

**ITEM 36. TRAFFIC TREATMENT – PERMANENT ROAD CLOSURE – SKITTLE
LANE SYDNEY**

TRIM RECORD NO: 2016/020173

RECOMMENDATION

It is recommended that the Committee endorse the permanent road closure of Skittle Lane, Sydney, to vehicular traffic from a point 10.7 metres north of the King Street.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Sydney City LAC		
Representative for the Member for Sydney		

DECISION

BACKGROUND

Condition 14 of Development Consent D/2013/1707 for 161 Clarence Street, 163-165 Clarence Street and 304 Kent Street, Sydney, requires the Applicant to create a Right of Public Access in Skittle Lane, Sydney.

In order to comply with Condition 14, the City proposes to permanently close Skittle Lane to vehicular traffic just north of the rear garage to 171 Clarence Street.

COMMENTS

Skittle Lane is a 37 metre long, dead-end laneway north of King Street between Kent and Clarence Streets, Sydney. The lane is approximately 3.2 metres wide and predominantly used by pedestrians to access properties fronting the laneway.

At times, Skittle Lane is also informally used for the stack parking of vehicles which is problematic both for pedestrian accessibility – informally parked vehicles limit the width available for pedestrians using Skittle Lane to less than 1.0 metre – and building evacuation procedures as parked vehicles block fire door access.

The City proposes to permanently close Skittle Lane just north of the rear garage to 171 Clarence Street to remove the informal parking blocking fire doors and improve pedestrian priority between King Street and 161-165 Clarence Street at the northern end of the lane. The proposed closure will still maintain vehicular access to 171 Clarence Street.

The proposal was supported for implementation by the Central Sydney Traffic and Transport Committee (CSTTC) on 24 August 2015 and Roads and Maritime Services (RMS) approved a Traffic Management Plan (TMP) for the permanent closure on 23 November 2015.

CONSULTATION

In compliance with Section 116 of the *Roads Act 1993*, the City consulted with local residents and businesses for a period of 28 days and advertised the proposed safety improvements in two newspapers; The Sydney Morning Herald and the Central Sydney Magazine. The proposal was also published on the City of Sydney website.

There were 991 letters sent out with two responses supporting the proposal and three responses opposing the proposal.

Submissions supporting the proposal considered the future activation opportunities of the permanent closure.

Submissions opposing the proposal were concerned about the loss of informal stack parking and the potential degradation or removal of heritage cobblestones from Skittle Lane.

Given that under existing conditions informally parked vehicles in Skittle Lane restrict access to fire doors and reduce the width available for pedestrians, particularly during a building evacuation, the removal of the informal parking is necessary to improve safety.

FINANCIAL

All costs of the proposed road closure will be borne by the Applicant.

ATTACHMENTS

Traffic Treatment – Permanent Road Closure – Skittle Lane Sydney

Rodney King, Senior Traffic Engineer



**Authorised
Council
Vehicles
Excepted**

Proposed
new signs

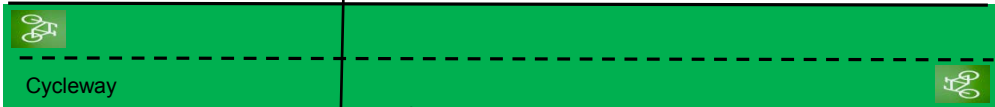
SKITTLE LANE

Proposed road
closure with
bollard

Car park entry
171 Clarence St

10.7 metres

Footpath



Cycleway

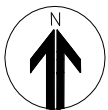
Roadway

↑ Kent Street

KING

STREET

↓ Clarence Street



SKITTLE LANE, SYDNEY
PROPOSED CLOSURE OF ROAD



