

Relevant Information for Council

FILE: S120932 **DATE:** 9 May 2019

TO: Lord Mayor and Councillors

FROM: Kim Woodbury, Chief Operating Officer

THROUGH: Monica Barone, Chief Executive Officer

SUBJECT: Information Relevant To Item 8.5 – Traffic Treatment - Parkham Place, Surry Hills - Permanent Road Closure to Traffic from Nobbs Lane to Parkham Lane

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Purpose

To provide further information on the rationale and reasons for the removal of the Parkham Street pedestrian bridge.

Background

At the meeting of the Transport, Heritage and Planning Committee on 6 May 2019, further information was sought on the rationale and reasons for the removal of the Parkham Street pedestrian bridge across South Dowling Street and over the Eastern Distributor.

The CBD and South East Light Rail project required a new bridge be built with light rail, pedestrians and cyclists access across South Dowling Street and over the Eastern Distributor to connect from Devonshire Street and the new Wimbo Park to Moore Park and Anzac Parade.

The new bridge directly aligned the pedestrian and cycle access with the Tibby Cotter Bridge through Moore Park to Wimbo Park and onto Devonshire Street with all road crossings along the route controlled by traffic signals.

The new bridge at Wimbo Park is approximately 50 metres north of the Parkham Street pedestrian bridge connection to Moore Park.

The City of Sydney made a submission to Transport for NSW (TfNSW) to retain the Parkham Street pedestrian bridge connection with Light Rail.

TfNSW reviewed the option of retaining the Parkham Street Bridge with Light Rail Bridge across South Dowling Street.

Both bridges required traffic signals across South Dowling Street for pedestrian and vehicle safety.

Roads and Maritime Services (RMS) needed to review retention of Parkham Street pedestrian bridge as it involved traffic signals.

Under guidelines for traffic signal design, the minimum spacing between sets of traffic signals must be over 135 metres separation for safety and traffic efficiency.

The RMS determined the Parkham Street pedestrian bridge could not be retained on both safety and traffic efficiency grounds.

In January 2019, demolition commenced on the Parkham Street Bridge which is now complete, except for works on the eastern and western abutments at South Dowling Street.

Memo from Kim Woodbury, Chief Operating Officer

Prepared by: Col Warne, Traffic Project Manager

Attachments

Attachment A. South Dowling Street pedestrian overbridges at Parkham Street and Wimbo Park

Attachment B. Photos at Parkham Street and Wimbo Park around South Dowling Street

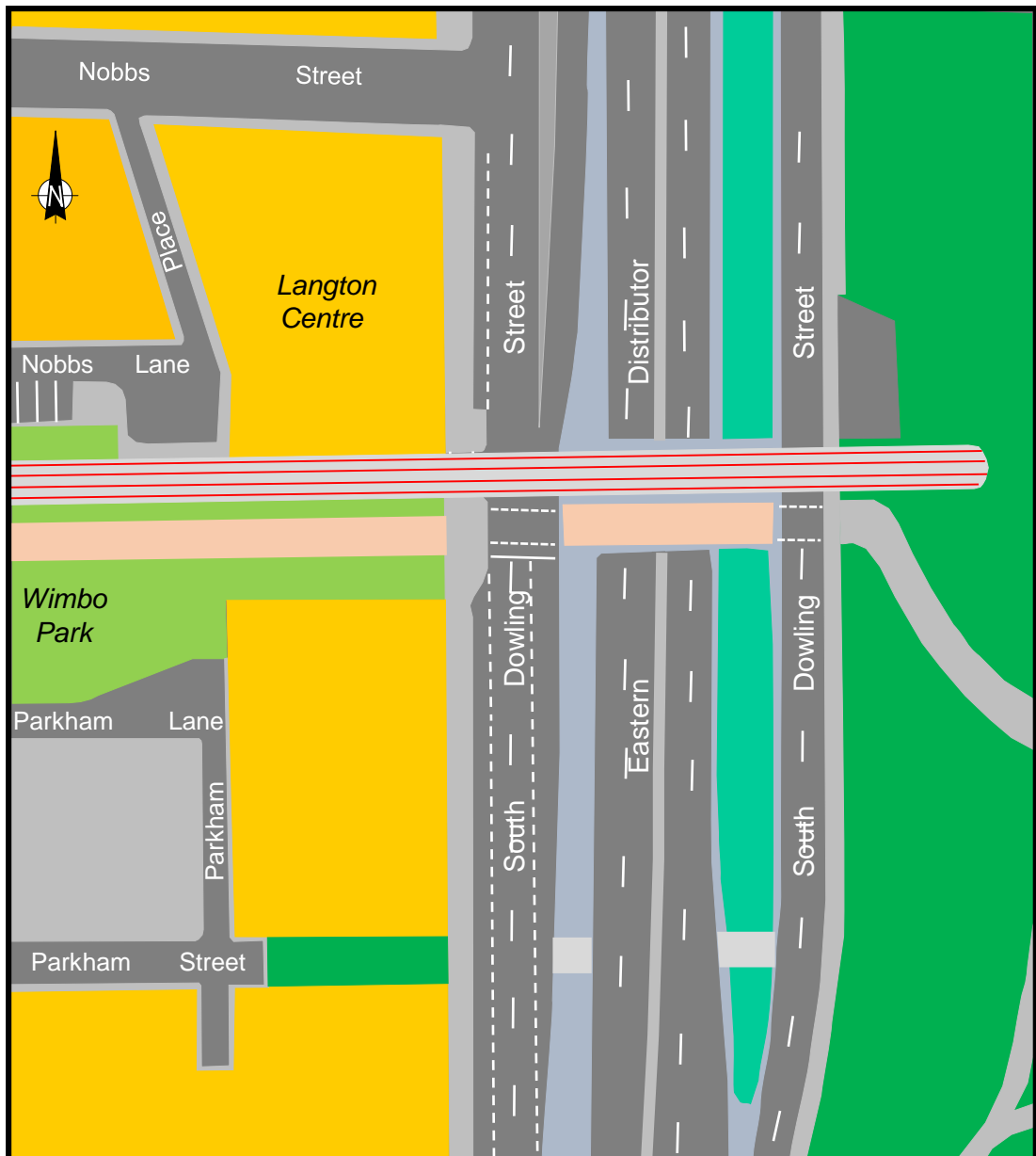
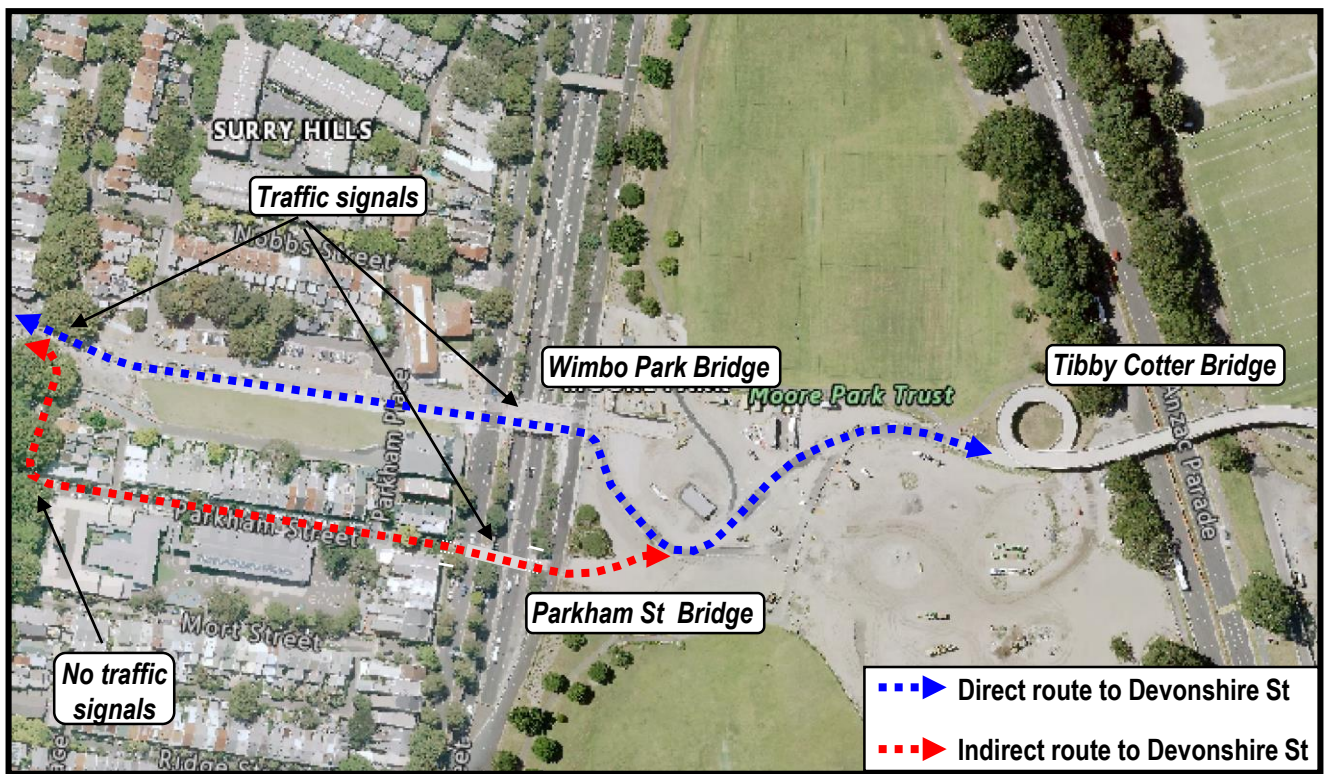
Approved



