

Attachment 13 Detailed Analysis of Disabled Parking and Loading Zones

1. Hurstville

1.1 Disabled Parking

There is provision for 11 disabled spaces on-street throughout the city centre. These are generally located near businesses with greater demand for these spaces, for example GP clinics and health services. The length of stay (LOS) and turnover of these spaces varied, ranging from 1-9 hours and 1-6 vehicles/space/day respectively. The disabled spaces on Botany Road and MacMahon Street (between Forest Road and Dora Street) experienced LOS in excess of 7 hours.

There are an additional 9 disabled spaces located off-street as follows:

Table 1 - Off-street disabled parking Hurstville

Car Park	No. of Spaces	No. of disabled spaces	% of total
Gloucester Road	100	2	2%
Park Road and MacMahon St	154	2	1.2%
Treacy Street	90	2	2.2%
Woniora	100	3	3%

The supply of off-street disabled spaces is within the 1%-2% of total supply required by the Building Code of Australia and generally experienced occupancy levels ranging from 50% to 90%.

Therefore the location and supply of disabled spaces was considered adequate at this time.

1.2 Loading Zones

There is an abundance of Loading Zones dotted throughout this study region, north of the train line. These are also spread relatively evenly throughout the business district and have a combined capacity to accommodate 26 vehicles. The average length of stay for these Loading Zones ranges from 1 to 2.14 (during the survey period of 8am-6pm), although the majority of users park for up to 1 hour. It should be noted that in accordance with RMS Road User Handbook, the maximum length of stay for loading/unloading in a Loading Zone is 30 minutes for service vehicles and 15 minutes for station wagon or a three wheeled goods vehicle.

The current length of stay at the Loading Zones suggests that some spaces are abused for longer term parking. There may be an opportunity to introduce timed Loading Zones for some of the spaces (for example, 1/2P or 1P loading), subject to consultation with the businesses and/or restricted access outside peak times to reduce congestion. We note time restricted zones would result in increased workload for parking enforcement.

2. Kogarah

2.1 Disabled Parking

There are 16 on-street disabled spaces and 6 off-street spaces in Town Square car park. These are distributed well and service most of the town centre. There is, however, a lack of disabled parking along Railway Parade. We recommend the addition of 1 – 2 time-restricted spaces (1/2P) in this area as current occupancy levels are high (94% weekday, 88% weekend). In accordance with the RMS Mobility Parking Scheme (MPS), the provision of 1/2P time-restricted spaces will allow permit holders to park for up to 2 hours. We note while the % of disabled spaces provided in the off-street car park complies with the Building Code of Australia 100% occupancy was recorded at peak on the weekend. Generally, there is a good level of turnover with the majority of users parking for 1 hour or less.

2.2 Loading Zones

There is a total provision of 19 loading spaces in this region with the majority located along Railway Parade (8 spaces). The loading spaces are well dispersed and service the majority of the businesses. The average length of stay for these spaces generally ranges from 1-2 hours, tending towards the lower end. This indicates a healthy level of turnover. In addition, there is ample parking at the rear of the businesses off Post Office Lane. No changes to the existing loading zones along Railway Parade, Kogarah are proposed.

3. Riverwood

3.1 Disabled Parking

There are 5 on-street and 4 off-street disabled spaces. These are generally dispersed well and adequately service the nearby businesses and the train station. The ALOS for these spaces generally ranges from 1-3 hours and they experience high levels of utilisation (on street 80%-100% 10am – 3pm).

3.2 Loading Zones

In this study area, there are two loading zones, one on Thurlow Street and another on Littleton Street – both experience very low use with users staying 1 hour maximum on average. As there are laneways behind most businesses we recommend removal of both zones, subject to business consultation and conversion to disabled (2) and public parking spaces, if appropriately located. Alternatively they could be signposted as loading zones from 6am-9am and 3pm -6pm and disabled or public parking 9am-3pm.

4. Beverly Hills

4.1 Disabled Parking

To the west of King Georges Road there is a lack of disabled parking. Potential locations for disabled parking include Edgbaston Road, Frederick Ave, Norfolk Ave, or Beresford Ave. Edgbaston Road is the preferred option given the greater road width and proximity to businesses.

In the area proximate to the rail line to the north, there are 3 disabled bays which are appropriate to service the local demand.

2 disabled bays are provided in the Edgbaston car park which are fully utilised on a weekday from 9am – 5 pm. We recommend the provision of 2 additional disabled bays.

4.2 Loading Zones

To the west of King Georges Road there is provision for 2 loading zones which experience average length of stays of around 1-1.6 hours. This appears to be appropriate for the area, as many of the businesses also have parking at the rear for servicing and deliveries.

In the area proximate to the rail line to the north, there is a loading zone on Wyanga Lane with a vehicle turnover of 3 per day and average length of stay from 1-2.33 hours which is considered adequate.

5. Mortdale

5.1 Disabled Parking

There are 4 on-street disabled spaces near the station and another 7 off-street spaces in the two car parks, Cook Lane and Cook Street. The on-street spaces generally experience longer term parking and high occupancy whilst the off-street spaces experience average occupancy rates around 50%. The overall provision of 11 disabled spaces appears appropriate for the area.

5.2 Loading Zones

There is one loading zone provided on George Street near Pitt Street which has capacity for two vehicles. Although only one loading zone is provided, there are many on-street spaces near the businesses which may be sufficient for loading outside of parking peak hours. The overwhelming majority of vehicles using the loading zone park for 1 hour or less. Further discussion with businesses would be recommended to determine the sufficiency of the single loading zone.

6. Oatley

6.1 Disabled Parking

There are 10 on-street spaces along Oatley Avenue, Frederick Street and Letitia Street, and 1 off-street space in Letitia Street car park. The ALOS varies significantly with some users staying for 1, 2, or 3 hours and others parking the entire day. We recommend relocating some of these spaces to Oatley Parade to better service the train station.

6.2 Loading Zone

There is one loading zone on Frederick Street. This may be sufficient based on the viability of loading/servicing along Frederick Lane and in the car parks off Letitia Street; however we recommend discussion with the businesses to determine if this is the case. On the weekday survey, there was one vehicle

parked for 4 hours, on the weekend, 4 vehicles were observed to park in the space, each for up to 1 hour. It may be prudent to add a time restriction to the loading zone to prevent abuse of the space.

7. Carlton

7.1 Disabled Parking

There is only one disabled parking space on Railway Parade near Garfield Street; there is currently a tree in the rear of the space (Google Map Street View, July 2017). The space is considered too far from the main businesses and Carlton Station. We would recommend relocating this space closer to the train station, possibly on Railway Parade between Winchester Street and Jubilee Avenue and adding an additional disabled space; replace the loading zone adjacent to the station entrance with a disabled space.

7.2 Loading Zones

Two loading zones are provided, one along Railway Parade and one on Jubilee Avenue, both near the Jubilee Avenue/Railway Parade intersection. They were observed to service an average of 2 vehicles per day; therefore we propose reallocating the space adjacent to the train station entry to disabled parking subject to business consultation.

8. Blakehurst

8.1 Disabled Parking

No disabled parking is provided in the surveyed area. We recommend the provision of 1 space to improve amenity in a convenient location agreed with local stakeholders.

8.2 Loading Zone

In the study area, there is 1 loading zone which was not utilised on the days surveyed. We note the majority of the restaurants have their own parking so this may be why. In April 2018, the western side of the Princes Hwy was made a clearway, removing this loading zone.

9. Narwee

9.1 Disabled Parking

There is 1 disabled space on Hurst Place. Vehicles usually park for 1 hour or less. This provision is considered adequate.

9.2 Loading Zone

There is one loading zone with capacity for 2 vehicles located on Fisher Place. Vehicles using the loading zone usually park for 1 hour or less. This provision is considered adequate.

10. Penshurst

10.1 Disabled Parking

There are 6 on-street disabled spaces and another 7 in the Connelly St car park. The utilisation of the on-street spaces varies and is generally low use and low turnover. The spaces in the car park may be excessive with average occupancy levels of 24% on the surveyed weekday (peaking at 57%) and 16% on the weekend (peaking at 43%). We recommend reducing the off-street provision to 4 spaces and reallocating the spaces to public use.

10.2 Loading Zone

There are a total of 3 loading zones with 2 on Victoria Avenue and 1 on Railway Parade. This provision appears sufficient with average length of stays of 1 hour or less with many of the surrounding businesses having parking at the rear and only moderate occupancy in the on-street parking spaces.

11. Kogarah Bay

11.1 Disabled Parking

There is no disabled parking provided; on-street or off-street. We recommend the provision of 1- 2 disabled bays to improve amenity in a convenient location agreed with local stakeholders.

