

Item 28.**Parking - Mobility Parking - Lawson Street, Redfern**

TRIM Container No.: 2023/136129

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Lawson Street, Redfern between the points 42 metres and 49.8 metres east of Ivy Lane 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 Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting

Background

A resident of Lawson Street, Redfern 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

Lawson Street, Redfern between Ivy Lane and Little Eveleigh Street is designated for two-way traffic flow with an approximate width of 9.8 metres. The road and footway grades are generally flat adjacent to the proposed parking space.

The kerb space, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 32" on both sides 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 5.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 2.8 metres wide) are provided on both sides of the street.

The Australian Standard for on-street disability 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 Lawson Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Lawson Street is a local residential street then the requested disability 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 is not wheelchair-bound and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

City staff met with the applicant and their neighbour on site and revised the initial proposal. The mobility parking space will now be considered 6 metres east of the original proposal to allow easier access for the applicant away from trees.

Consultation

The City consulted local residents and businesses in the area. There were 125 letters sent out with one response supporting and one response opposing the proposal.

The submission opposing to the parking change did not indicate any reasoning.

Financial

Funds are available in the current budget.

TERRY XU, A/SENIOR TRAFFIC ENGINEER