

Item 26.**Parking - Mobility Parking - Campbell Street, Surry Hills**

TRIM Container No.: 2023/560363

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Campbell Street, Surry Hills between the points 26.2 metres and 33 metres west of Bourke Street as "4P Mobility Parking Only 8am-10pm".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police –Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability. One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

Therefore, the City is proposing to install "4P Mobility Parking Only 8am-10pm" in Campbell Street, Surry Hills near Taylor Square.

Comments

Campbell Street, Surry Hills between Bourke and Little Bourke Streets is designated for two-way traffic flow with an approximate width of 12.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently "Loading Zone Ticket 8am-6pm" and "4P Ticket 6pm-10pm Permit Holders Excepted Area 18 (1/4P Free)" on the southern side of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8.4 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3.7 metres wide) are provided on both sides of the street.

The Australian Standard for on-street mobility parking (AS 2890.5 – 2020) requires spaces to be 7.8 metres long and 3.2 metres wide.

A 6.8 metre long bay is proposed given it is adjacent to an existing "No Stopping" zone which provides additional manoeuvring space. A 3.2 metre wide bay can be accommodated within the carriageway.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

Kerb ramps already exist nearby to this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 316 letters sent out with one response supporting the proposal and one response opposing the proposal due to loss of parking.

Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER