

Traffic Treatment - Parkham Lane, Surry Hills - Permanent Road Closure to Traffic from Olivia Lane to Bourke Street

File No: S 120932

Summary

This report recommends that Council approve the permanent road closure of Parkham Lane to traffic from 106 metres west of Parkham Place to the western side of Olivia Lane.

The intersection of Parkham Lane and Olivia Lane has been a dead end, U-turn area for local vehicles for well over 40 years.

The CBD and South East Light Rail Environmental Impact Statement has changed the local traffic access in Parkham Lane from a dead end local two-way road, to a full road closure at Olivia Lane.

However, Parkham Lane will become one-way westbound with a single lane connection through the closure and across community parkland to Bourke Street.

The closure ensure safe light rail operations, retains local traffic access and increases open space.

Recommendation

It is resolved that:

- (A) Council approve the permanent closure of Parkham Lane to traffic from 106 metres west of Parkham Place to the western side of Olivia Lane;
- (B) a Traffic Management Plan be submitted to the Roads and Maritime Services for the permanent closure of Parkham Lane at Olivia Lane; and
- (C) a single lane connection be provided through the Parkham Lane closure and across community parkland to Bourke Street.

Attachments

Attachment A. Map of Permanent Closure of Parkham Lane

Attachment B. Parkham Lane - Local Pedestrian, Cycling and Traffic Calming Committee Minutes of 21 March 2019 – Item 36

Background

1. The City of Sydney on behalf of Transport for NSW, proposes to permanently close Parkham Lane from 106 metres west of Parkham Place to the western side of Olivia Lane, Surry Hills.
2. A single lane connection will be provided through the closed section of Parkham Lane and across community parkland to Bourke Street.
3. The permanent road closure to vehicular traffic will also improve pedestrian safety, accessibility and enhance the local amenity.
4. The permanent road closure with a single lane access to Bourke Street was shown in the CBD and South East Light Rail Environmental Impact Statement with a changed to local traffic access from a dead end local two-way road to a full road closure at Olivia Lane.
5. Parkham Lane will become one-way westbound with a single lane (Approximately 3 metres wide) connection through the closure and across community parkland to Bourke Street.
6. This is necessary to ensure safe light rail operations and retain local traffic access.

Key Implications

7. Parkham Lane conversion from two-way to one way westbound will have a single access lane through the closure and across community parkland to Bourke Street.
8. The one-way westbound connection to Bourke Street will retain local, service and Ausgrid vehicle access to a substation.
9. Emergency vehicle access will still be maintained via the Light Rail corridor.

Strategic Alignment - Sustainable Sydney 2030 Vision

10. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This plan is aligned with the following strategic directions and objectives:
 - (a) Direction 4 - A City for Walking and Cycling - The proposal also helps develop a network of safe, linked pedestrian paths which gives greater priority to pedestrian movements and amenity in the City Centre.
 - (b) Direction 5 - A Lively and Engaging City Centre - The proposal is consistent with Direction 5 as it would increase the quality of open space.

Budget Implications

11. The CBD and South East Light Rail project will deliver the Parkham Lane closure and associated work.

Relevant Legislation

12. The Roads and Maritime Services is responsible for the control of traffic on all NSW roads and has delegated to Council certain functions to regulate traffic on local roads.
13. The Roads and Maritime Services delegation gives Council authority to approve traffic management road closures under Part 8, Division 2 of the Roads Act 1993.
14. The delegation can only be exercised by the elected Council and is subject to a number of conditions and limitations, including the need to obtain the advice of Council's Local Pedestrian, Cycling and Traffic Calming Committee.
15. If Council agrees to the proposed traffic management road closure, the City must lodge a Traffic Management Plan for approval and implementation by the Roads and Maritime Services.

Critical Dates / Time Frames

16. Works are to be constructed in the 2018-19 financial year and delivered by CBD and South East Light Rail project.

Public Consultation

17. The CBD and South East Light Rail Environmental Impact Statement and further consultation during light rail design and construction has met requirements for Parkham Lane to be closed 106 metres to the western property boundary of Olivia Lane.
18. Emergency services (NSW Ambulance, Fire Brigade, Police and Roads and Maritime) have been consulted and are satisfied with access arrangements for their vehicle.
19. The Local Pedestrian, Cycling and Traffic Calming Committee meeting on 21 March 2019 endorsed the proposed permanent closure of Parkham Lane to traffic (Attachment B).

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