

Olivia Lane Surry Hills - Permanent Road Closure to traffic from Nobbs Lane to Parkham Lane

File No: S 120932

Summary

This report recommends that Council approve the permanent road closure of Olivia Lane, Surry Hills to traffic between Nobbs Lane and Parkham Lane.

Olivia Lane, between Nobbs Lane and Parkham Lane has been informally closed to traffic for over 40 years.

The CBD and South East Light Rail has this section of Olivia Lane closed which was included in the Environmental Impact Statement for the project.

Olivia Lane from Nobbs Lane to Parkham Lane, will be shared between light rail, pedestrians, cyclists and new open space area (Wimbo Park) with no traffic.

Recommendation

It is resolved that:

- (A) Council approve the permanent closure of Olivia Lane between Nobbs Lane and Parkham Lane; and
- (B) a Traffic Management Plan be submitted to the Roads and Maritime Services for the permanent closure of Olivia Lane between Nobbs Lane and Parkham Lane..

Attachments

Attachment A. Map of Permanent Closure of Olivia Lane

Attachment B. Olivia Lane - Local Pedestrian, Cycling and Traffic Calming Committee Minutes of 21 March 2019 – Item 34

Background

1. The City of Sydney on behalf of Transport for NSW, proposes to formalise the permanent closure of Olivia Lane between Nobbs Lane and Parkham Lane, Surry Hills.
2. The permanent road closure to vehicular traffic will be shared between light rail, pedestrians, cyclists and provide new open space to improve safety.
3. The permanent road closure was shown in the CBD and South East Light Rail Environmental Impact Statement.

Key Implications

4. Parkham Lane has been converted from two-way to one way westbound with a single access lane through the Olivia Lane closure and across community parkland to Bourke Street.
5. Emergency vehicle access will still be maintained via the Light Rail corridor.

Strategic Alignment - Sustainable Sydney 2030 Vision

6. 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

7. The CBD and South East Light Rail project will deliver the Olivia Lane closure and associated works.

Relevant Legislation

8. 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.
9. 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.
10. This 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.

11. 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

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

Public Consultation

13. The CBD and South East Light Rail Environmental Impact Statement and further consultation during light rail design and construction has met requirements for formalising Olivia Lane closure.
14. Emergency services (NSW Ambulance, Fire Brigade, Police and Roads and Maritime) have been consulted and satisfied with access arrangements for their vehicles.
15. The Local Pedestrian, Cycling and Traffic Calming Committee meeting on 21 March 2019 endorsed the proposed permanent closure of Central Street to traffic at George Street (Attachment B).

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