6 FOOTPATH WIDENING

In this intervention the central trafficable lane is reduced to a minimum width, with the surplus space being attributed to one side of the street for a larger verge zone to be planted with trees and understorey vegetation.

The removal of impermeable surfaces between the trees will allow for connected soil volumes. This concept can also apply to streets identified for conversion to one-way.

KEY BENEFITS

- Lower speed limits (30km/hr) and traffic calming can be implemented for the reduced lane width.
- Provides generous space for tree soil volume.
- Typically, will include opportunities for understorey planting.
- No net loss of car parking.
- Provides a wider footpath and more comfortable pedestrian environment.

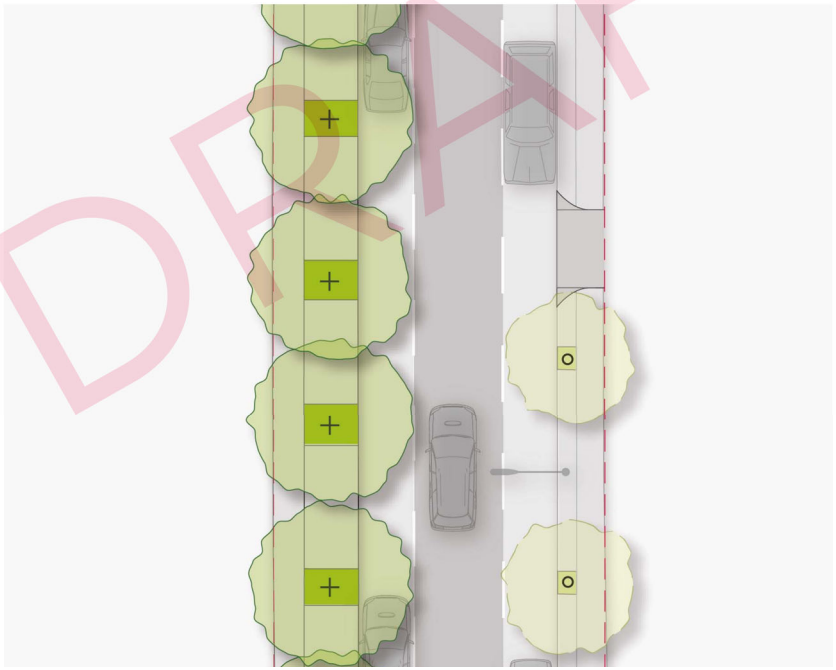


Figure 48: Highlighting all of the streets that are suitable for footpath widening.

FUNCTIONAL LAYOUT



STREET SECTION



STREET PLAN SCALE 1:200 0 5 10m

TECHNICAL AND MAINTENANCE CONSIDERATIONS

- It is reccommended that the surplus width be added to the western or northern kerb (depending on street orientation).
- Depending on the proximity of trees to overhead services a tree species may need to be selected that will tolerate crown pruning at maturity.
- Understorey planting should be a secondary consideration to tree selection and increasing canopy.
- Sightlines will need to be considered as part of tree placement and may impact the number of trees that can be installed.
- Structural soil should be considered to increase soil volumes and connect soils below pavement.
- Irrigation or hand watering required during hot dry periods.

ADDITIONAL OPPORTUNITIES TO BE CONSIDERED AS PART OF INTERVENTION

- IWM interventions such as passive irrigation, soaker pits and rain gardens.
- Traffic calming measures such as pedestrian priority crossings and shared streets.
- Understorey planting that increases and supports site biodiversity.
- Place making initiatives such as outdoor dining and seating.

FINANCIAL & RESOURCE COMMITMENT

$ **TBD** $$$

DRAFT