

Item 19.**Parking - Mobility Parking - Kellick Street, Waterloo**

TRIM Container No.: 2024/599644

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Kellick Street, Waterloo between the points 43 metres and 50.8 metres west of Morehead 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 –South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting

Background

A resident of Kellick Street, Waterloo has requested a mobility parking space in their street. 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

Kellick Street, Waterloo between Morehead and Kensington Streets is designated for two-way traffic flow 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-6pm Permit Holders Excepted Area 41" on the northern 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 2.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 1.5 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 Kellick Street, the 3.2 metre bay cannot be accommodated either within the carriageway or adjacent footpath. However, as Kellick Street 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 118 letters sent out with no responses were received supporting or opposing the proposal.

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER