

Item 20.**Traffic Treatment - Continuous Footpath Treatment and Raised Pedestrian Crossing with widening - Renwick Street at Mitchell Road and Mitchell Road at Anderson Street Alexandria****TRIM Container No.:** 2020/195092**Recommendations**

It is recommended that the Committee endorse the installation of the following:

- Footpath widening, by 2.7 metres on the eastern side and 2.8 metres on the western side of Mitchell Road with a raised pedestrian crossing at Anderson Street, Alexandria; and
- Continuous footpath treatment in Renwick Street at Mitchell Road, Alexandria.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City in April 2018, consulted the community on the Alexandria Local Area Traffic Management Plan, which recommended a number of traffic calming treatments to mitigate the impacts of WestConnex on local roads

Additionally, the City has received ongoing requests to improve the pedestrian safety and accessibility and residential amenity in Renwick Street at Mitchell Road, Alexandria and across Mitchell Road at the Anderson Road intersection.

The City proposes to introduce a continuous footpath treatment in Renwick Street at Mitchell Road and footpath widening with a raised pedestrian crossing in Mitchell Road at Anderson Street. Both proposals would help improve pedestrian access as well as slow down traffic on Mitchell Road and discourage short-cut traffic.

Comments

In April 2018 we developed a local area traffic management (LATM) plan for Alexandria, Erskineville and St Peters. The LATM Plan proposed a suite of treatments, including road closures and streetscape improvements to:

- Protect local amenity and maintain property access;
- Apply a precinct-wide approach to ensure the problem is tackled collectively rather than street by street;
- Consider the impact on pedestrians and cyclists as well as vehicles.

The City consulted with the local community to gather their feedback on the proposed suite of treatments from April 2018 to June 2018. At the end of the consultation period the City received 731 submissions with 75% of the submissions received supporting the City's LATM plan.

The City is now progressing on the approval of several of these treatments, including the closure of Anderson Street at Mitchell Road. As part of the road closure work in Anderson Street, the City proposes to introduce a continuous footpath treatment in Renwick Street at Mitchell Road and footpath widening with a raised pedestrian crossing in Mitchell Road at Anderson Street. Both proposals would help improve pedestrian access as well as slow down traffic on Mitchell Road and discourage short-cut traffic

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Traffic counts commissioned on 4 April 2019 in Renwick Street, just west of Mitchell Road, recorded a maximum AM peak-hour volume of 38 vehicles (7.30 to 8.30am) and PM peak-hour volume of 51 vehicles for Renwick Street. The PM vehicle volume did not satisfy the TfNSW warrant for continuous footpath treatments. However, due to high peak hour volume of pedestrians with 28 in the am and 31 in the pm across Renwick Street, TfNSW has provided "in principle" support for the installation of a Continuous Footpath Treatment at this location.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road; drivers must give way to any pedestrian or other road user on the related area. The introduction of a continuous footpath treatment reinforces the road rules.

Mitchell Road is approximately 12.8 metres wide with parking on both sides and two-way traffic. The proposed footway widening on the eastern and western sides of Mitchell Road with a raised pedestrian crossing at Anderson Street, would provide safe access for pedestrians by reducing the distance a pedestrian needs to cross the road.

Given that the new Alexandria Park Community School (2,200 students) on both sides of Mitchell Road will generate high pedestrian activity across the street, the new raised crossing on Mitchell Road will assist pedestrians, especially children, slow traffic and discourage short cut traffic near a school.

The footpath widening in Mitchell Road will remove two car spaces on the western side of the road but will not affect traffic flows in the local area.

Consultation

The City consulted extensively with the Alexandria Local Area Traffic Management Plan, which recommended a number of traffic calming treatments.

The consultation for these treatments was included in the consultation on the closure of Andersen Street but no comments were specifically received either in favour or against these particular treatments.

Financial

Funds are available in the budget as part of the City's Capital Works Program.

COL WARNE TRAFFIC PROJECT MANAGER