

## Relevant Information for Council

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**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

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### 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

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Approved



**MONICA BARONE, CHIEF EXECUTIVE OFFICER**