

Item 13.

Traffic Treatment - Pedestrian and Streetscape Improvements - Crown Street, Woolloomooloo

TRIM Container No.: 2026/491827

Recommendations

It is recommended that the Forum review the following installation of the following traffic treatments and reallocation of parking restrictions in Woolloomooloo:

- (A) Raised pedestrian crossing on Crown Street, north of Kennedy Street, replacing the existing raised threshold;
- (B) Continuous footpath treatments (CFTs) across Suttor, Robinson, Kennedy and Broughton Streets where they intersect Crown Street;
- (C) Conversion of the existing kerbside bus stop to an in-lane bus stop on Crown Street between Suttor and Kennedy Streets;
- (D) Installation of a median separator on Crown Street between Suttor and Kennedy Streets;
- (E) Introduce "No Right Turn" restrictions for vehicles entering and exiting Robinson Street;
- (F) Introduce "No Right Turn" restrictions for vehicles entering and exiting Kennedy Street;
- (G) Relocation of the "Bus Zone" on the eastern side of Crown Street, north of Robinson Street to approximately 33.5 metres north of its existing location; and
- (H) Streetscape upgrades including wider footpaths, new garden beds, additional street trees and improved lighting

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Kings Cross PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

In response to community concerns about pedestrian safety and accessibility in the area and as part of our commitment to create safer streets for pedestrians, we are proposing the following upgrades:

- Raised pedestrian crossing on Crown Street, north of Kennedy Street, replacing the existing raised threshold;
- Continuous footpath treatments (CFTs) across Suttor, Robinson, Kennedy and Broughton Streets to improve pedestrian priority and visibility;
- In-lane bus stop for northbound services on Crown Street between Suttor and Kennedy Streets, supporting safer pedestrian movement and calmer traffic, and;
- Streetscape upgrades including wider footpaths, new garden beds, additional street trees and improved lighting to create a more attractive and comfortable environment.

Comments

The proposal will help improve general safety in the area as part of the City's commitment to improve access for people walking, calm traffic and improve residential amenity.

Raised pedestrian crossing and CFTs

The proposed raised pedestrian crossing and footpath widenings on Crown Street will improve sight lines, make it easier for people to cross safely, and help slow vehicle speeds. The raised crossing will be constructed to a height of 75mm to accommodate bus movements in Crown Street.

The continuous footpath treatments, which require drivers to give way to pedestrians, will further improve safety and reduce the speed of vehicles entering and leaving the side streets.

Improved lighting would be incorporated in the traffic treatment proposals to enhance safety at the pedestrian and cycle crossing at night.

Proposed in-lane bus stop (northbound) and right turn bans

To deliver a more attractive streetscape, the kerbside bus stop on Crown Street at Suttor Street will be upgraded to an in-lane bus stop. This design supports safer pedestrian movement and creates space for improved footpaths and landscaping.

A new median strip in Crown Street will be installed to help manage traffic flow and make crossing for pedestrians safer. As part of this change, right-turns from and into Robinson Street and Kennedy Street will no longer be permitted.

Alternative routes are available, and these turn restrictions are not expected to significantly affect local traffic. The proposal was consulted with bus operators who raised no objections. With a service frequency of 2 to 3 buses per hour and typical dwell times of 20 to 30 seconds per bus at the in-lane bus stop, bus operations are not expected to result in queueing back to William Street or impact the performance of the downstream signalised intersection.

Proposed bus zone relocation (southbound)

To improve safety and ensure drivers have clear sightlines to pedestrians, statutory “No Stopping” requirements at intersections and pedestrian crossings must be met. As a result, the bus zone needs to be shifted south, and there will be a loss of five 2P/4P ticket permit parking spaces to accommodate the relocated bus zone.

Overall parking impacts

Implementation of the proposal would require changes to kerbside parking restrictions. Although the proposal involves a net loss of six on-street parking spaces, the benefits far outweigh this loss. The upgrades will make the area safer for pedestrians, calmer for traffic, and more attractive overall, creating a better environment for residents, visitors, and local businesses. It is also important to note that most surrounding properties are supported by off-street parking facilities.

