

Item 22.**Parking - Mobility Parking - Walsh Avenue, Glebe****TRIM Container No.:** 2026/387935**Recommendations**

It is recommended that the Forum review the reallocation of parking on the eastern side of Walsh Avenue between the points 13 metres and 20.8 metres south of Wigram Road as 'Mobility Parking Only'.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Leichhardt PAC
Representative for the Member for Balmain

Advice

Advice will be updated after the meeting

Background

A resident of Walsh Avenue has requested a mobility parking space in Walsh Avenue, Glebe. The resident has advised they do not use a wheelchair but cannot physically walk far.

Although the resident requesting this space is not a wheelchair user, and kerb ramps are not necessary for them to use this space, the City will investigate installing ramps at this site should the proposal be endorsed.

Comments

Walsh Avenue, Glebe south of Wigram Road is designated for two-way traffic flow with an approximate width of 5.3 metres.

The kerb space, where the changes are proposed, is currently '2P 8am-10pm Permit Holders Excepted Area G', on the eastern side of the street.

Under existing conditions, vehicles park on the eastern side of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 3.4 metres. The remaining width is allocated for on-street parking.

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 proposed however with consideration for the constrained width of Walsh Avenue, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However as Walsh Avenue has very low traffic volumes, low vehicle speed and only provides local access then the requested mobility space can be provided with reduced dimensions.

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.

The City of Sydney Streets Code provides guidance on the placement of mobility parking spaces, including in residential areas. As far as is practicable, new or relocated on street mobility parking spaces will be designed to be accessible to people with a range of disabilities, ambulant and non-ambulant. The placement of designated on street mobility parking spaces will take into consideration the accessibility of the street environment and existing infrastructure to ensure access outcomes are maximised.

Consultation

The City consulted local residents and businesses in the area. There were 84 letters sent out with no responses received supporting the proposal and 2 responses received opposing the proposal.

The responses received opposed the proposal for the following reasons:

- Parking in proposed location impedes flow of two-way traffic near intersection of Walsh Avenue and Wigram Road.
- Mobility parking in alternative locations would provide greater benefit to broader community.

No changes are proposed to the physical configuration of parking in the street. The length of the no stopping restriction and the layout of the roadway is considered satisfactory for the two-way street given the low traffic speed and volume.

The City's Neighbourhood On-Street Parking Policy supports, where requested, the allocation of mobility parking near the residences of eligible mobility parking scheme permit-holders.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER