From Conventional Street to Safe Street
Making Monash Liveable

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Introduction

- Cooke Street Precinct Clayton - reclaimed for community use to compliment development of CCC.

- Key result – the public space is used because it is convivial, comfortable, connected and safe.

- Landscape, trees, furniture & art humanise public space.

- Influences include "Naked Streets" [negotiated space] & "Shared Streets" pioneered in the Netherlands by Hans Monderman. Also the work of Gehl Architects and texts of Jahn Gehl & Lars Gemzoe.

- Environmental psychology – design to calm traffic, change behaviour & culture; "from priority to equality". And Crime Prevention Through Environmental Design.

Design Premise

▫ The street = a Community Room: a place for people with infrastructure, services & systems designed for civilised interaction.

Whereas,

▫ A road = a utilitarian space: engineered for the efficient conveyance of vehicles & services.

Design Principles

- People based design / humanise public realm.
- Places for people & community
- Design for pedestrian safety.
- Psychological calming of traffic / ambiguous & negotiated road space.
- Crime prevention thru environmental design
- Water sensitive urban design [WSUD].
- Ecologically sustainable design [ESD]
- Improve habitat, bio-diversity & liveability.

Observations

- Good public spaces attract people & activity.
- Busy, vibrant public spaces feel safe & attractive.
- Our perceptions are important.
- "Eyes on the street"- maximise surveillance. Then the public realm feels safe.
- "Man is fascinated by man" – Jahn Gehl. We need voyeurs to watch others in the public realm.
- "Abandoned" public space is car dominated, hostile & devoid of human activity.
- Reclaimed public realm is civilised & pedestrian friendly. Culture change "from priority to equality".

Cooke Street Precinct, Clayton

As it Was - Hostile

LEGEND - SURFACES

○ PROPOSED ANGOPHORA COSTATA

PROPOSED BRACHYCHITON POPULNEUS

PROPOSED EUCALYPTUS MANNIFERA

PROPOSED PYRUS CALLERYANA 'CHANTICLEER'

PROPOSED BRACHYCHITON ACERIFOLIUM

PROPOSED EUCALYPTUS MACULATA

PROPOSED PLANTING BED

LEGEND - SURFACES

CONCRETE TYPE 1 - (Brighton Light, 4% Bayferrox Black Oxide, 20mm Minus Basalt exposed aggregate finish). min 150 thick.

CONCRETE TYPE 2 - (Brighton Light, 2% Bayferrox Black Oxide, 12mm Minus Bacchus Marsh River Pebble exposed aggregate finish. min 90 thick.

SEMI POLISHED FINISH (1mm Depth x 600 Wide) BAND IN TYPE 2 CONC..

CONCRETE TYPE 3 - (Brighton Light, Abilox Mild Red ACJ 8.3%, 20mm minus basalt, exposed aggregate finish.) min 150 thick.

CONCRETE TYPE 4 - (Brighton Light, 12mm minus Bacchus Marsh River Pebble Wood Float Finish) 90mm thick

GRANITIC GRAVEL

ASPHALT

Western Carpark

Community Centre

Festival Square

Market Square

clayton

road

cooke street

cooke street

burton street

BI-LO

Festival Square/ Carpark

Festival Square/ Eastern Carpark

COLES

CITY OF MONASH **URBAN DESIGN & ARCHITECTURE**
293 Springvale Rd, Glen Waverley Vic 3150
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CLAYTON   COMMUNITY   CENTRE
DRAFT CONCEPT   SEPT 2005

Cooke Street Precinct Urban Design

Aerial View After

Psychological Traffic Calming

- Design based on human behaviour & psychology.
- No Kerbs, no line marking, access for all.
- Almost all signage removed - VicRoads [road authority] hurdle.
- 800mm narrower roadway & changed road surface.
- Roadside planting & closely spaced trees, supported by water sensitive urban design [WSUD]
- <u>Low</u> height bollards only where required.
- Ambiguous "negotiated" road space; uncertainty for motorists increases certainty for pedestrians.
- Reduced vehicle speeds; from 60kph to 35kph @ 85%ile.
- Peds have equal priority. Near misses are not casualties &, therefore, positive.

Abandoned City

Reclaimed Public Domain

Abandoned City

Reclaimed Public Domain

Reclaimed Public Domain

Abandoned City

Reclaimed Public Domain

Abandoned City

Abandoned City

Reclaimed Public Domain

Reclaimed Public Domain

Reclaimed Public Domain

Reclaimed Street

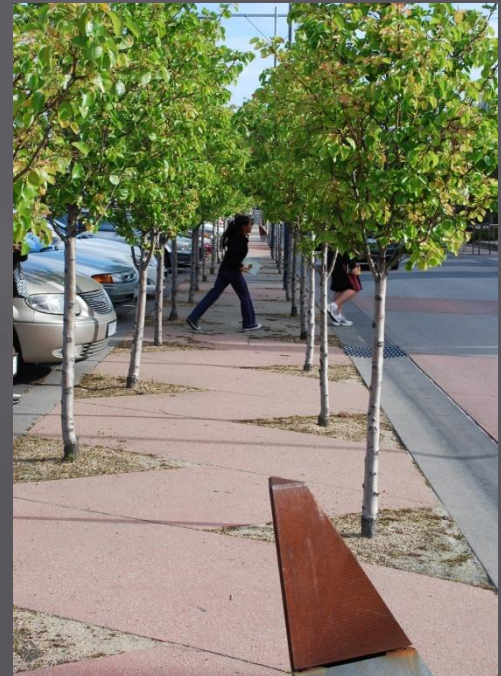**Driver's View**

Pedestrian View

Driver's View

Pedestrian View

Ambiguous Road Space + High Amenity

- No Kerbs, no line marking, no definite edge
- Artwork, No Signage
- Seating & furniture
- Low bollards, no bollards is better
- Patterned & coloured   pavement
- Closely spaced trees, pedestrian threshold
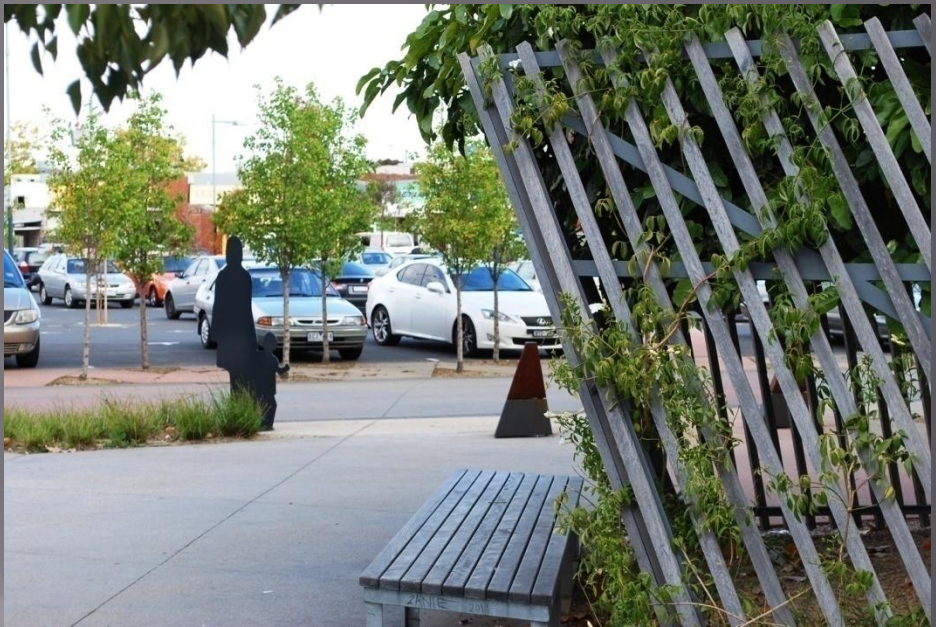- Borrow street for community activity

Negotiated Road Space = Civilised Street

- Traffic moves slowly enough for peds & drivers to make eye contact. "Thinking street".
- Thinking street = safe street
- "If you treat drivers like idiots, they will behave like idots". Hans Monderman

Reclaimed Public Domain = "Civilised Street"

slow
safe
friendly

Art, not Sign

Before

Now – Water Sensitive Urban Design

Now – Water Sensitive Urban Design

Now – Water Sensitive Urban Design

slow
safe
friendly

Quotes

- Hans Monderman. " If you treat people like idiots, they will behave like idiots. Roads have been designed assuming that people are not intelligent or able to think."

- "If you want drivers to behave as in a village, make sure it feels like a village". Monderman.

- "Risk is Good". John Adams, "Risk" UCL Press 1995.

- "The street is a community room". American architect, Louis Khan

Safe Street Characteristics

- Attractive to a broad range of people.
- Accessible for all & generous.
- Sufficient democratic space for meeting, greeting and sitting. Connected & convivial
- Good surveillance – "eyes on the street".
- Feels safe. Looks safe.
- Provides good functional qualities – lighting, good colour rendition [3,000°K] way finding ,summer shade, winter sun.
- Place for romance & lingering.

Conclusions + Lessons

- While counter intuitive, socialising and humanising streets through psychological traffic calming methods (environmental psychology) is possible and necessary. Cars are "treated as guests" & don't have priority over pedestrians.

- There is professional & institutional resistance.

- Best practice urban design & landscaping will enhance calming & ensure a sustainable, liveable public domain.

- Reclaiming the street & adjacent public domain for community use has had a positive response from the community.

- Humans are social beings. Liveable urban environments require safe & attractive public places for informal & formal gathering / social activity.

- Successful rehabilitation of the public realm for community use relates to the citizen's access to equitable, convivial, liveable, attractive and safe streets that are well connected to community infrastructure.

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Thank You!

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