Consultation

The City consulted residents and businesses in the area. There were 288 letters sent out with a total of 25 responses; 5 responses supporting the proposal, 12 responses partially supporting the proposal, 7 responses opposing the proposal, and 1 response neither supporting or objecting to the proposal.

A summary of the submissions received, and the City's response are provided in the following table:

Submissions Supporting the Proposal: 5

Main Concerns / Comments	City of Sydney Response
Resident supports the proposal, as it will make the location more pedestrian friendly.	Noted
Resident strongly supports the proposed raised pedestrian crossing and pedestrian safety improvements, noting benefits for residents, school children and office workers. Encourages the City to continue prioritising pedestrian access and safety.	Noted
Respondent strongly supports the proposed changes to Crown Street, including the raised pedestrian crossing, bus stop relocations and footpath improvements. They noted that pedestrians frequently cross Crown Street to access Woolworths and consider the	Noted

proposed crossing will significantly improve pedestrian safety.	
Resident of 63 Crown Street supports the proposed pedestrian and streetscape improvements due to concerns about drivers failing to give way, distracted driving, traffic speeds and safety risks for pedestrians, particularly children, older residents and people with prams. Also supports further traffic calming measures in the area.	Noted
Resident supports the proposed Crown Street upgrades, considering they will improve the area for pedestrians, cyclists and motorists. They support the proposed traffic calming measures and additional landscaping but suggest further improvements, including additional speed humps to reduce speeding and traffic noise, more street trees and shade along Crown Street, and enhanced planting treatments within new garden beds.	Noted. The proposal includes a raised pedestrian crossing, continuous footpath treatments and additional landscaping to improve pedestrian safety and streetscape amenity. Suggestions for additional traffic calming measures and landscaping will be considered as part of future planning and design opportunities.

Submissions Neutral or Partially Supporting the Proposal: 13

Main Concerns / Comments	City of Sydney Response
Submitter did not comment on the proposal but requested additional bus stop amenities, including shelters, seating and a rubbish bin near Woolworths.	The City's project and street furniture team will consider the request for additional bus stop amenities.
(10 submissions) Submitters at 88 Crown Street support the broader pedestrian and improvements but objects to the proposed relocation of the southbound bus stop and the resulting removal of six on-street parking spaces. Concerns include increased noise, emissions and amenity impacts for residents, loss of parking in an area with high parking demand, and insufficient justification for the selected bus stop location. The submissions request Council investigate alternative bus stop locations and reconsider the associated parking loss.	The southbound bus stop relocation is necessary to accommodate the raised pedestrian crossing and to meet statutory road safety and sight line requirements. There are no viable alternative locations for the raised pedestrian crossing that result in less parking loss, support public bus services, and comply with statutory road safety and sightline requirements. The removal of six parking spaces is necessary to accommodate the revised road layout and improve pedestrian safety.

The respondent generally supports the proposed pedestrian and streetscape improvements and welcomes efforts to better balance pedestrian and vehicle needs. However, they object to the proposed removal of the right-turn movement from Kennedy Street onto Crown Street, citing concerns that it may increase congestion on Crown Street and Riley Street and reduce access to Crown Gardens. Concerns were also raised about the removal of the bus stop, with the view that it may affect traffic movements near the William Street intersection.	The proposal aims to improve pedestrian safety and accessibility while maintaining appropriate access within the local road network. The removal of the right-turn movement from Kennedy Street onto Crown Street is intended to reduce conflicts between turning vehicles and pedestrians crossing Crown Street. The southbound bus stop relocation is required to accommodate the raised pedestrian crossing and satisfy road safety and sightline requirements. Alternative access routes remain available.
The respondent supports pedestrian safety improvements but objects to aspects of the proposal that may affect vehicle access and business operations. Concerns include the proposed right-turn restrictions from Kennedy Street and Robinson Street, loss of on-street parking, increased congestion, reduced access to the showroom and rear laneway, and impacts on customers, suppliers and staff. The respondent also questioned the need for additional landscaping, citing maintenance concerns, and suggested greater focus on road maintenance and repairs.	The proposal aims to improve pedestrian safety, accessibility and public transport operation while maintaining access within the local road network. The removal of the right-turn movement from Kennedy Street onto Crown Street is intended to reduce conflicts between pedestrians and turning vehicles. The removal of parking spaces and relocation of the bus stop are required to meet statutory safety and sightline requirements in order to accommodate the improvements. The proposed streetscape improvements will enhance pedestrian amenity and support a safer, more accessible public domain.

