

**Item 27.****Traffic Treatment - Landscaped Median Strip - Thurlow Street, Redfern**

TRIM Container No.: 2023/598972

**Recommendations**

It is recommended that the Committee endorse the following treatments in Redfern.

- (A) Installation of three, 2 metre wide landscaped median strips on Thurlow Street east of Bourke Street, between the following points:
- 17.8 metres and 84.80 metres
  - 105.3 metres and 142.9 metres
  - 145 metres and 159.6 metres
- (B) Installation of a 1.65 metre wide, landscaped kerb side traffic island on Thurlow Lane, north of Thurlow Street between points 24.2 metres and 27.7 metres.

**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 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 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.

As part of this strategy, the proposal to install two raised medians strips in Thurlow Street and one kerb side blister in Thurlow Lane will provide space for planting of trees and general landscaping.

## Comments

Thurlow Street is a 12.8-metre-wide no through road, with access to an unnamed lane opposite Stanley Street, Stanley Street, Thurlow Lane and Maddison Lane.

There is one traffic lane and one parking lane in each direction. The street is primarily residential with single storey terraces and one apartment block at 1-9 Thurlow Street. A commercial building is located at 11-17 Thurlow Street with driveway access from Thurlow Street and 722-726 Bourke Street with driveway access on Stanley Lane. The proposal to install three raised median strips in Thurlow Street and a single kerb side blister in Thurlow Lane will provide opportunity for increased tree planting and landscaping and will also provide an additional traffic calming measure in the street.

The proposed median strip is consistent with the median strip installed on Maddison Street which runs parallel to Thurlow Street.

To address feedback the proposed medians have been adjusted in length and a pedestrian refuge crossing point has been provided to improve access from one side of the street to the other.

The proposed raised medians strips will each be 2 metres wide and vary in length (37.6 metres and 14.6 metres). This will retain a 3.2 metre wide travel lane and a 2.1 metre wide parking lane in both directions. Traffic flow or kerb side parking will not be impacted. One parking space will be reallocated to allow for the installation of the kerb side blister in Thurlow Lane. Access to the driveways will be maintained.

The proposed treatment will provide space to plant up to 10 trees which will increase shade and cool the street, improve the amenity in the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

## Consultation

The City consulted local residents and businesses for a period of 30 days (4 September to 3 October 2023). This included a letter box drop to 145 properties and an online webpage, Sydney Your Say (SYS) requesting feedback on the proposal.

A total of 34 submissions including 1 petition with 14 signatures. 14 submissions supported the complete proposal with 8 submissions expressing strong support with comments such as "This is a fantastic idea to support amenity in Thurlow St". 19 submissions objected to the proposal for median strips and the kerb side blister.

14 of the 24 survey respondents noted 'Yes' when asked "Do you support increasing the tree canopy in Thurlow Street?"

Submissions that objected to the proposal raised a range of concerns including:

- 9 submissions noted there will be increase congestion with comments specifically that it will make it harder to park, make the street and unsafe and impact businesses loading and unloading.
- 6 submissions noted there were enough trees on the street, with 4 submissions concerned about impacts on solar access, and 2 submissions were concerned about the impact on street lighting.
- 6 submissions noted there were no speed issues on the street.
- 2 submissions did not support the removal of a parking space.
- 2 submissions noted that the median was too wide, 4 submissions noted they like the width of the street currently.
- 5 submissions were concerned about the ongoing maintenance of the landscaped areas.
- 2 submissions requested we review options of angled parking as an alternative design solution.
- 2 submissions requested the parking restrictions were reviewed.

1 petition was received with 14 signatures, from 7 unique properties, objecting the installation of the median strip for the following reasons:

- Impact to visibility and pedestrian safety
- Creation of a barrier across the street
- Noting that Thurlow Street is not a wide street and not suitable for a median strip.
- Residents already contribute to reducing urban heat island by planting in private property.

- The street already has the right size trees and residents on the south will have their solar access impacted.
- Concern about garbage truck access and the ability to double park in the street.
- Impact to safety when accessing parking spaces with the median and narrowed lane width.
- The proposal doesn't consider the day to day needs of the residents.

To respond to the feedback received during the consultation a second notification letter has been issued to residents, and those who submitted feedback. This letter has provided responses to the concerns raised related to the installation of the median strips on the street.

To address concerns related to pedestrian access across the street the location and lengths of the median strips have been adjusted including the provision of a pedestrian refuge mid-block. Access for garbage trucks and emergency vehicles has been accounted for in the detailed design with appropriate turning movements and lane widths accommodated.

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.

There will be some impact to parking during construction. A single parking space will be reallocated in Thurlow Lane. There will be no impact to parking in Thurlow Street once the works have been completed. Planting will be maintained to ensure that clear sightlines are achieved.

## **Financial**

Funds are available in the current capital works budget.

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