Ms Alexandra Douglas
Executive Officer
Parliament of Victoria
Road Safety Committee
Parliament House
Spring Street
EAST MELBOURNE VIC 3002

02 July 2009

Dear Ms Douglas

RE: SUBMISSION FOR THE INQUIRY INTO PEDESTRIAN SAFETY IN CAR PARKS FROM THE CITY OF GREATER GEELONG

The City of Greater Geelong is pleased to provide a submission for the Inquiry into Pedestrian Safety in Car Parks. This submission aims to address the Term of Reference:

- Current rules and standards that apply to pedestrian safety in car parks
- Issues that can inform the Committee regarding recommendation of potential measures that relevant authorities should consider to improve safety for pedestrians

This submission also provides information regarding the following specific areas of interest:

- The type and number of car parks
- The type and number of crashes that occur at each of these car parks
- Any measures that the Council has introduced to improve safety of pedestrians at carparks
- Any suggestions the Council would like to make with the aim of improving safety at car parks

Should you require any further information, please contact me at The City on 5272 4348.

Yours sincerely,

VICKI SHELTON
ACTING MANAGER ENGINEERING SERVICES
ENGINEERING SERVICES
LEVEL 1/131 MYERS ST GEELONG VIC 3220
TELEPHONE 5272 4348
FACSIMILE 5272 4374
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Attach: Submission, Attachments A, B and C
Copy To: Dataworks
Submission from
The City of Greater Geelong
to
The Road Safety Committee
Parliament of Victoria

Pedestrian Safety in Car Parks
June 2009
This submission from The City of Greater Geelong aims to address the Term of Reference

CURRENT RULES & STANDARDS THAT APPLY TO PEDESTRIAN SAFETY IN CAR PARKS

Australian / New Zealand Standards, Austroads guides and the Victorian Road Rules

| Australian/ New Zealand Standard™ | AS/NZ 2890.1:2004 | Parking facilities
| Part 1: Off street car parking |
| Australian/ New Zealand Standard™ | AS/NZ 2890.2—2002 | Parking facilities
| Part 2: Off-street commercial vehicle facilities |
| Australian/ New Zealand Standard™ | AS/NZ 2890.3—1953 | Parking facilities
| Part 3: Bicycle parking facilities |
| Australian/ New Zealand Standard™ | AS/NZ 2890.5—1953 | Parking facilities
| Part 5: On-street parking |
| Australian Standard | AS 1158.0 | Road lighting – introduction |
| Australian Standard | AS 1158.2 | The lighting of urban roads and other public thoroughfares |
| Australian Standard | AS 1428.1 | Design for access and mobility – General requirements for access – New building work |
| Australian Standard | AS 1428.2 | Design for access and mobility – Enhanced and additional requirements for access – Buildings and facilities |
| Australian Standard | AS 1428.4 | Design for access and mobility – Tactile Indicators |
| Austroads | Guide to Road Safety | Parts 1 – 13 |
| Austroads | Guide to Traffic Management | Parts 1 – 9 |

Road Rules – Victoria


Also note Access Audits Australia documents: ‘Access Guidelines – Car Parking’ and AAA Handbooks (Attachment A) Please note price list may need updating.

ISSUES THAT CAN INFORM THE COMMITTEE REGARDING RECOMMENDATION OF POTENTIAL MEASURES THAT RELEVANT AUTHORITIES SHOULD CONSIDER TO IMPROVE SAFETY FOR PEDESTRIANS

A wide range of issues for consideration will be covered within this submission.

Please note that in our area “Council” refers to the political governing body, the elected Councillors, whilst the Local Government Authority is known as “The City of Greater Geelong”.
This submission also provides information regarding the following specific areas of interest:

The type and number of car parks

1. The City of Greater Geelong owns and operates a wide range of ‘car parks’. There are three types of car parks in the main Central Activity Area that are owned and operated by the City. These are in the main metered or ticketed parking, with enforcement conducted via regular patrols by our Local Laws personnel. These may be defined as ‘undercover’, ‘open air’ or ‘on street’.

2. There are also a number of privately owned car parks in the Central Activity Area where enforcement is provided by the City, as well as several car parks that are privately owned and operated, often as customer or staff car parks. Ownership ranges from small private companies to large retail complexes such as Westfield.

3. The City leases and operates some additional car parks in the Central Activity Area that are owned privately.

Please note the attached map of ‘car parks’ in the Geelong Central Activity Area. (Attachment B) This map details the number of car parking spaces available at each of the car parks listed.

