

Item 23.**Parking - Disability Parking - Harold Street, Newtown**

TRIM Container No.: 2019/466054

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Harold Street, Newtown between the points 10 metres and 17.8 metres west of Gowrie Street, as "Disability 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 Harold Street, Newtown has requested a disability parking space. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

Harold Street, Newtown between Gowrie Street and Gowrie Lane, is designated for two-way traffic flow with an approximately width of 5.1 metres. The road and footway grades are relatively flat surrounding the proposed space.

The kerb space on the northern side of the street, where the changes are proposed, is currently unrestricted for parking. Under existing conditions, vehicles park on the northern side of the street which reduces the trafficable width for two-way traffic flow to approximate three metres.

Footpaths (approximately one metre wide) are provided on both sides of the street.

The Australian Standard for on-street disability parking (AS 2890.6 – 2009) requires the provision of a 3.2 metre wide by 7.8 metre long bay. While disability-only parking is not installed for the exclusive use of any individual permit holder, City staff make a careful assessment of the request and considered safety issues, including the requirements of the Australian Standards, and the disability access requirements of the intended user of the disability parking space.

A 7.8 metre long bay is proposed and with consideration for the width of existing parking lane in Harold Street, a 3.2 metre wide bay cannot be accommodated either within the carriageway or the adjacent footpath. As Harold Street has low traffic volumes, low vehicle speed and only provides local access then the requested disability space can be provided with reduced dimensions.

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 80 letters sent out with two responses supporting the proposal and ten responses opposing the proposal.

The responses opposing the proposal were concerned about the loss of unrestricted parking and stated that there are existing disability parking spaces in adjacent streets.

Demand for on-street parking in the inner city is far greater than the available parking spaces and the City understands that this is much more difficult for a person with a disability. It is for this reason that City will assist, where possible, a resident with a disability, who does not have access to off-street parking, by installing a disability parking space directly adjacent to their residential property.

As disability parking is not installed for the exclusive use of any individual permit holder, City staff are required to match Australian Standards requirements in the event the space is needed by a wheelchair bound person.

Financial

Funds are available in the current budget.

TONY LY, SENIOR TRAFFIC ENGINEER