Submissions Opposing the Proposal: 7

Main Concerns / Comments	City of Sydney Response
Resident objects to the removal of six on-street parking spaces, citing existing parking shortages and the inability of residents in the building to obtain residential parking permits.	The removal of six on-street parking spaces is necessary to meet statutory requirements and provide adequate sight lines. The proposed changes aim to encourage active and public transport over private vehicle usage by improve pedestrian and public bus amenities The provision of parking permits is subject to eligibility criteria being met.

	Most surrounding properties are supported by off-street parking facilities.
Resident of 63 Crown Street opposes most aspects of the proposal, questioning the need for the raised crossing, continuous footpath treatments, in-lane bus stops and streetscape upgrades. Concerns include parking loss, traffic impacts, project costs and ongoing maintenance requirements.	The removal of six on-street parking spaces is necessary to meet statutory requirements and provide adequate sight lines. The proposed changes aim to make walking safer by giving priority to pedestrians crossing the street where the traffic treatments are installed. These treatments calm traffic, improve road safety and create a better environment for residents, visitors, and local businesses. The proposed changes also support the operation of public buses by prioritising buses over private vehicles, improving bus stop amenities and increasing footpath space around the bus stops. Project and maintenance costs are accounted for in the City's budget.
(5 Submissions) Respondents objected to the proposed right-turn restriction from Kennedy Street onto Crown Street, as well as the in-lane bus stop, raised pedestrian crossing, bus stop relocation and loss of parking. Concerns focused on reduced access to Crown Gardens, increased congestion, longer travel times, impacts on residents, visitors, taxis and rideshare vehicles, and the view that existing pedestrian safety issues do not warrant the proposed changes given the nearby signalised crossings. Some respondents also raised concerns about access from the Eastern Distributor and potential increases in traffic on surrounding streets.	The proposal is intended to improve pedestrian safety, accessibility and public transport operation. The removal of the right-turn movement from Kennedy Street onto Crown Street will reduce conflicts between pedestrians crossing Crown Street and vehicles turning onto Crown Street. Vehicles turning right from Kennedy Street would otherwise be required to give way to pedestrians as well as northbound and southbound traffic, including buses, at the crossing location. The raised pedestrian crossing, footpath improvements and in-lane bus stop are designed to improve pedestrian safety and support public transport operations. The bus stop relocation and removal of parking spaces are required to meet statutory safety and sightline requirements. Alternative vehicle access routes remain available. Suggestions regarding taxi and rideshare facilities will be considered separately.

Most (17) of the submissions support the pedestrian and streetscape improvements, but 10 of these submissions do not support the relocation of the southbound bus stop.

The City notes that the relocation of the southbound bus stop and removal of parking spaces are required to accommodate the raised pedestrian crossing and meet statutory road safety and sightline requirements.

The location of the proposed raised pedestrian crossing was chosen as it is on the pedestrian desire line and minimises the parking impacts of the proposal by making use of the existing no stopping zones at and on either side of the proposed crossing, which provide adequate sight lines and meet statutory requirements.

Overall, the City considers the proposal will improve pedestrian safety, accessibility and public transport outcomes while maintaining appropriate access within the local road network.

Financial

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

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