Item 25.

Traffic Treatment - Raised Pedestrian Crossings - Mitchell Road, Alexandria

TRIM Container No.: 2026/403398

Recommendations

It is recommended that the Forum review the installation of two raised pedestrian crossings at the following locations in Alexandria:

(a) Mitchell Road, south of Ashmore Street; and

(b) Ashmore Street, west of Mitchell Road.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Heffron
Representative for the Member for Newtown

Advice

Advice will be updated after the meeting.

Background

As part of the Erskineville and Alexandria Traffic and Transport Study 2023, the City identified the potential upgrade of the intersection of Mitchell Road, Harley Street and Ashmore Street to a signalised intersection. While traffic signals were initially considered, further assessment identified that pedestrian accessibility and connectivity outcomes could

be better achieved through the installation of raised pedestrian crossings on Mitchell Road and Ashmore Street.

The proposed raised pedestrian crossings would provide pedestrians with more direct and convenient crossing opportunities, improve connectivity between surrounding land uses, and reinforce pedestrian priority within the precinct. The raised crossings would also deliver traffic calming benefits by reducing vehicle speeds through the intersection. On balance, the provision of two raised pedestrian crossings is considered a more appropriate treatment than a signalised intersection, as it better supports pedestrian movement and accessibility while maintaining efficient local traffic operations.

Comments

The raised pedestrian crossings will provide safe pedestrian crossing points for people walking and the raised treatment will include kerb build-outs which would help reduce vehicle speeds and increase visibility adjacent to the proposed crossings. The proposal will help improve general safety in the area as part of City's commitment to improve access for people walking, calm traffic and improve residential amenity.

Given that Mitchell Road is on a bus route, the raised crossing will comply with STA guidelines. Additionally, the footpath widening will maintain the existing travel lane width along Mitchell Road so that it does not affect traffic flow along the street.

Due to the need to ensure sufficient sight distances, there will be a net loss of six parking spaces on Mitchell Road and Ashmore Street.

Consultation

The City consulted local residents and businesses in the area. There were 405 letters sent out with 5 responses supporting, 2 responses partially supporting, and 19 responses opposing the proposal.

Of the 19 submissions opposing the proposal, 10 raised concerns regarding the potential impact of the proposed pedestrian crossing on customer parking and the operation of a business's approved footpath dining area. Submitters noted that the proposed crossing on the southern approach to the Mitchell Road roundabout would require the loss of existing1/4P parking spaces, which provide convenient short-term parking turnover for customers accessing the nearby business. Concerns were also raised that the pedestrian crossing, and kerb extensions may encroach upon the existing footpath dining area, thereby affecting the business's ability to utilise its approved outdoor seating capacity.

The City acknowledges these concerns and notes that the concept design will be refined during the detailed design phase. Detailed design investigations will consider the operational requirements of the affected business. Consultation will be undertaken with the business owner to minimise adverse impacts and ensure that the approved outdoor dining area can be maintained while achieving the desired pedestrian safety outcomes. The 1/4P parking spaces can be relocated further south on Mitchell Road to allow short term parking for customers accessing the business.

The remaining nine submissions objected to the proposal on the grounds that it may increase delays and congestion at an already busy intersection and that an additional pedestrian crossing is unnecessary given the presence of an existing crossing facility in the vicinity. Concerns were also raised that pedestrian priority associated with a zebra crossing

may increase vehicle queuing during peak periods. The concerns regarding traffic delays are noted.

The City notes these comments but considers that the proposed crossing forms part of a broader pedestrian network intended to improve accessibility, connectivity and safety for pedestrians travelling to and between various destinations within the local residential area. The proposal has been developed in response to observed pedestrian demand and seeks to provide a formal crossing point at a location where pedestrian movements currently occur in proximity to the roundabout.

The proposal is consistent with the City's strategic active transport objectives, priority is given to initiatives that improve pedestrian safety, accessibility and connectivity, with any potential increase in vehicle delay considered acceptable in achieving these outcomes.

Several submitters suggested relocating the crossing further south on Mitchell Road adjacent to Stovemakers Lane, noting that pedestrians frequently cross at this location and that a formal crossing could provide a safer crossing opportunity. The City has assessed this alternative location and determined that it would result in several constraints, including potential impacts on the amenity of adjacent residential properties and loss of on-street parking.

Based on the assessment undertaken to date, the City considers that the proposed location adjacent to the roundabout better balances pedestrian accessibility and connectivity, parking impacts and surrounding land use considerations. Accordingly, relocation of the crossing to Stovemakers Lane is not currently supported.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINNER