

Tennyson Ward Office

From: Robert Shen <Robert.Shen@brisbane.qld.gov.au>
Sent: Tuesday, 8 March 2016 3:25 PM
To: Tennyson Ward Office
Cc: CityProjects
Subject: RE: Graceville, Shopping precinct, Honour Ave - Car Park Complaints

Good afternoon Councillor Johnston,

Thank you for advising us of the issues the community have raised regarding the parking at the Graceville SCIP, and your request for investigation of changes to the arrangement. I apologise that it has taken a while to respond to your requests, while these investigations have been undertaken.

I would like to advise that the current 90 degree angled car parking layout, the disabled car parking bays and parking bay width are designed to the current Australian Standards and guidelines.

The current overall parking strategy is to maximise numbers of the compliant car parking spaces, maintain two disabled parking bays (as per the existing number) and improve vehicle and pedestrian safety within the compact shopping strip on Honour Avenue and Bank Road. The current strategy was consulted and supported by the Honour Avenue Graceville SCIP CRG. An On-Street Car Parking Survey undertaken with centre property owners and traders in August 2015 showed majority support for the overall strategy.

In response to your requests for wider car parking bays in Bank Road and Honour Avenue, I have investigated with the project engineer in consultation with TP&S. Reducing the current white lined area or removing the entire disabled car parking bay on Bank Road were explored and neither of these options are possible due to the following reasons:

- Two disabled car parking bays within the centre are to be maintained and the traders have requested Council maintains a disabled car park in Bank Road;
- The white lined zone is a 'disembarking' zone for the adjacent 'Accessible (Disabled) Car Parking', which is a requirement for the accessible car park under the Australian Standard; and
- To comply with the Australian Standard, this zone cannot be converted to a standard car parking bay or reduced in size to allow for wider parking bays within the indented parking bay.

Alternative parking layouts with wider bays were also investigated and the preliminary investigation indicates that wider bays can only be achieved by losing one car park at each indented parking area, which I do not believe would be acceptable to property owners and traders. Parking bay width is currently installed as per the Australian Standard.

Again, I am sorry that I wasn't able to reply to your request earlier. If you would like to forward any issues to me or if you receive any further inquiries or feedback on the car parking layout or the bay width, we can respond directly. If you have any other questions about the above advice, please do not hesitate to contact me.

Kind Regards,

Robert Shen

Senior Urban Designer | City Planning & Economic Development Branch
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