Pedestrian Safety in Car Parks

Presentation to Parliamentary Road Safety Committee

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Purpose Today

• Advise of problems Stonnington experiences with pedestrian safety in car parks
• Advise on process of reviewing new car park planning permits
• Highlight issues with some applications
Some Council Operated Car Parks

- Cato Street Car Park – large at-grade car park – old design/layout
- Elizabeth Street Car Park – large multi-deck car park - pedestrian priorities in car park
- King Street Car Park – Separate pedestrian and vehicle movements at entry/exit
Cato Street Car Park
ELIZABETH STREET CAR PARK
- PREVIOUS CONDITIONS

-NO DESIGNATED PEDESTRIAN PATHS

-PEDESTRIANS UTILISING VEHICLE ACCESS POINTS

-POTENTIAL CONFLICT WITH VEHICLES ACCESSING THE CAR PARK

-SIGNS NOT EFFECTIVE TO PREVENT PEDESTRIANS FROM ACCESSING
ELIZABETH STREET CAR PARK
EXISTING CONDITIONS

-DESIGNATED PEDESTRIAN ACCESS POINT

-REDUCE CONFLICT WITH VEHICLES
ELIZABETH STREET CAR PARK – PREVIOUS CONDITIONS

- NO DESIGNATED PEDESTRIAN PATHS
- POTENTIAL CONFLICT BETWEEN VEHICLES AND PEDESTRIANS WITHIN THE CAR PARK
- NO PEDESTRIAN PRIORITY
ELIZABETH STREET CAR PARK – EXISTING CONDITIONS

- DESIGNATED PEDESTRIAN PATHS

- REDUCE CONFLICT BETWEEN VEHICLES AND PEDESTRIANS WITHIN THE CAR PARK BY GIVING PEDESTRIANS PRIORITY
KING STREET CAR PARK – EXISTING CONDITIONS

- Highly utilised footpath in Prahran
- Limited lines of sight between vehicles and pedestrians
KING STREET CAR PARK – EXISTING CONDITIONS

- OPENING IN WALL PROVIDES FOR IMPROVED LINES OF SIGHT BETWEEN VEHICLES AND PEDESTRIANS
KING STREET CAR PARK
EXISTING CONDITIONS

- Provision of an separate pedestrian access point in order to further reduce conflict between vehicles and pedestrians
Assessment of Applications for Private Developments

- Use our knowledge of operating car parks
- Apply Planning Scheme provisions, or where these are silent on design issues, AS2890 series of stds.
- Safety issues paramount – particularly at street access
- Can be a source of considerable debate between applicant and Council
670 CHAPEL STREET, SOUTH YARRA
THE VOUGE

-NO DESIGNATED PEDESTRIAN PATHS
-NO PEDESTRIAN CROSSING FACILITIES
670 CHAPEL STREET, SOUTH YARRA
THE VOUGE

- DESIGNATED PEDESTRIAN PATHS AVAILABLE
- PEDESTRIAN CROSSING FACILITIES AVAILABLE FOR IMPROVED PEDESTRIAN SAFETY
REGULAR PEDESTRIAN CROSSING POINTS IN ORDER TO FORMALISE PEDESTRIAN CROSSING ACTIVITIES AND IMPROVE SAFETY OVERALL SAFETY

1341 DANDENONG ROAD, MALVERN EAST

CHADSTONE SHOPPING CENTRE
1341 DANDENONG ROAD, MALVERN EAST
CHADSTONE SHOPPING CENTRE

PEDESTRIAN CROSSING FACILITY AT THE ROUNDABOUT

ADVANTAGES:
IMPROVE PEDESTRIAN SAFETY

DISADVANTAGES:
POTENTIAL VEHICLE DELAYS ALONG ROUNDABOUT
PROPOSED RESIDENTIAL CAR PARK

-PEDESTRIAN ACCESS POINT WITHIN CAR PARK LOCATED BETWEEN TWO PARKING SPACES NOT APPROPRIATE AS ACCESS MAY BE OBSCURED BY PARKED VEHICLES

-REVERSING VEHICLES MORE LIKELY TO OBSTRUCT
PROPOSED RESIDENTIAL CAR PARK

- VEHICLE SWEPT PATH INTRUDES INTO THE PEDESTRIAN PATH INCLUDING THE OPENING OF PEDESTRIAN DOORS

- NO LINES OF SIGHT AVAILABLE BETWEEN VEHICLES AND PEDESTRIANS
PROPOSED RESIDENTIAL CAR PARK

-LINES OF SIGHT NOT AVAILABLE BETWEEN PEDESTRIANS AT THE RUBBISH BIN AREA AND VEHICLES ACCESSING THE CAR PARK VIA THE RAMP
PROPOSED RESIDENTIAL DEVELOPMENT

- Steep ramp, hard to negotiate, in particular when reversing
- No lines of sight provided between vehicles and pedestrians
Improve Safety in Design

• Review of PS Parking Provisions
• Independent RS Audit of proposals for larger sites