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## **Honour Avenue, Graceville Suburban Centre Improvement Project (SCIP)**

### **Car parking changes**

A key aim of SCIP works is to improve accessibility, connectivity and safety for pedestrians and motorists who visit the centre. The modification of on-street car parking and installation of pedestrian refuge islands were key features of the Graceville SCIP.

The construction of the SCIP is still underway. The completed SCIP will include the installation of the final line marking layout and signs, which will make the new car parking layout easier for drivers to understand and use.

#### ***Why was the angle of the car parks changed from 70° to 90°?***

The car park is designed to meet current Australian standards. 70° car parking is no longer supported.

Realigning the car park bays to 90° in Bank Road aims to enhance motorist safety by providing a greater stopping distance between reversing vehicles and motorists entering Bank Road. This change aims to improve safety for pedestrians crossing at the intersection of Bank Road and Honour Avenue by providing a greater clearance distance from reversing vehicles.

90° car parking in both Bank Road and Honour Avenue also improves accessibility for vehicles entering from the opposite lane.

#### ***How do I safely reverse out of 90° car parks?***

The manoeuvring distance between the end of the car park and the centre line of the roadway in both Honour Ave and Bank Road meets the requirement set out in Section 2.4 of the Australian Standard for on-street parking. There is an appropriate distance for vehicles to reverse up to half way out of the car park and wait while a vehicle travelling on the road carriageway passes safely behind.

#### ***Why are the car parks narrower than the previous spaces?***

To maximise parking and maintain a consistent parking bay width, parking bays are now 2.5 metres wide. This is in line with the Australian standard for on-street parking (AS 2890.5-1993 *Parking facilities - On-street parking*) that requires 2.5 metre wide car parks be installed for 'medium turnover' parking. This is generally consistent with on-street angle parking across Brisbane.

There was no line marking in the Honour Avenue parking bays. The marked parking bays are now 2.5 metres wide.

***Are there less car parks due to the change?***

There is no net loss of car parks on Bank Road. The revised parking layout maximises the number of compliant car parking spaces and maintains two disabled parking bays, albeit at slightly different locations within the compact shopping strip on Honour Avenue and Bank Road.

On Honour Avenue, two informal parking spaces have been removed to provide a disabled car park and a compliant pedestrian footpath around the perimeter of the car park. These spaces will now be formalised with line marking and signage.

The addition of marked and signed parking spaces parallel to the kerbside within the SCIP extent was requested by the Honour Avenue, Graceville SCIP Community Representative Group. An On-Street Car Parking Survey undertaken with centre property owners and traders in August 2015 showed majority support for the proposed parking strategy.

***Why is there chevron line marking in the space beside the disabled car park?***

The Australian standard outlines that a disability car park is to have a minimum of a 2.4 metre wide shared area beside it to allow for the entering and exiting of the vehicle. Chevron line marking is used to delineate the shared area. Council is committed to being an accessible and inclusive city. This includes retro-fitting suburban shopping areas with street parking bays for people with a disability at a rate that meets or exceeds the standards for commercial areas specified in the Australia standard (*AS 2890.6-2009 Parking facilities Part 6: Off-street parking for people with disabilities*).