

Item 22.**Parking - Mobility Parking - Prospect Street, Erskineville**

TRIM Container No.: 2024/018753

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Prospect Street, Erskineville between the points 104.2 metres and 112 metres north of Victoria Street as "Mobility Parking Only".

Voting Members for this Item

Voting Members	Support	Object
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 Prospect Street, Erskineville has requested a mobility parking space in their street. The resident has advised they are not in 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

Prospect Street, Erskineville north of Victoria Street is designated for one-way traffic flow northbound with an approximate width of 6.8 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 "2P 8am-10pm, Permit Holders Excepted Area 36" on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for one-way traffic flow to an approximate width of 2.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 1.4 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 proposed however with consideration for the constrained width of Prospect Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Prospect Street is designated for one-way traffic flow and 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.

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.

Consultation

The City consulted local residents and businesses in the area. There were 73 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER