Car Parking Design
Information Sheet

Version 1 – July 2019

town planning

1.0   INTRODUCTION

It is important to acknowledge that the majority of users of a car park are not drivers, but pedestrians. Once you step out of your car you become a pedestrian and car parks should therefore be made more attractive, convenient and safe for pedestrians.

Car parking is an important facility for Geraldton residents. It is usually the first and last point of contact that a customer associates with a visit to a business/area. Car parking facilities can be designed to be more attractive, with appropriate landscaping and detailing.

For further information please contact the City's Town Planning team on:

Phone: (08) 9956 6900
Email: council@cgg.wa.gov.au.
In person: Administration Centre, 63 Cathedral Avenue, Geraldton
                 Mullewa Office, cnr Thomas and Padbury Streets (by appointment only)

2.0   CAR PARKING DESIGN AND LAYOUT

a)   Pedestrians should have priority in car parks especially where there is high turnover of clients (e.g. retail premises or in commercial precincts). Examples of priority pedestrian design include raised crossing points and wider access paths. Where vehicle access to the car parking facility crosses a footpath, the design should make it clear that pedestrians have priority over vehicles.

b)   Wheel stops are discouraged as they create an unnecessary trip hazard especially when abutting pedestrian paths. The 'overhang' area can be incorporated into the path (but still clearly delineated) thereby creating a wider path area.

c)   Speed humps are discouraged and are generally an 'afterthought' response in the design. If traffic calming is considered to be necessary then other methods should be integrated in the design such as the use of painted or raised pedestrian crossing points.
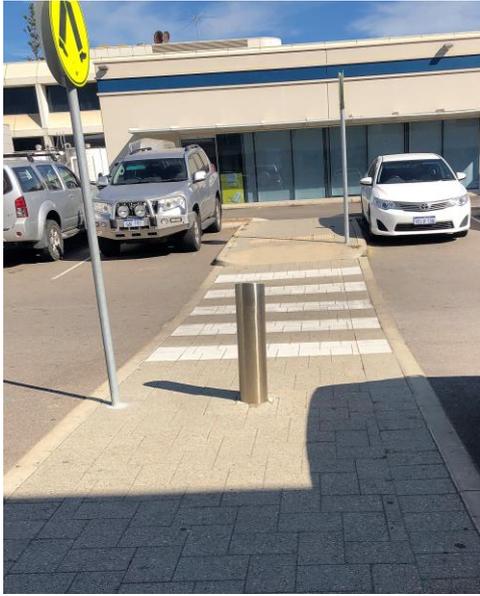
Pedestrians can be given priority in car parks via subtle changes in pavement colour and texture
or more formally with line marking and signage

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Wheel stops are often unnecessary and the 'overhang' area can be incorporated
into an adjacent pedestrian path

Speed humps are often a design
'after thought'

3.0   USE OF BOLLARDS

a)   Bollards are a common element of developments and therefore require some initial design consideration.

b)   Bollards should be of high quality (especially in the city centre) and add to the overall appearance of the development.

c)   Seating can be used as an alternative to bollards along pedestrian paths and the placement of other public facilities such as bins can also provide the same function as a bollard.

Bollards don't have to be 'bland' – they can add to the overall aesthetic of an area and incorporate public art

Seating and bins may also serve the same function as bollards

4.0   LANDSCAPING

a)   The % of landscaping required for each development is stipulated in the Scheme and often landscaping is provided in car parking areas. It is common for thin 'strips' of landscaping to be provided which adds little to the overall development and is often, after time, neglected or removed completely. This type of landscaping is generally not supported.

b)   The preference is for quality and more substantial landscaped areas that are maintained and can improve the amenity of the area.

c)   Pedestrian facilities such as seating can also be incorporated with the landscaped area.

d)   In some instances verge upgrading may provide the best outcome and may (at the local government discretion) be included in the landscaping calculation

Thin strips of landscaping are often neglected in car parks
but sometimes they can add to the amenity of the pedestrian pathway

Often verge landscaping can give greater effect to the overall appearance of a car park

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Landscaping doesn't have to be extravagant,
it can be as simple as providing
shade trees for pedestrian paths

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It can be combined into larger areas
that often are easier to look after

Or you can incorporate pedestrian seating
and raised planter beds