

Item 33.**Traffic Treatment - Landscaped Raised Median - Jones Bay Road, Pyrmont**

TRIM Container No.: 2020/246817

Recommendations

It is recommended that the Committee endorse the installation of a landscaped raised median island in Jones Bay Road, Pyrmont, between the points 0 metres and 57 metres, east of Pyrmont Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City's Sustainable Sydney 2030 vision includes commitments to increase tree canopy cover by 50% by 2030, to green the City and improve the amenity of the City's streets. In 2011 Council adopted the City's Street Tree Masterplan which identifies a range of sites to plant trees within the road pavement on streets such as Jones Bay Road, Pyrmont.

To help improve general safety in the area as part of the City's commitment to calm traffic and improve the local amenity, it is proposed to install a landscaped raised median island in Jones Bay Road, east of Pymont Street.

Comments

Jones Bay Road is 14.9 metres wide with one traffic lane and one parking lane in each direction. The street provides local access to properties within Pymont and westbound travel for bus route 389.

To calm traffic and increase tree canopy cover, it is proposed to install a landscaped raised median island in Jones Bay Road, east of Pymont Street. The proposed median island would be three metres wide and retain a 3.85 metre wide travel lane and 2.1 metre wide parking lane in each direction. The median will provide space to plant four trees which will provide shade to cool the street, improve the amenity in the street and contribute towards the City's Sustainable Sydney targets.

The landscaped raised median would not affect parking, sight lines or traffic flow.

Consultation

The City consulted local residents and businesses in the area. There were 409 letters sent out with 19 responses supporting the proposal, one responses opposing the proposal and two responses neither supporting or opposing the proposal.

The responses supporting the proposal noted that the changes would provide shade, improve the amenity of the street and slow vehicles. The two responses opposing the proposal raised concerns about leaf litter which will be addressed by providing evergreen trees instead of deciduous trees.

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

JAMES LAWTON, PROJECT MANAGER