11.2 Loading Zones

There is one loading bay on Edward Street and another 14 bays in a single loading zone along Princes Highway from Park Road to Arthur Street. These both appear to be underutilised with one vehicle, staying for 1 hour or less, in the Edward Street bay on both surveyed dates, and zero use of the bays along Princes Highway. This is as expected due to the heavy traffic along Princes Highway and the availability of parking at the rear of the businesses. The loading bays could be converted to no parking subject to agreement with local businesses

12. South Hurstville

12.1 Disabled Parking

There are 2 on-street disabled spaces, one on Connells Point Road and another on Allen Street. Both of these had low use with most users staying for 1 hour or less. There are another 5 disabled spaces in the Connells Point Road car park which had moderate use (occupancy levels on average around 50%). This, in conjunction with a number of private car parks, appears to provide a sufficient number of disabled spaces. Recommend reallocating 1 space in the Connells Point Road car park to public parking.

12.2 Loading Zones

There are no loading zones in this study area, however, as there are laneways or car parks for most businesses, there is likely to be no requirement for dedicated loading bays. We recommend engaging with local businesses to determine if this is the case.

13. Kingsgrove

13.1 Disabled Parking

There is currently 1 disabled parking space at the end of Brocklehurst Lane. The provision of 1 more space may be warranted, possibly along Kingsgrove Road for accessibility to nearby businesses and the train station.

13.2 Loading Zones

There are two loading zones in this zone, along Mashman Avenue and along Kingsgrove Road. Each of these loading zones has capacity for two vehicles. This provision appears adequate, given that a large proportion of the surrounding business buildings have parking at the rear.

14. B1 Forest Road Shops, Lugarno

There is provision of 2 disabled spaces in the car park adjacent to Forest Road, between Chivers Avenue and Grandview Crescent. This is sufficient provision for this zone, supported by the survey data which reveals users usually parking for less than 1 hour and the bay being vacant multiple times throughout the day.

There are no dedicated loading zones, however, the laneway to the rear of the businesses appear to be adequate for their requirements.

15. B2 Bar & Café Lugarno

There is provision of 1 disabled space on the edge of the parking provided for the businesses. Given the smaller number, this is considered appropriate. There is no dedicated loading zone. However, as the scale and number of retail premises is low, this is likely to be accommodated by the existing unrestricted parking. Consultation with these businesses will provide an opportunity to determine the actual need for loading zones.

16. B4 Shops Oatley

There are 2 disabled spaces and one loading bay along Mulga Road. The disabled space near Myall Street experiences high levels of vehicle turnover, with 5.6 vehicles/day on weekdays and 4.8 on weekends. The space closer to Woronora Street experiences low usage with 2 vehicles on a weekday and none on the weekend. There may be an opportunity to relocate the underutilised space further west up Mulga Road.

The single loading space appears adequate as it experienced a vehicle turnover of 2 vehicles/day for both the weekday and weekend. The nearby Coles also provides their own loading dock.

17. B8 Shops on Ogilvy Street, Peakhurst

This study area has 2 disabled spaces along Ogilvy Street, with the majority of users parking for only up to 1 hour. There are no dedicated loading zones in this area. A driveway off Henry Lawson Drive leads to a rear parking area behind the businesses along Ogilvy Street. The RSL club also has an off-street car park. Therefore, the lack of loading zones in this area appears acceptable.

18. B10 Car Park shops

In this study area there is 1 disabled space with 1 vehicle parking for up to 1 hour on both survey days. Therefore, the provision appears adequate.

There is no dedicated loading bay at the front but at the rear there is a wide one-way road which appears to have ample room for loading and delivery activities. Hence there appears to be no need for additional dedicated loading zones.

19. B13 Shops Rocky Point Road

There is a lack of disabled parking spaces in this area. There may be an opportunity to provide 2 spaces along Newcombe Street close to Rocky Point Road which is close to the businesses. Provision on Bonney Street is not recommended due to the narrow road width.

A single loading zone is provided along Rocky Point Road. Surveyed vehicles were parked for up to 1 hour with a turnover of 3 vehicles/day on the weekday and 1 on the weekend. In addition, a small laneway is present parallel to Rocky Point Road between Newcombe Street and Bonney Street providing access to the rear of the businesses – enabling loading and delivery. As such, additional loading bays are likely not required.