4. There are hundreds of other car parks that are municipal assets, owned and managed by The City’s Engineering Services Department or by Recreation and Open Space. These car parks are located either on ‘road reserves’ or on recreational reserves away from the road. These service a range of community facilities and groups, including community halls and hubs, sporting clubs, recreational reserves and associated clubrooms and facilities and children’s service centres. Some of these have sealed surfaces and some are unsealed.

The City has ongoing responsibility for the management and maintenance of these car parks, addressing a wide range of issues such as lighting, surface seal, signage and linemarking via a Renewal Program. Considerations in program planning include car park condition and usage.

5. New car parks or new work on existing car parks are listed as Capital Works within The City’s annual budget. Works may include lighting upgrades or improvements to surface seal.

The type and number of crashes that occur at each of these car parks

The City’s Team Leader Car Parks and Infrastructure advises that he is not aware of any crashes involving pedestrian injury in any of The City’s car parks in his two and a half year employment with Health and Local Laws in Geelong.

Typically, crashes within car parks generally involve only low speeds and The City does not receive reports about car park crashes, except for incidents that involve damage to The City’s equipment or property. (For instance, recently an elderly driver caused significant damage to a parking meter valued at $7,500.)

When The City does receive queries or complaints about vehicle damage or crashes from members of the public, they are referred to Police, as the Road Rules apply in municipal car parks, that are correctly signed.

Our suggestion for further information about type and number of crashes is to consult with the Insurance industry. The insurance industry collects statistics relevant to postcodes.

Anecdotally, staff and residents report that several of our privately owned (outdoor) shopping centre car parks have many drawbacks for pedestrians. Many of these ‘have too many access points’, ‘are often used as a cut-through’, and have signage and linemarking that is at times inconsistent with standards or even misleading for pedestrians.
ANY MEASURES THAT THE COUNCIL HAS INTRODUCED TO IMPROVE SAFETY OF PEDESTRIANS AT CAR PARKS

The City is actively involved in promoting pedestrian safety in local car parks. In this area, the nature of these car parks varies enormously, across such a wide range of car parking facilities. There is also a wide variation in the level of service or amount of pedestrian safety related infrastructure.

Examples of key infrastructure that contributes to enhanced safety for pedestrians:

- Existing car parks owned by The City are designed for slow traffic, with tight turns keeping speeds down, posted 5km/h speed limit signage and small speed humps aiding pedestrians
- Where possible, pedestrians are catered for by provision of footways or access lanes that are separate to traffic
- Bollards are installed to prevent vehicle access to pedestrian sections
- Wheel stops inhibit vehicle access onto walkways
- New pedestrian access doorways have been created
- Linemarking assists pedestrians to identify ‘their’ section or pathway and helps drivers predict pedestrian presence or movement / ‘desire lines’
- Enhanced lighting and improved surfaces help minimize trips, slips and falls

Car parks are being scheduled for improvements ASAP, according to available funding.

Policy requires that new car parks conform to The City of Greater Geelong’s standards.

An Asset Management process exists for the management of car parks funded via The City’s Capital Projects.

(i) A service provider, such as The City’s Community Infrastructure and Recreation, identifies a need for a car park and puts in a concept proposal.
(ii) This passes on to a deliverer, such as The City’s Capital Projects
(iii) Deliverer organizes design and construction according to a brief.

A checking process exists at the detailed design stage and the design is reviewed within Engineering Services and Traffic Management area, with regard for relevant infrastructure standards, Road and Drainage Infrastructure Design Manual and traffic management / road safety guides.

A similar process is in place for car parks proposed by external organisations and companies and The City has been able to have input into the provider’s proposed plans, picking up on issues of concern via ‘Application for Commercial Planning Permit’ and ‘conditions on permit’. One recent situation ensured that crossings within a car park were located in the most preferable location to enhance pedestrian safety and amenity.

The City of Greater Geelong is currently reviewing processes and policies in use within other LGAs, such as those of The City of Greater Shepparton.

Issues for consideration include pedestrian safety but also pedestrian ‘connectivity’ to strategic links or ‘desire lines’ / the pedestrian’s next manoeuvre. New car parks are designed to include pedestrians and cyclists.
Staff training via conferences, seminars and via professional associations and journals.

Significant training opportunities taken up by The City's Local Laws area include:

- University of Melbourne training: School of Enterprise ‘Planning and Design of Car Parking for Activity Centres’ 2 day short course (May 9-10 in 2007); this incorporated components around catering for pedestrians and people of all abilities (See Attachments B for course outline) Many organizations and many sectors of local government attended, including a representative from The City of Greater Geelong's Planning area.
- Annual conference hosted by Parking Association of Australia Inc, such as the 11th Australian Parking Convention 12-14 October 2008 Presentations available at http://www.parking.asn.au/go/convention
- Professional associations (such as the Parking Association of Australia)
- Professional and industry journals (for example Traffic and Parking, official journal of the Parking Association of Australia and Parking World, an industry specific publication

ANY SUGGESTIONS THE COUNCIL WOULD LIKE TO MAKE WITH THE AIM OF IMPROVING SAFETY AT CAR PARKS

Relevant training for those involved in car park design

It is vital that anyone involved in the design, planning, review or maintenance of car parks be well informed about all the relevant safety issues for pedestrians - not just those already involved, but all those training at tertiary level across relevant disciplines. Mandatory consideration of pedestrian safety at all stages of planning, design and construction should be essential.

Need for consistency in car park infrastructure

All too often, many off-street car parks have non-standard and/or sub-standard road and pedestrian infrastructure, which has not been approved by any road authority. This is particularly problematic when the off-street car park blends visually and physically with the road reserve.

All road users need to be assured of, and expect, consistency in the application of linemarking, signs and road treatments. Some examples of inferior off-street car park arrangements are:

- zebra pedestrian crossings poorly signed and marked, without lighting at night.
- use of zebra crossing markings to indicate pedestrian footpaths.
- absence of clearly defined and protected pedestrian paths either side of zebra crossings.
- improper use of warning sign advisory panels to indicate speed limits.
- use of cheap, non-standard and non-reflective signs to indicate speed limits, hazards, etc.
- use of the wrong paint colours for line marking - eg, yellow for pedestrian crossings.
- lack of bollards or other means to protect pedestrians using designated pathways.
- lack of bicycle lock-up facilities, leading to bicycles being left on pathways or chained to posts.

Other issues for Local Government

A diverse range of issues need to be addressed now in development of new car parks, such as the need for design to be 'water sensitive' so that the urban design and landscaping utilizes available rainfall. This replaces the previous concept of running all water away and off to a drain. This increases the need to cater specifically for pedestrians, in that you need to be able to direct pedestrians off to where you need them to go and divert them from walking directly over the garden beds.

Heritage overlays can interfere with potential pedestrian friendly infrastructure. (City of Yarra has done some significant work to accommodate pedestrians where heritage restrictions exist.)

Cost of infrastructure can be prohibitive, especially if retrofit is required.
Pedestrian specific projects in Geelong that have potential to enhance safety in car parks

*ImPEdiment* – improving pedestrian safety at busy intersections

Crossing busy intersections can be a challenge for us all and can be especially difficult for those with specific needs. Through funding provided by the TAC, the City of Greater Geelong is teaming up with VicRoads, RoadSafe Barwon and Vision Australia to review some of our main crossing points in the Central Activity Area and Belmont. This project aims to identify ways to improve crossing facilities to enhance pedestrian safety for everyone. On-site reviews looked at issues such as timing of traffic light cycles, positioning of roadside objects and observation of the way people are currently crossing. This project aims to inform Council and VicRoads about some of the simple changes that can help improve safety, at these locations and at similar sites across Geelong and beyond. A final report will be available late in 2009.

Planning for New Subdivisions

In 2006 the State Government introduced new provisions into the Planning Scheme to promote sustainable neighbourhoods designed to support local people walking locally.

The City has developed a tool to assist making sub-divisions more walkable and improve health outcomes for local residents. This is available on-line at www.geelongaustralia.com.au via a search for "Walkability Toolkit".

The Clause 56 Walkability Toolkit has been designed to:

- To promote walkable neighbourhoods.
- To promote quality walking environments.
- Support developers thinking about walkability in subdivision planning.
- Support planners assessing walkability in applications for subdivision.

The Toolkit won the Planning Institute of Australia, (Vic), Planning Award for Excellence 2008 for Planning for Health and Well Being.

The City has recognized specific pedestrian needs, such as the need to assist with 'wayfinding' - for instance identifying, defining, facilitating and directing pedestrians through to their destination. For example, pedestrians may need to walk from a shopping centre across an adjacent reserve, through to the residential area.

The City’s 'Al Fresco' café / dining policy

This policy considers access issues for pedestrians, such as minimum clearances, visual sightlines etc.

Promoting Active Transport

‘Active Transport’ initiatives currently in operation target local families via school communities. These include TravelSmart project in 7 schools, Streets Ahead project in 4 schools and The City offers some ongoing support to 8 schools that have successfully established Walking School Bus. These programs all offer opportunity to promote and enhance pedestrian safety issues and link well to key road safety programs designed to help protect young children near traffic.

The City of Greater Geelong Road Safety Plan

This plan is due for review and will be designed to align with the key objectives of the statewide road safety plan and with the Safe System approach to road safety. Pedestrian safety will be addressed within this plan, across a range of age groups and 'settings'.
Educational programs targeting vulnerable pedestrians

There is a need to protect the vulnerable groups in our community, such as seniors, very young children and people with special needs. A wide range of tailored community road safety (educational) programs are available to help promote safety tips relevant to pedestrians within each of these groups. Linking closely into the local community, local government is well placed to assist statewide agencies deliver these programs, although capacity to assist varies widely across the state. These valuable programs emphasise important issues, such as the vital role parents and carers play in protecting young children near traffic by supervising them closely and holding hands when near traffic. There is also a need for enhanced understanding of driver needs by those who may not have ever driven; for instance, some seniors may not realize that pedestrians do not have priority at roundabouts.

Some of the available program resources that include pedestrian safety are listed below:

<table>
<thead>
<tr>
<th>VicRoads</th>
<th>Starting Out Safety Program</th>
<th>Targeting early childhood sector: young children and parents / carers</th>
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<tbody>
<tr>
<td>Department of Education and Early Childhood Development</td>
<td>Kids On The Move</td>
<td>Targeting primary school children</td>
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<tr>
<td>RoadSafe Victoria</td>
<td>Stepping Out of the Driver’s Seat</td>
<td>Targeting seniors via seniors clubs</td>
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<td>RACV</td>
<td>Years Ahead</td>
<td>Targeting seniors via seniors clubs</td>
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<tr>
<td>Hawthorn Education Centre</td>
<td>Wiser Driver</td>
<td>Targeting seniors via seniors clubs</td>
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<tr>
<td>Saferoads partners</td>
<td>Looking Out for Pedestrians</td>
<td>Targeting vulnerable pedestrians especially children, seniors and intoxicated pedestrians</td>
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Further detail is available on each of the resources named, especially via organisational websites.

Victoria’s Road Safety Strategy, arrive alive 2008 – 2017

Measures taken to improve pedestrian safety under arrive alive 2008-2017 will include:

- Designing new roads and roadsides, and improving existing roads to the safest levels practicable for pedestrians including traffic calming measures, safety fence and barrier treatments, and improved crossing facilities.
- Increasing off-road walking paths and facilities that separate pedestrians from motorised traffic.
- Setting speed limits according to the safety standards of locations with high pedestrian activity.
- Conducting targeted public education campaigns to encourage safe walking practices.
- Conducting consumer awareness raising campaigns to discourage purchase of large, aggressive vehicles, including those with rigid bull bars, and to increase take up of vehicles with features that do less harm to pedestrians.
- Improving compliance with road rules by all motorised and non motorised road users using enforcement and education.
- Reviewing the penalties for illegal pedestrian behaviour and accompanying police enforcement to ensure that penalties reflect the seriousness of the offence and the road safety impact.
- Reviewing Australian Design Rules to ensure that pedestrian safety standards are addressed by vehicle designers.
- Influencing town planning and residential layout to facilitate safe travel for pedestrians.
Footnote: The City of Greater Geelong metered and ticketed car parks are being scheduled for improvements ASAP. Currently, an extensive new system of ticketing machines is being rolled out across the Central Activity Area. This new system allows comprehensive analysis of parking patterns, via electronic interrogation and review and has led to improved, more logical allocation of existing parking.

The two municipal ‘undercover’ car parks are located within the local safety camera network already operated by the Victoria Police and The City. Additional camera installations, via Health and Local Laws, with 24hour /7day monitoring, enhances safety in those car parks and frees up staff time. This is of immediate benefit to car park patrons and also frees up some resources to be allocated to additional parking infrastructure improvements.

Lynne Galanti
Road Safety Officer
City of Greater Geelong
June 2009
Access Guidelines – Car Parking

These Access Guidelines have been developed to provide a guide in identifying a range of issues that impact on the accessibility and usability of car parking and external access by people with a disability. These can also be used as a guide when planning improvements or new facilities.

The Guidelines are designed to identify the key issues that impact on access and may not fully comply with the Building Code of Australia or the Australian Standards for Access and Mobility. Other issues to consider that will also impact on the ability for a person to use car parking and external areas include:

- location of car parking facilities;
- availability of pathways from a car park to a facility;
- availability of appropriate signage and wayfinding options;
- availability of appropriate lighting and security measures.

These guidelines will assist in interpreting the requirements for access to and within car parking areas as well as external access to a building or facility.

Relevant Australian Standards:

AS 1428.1 Design for access and mobility – General requirements for access – New building work
AS 1428.2 Design for access and mobility – Enhanced and additional requirements – Buildings and facilities
AS 1428.4 Design for access and mobility – Tactile Indicators
AS 2890.1 Parking facilities – Off Street Car Parking
AS 2890.5 Parking facilities – On Street Car Parking
AS 1158.0 Road lighting – Introduction
AS 1158.2 The lighting of urban roads and other public thoroughfares
Access Guidelines

The following are considered minimum requirements:

- Provision of an appropriate number of designated accessible parking bays as per relevant Australian Standards;
- Provision of the appropriate length designated accessible parking bay and the relevant layout required for parallel and angle parking as per Australian Standards;
- Provision of appropriate line marking on the ground surface of the designated bay, including the international symbol of access. These markings may be white, yellow or blue (preferred);
- Provision of clearly visible elevated signs with the blue international symbol of access. Adjoining bays may have a sign at the outer edges of continuous bays;
- Provision of a vertical clearance of 2500mm maintained from the entry to the parking area to the car parking space enabling use of a vehicle mounted wheelchair hoist;
- Provision of kerb ramps with sloping sides as per Australian Standards;
- Provision of kerb ramps that have a graded plane surface or barrier (min. 900mm high) where traverse pedestrian traffic anticipated;
- Provision of kerb ramps (where possible) that align with adjacent property boundaries or building lines;
- Provision of tactile ground surface indicators installed as appropriate to Australian Standards.

The following are preferred:

- Provision of appropriate lighting to the appropriate levels, as per Australian Standards, to the designated accessible parking bays and to the adjoining pathways;
- Provision of appropriate access to parking payment machines and accessible controls for the machine;
- Provision of a sheltered and covered area to protect any vehicle set down area from the weather.

DISCLAIMER

While care has been taken by Access Audits Australia in preparing these Access Guidelines, Access Audits Australia does not accept responsibility or liability for the results of specific action taken on the basis of this information nor for any errors or omissions.
Access Audits Australia has produced a series of Access Awareness Handbooks designed to assist specific business, corporate and government operations.

These handbooks provide a readily accessible source of background information relevant to the access needs of a particular business or operation. Included in each is a checklist of issues to enable identification of areas where good access is already being provided, or where improvements are required. This checklist can also be used as a guide when planning changes, or when selecting premises to establish a new business or operation. Specialist handbooks can also be developed to meet your needs. Titles in the AAA series include:

How to provide better access to:
Cafes, Restaurants, Offices, Professional Services, Retail Outlets and various Tourist facilities

How to provide better access to:
Tourist Accommodation, Sporting Clubs, Recreation Facilities, Festivals, Theatres and Events

How to provide better access to:
Pre-Schools, Child Care Centres, Maternal and Child Health Centres, Neighbourhood Houses, Libraries, Health and Education Services

Understanding access obligations for:
Councillors, CEOs, Directors, Managers, Council Staff, Committees and Boards of Directors

How to develop more accessible:
Websites, Publications, Presentations, Communications, Consultations, Customer Services and Signage

How to develop more accessible:
Streetscapes and Footpaths, Parks and Outdoor Areas, Playgrounds, Aquatic Areas and Facilities

How to develop an:
Access Guide
ORDER FORM  Access Awareness Handbooks

FAX to: (03) 9431 3046
or Post to: AAA
92 Old Eltham Rd.
Lower Plenty VIC 3093

NOTE - minimum order of 5 copies of a title for Councils

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SERIES 1 - Good Access is Good Business - How to provide better access to:
1. Cafés and Restaurants
2. Offices and Professional Services
3. Retail Outlets
4. Tourist facilities, Services and Venues

SERIES 2 - Leisure and Entertainment - How to provide better access to:
1. Accommodation Services
2. Sporting Clubs and Recreation Facilities
3. Festivals and Outdoor Events
4. Theatres and Cultural Venues

SERIES 3 - Community Services - How to provide better access to:
1. Pre Schools and Child Care Centres
2. Maternal and Child Health Centres
3. Neighbourhood Houses
4. Libraries
5. Health Services
6. Education Services

SERIES 4 - Management - Understanding access obligations for:
1. Councillors, CEOs and Directors
2. Council Managers
3. Development and Building Staff
4. Asset Staff
5. Committees of Management
6. Boards of Directors

SERIES 5 - Information and Communication - How to develop more accessible:
1. Websites
2. Publications
3. Presentations
4. Communications
5. Consultations
6. Customer Services
7. Signage

SERIES 6 - Outdoors - How to develop more accessible:
1. Streetscapes and Footpaths
2. Parks and Outdoor Areas
3. Playgrounds
4. Aquatic Areas and Facilities

SERIES 7 - How to develop an:
1. Access Guide

AAA
Achieving Access Anywhere

Postage and Handling
up to 10 copies  5.00
11-50 copies  10.00
51 plus copies  15.00

TOTAL $  
Plus 10% GST $  
Plus P&H $  
FINAL TOTAL $
Central Geelong
more parking options

There are over 4700 off street car parks and 5400 on street car parks in Central Geelong. Whether you work, shop or play in Central Geelong, there are short and long term parking options available.

Looking for long term parking options?
There are a number of car parks currently under utilised in Central Geelong:

- **Haymarket Car Park** – Myers Street (all day metered bays)
- **Western Beach** – adjacent to Cunningham Pier (all day metered & un-metered bays)
- **Ritchie Boulevard** – beyond Geelong Yacht Club (all day metered bays)
- **Heane Parade** – above Eastern Beach (all day free parking)
- **Garden Street** – Eastern Beach end (all day free parking)

Do you really need the car?
Other options to consider include:

Traveling to Central Geelong by bus
For more information on timetables and fares contact:

- McHarrys Buslines Pty Ltd – Ph (03) 5223 2111 or www.mcharrys.com.au
- Benders Bus Service – Ph (03) 5240 5000 or www.bendersbusways.com.au

Catch a train to Central Geelong
Park all day at Lara, North Shore, North Geelong or Marshall Stations and catch a train into Central Geelong. Contact VLine on 136196 or www.vline.com.au

Car pool
Talk to workmates or friends about car pooling and save on petrol and parking.

Central Geelong Park and Ride
There are two park and ride options for Central Geelong workers.

**Upper Heane Parade Park & Ride**
Operates from Upper Heane Parade from Monday – Friday using the Central Geelong Shuttle.
Operates 7.30am - 10.00am & 4.00pm - 6.30pm
Shuttle operates every 7 minutes
Only $2 per day!

**Kardinia Park & Ride**
Park all day at Kardinia Park and travel into Central Geelong and back using public buses for just $2 per day.
The service operates Monday – Friday.
Information including car park location, ticket machine location and bus timetables available online at www.centralgeelong.com.au or call 52724919 if you require more information.

Make the most of the exercise
Park further out of Central Geelong, put on runners and make the walk to and from work part of a daily exercise routine.

For more information on parking options in Central Geelong,
visit www.centralgeelong.com.au
Information correct as at June 2009. An initiative of Central Geelong Marketing.
Planning and Design of Car Parking
For Activity Centres

2 DAY SHORT COURSE

9TH & 10TH MAY 2007
Program: Wednesday 9 May

1. Introduction to course & context. Nigel Flannigan.
2. Car parking in Victoria’s Planning Schemes (2 sessions). Lester Townsend, Senior Panel Member, Planning Panels Vict.

Tea break:


Lunch break: 12.35pm-1.20pm (45min)


Tea break: 3.00pm-3.20pm (20min)


Program: Thursday 10 May

1. On-street kerbside parking. Nigel Flannigan

Tea break:

3. Business uses stimulated by car parks. Nigel Flannigan
4. Why, where and how... accessible car parking, for people with disabilities. Jim Corcoran, Access Audits Australia.

Lunch break

5. Business & customer service facilities stimulated by car park accessibility. Nigel Flannigan
6. Car parking audits in Melbourne CBD. Austin Ley, Manager, City Research, Melbourne City Council.

Tea break:

8. Review and discussion on course’s program. Nigel Flannigan