

**Item 25.****Parking - Disability Parking and Permit Parking - Church and Mallett Streets, Camperdown**

TRIM Container No.: 2018/252435

**Recommendations**

It is recommended that the Committee endorse the following changes:

- (A) The reallocation of parking on the western side of Church Street, Camperdown, between the points 56.1 metres and 71.7 metres (two car spaces) north of Fowler Street, as "Disability Parking Only"; and
- (B) The allocation of parking on the eastern side of Mallett Street, Camperdown, between the points 71.8 metres and 100.4 metres (five car spaces) south of Hampshire Lane, as "2P 8am-10pm, Permit Holders Excepted Area 22".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Newtown PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

**Decision**

Decisions will be updated after the meeting

## Background

The University of Sydney's Brain and Mind Centre has requested two disability parking spaces in Church Street, Camperdown. The University has advised that many of the regular visitors to the Brain and Mind Centre are not in a wheelchair but cannot physically walk far.

The loss of permit parking on Church Street has been mitigated by the allocation of additional permit parking on Mallett Street to improve access to on-street parking for permit holders and visitors.

## Comments

Church Street, Camperdown between Fowler Street and Hampshire Lane, is designated for two-way traffic flow with an approximate width of 7 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 22".

Under existing conditions, vehicles park on the western side of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 5 metres. The remaining width is allocated for on-street parking.

A footpath (approximately 1.8 metres wide) is provided on the western side of the street.

The Australian Standard for on-street disability parking (AS 2890.6 – 2009) requires the provision of a 3.2 metre wide by 7.8 metre long bay.

A 7.8 metre long bay is proposed however with consideration for the constrained width of Church Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Church Street has low traffic volumes, low vehicle speeds and is predominantly used for local access, the requested disability space can be provided with reduced dimensions.

The City will investigate the installation of ramps at the site should the proposal be endorsed.

The loss in permit parking to the local community is mitigated through changes on the University of Sydney's Brain and Mind Centre other frontage, in Mallett Street.

The kerb space on the eastern side of Mallett Street, between Hampshire Lane and Fowler Street, where the changes are proposed, is currently unrestricted for parking.

On-site inspection shows there is a need to provide timed permit parking to increase parking turnover and improve resident and visitor access to on-street parking.

The proposed changes would limit any vehicle which does not have a permit to two hours of parking from 8am-10pm, where the signs are installed.

Residents with an Area 22 parking permit will be exempt from the 2-hour time limit.

A two-hour parking limit is preferred for streets in the inner residential areas as it better balances the long-stay parking needs of permit holders with the needs of parking for visitors, family, carers and tradespeople.

### **Consultation**

The City consulted local residents and businesses in the area. There were 69 letters sent out with two responses supporting the proposal and one response opposing the proposal.

The submissions supporting the proposal noted that the proposal would improve accessibility to parking.

The submission opposing the proposal noted that the loss of unrestricted parking would make it more difficult for residents who are ineligible for a permit to park for more than two hours on the street.

Given the proposed changes will improve accessibility for residents and visitors particularly for those with mobility issues and there is alternative unrestricted parking available on the western side of Mallett Street, it is proposed to proceed with the proposal.

### **Financial**

Funds are available in the current budget.

**BEN MITCHELL, TRAFFIC ENGINEER**