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PMBH CAMPUS PEDESTRIAN STRATEGY

The proposed pedestrian facilities are aimed to provide better amenity and road safety for the users of the Hospital. The parking areas can be split into four areas; eastern, central, short term and north east.

- In the eastern and central parking areas we have addressed pedestrian amenity with the provision of appropriate treatments such as pedestrian crossings.
- The short term and emergency department drop off parking area requires minimal treatment due to low number of car spaces. Low number of spaces will have low car movements and potential conflict with pedestrians. Amenity is improved by parking controls such as signs to ensure vehicles are parked correctly without impact on pedestrians and their desire lines.
- The existing north east parking spaces and have been allocated for staff parking as part of the redevelopment. Due to staff parking having low turnover there is low potential conflict with pedestrians. The existing layout has been reviewed and any improvements in pedestrian amenity and safety have been incorporated.

The pedestrian strategy is focused on the proposed redevelopment areas within the campus. Accordingly, the following measures are proposed:

1. Provision of a pedestrian route connecting the eastern car parking area to ICCC building. The pedestrian path provides a footpath with 1.2m width including ramps at road crossing points.
2. Marked foot crossings are provided at locations. Crossings are 2m wide.
3. Extension of the existing marked pedestrian foot crossing (MFC) opposite the ICCC to central carpark. This measure facilitates an easy access to the ICCC building which is along the existing pedestrian desired line.
4. Provision of pedestrian access area opposite the emergency department. 'No Stopping' and 'High Pedestrian Activity' signage is to be provided to warn drivers of pedestrian movements and to minimise the conflict to pedestrians in this area.
5. It is envisaged that all access points are also suitable for people with prams or experience difficulty with walking.
6. Lighting and surface textures have been incorporated where possible to aid visually impaired pedestrians.

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