

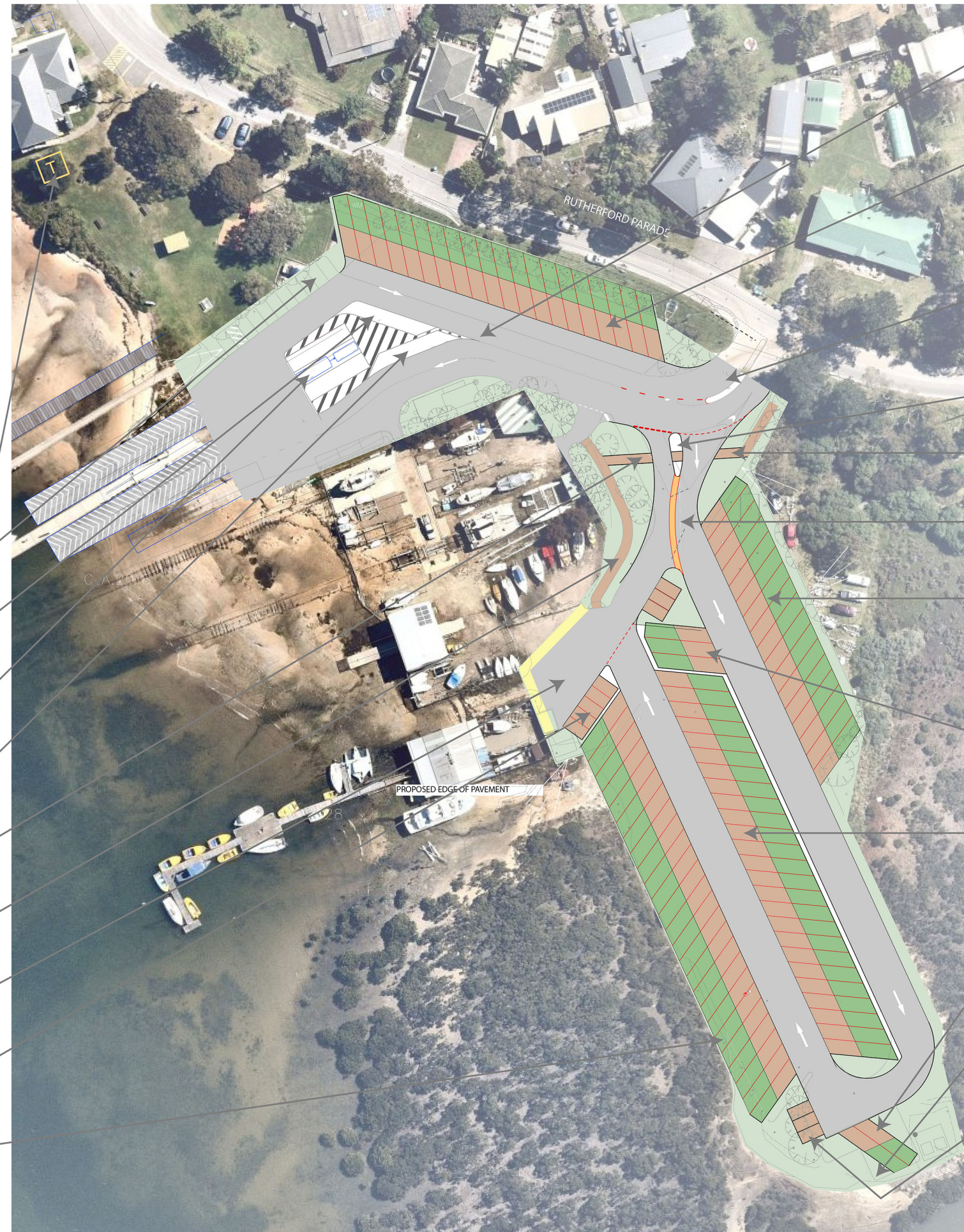
Back-in and drive-out parking arrangement is safer and easier

The carpark design features spaces that are back-in and drive-out spaces. The significant advantages of the back-in and drive-out arrangement (over drive-in and back-out) are:

- It is far safer, as drivers are able to exit the space in a forward direction with a full and safe vision of on-coming cars rather than trying to reverse "blindly" into the aisle from the BTU spaces without vision of oncoming vehicles or pedestrians.
- There is a clear intention for following cars that a driver is waiting for a space and will back into it.
- A vehicle waiting to back-in to a space can be virtually adjacent to a vehicle exiting a space, rather than having to wait 2-3 car lengths back to leave enough room for the vehicle to backout of the space. In busy carpark times the back-out arrangement can cause congestion as multiple vehicles in the lane will need to all reverse back 2-3 spaces to provide sufficient clearance.
- The area of the BTU space occupied by the trailer can be grass given that there is very little load on the trailer tyres. The grass area will significantly reduce pavement stormwater runoff, mitigate heat wave effects and maintain the natural character of the area.

Clockwise movement is better than Anti clockwise

- The one-way clockwise movement of vehicles is typical of the vast majority one-way car parks, as it is intuitive for most drivers to stay left and turn left into the first access point of the car park.
- To encourage and guide entry into the one-way clockwise movement a low mountable and painted central island is proposed along the western side of the car park entrance.
- The painted island will allow direct access to be maintained to the areas to the west (e.g., the Yacht Club and Boat Hire access), especially for long trailer access and for vehicles that have circulated around the western car park cell to reenter the eastern cell.



22. Proposed public toilet location

21. Carparking including 2 disabled bays

20. Tie down bay on departure to ramp

19. 3 launch waiting lanes for cars and trailers

18. Rigging bay on approach to ramp

17. Pedestrian access across carpark entry to the café

16. Pedestrian access paths throughout the carpark

15. Turnaround area

14. 5 car parking bays for café visitors

13. Western bays are accessible from the west road with grass trailer parking to reduce pavement stormwater runoff, mitigate heatwave effects and maintain the natural character of the area

1. Widened exit lane from the boat ramp allows for easy back-in parking to the bay to Rutherford Pde, and an easy turn to return to the ramp after exiting the bays. Drive in and back out would require a 'U'

2. The back-in bays along Rutherford Pde would have grass trailer parking, improving and softening the landscape values on the entry to the carpark

3. Entry from Rutherford Pde with simple signage to guide people to their destination

4. Simple 'T' intersection with over splitter island for large trailers

5. Pedestrian path network to provide improved safety for pedestrians moving within the carpark

6. Low mountable and painted central island along the western side of the car park entrance to guide entry vehicles

7. The first set of back-in bays would have grass trailer parking, improving infiltration to the ground to minimise surface runoff to the Ramsar area. The former wash-down bay would be removed as it would cause congestion and be detrimental to Warneet water quality

8. Three bays would be accessed from the east cell so as to not intrude on the road on the other side when manoeuvring

9. Central bays are accessible from the west road only with grass trailer parking to reduce pavement stormwater runoff, mitigate heat wave effects and maintain the natural character of the area. A kerb along the east lane will stop vehicles attempting to park from this lane

10. 2 BTU bays at the south of carpark

11. Informal access to the estuary

12. 3 car parking bays