation of a raised pedestrian crossing in Collins Street, west of William Street.
- (S) The installation of a Continuous Footpath Treatment in William Street, north and south of Collins Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 Greening Sydney Strategy (GSS) was adopted by Council 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 percent canopy cover. To achieve the overall LGA targets a variety of measures are defined in Action 1 of the GSS. 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 in 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 hard stand.

William and Queen Streets in Beaconsfield are suitable locations to fulfil the above vision. The proposed works for these streets are an integrated proposal to provide in-road planting

opportunities whilst also addressing issues related to traffic speed, parking, and pedestrian access.

## Comments

William, Queen and Collins Street are 12.8 metre wide streets within Beaconsfield with long crossing distances. Changes in development within Beaconsfield and the surrounding suburbs have increased traffic flows on these local streets. These streets are also identified as areas of high need for additional canopy. Some traffic calming and pedestrian improvements have been made in surrounding streets including on Reserve Street and Victoria Street.

This proposal will increase the number of in-road tree planting opportunities on Queen and William Street through the installation of 24 kerb side blisters and 8 median strips. These traffic treatments will provide space to plant 44 trees which will improve the amenity of the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

To resolve resident concerns related to installation of median strips the extent of proposed median strips was reduced and a combination of angle parking with kerb-side blisters were also included in the proposed works. The white chevron road marking will also be installed associated with raised median strips to direct traffic flow around the medians.

The installation of angle parking on Queen and William Street increases the overall number of kerbside parking for the residents by 19 spaces. Also, the angle parking will narrow the road and create a meandering travel path so that it reduces vehicle speeds and improve safety. The angle parking design is the same treatment as used in numerous other locations within the City and also used in the adjacent Victoria Street, Beaconsfield.

The number of permit parking spaces have not been impacted by this proposal.

The City has received ongoing requests to improve the pedestrian safety and accessibility at the intersection of Collins and William Streets. Therefore, the City propose to install raised pedestrian crossing in Collins Street.

It is also proposed to install continuous footpath treatments across William Street just north and south of Collins Street. This will reduce vehicle speeds, improve pedestrian safety and accessibility and improve local amenity.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

In regards to residents' concerns related to pedestrian safety on William Street and Queen Street associated with the new childcare centre and Beaconsfield Park. The City propose to install of kerb extension as this would reduce crossing distances for pedestrians in these locations.

## Consultation

The City consulted local residents and businesses in the area on the proposed in-road planting works and streetscape improvements on William and Queen Street, Beaconsfield

between 13 March 2023 and 11 April 2023. The City sought feedback on the concept plans for both streets ahead of detailed design and endorsement through the LPCTCC.

Community consultation activities included:

- 28-day consultation period
- 950 letters sent out (450 for William and 460 for Queen Street). This letter included a brief description of the works and the proposed concept plan for each street.
- A Sydney Your Say web-page
- Notification through the March Sydney You Say eNews: 7152 subscribers
- Online feedback form.

There was a total of 67 responses across the two streets with many submissions providing feedback for both proposals and the wider Beaconsfield precinct, with the following breakdown for each street:

Queen Street, Beaconsfield

- 188 unique page views
- 34 survey responses
- 16 email submissions

Out of the 50 submissions, there were 10 supporting the proposal, 13 supporting the proposal with amendments or in part, 26 submissions that did not support the proposal and 2 submissions that were neutral.

William Street, Beaconsfield

- 116 unique page views
- 10 survey responses
- 6 email submissions
- 1 site meeting with resident

Out of the 17 submissions, there were 10 supporting the proposal, 3 supporting the proposal with amendments and 4 submissions that did not support the proposal.

In summary 36 responses across the two street proposals expressed support for the aim to increase greening and improving pedestrian safety however 16 of these responses recommended a number of alternate design solutions including:

- additional angle parking,
- reduction in median strips,
- improved pedestrian safety at key desire-lines.



Of the 30 respondents that did not support the proposed works there was consistent feedback across both street proposals which can be summarised as follows:

- Concern that the proposed works would increase traffic congestion with the introduction of median strips, i.e. would stop easy loading and unloading, double parking and U-turns.
- There was a need for a precinct wide traffic management approach to address the issues of speed, use of the streets as rat-runs and vehicles exceeding the load limits on the streets.
- There was insufficient parking due to development pressures within the precinct and the nearby Green Square for both residents and workers.
- Concern related to pedestrian safety particularly due to insufficient crossing points at Collins Street and midblock near Beaconsfield Park and the new childcare centre on William Street.

Specifically related to the Queen Street proposal, 27 respondents did not support the proposal as they considered there was sufficient trees already present and providing shade particularly between Collins and Reserve Street.

Other comments related to trees included:

- Eight submissions (6 for Queen and 2 for William) were concerned about additional leaf drop and impact to drainage.
- Five submissions (5 for Queen and 1 for William) did not support additional tree planting due to additional bird and bat droppings, specifically the species selected.
- Nine submissions (8 for Queen and 1 for William) were concerned that additional trees will limit solar access to adjacent properties.
- Eight submissions for Queen Street raised concern about the existing maintenance levels related to existing trees in medians, footpaths, and street cleaning.

A detailed submission and response table has been included in Attachment B.

### **Changes to the design**

Following review of the feedback, the approach to achieving the increased canopy on the street has been revised to address many of the concerns raised as part of the consultation.

This includes the following amendments:

- No additional tree planting below existing fig trees whilst also providing future tree planting opportunities to ensure that canopy is provided in the long term.
- Species change in Queen Street between Reserve Street and Johnson Street to a deciduous species. This has been updated in the 2023 Street Tree Master Plan.
- Reduced number of median strips in Queen Street from 9 to 5, and in William Street from 5 to 3. Noting that median strips are part of a suite of traffic

treatments used within the LGA on local roads to provide greening and traffic calming. Double parking for loading and unloading of vehicles does not comply with existing road rules. The median strips will provide further physical prevention for this non-compliance.

- Extension of angle parking alternating along the length of both William Street and in sections of Queen Street to achieve an additional 19 parking spaces across the two streets.
- Provision of chicane arrangement in both William Street and Queen Street to further slow traffic
- Reduced crossing distances and additional pram ramps at key locations including at the intersection of Beaconsfield and William Street intersection, the childcare and at Beaconsfield Park

The revised proposal will achieve an additional 43 in-road trees and provide an addition 4 spaces for future tree planting, whilst also achieving an increase in net parking spaces and a range of improvements to pedestrian safety.

Refer to Attachment B with the Consultation Summary and Consultation Plans.

### **Financial**

Funding will be sourced from both the current and future years capital works budget for the project to be delivered in stages.

**HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT**