

# CAR PARKS

Public car parks, particularly in shopping centres, have numerous associated risks. They usually have a steady flow of traffic, have children present and are obstructed by shopping trolleys, buses, gardens, planter boxes etc. They are also frequently used by those whose driving skills are varied and who are not always familiar with the car park's layout.



- An easy to use layout, adequate signs and conspicuous markings help make a car park safe and attractive. The Courts favour the use of pictorial signs as they are quickly understood and assist those who cannot read English. One way traffic has advantages as long as directions are clearly marked to avoid cars coming from directions unexpected by pedestrians and other drivers.
- Entrances and exits should be well marked, as few in number as possible, away from major intersections and wide enough to accommodate 2-way turning traffic. Where possible there should be separate entrances and exits in order to create a one way directional flow.
- Parking aisles should be perpendicular to buildings so that pedestrians will walk down aisles rather than between parked vehicles. Raised footpaths or marked lanes should be provided on main pedestrian routes.
- Wheel stops are commonly used to control parking positions. These should not interfere with drainage and should be painted distinctive colours to reduce trip hazard.
- Support pillars and other possible impact points should be painted in light bright colours to make them easier to see.
- Gardens & foliage in car parks can cause numerous hazards including obstructing views, trip hazards from people taking short cuts, vehicle damage and bark or mulch spilling onto walkways. These should be well maintained and regularly checked.

## Relevant Standards:

- AS 2890.1-1993 Parking facilities - Off-street car parking
- AS 1743-1992/Amdt 1-1995 Road signs - Specifications

## SEE PHOTOGRAPHS BELOW



*This document is for general information only. While it directs attention to and comments upon potential loss control issues, it is not intended to provide advice and no liability is assumed by reason of the information this document contains. We shall not be liable to you or any other person for the use of any information provided. We specifically disclaim any warranty or representation that compliance with any advice contained herein will make any premises or operations safe or healthful or in compliance with any law, rule or regulation.*

**PHOTOGRAPHS**



Potholes and other surface hazards caused by tree roots etc should regularly identified and repaired.



These shortened wheel stops still work effectively but reduce the trip hazard by widening the walking path,



All potential trip hazards should be highlighted



All potential impact points should be highlighted and protected if necessary

*This document is for general information only. While it directs attention to and comments upon potential loss control issues, it is not intended to provide advice and no liability is assumed by reason of the information this document contains. We shall not be liable to you or any other person for the use of any information provided. We specifically disclaim any warranty or representation that compliance with any advice contained herein will make any premises or operations safe or healthful or in compliance with any law, rule or regulation.*