**MONICA BARONE, CHIEF EXECUTIVE
OFFICER**

Attachment A

**South Dowling Street Pedestrian
Overbridges at Parkham Street and Wimbo
Park**



Attachment B

**Photos at Parkham Street and Wimbo Park
around South Dowling Street**

Looking west from Moore Park to Light Rail bridge over South Dowling Street



Looking west from southbound lane in South Dowling Street to Wimbo Park



Looking west over northbound lanes in South Dowling Street to Wimbo Park



Looking west to Devonshire Street across Wimbo Park



Looking east from Bourke Street across Wimbo Park



Looking east over northbound lanes in South Dowling Street



Looking north from Parkham Street to Light Rail bridge over northbound lanes in South Dowling Street



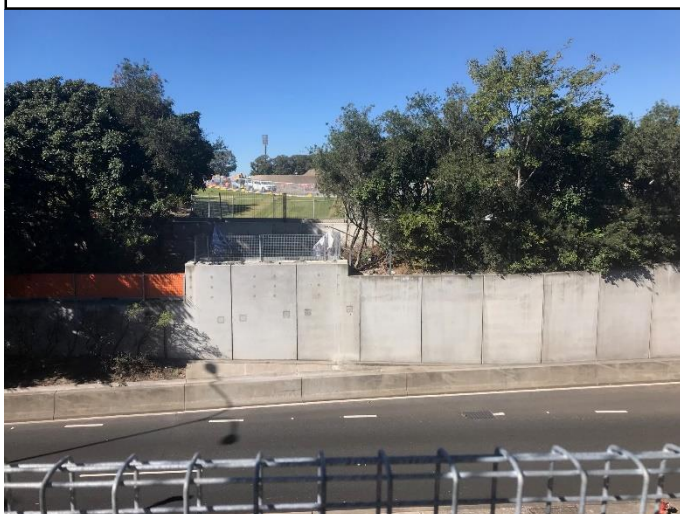
Looking south from Light Rail bridge to Parkham Street at South Dowling Street



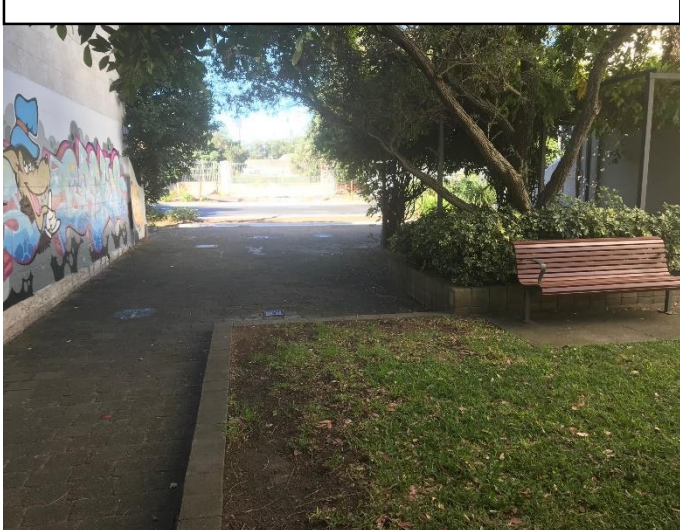
Looking east from Parkham Street across northbound lanes in South Dowling Street



Looking east over Eastern Distributor from Parkham Street where bridge has been removed



Looking east from Parkham Street pocket park



Looking west to Parkham Street over northbound lanes in South Dowling Street

