

Item 30.

Traffic Treatment - At-Grade Pedestrian Crossing - Cook Lane, Zetland

TRIM Container No.: 2025/231150

Recommendations

It is recommended that the Forum review the installation of following traffic treatments in Cook Lane, Zetland west of Joynton Avenue:

- (A) At-grade pedestrian crossing and installation of speed hump in Cook Lane.

Advice

Advice will be updated after the meeting.

Background

In August 2025, the City of Sydney consulted on a proposal to enhance pedestrian and cyclist safety in Joynton and Gadigal Avenues, Zetland through several traffic treatments. These included the installation of a new raised pedestrian and cycle crossing on Gadigal Avenue, just east of Joynton Avenue, and the refurbishment of the existing raised pedestrian crossing on Joynton Avenue. Additionally, a Continuous Footpath Treatment (CFT) was proposed for Cook Lane, west of Joynton Avenue, to improve pedestrian accessibility and prioritisation.

A drainage assessment that was undertaken during the design of the traffic treatments revealed significant flooding risks in Cook Lane. The flooding risk makes the CFT infeasible without substantial stormwater upgrades.

To maintain pedestrian priority while addressing the drainage constraints identified in Cook Lane, the design has been revised to incorporate an at-grade pedestrian crossing, supported by a speed hump on the approach. This alternative treatment proposal maintains pedestrian connectivity and prioritisation across the laneway, while not impeding on surface water flow, thereby mitigating the risk of flooding. The speed hump also functions as a traffic calming measure, reducing vehicle speeds and enhancing safety for all road users.

Comments

Green Square has experienced a significant increase in pedestrian and cyclist activity, driven by ongoing residential and commercial development, improved public transport connections, and the area's growing popularity as a vibrant urban precinct. This rise in active transport modes underscores the need for targeted traffic treatments to enhance safety and

accessibility. Implementing measures such as improved pedestrian crossing, encouraging reduced vehicle speeds will help create a safer environment for all road users, particularly vulnerable groups such as children, older adults, and people with disabilities.

Given the high volume of pedestrians in the area, the at-grade pedestrian crossing across Cook Lane will help improve pedestrian access in the area as part of the City's commitment to calm traffic and improve residential amenity.

A lighting assessment will be undertaken to ensure compliance with the relevant standards for pedestrian crossings.

Consultation

The City consulted local residents and businesses in the area. A total of 778 letters were sent out, with no responses received in support. Four submissions were received opposing the proposal, and one submission provided general feedback.

The summary of the submissions received the City's response are provided in the following table:

Table 1 - Summary of submissions received on the original proposal

No.	Support/ Objection/ Feedback	Summary of submission	COS response
1 - 4	Objections	Submissions objected to the proposal due to the following reasons: - Increased traffic congestion - Due to the close proximity of the proposed pedestrian crossing to the existing crossing on Joynton Avenue, vehicles will be required to stop frequently to give way to pedestrians. This is likely to result in queuing and delays, particularly during peak periods, affecting traffic flow along Gadigal Avenue and surrounding streets - Limited access to pedestrians - Due to the close proximity of the proposed pedestrian crossing to the existing crossing on Joynton Avenue, vehicles will be required to	The proposal aligns with the City's commitment to prioritising active transport, over private vehicle use. The area surrounding Cook Lane, Joynton and Gadigal Avenues experiences high pedestrian volumes, particularly during peak periods. The additional crossing is designed to improve pedestrian safety and accessibility, ensuring that pedestrians can cross the road safely and conveniently. The proximity of the crossings reflects pedestrian desire lines from the Elizabeth Street Reserve and supports safer movement across busy intersections.

No.	Support/ Objection/ Feedback	Summary of submission	COS response
		stop frequently to give way to pedestrians. This repeated stopping may lead to queues and delays, with vehicles potentially impeding access to surrounding streets and driveways, particularly during peak travel times. - Multiple pedestrian crossings in close proximity is inefficient as it may cause confusion to drivers and pedestrians. - The submissions recommended that the proposed pedestrian crossing be relocated further north on Joynton Avenue, towards Mary O'Brien Reserve.	While we understand that traffic delays can be frustrating, the safety of pedestrians outweighs the inconvenience of congestion. The proposed pedestrian crossing is part of a broader strategy to reduce pedestrian risk and encourage walking as a primary mode of transport, especially in high-density urban areas like in Green Square. The proposed pedestrian crossing provides a safe and direct route for pedestrians travelling between Elizabeth Street Reserve and destinations along Gadigal Avenue. Relocating the crossing further north would not enhance pedestrian connectivity from the park as it deviates from the pedestrian desire lines
5	Feedback	The submission requested that the pedestrian crossing be extended to improve access to Elizabeth Street Reserve. While there is an existing footpath linking the reserve to Cook Lane, extending the pedestrian crossing is not feasible due to the presence of a large tree in the vicinity.	It is proposed to realign the footpath within the reserve to connect directly to the proposed pedestrian crossing on Cook Lane. This realignment will be incorporated into the detailed design

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER