

**Item 21.****Parking - Mobility Parking - Mallett Street, Camperdown**

TRIM Container No.: 2023/403429

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Mallett Street, Camperdown, between the points 42.5 metres and 48.5 metres south of Hampshire Street as "Mobility Parking Only".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Inner West PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

**Advice**

Advice will be updated after the meeting

**Background**

A resident of Mallett Street, Camperdown, has requested a mobility parking space in their street. The resident has advised they are not in a wheelchair but cannot physically walk far.

## Comments

Mallett Street, Camperdown between Hampshire and Pidcock 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 signposted as “1P 8am-6pm Mon-Fri Permit Holders Excepted Area 22” on the eastern 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 8.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 2.1 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 7.8 metre long bay is normally proposed outside the applicant's house, which in this case would extend partly across the adjacent property frontage (but leaves a 3 metre gap to the adjoining house's driveway). By moving the space closer to the adjoining house's driveway, we can minimise the length of the proposed mobility space from 7.8 metres to only 6 metres (ie less loss of kerb space for the local community) and it would ensure no gaps are left next to the driveway that could encourage vehicles to park over the driveway and block access. Given that the adjoining property has off-street parking then the loss of kerb space in front of their property would have less impact.

Considering the width of existing parking lane in Mallett Street, a 3.2 metre wide bay can be accommodated within the carriageway.

Although the resident is not wheelchair-bound and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

## Consultation

The City consulted local residents and businesses in the area. There were 44 letters sent out with 1 response supporting the proposal and 3 responses opposing the proposal.

The opposing submissions were from residents that are concerned about the validity of the applicant's mobility permit and loss of on-street parking space. However it was noted that the adjoining premises has off-street parking and that the recent removal of an existing mobility parking space further north along this street has added additional kerb space for the local community to use.

## Financial

Funds are available in the current budget.

**VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER**