

# A FRAMEWORK FOR QUALITY STREETSCAPES IN MORETON BAY REGION

Moreton Bay

# STREET

PLACE + MOVEMENT



Gympie rRoad, Strathpine.

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Moreton Bay

## **STREET** Place + Movement



First Edition 2011

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All photographs and figures were produced by Bruce Duffield.

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framework.





# Foreword

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The streets of our cities and towns are at the very heart of our communities.

They hold a key to how sustainable our society is, for they influence many dimensions of the quality of our lives.

Streets, at both the strategic planning and at the detailed design level, play a central role in our planning to reinforce the economic vitality, environmental responsibility, social cohesiveness and dynamic cultural celebration of our communities.

Above all, we have learned in recent times the particular need to understand the role of many streets as social places, rather than just vehicle corridors.

It is important therefore that we seek to design, develop and manage them very well, with this in mind.

I welcome therefore the commitment of Moreton Bay Regional Council to high quality well-designed urban streets and I congratulate it on this important Framework publication.

**Philip Follent**

Queensland Government Architect  
and

Foundation Professor of Architecture (?)  
Bond University





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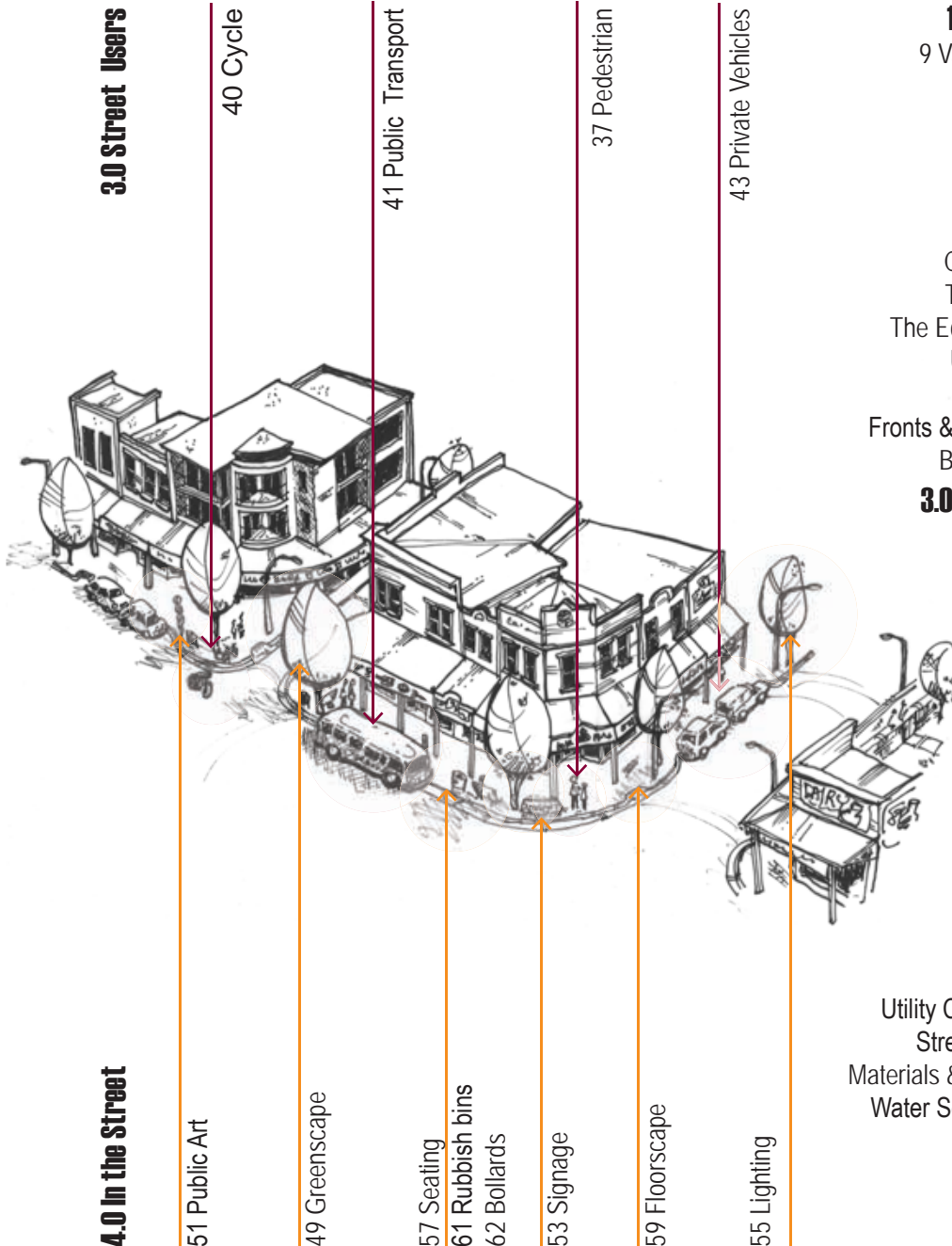
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# 1.0 Streets are Places

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Streets satisfy a multitude of the functions of a community's public life. They are the movement corridors of the built environment. They are the showcase of our community, the place where we present who we are and the values we consider important. They are the places where we meet, walk, ride, sit, and watch others. They are the places where most of our public life occurs.

Due to the complexity of functions that they perform, streets are often places where there are conflicts between different functions and users. Providing guidance on managing these conflicts in a balanced way while providing for all the functions that occur within them, is the role of this Framework.

To do this the framework provides overarching principles and the goals associated with the visual and physical qualities of the streets of the region, guidance in assessing the impacts of change within the street or placing items within the street, and the application of best practice streetscape design.

It is intended to provide guidance to those involved in decision making, designing, constructing and maintaining the public realm associated with the streets within Moreton Bay Region. It aims to help create quality public places and streetscapes which are responsive to the needs of their users and uses.

The framework seeks to establish a Moreton Bay Regional Council decision making philosophy in relation to the development or refurbishing of the public realm within the region.

As such the framework is not a manual for designing the streetscapes of the region but a starting point for integrating our environments with their context and the elements placed within it to ensure that good design is considered in the process of creating good streets in the region.

The information and guidance in this document would best be used early in the process of designing and creating streets, when placing items in them and/or as a way of monitoring the development of the streets of the region as they evolve.

This document is intended to be a framework for producing what is thought to be good streets in the region. It is intended to be a guide, a source of reference for determining the appropriate design, material and method for creating good street environments.

Other policy documents and manuals seek to define different types of streets and roads and, for their purposes, this is undoubtedly useful.

But any inferred move to relate strategic or detailed urban design outcomes directly or simply to a defined hierarchy of types of roads or streets needs always to be tempered by thinking about the particular design challenges and opportunities of each case.

It is the intent of this Framework to provide a dialogue which informs decisions about how to view the role (and hence the design) of each relevant street, particularly as more "community place" than "movement corridor".



## Definitions

### Street

This is the overall corridor/place. The balance between its role as a movement corridor and as a place, determined in large part by its role in the overall public realm and/or movement network, will lead towards its appropriate design.

Streets provide the opportunity for direct access to the buildings and spaces to their edges and the structure for our communities and neighbourhoods to be built upon.

### Roadway/Carriageway

This is the part of the street that directly provides for vehicle movement. It is that part dominated by vehicle traffic, including vehicle, bus and cycle lanes, and includes the on-street parking areas.

The development of guidance in relation to this element of the street is not the part of this document.

### Footpath/Verge

This is the pedestrian-dominated area, usually between the roadway and the boundaries of the properties that front/define the street. It is the most public part of the public realm that is clearly the setting for most social and economic interaction. This part of the street, in combination with the streetscape and the development and uses that front it, are the primary concerns of this framework.

### Streetscape

Streetscape is a term given to the combined visual and physical qualities of footpaths, building facades and elements within and immediately adjacent to the street. It is the overall effect created by pavement, roadway, public space of hard and soft landscaping within the edges of the two alignments of the street in combination with the defining built facades and those publicly visible private spaces that adjoin it, impact on it and are probably connected to it.



## How to Use the Framework

The rest of this section provides the purpose and scope of the framework, the vision, values and general principles of what Council considers makes for good street and streetscape design in the Moreton Bay Region.

The second section titled '**The Street**' provides guidance on understanding of the parts of street and how they work together to ensure a quality urban environment is achieved, the consideration of the character and context that development within the street needs to consider and the communities they service.

The third section considers the '**Users of the Street**' providing guidance on the needs of pedestrians, cyclists, public transit and private vehicle users once they have arrived in the street.

The fourth section '**In the Street**' provides guidance on the placement and design of individual and groups of elements in the street such as the greenspace, lighting and street furniture. It also includes some guidance on placing art and signs in the street.



Bribie Island



# 9 VALUES FOR QUALITY STREETS

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The nature of the urban environments of Moreton Bay Region and the qualities that we seek in the communities and places that form it, are first and best seen in its streets. As these streets are the places that we use everyday, where we access our homes from, do our business, recreate and meet others. They are the point at which we connect to the rest of our community, the region and beyond.

They are the places that our visitors first see when entering our communities, where they form their first impression of where we live and the values that we hold in our community. These are the places where we showcase the image and aspirations of the community that we work, live and play in.

To ensure that the future of the urban environments of the region have the values that will make it a quality place, Council has endorsed a set of values for Good Urban Design that it believes provides good general guidance to the design, development and maintenance of the places that make up the region.

The following 9 Values for Quality Streets reflects those values found in Council's Urban Design Charter while interpreting them in the context of the streets and streetscapes that are the structure of the region.

With the use of these guiding principles it is intended that the future streets and streetscapes of Moreton Bay Region will be of a quality that will provide well for a functioning and sustainable built environment while reflecting the needs and aspirations of the people who reside and work within it.



The streets and streetscapes that best reflect these needs and aspirations are streets that :

- are pleasant, **vital** and interesting to be in;
- provide physical **connection** and social and economic interaction to and throughout the communities that they serve;
- are **safe**, and encourage increased usage and people to feel confident and safe when using them;
- encourage activity within them and promote **healthy** lifestyles;
- are easily **accessible** by all, being simple to comprehend and navigate through without barriers or obstacles;
- will **respond** well to our needs and the subtropical climate in the provision of appropriate shade and shelter;
- are **distinctive** and reinforce the character of the local place and the region;
- enhance opportunities for **creative** and innovative place making; and
- are structured to be **adaptable** in their use and allow for change in the communities needs throughout the 24 hour day, the seasons and into the future.



# Why Streets?

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Paths, streets, roads, highways, freeways and specialised transport routes like railways are the essential network of lines that connect the many parts of our suburbs, towns and cities.... and one city to another.

To this public realm of “movement” lines can be added other parts of the public realm such as public plazas, town squares, parks, river bank paths, ocean beaches and more which not only connect parts of our cities but are places in which to stop and do things.

## THE ISSUE

For decades we have decided that the first of these (Movement) should be designed and managed in ways that principally support the use of the private vehicles we have invented over the last century to travel longer distances, carry heavier loads and especially do it quickly.

In many ways that was a logical sensible response: conflicts between pedestrians and cars rarely come out in favour of the pedestrian!...and so separation seemed best. But it was a policy choice by us that, for the well-being of the overall community, the efficient (and usually fast) flow of vehicle traffic was the most important goal. In important cases, such as major highways and freeways (or busways and trainlines), that still makes sense.

But what we lost in applying the same thinking to all other roads and streets in our networks was all too often the ability to maintain;

- the environmental and aesthetic quality of our towns;
- the economic vitality of parts of our suburbs and cities; and
- the social network spaces of our community.

## THE PRECEDENTS

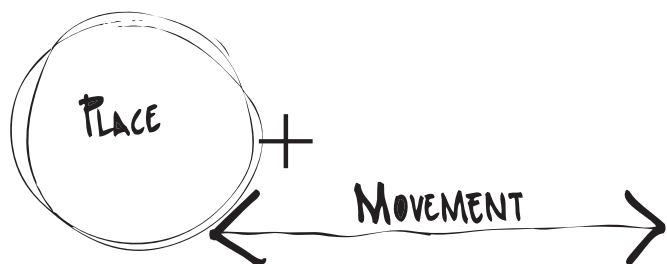
This challenge was not always so. Many of the great cities of the world that we love to visit were created long before cars and, for a while in the twentieth century, struggled with demands for car travel. The more complex and older European cities often resisted this and retained a sense of city streets as being equally public places that provide amenity to pedestrian and cyclist movement and to social activity rather than mere movement.

Paradoxically, the “colonial” cities of the “new world”, although well-placed by their urban design layout to manage the demand, often destroyed whole areas of themselves to deliver major new road networks. This in turn so challenged the quality of central city areas as “great people places” that those with dreams of “good places” often fled from central city precincts and into the suburbs.

Yet remarkably some cities decided, half way through their processes of introducing (often imposing) major road networks upon themselves, to stop and go back, truncating their ambitions or pulling down their unfinished new motorway networks and pursuing more energetically pro-pedestrian and pro-public transport strategies. These cities seem often to have prospered amidst the challenges of recent times and those facing us.

## THE CHANGING VIEW

So gradually in recent decades we have come to look critically at our approach to streets as people spaces or as movement corridors...or as both. We have come to look more closely at the essential qualities of the different types of streets, roads and highways our communities need.





We have moved away from applying a uniform mind-set to all and to see much more that there are many factors influencing decisions about the design of these parts of the public realm network...and that those factors include many that are not technical in nature or about the engineering of the corridor for movement.

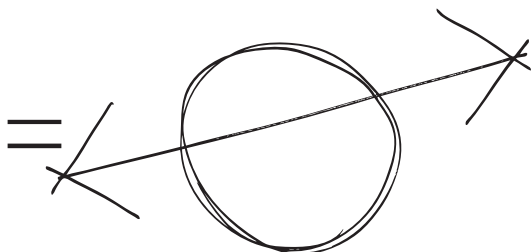
We are beginning to understand better the importance of the overall design of the street as a place of human activity and to prioritise differently, in various contexts, the needs of pedestrians, cyclists and users of public transport over the needs of drivers of private vehicles just seeking to pass through.

This is about seeing some streets as much more "people places" than "movement corridors".

## NOT THE "ENGINEERING" RESPONSE

Up until relatively recently, it was often thought that the way to make good people places was always to exclude cars from them, by the horizontal or vertical separation of cars and people. In many, if not most, however, we have now discovered this is often a poor social outcome and the issue is instead about mix and managing or balancing the relationship between cars and people to the benefit of our urban places.

Indeed, the benefits of slow-moving traffic in close proximity to strongly-pedestrian civic or suburban spaces is central to much of the changing thinking in the last decade or so about how best to design sustainable urban developments. That thinking often derives from, or is supported by, observation of existing cities and suburbs of various kinds and weighing up their ability to deal with contemporary and forecast changes and outright challenges.



## FUTURE CHALLENGES AND URBAN DESIGN

Australian society and the Moreton Bay regional community face a range of challenges including:

- continued population and development growth;
- climate change and its global and local impacts;
- peak oil and its impact on transport technology and cost;
- the continuing communications revolution and its effect upon society;
- the changing nature of the economy and its impact upon movement patterns;
- continuing urban growth;
- the changing nature of the Australian community and diversifying lifestyle needs;
- looming health issues for the population and the relationship to urban design; and
- the challenges to affordable living for many.

In issues such as these the connection to, or contribution of, the design of the built environment of our towns and cities is increasingly understood and recognised as important. As a result urban design thinking and best practice has evolved in recent years to reassert the importance for sustainable cities and suburbs of such approaches as:

- mixed-use precincts;
- transport-oriented development;
- traditional mainstreets (rather than "box" shopping malls);
- mixed tenure and dense urban housing;
- enhanced public transport networks;
- major institutions as part of mixed-use centres; and
- highly permeable and connected traditional grid-design precincts and neighbourhoods.

In many of these, a different view about the way land uses and people-oriented streets and public places should desirably relate to car access is evident. It is not a strategy of physical separation but of management of an active and continuing interface .... with the odds now on the side of the pedestrian, but without losing all that cars contribute positively to streets.

Of course cars and motorists in streets give us much including:

- the convenience of reaching a place from further away;
- covered movement in bad weather;
- equitable access to the buildings in the street for those with movement difficulty, perhaps the elderly, the physically handicapped, the very young...;
- access for public transport for those without cars or choosing not to use their car; and
- casual surveillance from cars to add to the security of pedestrians in the public realm.

Thus the question is one of design, both strategic and detailed.

## THE DIFFERENT ROLE OF STREETS

Designing streets must, for a start, acknowledge the variety of context and purpose.

All of the evolving experience shows that a “street” is not, of course, just about the pavement on which vehicles move. The role of a street is about the balance between its function as

- a movement corridor for pedestrians;
- a movement corridor for cyclists;
- a movement corridor perhaps for public transport;
- a movement corridor for private vehicles intending to stop;
- a movement corridor for private vehicles passing through;
- and its role as a social or community place....or series of pedestrian-based places;
- an environmental or micro-climatic influence;
- an amenity space and aspect for adjoining uses;
- a movement destination space for service vehicles and more.

This balancing act, this design dialogue, between PLACE and MOVEMENT is the essential question.....and arguably, there is rarely a single “pattern book” answer, but instead many things to be considered.

## THE DIFFERENT PARTS OF THE STREET

So the design of a street in a particular context must therefore include the integrated design of:

- the pedestrian spaces usually at the edges;
- the interface of those pedestrian public realm areas with the adjoining defining buildings and spaces;
- the needs of cyclists;
- the interface between cyclists and pedestrians;
- the interface between cyclists and larger vehicles;
- the provision for movement though the space by vehicles;
- the interface between pedestrians and their activities and stationary and moving vehicles;
- the particular interface between (potentially large) public transport vehicles and pedestrians, both those about to connect to the public transport and those not so;
- the impact of the overall sense and scale of the street in length and cross-section (and therefore the height of the buildings, the width of the street and more); and
- the places where the street intersects or connects to others or where its nature should change.

The design process might therefore be said in broad terms to be dealing particularly with:

- the role and function of the street;
- the nature of the built form and uses that define and interact with it at its edges;
- the needs of different users of the street space; and
- the landscaping and other elements of design that deliver its physical nature and enhance its human functions.



## THE URBAN DESIGN CHALLENGE FOR THE STREET

Since we are talking now about people in streets, of streets as people places (rather than just passive corridors for the movement of vehicles), then we must ask how well the design of the “total street” addresses various needs (that are often seemingly not associated with previous thinking on roads). How well, for example, does the street:

- create a desirable microclimate or amenity for people in the street?
- deliver an attractive interesting place?
- create spaces for appropriate social and community interaction?
- deliver (with the principles of Crime Prevention Through Design) a secure environment for pedestrians and cyclists?
- respect the needs and enhance the amenity of adjoining uses and buildings?
- display or celebrate the cultural uniqueness of the local community or landscape?
- take advantage of its special urban or landscape context?
- create opportunities for democratic expression?
- reflect the needs of the different groups within the community, such as the young, the elderly, the physically challenged, the poor, the newcomer or visitor....?
- accommodate natural change?
- provide a response that will be robust in the face of major climate and resource challenges?
- work appropriately at all times of the day and week? and
- work appropriately in all seasons and changing weather conditions?

## AND SO ?

In all this, streets that desirably include vehicle movement (and that arguably is most, if not all) must of course work at a technical level for that movement.

The change identified above in the approach towards the design of streets reflects, however, a greater evening up of the relative needs of pedestrians, cyclists and public transit against the past emphasis upon the needs of drivers of vehicles, especially those just passing through.

The changed mindset or community design goal or priority is essentially about networks of people places rather than networks of vehicle corridors.

It is thus about sustainable urban design and place-making.

That leads to the sorts of questions and issues introduced above....and it is those sorts of questions upon which this Framework seeks to promote dialogue and to provide guidance.

They are the very stuff of best practice street design and hence urban design for the Region.

### John Byrne

Consultant Urban Designer and  
Adjunct Professor in Urban Design, QUT.



# Finding the Balance

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The design of the urban and suburban areas of the region is a major contributor to their quality and efficiency and hence their sustainability. Equally the design of their streets (and parts of their public realm) is a central element of their strategic and detailed sustainable design.

They have a major impact upon the lives of the region's people and the overall economic and environmental health of its community.

## REGION & PLACE

Places across the Region have their own particular qualities, their individual characters, which reflect their natural and man-made contexts.

They reflect not only their natural settings of landscapes, geology, aspect, shape, relationship to coast or hills or rivers and the like, but also their built environments, cultural histories, uses, relationships to major infrastructure and more.

Some are clearly quite unique and iconic and seen as such by most within the regional community and to visitors. Consider for example the way the region's places meet the Bay or its rivers or the historic qualities of traditional towns.

But this does not however mean the Region is little more than a myriad collection of individual places and with no overall character or "sense of regional identity".

The identity of Moreton Bay Region certainly strongly includes and should continue to include the more obvious high-profile iconic places. But they do not exist in isolation and the Region and its community can equally be held together by broader outcomes such as:

- an observable commitment to excellence in the urban design of the public realm of streets and other spaces;
- the strength of the widespread overt celebration of the special qualities of the region's landscape and heritage;

- the innovative and artistic exploration of consistent regional references and design approaches that, while linking across the region, do not deny the energetic celebration of "the local"; or
- the broad engagement of the many diverse communities within the region in place-making.

There is a natural balancing act between LOCAL and REGIONAL which this Framework sees as a creative dialogue, not a contest.

## STREET & ROAD

The community knows there are substantial differences in the movement corridors of the Region.

In the regional network, there are obvious differences in the purpose of the myriad of linear corridors: between major highways and local streets, between the roads in residential, industrial and town centre precincts, between busy streets and quiet ones, between ones in densely-peopled urban areas and others in natural landscapes, between streets of civic importance to the regional community and those of a closer to private or intimate small community nature.

In part this has been because the role of these parts of our community as convenient MOVEMENT corridors for people in vehicles has too often been allowed to overwhelm, ignore or deny their role as accessible PLACES for people as pedestrians, cyclists and public transit users.

This Framework proposes that the distinction between Movement and Place is fundamental to our approach to sustainable urban environments.

There is of course a significant practical need for movement corridors where the primary purpose is facilitating the passage of vehicles often in large numbers and often appropriately at reasonable speed where the purpose is primarily getting from A to B.





But, at the other end of a continuum of the public realm there are other corridors where the speedy movement of vehicles from one end to the other is of far less importance than the creation of vital, pleasant, safe, characterful and socially-supportive places for people as pedestrians individually or in groups.

Seeing streets as providing such spaces is critical for they deliver in important ways the contexts for much that works towards social, economic, cultural and environmental sustainability for the community.

Experience shows that much of their ability to do this arises from where they sit within the MOVEMENT / PLACE dialogue.

The more important the chosen principal role of the corridor is to deliver traffic quickly through it, the more unachievable the creation of people-friendly public realm in that corridor is likely to be. The more important the chosen role of the corridor is to be a people place, where the community come to do things at their pedestrian speed, the less achievable or appropriate is the catering for fast traffic.

To assist this second Dialogue between PLACE and MOVEMENT, the language used by some has been focussed to distinguish between:

- STREETS as pedestrian-speed people-oriented places; and
- ROADS as corridors in which vehicle speed and movement is more the central goal.

This Framework uses this focus upon the language of Streets for it is concentrating on the urban design of streets as places.

As with Region and Local, the outcome is not exclusive: one or the other. Streets do, arguably mostly should, accommodate vehicle movement but in ways supportive of the increased emphasis on Place.

The issue then is much about how the presence of slow-moving, respectful, non-intimidatory or unsafe traffic is a positive factor in these urban places that are streets.



Bribie Island



*The streets of Moreton Bay Region are critical in the community's pursuit of sustainable futures.*

*They are places that, by their design and management, both prioritise the movement needs of pedestrians, cyclists and public transit users, while providing settings for meeting the human need for social interaction and community life.*

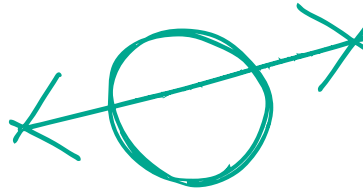
*They balance by design, the competing demands of “place” and “movement” in ways that are thoughtful, practical, creative and people-oriented.*

*The streets of the region are places that people use, not just through necessity but by choice, as they are places that they enjoy, where they feel engaged and safe, as they are places that promote a connected, accessible, healthy, and vital community and lifestyle.*

*They are memorable places that celebrate the region's unique qualities, and promote and support the human need to be part of a community.*







# Principles for Quality Streets in Moreton Bay Region

## People First

- Recognise that well designed streets and streetscapes within the Moreton Bay Region are human in scale and focused upon the needs of people and their ability to interact within them.
- Ensure that the streets of Moreton Bay Region are designed to be convenient, accessible and safe for people at all times, day or night, weekday or weekend, winter or summer.

## Interaction & Exchange

- Create streets within Moreton Bay Region that are well designed, quality places that maximise opportunities for formal and informal, social and economic exchange;
- Ensure there is space for public life in our streets where people can gather in comfort and that are of high environmental and aesthetic quality and amenity.
- Promote the economic vitality of the region and its centres by the high quality of pedestrian, cyclist and public transport friendly streets within and around centre precincts and other significant civic, educational or business facilities.

## Identity

- Understand the role the streets of Moreton Bay Region play in establishing and promoting its unique identity through the general commitment to 'design excellence', and the fostering of a 'sense of place' reinforced by a contiguous entity under the management, care and responsibility of the Moreton Bay Regional Council;
- Design of streets and streetscapes to establish, maintain, celebrate and enhance the distinctive qualities of individual places, localities and communities of the region.



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## Quality of Design

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- Ensure the streets and streetscapes of the Moreton Bay Region are designed and developed to a quality that reflects the locality and the built environment aspirations of present and future communities.
- Design streets and streetscapes to explore, establish, maintain, celebrate and enhance the distinctive qualities of individual places, localities and communities of the region.
- Ensure designs for streetscapes in the region have the goals of consistency in quality design, by defining the street's rhythm and the integration of pedestrian-orientated elements with minimum clutter.
- In the pursuit of creative or "better" outcomes and pride or "ownership" by local (and the regional) communities, facilitate the involvement of artists and local citizens in the design, development and management of streets and streetscapes.
- Respect the natural and physical environment in the overall and detailed design of streets and streetscapes.

## Accessible & Connected

- Create streets in Moreton Bay Region that are places through which all individuals can move easily and without hindrance.
- Ensure the network of streets and other related parts of the public realm of the Moreton Bay Region are attractive, easily identifiable and understood by residents and visitors alike.
- Aspire to a public realm that is accessible by all through application of universal design principles in the design process.
- Integrate pedestrian movement with public transit to ensure the most convenient transit and pedestrian orientated communities.
- Enhance the quality, attractiveness, equity and efficiency of the public transit systems in the region by placement of access nodes at points of high pedestrian activity and where the street system allows easy and direct access throughout the pedestrian catchment.



## Access for All

- Create streets that are places through which all individuals can move easily and without physical or social hindrance.
- Design streets in ways that ensure they are accessible to, and friendly towards, as many people in the community as possible, including the elderly, the disabled and children.

## Sustainable

- Ensure that the design of streets in the Moreton Bay Region and the items within them are developed in a sustainable manner.
- Ensure streets, and the elements of streetscape within them, are responsibly and sustainably developed and maintained at a high quality for their full lifespan.
- Ensure sustainable street and streetscape design acknowledges and responds to the region's subtropical climate, both now and as it might evolve in coming decades.

## Maintenance and Management

- Identify and consult stakeholders responsible for the ongoing maintenance and management of streets at an early stage to ensure thoughtful, integrated and committed outcomes.





## 2.0 The Street



Woodford





Woodford



Scarborough



Caboolture





## The Character of the Street

Each street in the region is unique with its own personality. It represents the community and locality that it sits within. Each street is also part of a network of streets and places that makeup the public realm of the Region. These qualities and characteristics reflect and contribute to a localities 'sense of place' its DNA.

Any new elements, buildings or structures in a street can have considerable impact on the context of its neighbours, the street, the neighbourhood and depending on the level of changes to be made and the significance of the street, the wider community.

Factors that have considerable influence on the character of a street include the natural and physical attributes such as its topography, geology, and its history of development and use.

The understanding and recognition of the constituent parts of the street and their relationship to each other is essential to acknowledge in the appreciation of the character of the street as a place.

The character of a street is significantly influenced by elements such as existing buildings and other structures, trees and other vegetation, furniture, materials, their quality, how they relate to each other and the overall layout of the place.

The quality of materials and workmanship is also an important determinant in how people regard their environment and therefore their degree of ownership and belonging to it that they have.

When new buildings or elements are to be placed in the street they should contribute positively and relate to the qualities and character of the place's architectural context, as such they should be 'good neighbours' and fit well with their surroundings.

### Design Principles:

- **When placing a new element or building into a street consider the context and character of the area of influence of the element or building.**
  - Identify the positive elements that contribute to the local character and make the place distinctive and use these traits as guidance in determining the qualities of development or redevelopment of the street.
  - At the start of a design project an audit of existing materials and street furniture should be undertaken. Any historic or locally distinctive features should be identified so that efforts can be made to retain them in the new design.
  - Ensure the variety in design, style, material and colour of street furniture and other items in the street will allow for variation to enhance and reinforce local distinctiveness.
  - Reinforce the 'sense of place' of a locality by relating the design to the area, involving the community in the design process, and using local materials, patterns, grain and form common to the area.

Samford



Scarborough



Margate



## The Edge of the Street

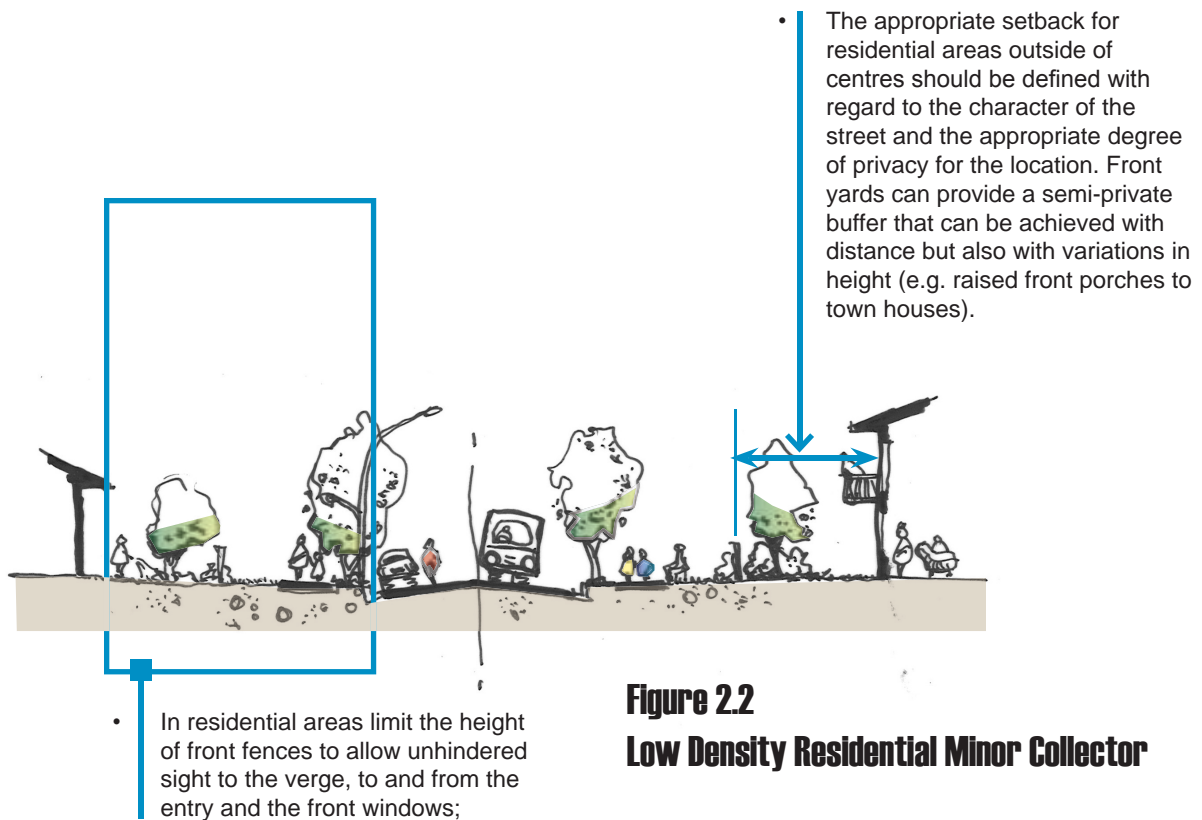
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The edge of the street establishes much of the context and character of the street. It provides the backdrop for the activity that occurs in the street. The buildings that edge the street have a large bearing on the streets quality and attractiveness. They also provide much of the casual surveillance in the street and provide a feeling of activity and occupancy.

In residential areas the edge of the street is where our front yards, verandahs and porches, front doors and windows, signal that we want to be part of the street and neighbourhood yet with a degree of privacy that we determine (Figure 2.2).

The edges of streets towards the centre of our communities are the most vibrant with the highest diversity of uses and with the most retail & pedestrian activity. In commercial and mixed-use areas this is where the shop fronts and the shops are, as they provide the accessible public face to the street and thereby the community.

They are the places where the highest level of social and economic exchange occurs as people go about their everyday business of shopping, accessing services, conducting business and meeting others.



**Figure 2.2**  
**Low Density Residential Minor Collector**

Wellington

Auckland

Samford





## Edge of the Urban Street

The most active and highest mix of users is found on the edge of the main street of our centre, the central business and retail street of the town and the community (figure 2.3).

The edges of the main street of the centre is traditionally made up of an attractive mix of small shop fronts with a diversity of businesses, shops, and entries to offices and/or apartments above. Where there are upper floors there is a direct visual connection between the upstairs uses and the street. The ground floor façades have a high level of transparency to them with a large proportion of windows and glazed doors.

To the ends of and around the corner from where the heaviest density, retail and pedestrian activity of the main street occurs the width of frontages begins to increase with a greater diversity of uses including slightly larger scale businesses such as small service stations and small service industries.

The frontages though having on average fewer and wider individual units than the centre of the urban area will still have ground floor facades that are dominated with windows, doors and display areas. There is often continuous weather protection provided over the footpaths.

To the very edge of the centre the frontages become more of a transition between the areas adjoining the centre (e.g. residential, work/live or work areas) and the more urban context of the centre. These frontages often include a mix of retail, commercial, service and intensive residential uses. They provide for businesses that are cost sensitive such as incubator businesses and professional offices. The edges of the centre also allow for dense residential uses that help in ensuring viability of the centre and future expansion of the centre.

**Figure 2.3**  
**Urban Main Street**



Scarborough

Wellington

Caboolture



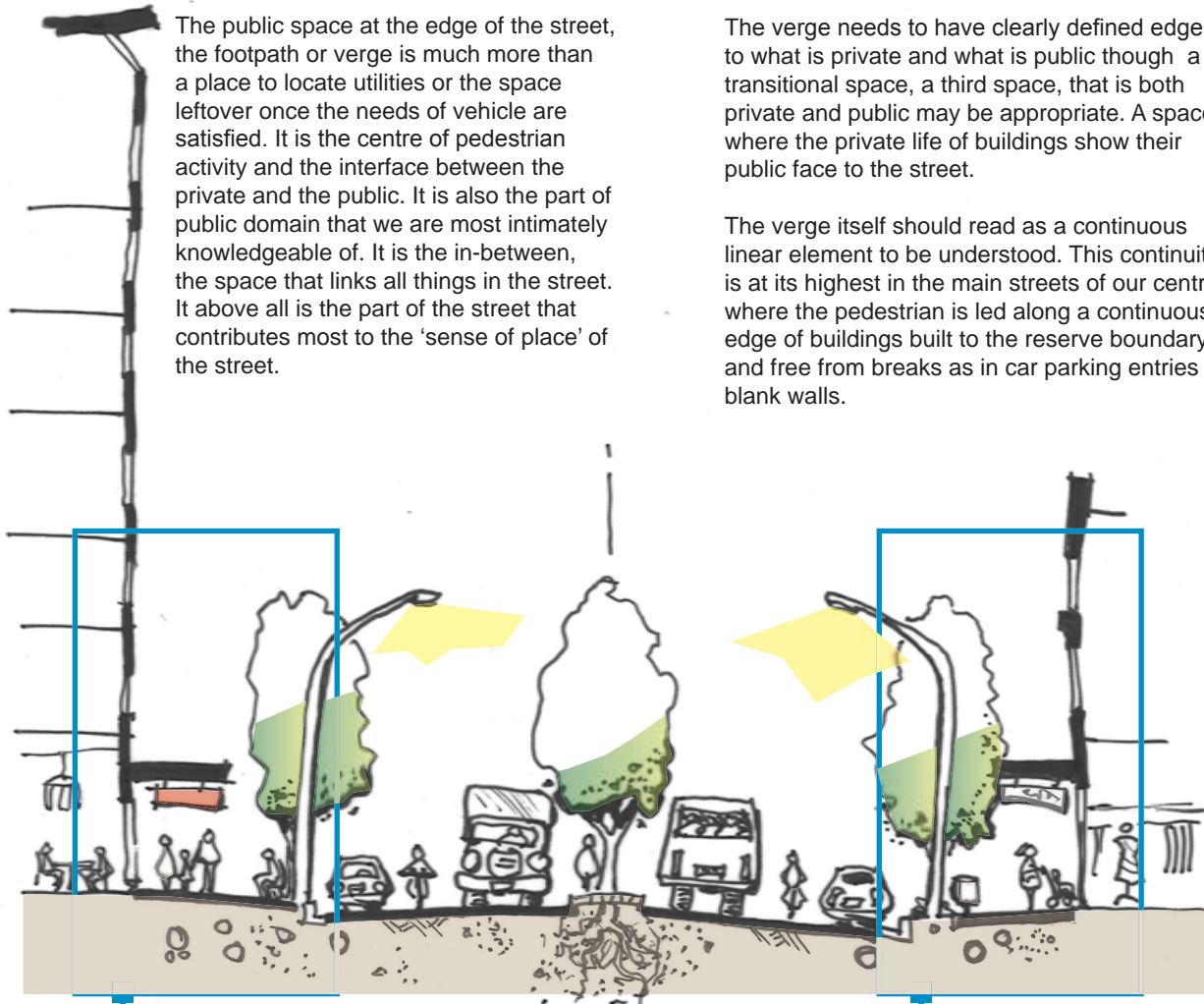
## The Urban Footpath/Verge

25

The public space at the edge of the street, the footpath or verge is much more than a place to locate utilities or the space leftover once the needs of vehicle are satisfied. It is the centre of pedestrian activity and the interface between the private and the public. It is also the part of public domain that we are most intimately knowledgeable of. It is the in-between, the space that links all things in the street. It above all is the part of the street that contributes most to the 'sense of place' of the street.

The verge needs to have clearly defined edges to what is private and what is public though a transitional space, a third space, that is both private and public may be appropriate. A space where the private life of buildings show their public face to the street.

The verge itself should read as a continuous linear element to be understood. This continuity is at its highest in the main streets of our centres where the pedestrian is led along a continuous edge of buildings built to the reserve boundary and free from breaks as in car parking entries and blank walls.



- The verge should be wide enough to accommodate the paths, plantings and elements that are needed in the street.
- Keeping the footway visually free of street furniture is important, allowing for clear sightlines for pedestrians.
- Combining, collocating or 'bunching' of street furniture can help achieve a clear way for pedestrians.

- The same materials should be continued throughout on paths and across driveways to give sense of continuity to the street and path.

**Figure 2.4 - Footpath /Verge**

Woodford

Suttons Beach

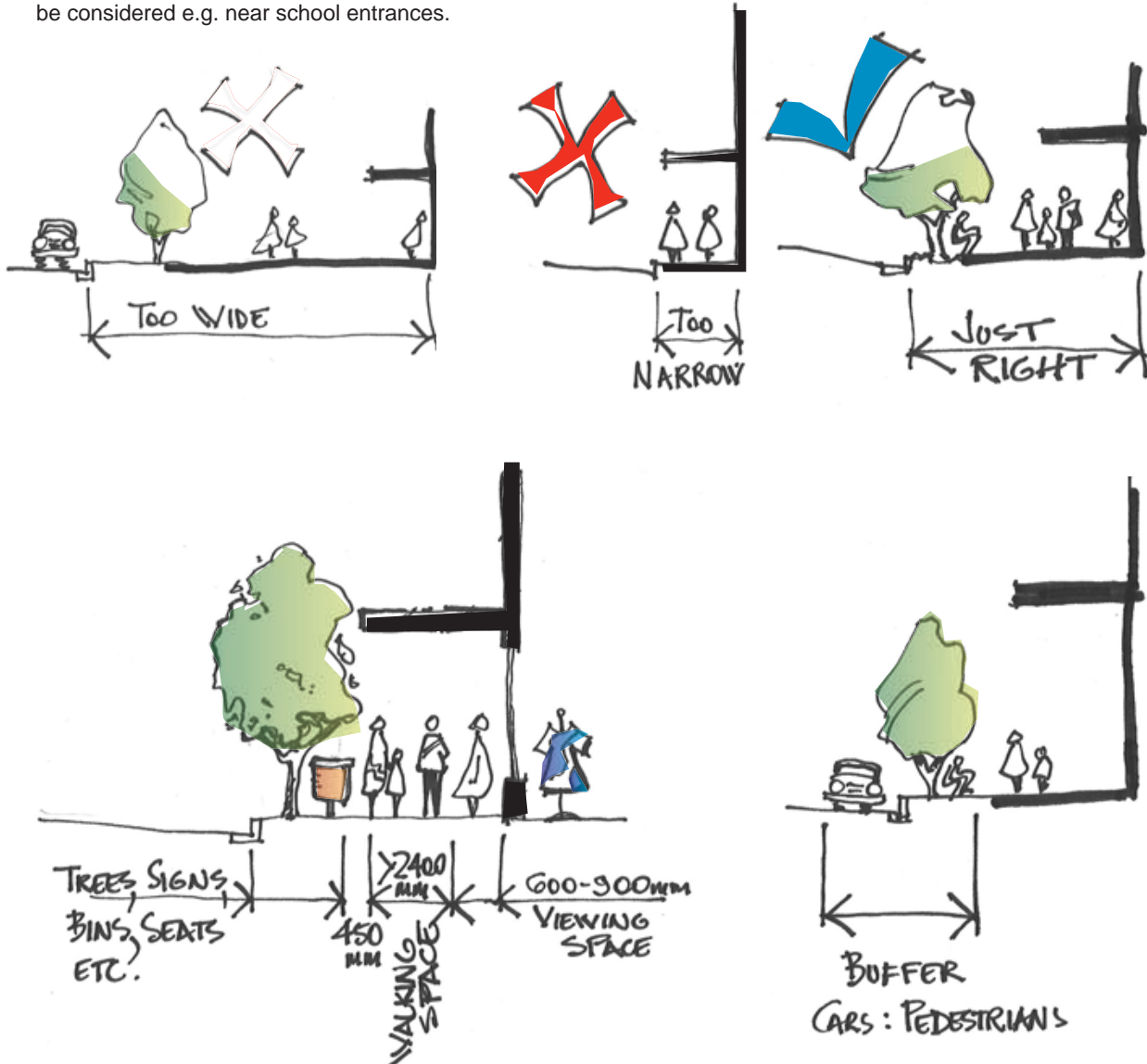
Strathpine





## Figure 2.5 - Footpath/Verge Widths

When considering a footway width, try to predict pedestrian flow on each section and design accordingly. There are some instances where peak flow occurs and needs to be considered e.g. near school entrances.



N.B. 1.8m is needed for 2 adults to pass, 3m or greater on a busy pedestrian street.

Kelvin Grove

Scarborough



## The Built Edge

The buildings on the edge of the street contribute much to the way the street is experienced. In the more urban part of our communities the facades of these buildings should be as close to the edge of the street as possible, (preferably on the boundary line) and continuous, to aid in defining the edge and to provide enclosure to the street.

Buildings should be seen as a coherent and integrated whole. They should fit with their neighbours and the general context and character of the street and the area. Any additions to buildings or further buildings in a street should never result in an ad hoc collection of elements. Respect must be given to the built form around it.

A buildings design should reflect its use both functionally and aesthetically. The understanding of a buildings function can aid in the legibility of a street and an understanding of the character of a place.

In view of this, new buildings and structures in a street need to recognise their existing neighbours with proportions to facades and alignment of vertical and horizontal features.

When siting new buildings and elements in the street there needs to be consideration of the functions they will provide for while respecting the existing layout and alignments of the street and reinforcement of its edges. Similarly the height and mass of a building or element in the streetscape must consider the scale and relationship to the context of adjoining buildings, the street and the neighbourhood.

## The Ground

The quality and design of the building where it meets the ground and how it relates to the pedestrians on the street are significant in determining how comfortable and successful the street will be. Uses at ground level, first and second floor should have connection and directly address and overlook the street.

To ensure well activated streets in urban areas, buildings should be built to the street frontage for the full width of the site. Entries should be on-grade to the street and only setback where they contribute to and are coherent with the wider public space.

The height of ground floors of centres need to be open, comfortable and commanding of the street edge. To achieve this ceiling heights that comfortably accommodate retail uses need to have a floor to floor height that is 30-50% higher than the typical upper storeys for the full width of the frontage.

In urban areas the only residential use on ground floor frontages should be the entry to upper floor or rear residences. The ground floors in centres need to be populated by more active uses that activate the street throughout the day.

## Facade Transparency

To ensure a feeling of connection to the street at ground level to ensure a high degree of casual surveillance of the street and a general light spill at night, the majority of the area of a building ground floor frontage must consist of display windows that are transparent thereby providing connection to the internal activity.

Auckland



Mudjimba





**Figure 2.6**  
**The Street**

### Weather Protection

- Weather protection from sun and rain is essential to the comfort of pedestrians and should be provided for the full length of frontages in centres.

- Entries that open directly onto the street are better connected to the activity of the street and play their part in activating the street.
- Small recessed entries to shop fronts accentuates the entry and provide relief without losing the continuity of the street face.
- Recessed entries also provide for an increase in display window area and a sheltered transition between inside and out.

### Entries & Doors

- The corner is the anchor to the street. Buildings on corners should be of a volume, mass or height that gives strength to the corner.
- Traditionally banks and hotels were located on corners acting as bookends to the street.

### Corners

Zurich



Wiatakeri



## A Fine Grained Frontage

The edges of mixed retail main streets of centres needs to be well activated by a fine grained mix of shop fronts. The fine grain of shop fronts makes them more human in scale and allows for flexibility and easy adaptation to other uses. The traditional width of shop front to main streets is between 8 and 10 metres in width.

This fine grain of shop fronts can be used to sheath large 'big box' and car park development from the street thereby ensuring the street has a much higher pedestrian value.

### Materials & Detail

The quality of the materials used in the facade of buildings lining the street combined with the frequency, area and location of openings such as entries and windows on the facade have a considerable impact on the quality of the public environment.

The street face of a building's upper floors should be well provided with windows, doors and balconies to add richness and variety to the street while ensuring an appropriate level of overlooking and natural surveillance.



**Figure 2.7 Fine Grain Frontages**

*'Good ground floor façades are rich in detail and exciting to walk by, interesting to look at, to touch and to stand beside. Activities inside the buildings and those occurring on the street enrich each other. In the evening friendly light shines out through the windows of shops and other ground floor activities and contributes to a feeling of security as well as a genuine safety.'*

Public Spaces & Public Life Study (Jan Gehl)

Wellington





## Fronts & Backs

It is important that development that fronts the street should overlook and address it to ensure that a constant casual surveillance is achieved. In this way entries/front doors should directly face the street with windows to the street providing casual surveillance in suburban as well as urban areas.

In view of this it important that uses and activities that are generally found to the rear of buildings that restrict transparency should remain located at the rear of buildings and not be relocated to the street edge. For example openings for entries to car parking and other utility uses that reduce the area of active street frontage should be kept to a minimum in urban areas with no breaks in the street face, especially along active frontages such as on the main street, or other major pedestrian streets of centres.

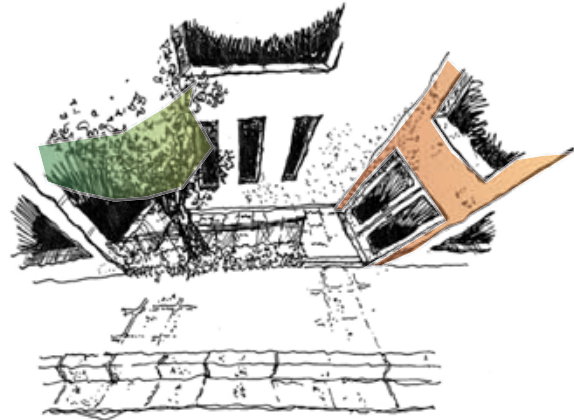
In residential areas backyard uses should stay in the back behind dwellings. Private open space, servicing and utility uses should be left in the rear. Backyards in residential areas should adjoin other back yards or abut a rear lane.

The move to bring private open space to the front yard results in loss of privacy for the householder and the need to provide high fencing to the street thereby losing the connection to the street and the casual surveillance this provides. This is especially true in places of greater density where high fences and walls are erected and the street loses all connection with dwellings.

## Small Spaces

Small spaces on main street frontages should only be provided in locations where they will not disrupt the continual activation of the street edge. They can provide a respite from the hard surfaces of the urban area for relaxing or dining or just as a stepped entry.

They should not dominate the frontage or be repeated along the street. It is important that activation of street edges is maintained across the frontage where a space or setback is provided.



**Figure 2.8 Small Space**

Wanganui



Woodford



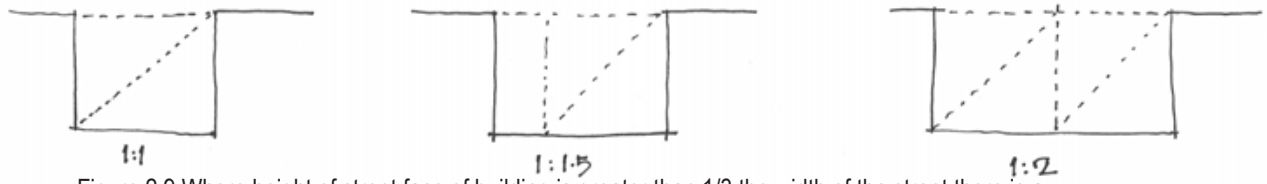


Figure 2.9 Where height of street face of building is greater than  $\frac{1}{3}$  the width of the street there is a sense of enclosure that is urban.

## Building Height & Mass

31

The height and volume of buildings, their length and breadth can have significant impact on the qualities of the street. When the mass of a building is so out of scale with the street that it becomes uncomfortable for the pedestrian to walk beside it its size needs to be broken up to provide a more human scale one that is more compatible with the pedestrian. Alternatively the continuity and the height of the face of the buildings that line of the street can help in giving the street a feeling of enclosure and comfort especially in the more urban streets of a centre.

### Height & Enclosure

Streets are three dimensional places with width, height and length. In the more urban centres of towns and villages or even at the local shop a feeling of enclosure even if only on one side of the street can provide it with a strong feeling of an edge. This edge defines the public realm and the height of comfortable edges can be determined by a balance of height with the width of the street.

The relationship of the height of a building to a street's width is important in reinforcing the sense of enclosure necessary to providing the appropriate feeling of three dimensionality of the street for the locality.

Where buildings are the same height as the street is wide, while still being of a human scale, there is a strong feeling of urbanity. This urban level of enclosure is found in main streets and the more urban streets of our centres.

Connection to the street is still important to the human qualities of the street and this connection can persist with further height till the ability to read facial expression between the building and the street below is lost, usually somewhere above the 6th to 8th floor. At this point the building height should be terminated or the building's facade should be stepped in to reduce its impact at ground level.

This feeling of enclosure still continues until the width of the street is greater than three times the height of the facade at the edge of the street. (See figure 2.9) When the facade height is lower than a third of the street width the feeling of enclosure essential to comfortable urban streets is lost and a feeling of more unrestrained space becomes dominant.

This feeling of space can provide for a more comfortable domestic feeling when in a suburban context but often results in a feeling of lost connection and the uncomfortable and insecure feeling of being in a large unfocused space in the urban context.

Where the street is very wide and/or the buildings to its edge are low and provide little to no enclosure a wall of vertical elements in the street itself such as a row of trees as in a boulevard may provide the desired enclosure.

Wellington



Barcelona



Wellington



Redcliffe



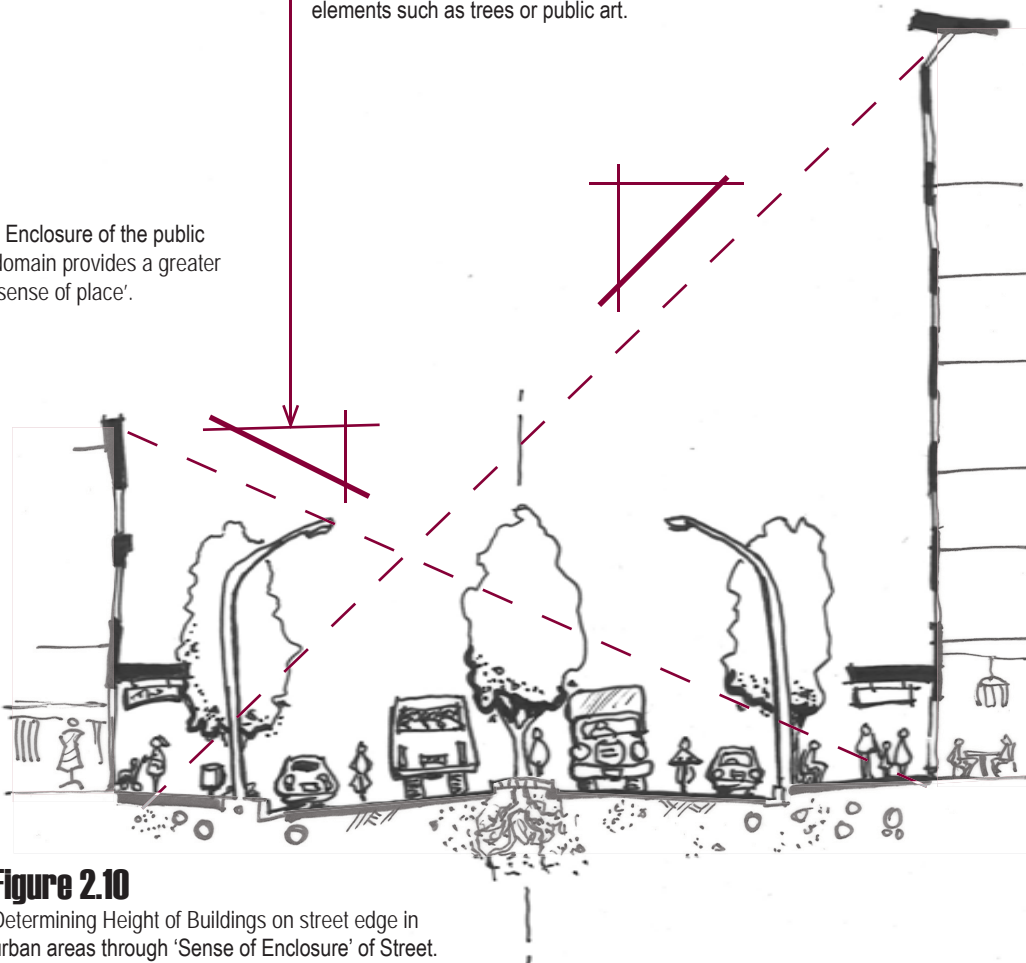




Where the street reserve is very wide or the building height below  $1/3$  of the width of the street, rows of other vertical elements such as trees can be used to provide that feeling of enclosure necessary for an urban street.

- Preferred Ratio for Urban Street  $1 : 1.5 / 2$  thereby providing a height of building to width of street ratio that gives a comfortable feeling of enclosure to urban streets.
- The minimum building height for urban streets should be  $1/3$  of the street width, any lower than this and the sense of enclosure to the street is lost.
- The stronger the feeling of enclosure the more urban the feeling in the street.
- Where the height of building cannot be achieved as above or the space between buildings too great, the space can be broken up with the use of strong vertical elements such as trees or public art.

\* Enclosure of the public domain provides a greater 'sense of place'.



**Figure 2.10**

Determining Height of Buildings on street edge in urban areas through 'Sense of Enclosure' of Street.

Bribe Island

Wellington

Christchurch

Wanganui





## Design Principles:

33

- **Buildings and additions are to be designed to fit well within their surroundings while being individually designed as an integrated and coherent whole.**
  - Contrast may be appropriate where the new element in the streetscape is significant and requires focus of attention or the existing diversity and complexity in the street requires it.
  - Context must not be followed slavishly especially if the context shows poor or negative outcomes.
- **In centres and urban areas, generally build to the street edge with continuous building frontages to provide a continuous and strong relationship between the building and the street.**
  - To ensure a comfortably enclosed street, buildings in centres are generally to have facades at the street edge of a minimum 7m or 2 storeys and be at least 1/3 the width of the street in height.
- **Maintain a generally consistent building height to the street edge.**
  - Where there is value in continuing a consistent skyline to the street edge new building parapet heights are to vary generally no more than 1250mm above or below adjoining buildings.
  - Buildings to be generally higher on corners to define and anchor street edges.
- **Buildings that are out of proportion with of the street and the neighbourhood need to be modified to be at a scale more attuned to pedestrian use.**
  - Large buildings can be broken up to appear as smaller side by side buildings.
  - Terracing larger buildings by setting back the building mass after a few storeys can mean considerable increases in the comfort of pedestrians.
  - To reduce the impact of large building volumes on the street their mass can be broken up:
    - into smaller clusters of volumes;
    - by attaching smaller distinct scaled modules to the facade; or
    - placing volumes at the street edge that are more human in scale;
  - Buildings over three storeys to be designed with a distinct base, middle and top.
  - No long unbroken volumes or smooth undifferentiated facades along streets.
  - Respect the design characteristics of the existing or future built environment.
- **Built edge of streets are to support appropriate pedestrian activity by enhancing the visual qualities of the street, its legibility, safety and comfort;**
  - Orientate buildings, their windows and entries to directly address the street;
- **Communities should be centred with well defined mixed use development with a fine grained shop frontage to the main streets.**
  - Buildings on primary frontages shall be designed as segments (e.g. 8 – 10 metres) that are similar in scale to buildings seen traditionally in a main street.
  - Facades should be well articulated along their length with doors that are no more than 15 metres apart and no single ground level tenancy that is greater than 20 metres in length.
  - This may be increased to individual tenancies of no greater than 10 – 20m in width and single ground level tenancy of no greater than 30m in frontage length on secondary frontages.
- **Ground floor heights to buildings in centres should be generous to accommodate changes in use and to be comfortable to be in.**
  - Ground floors to be no less than 30-50% higher than the upper floors with a minimum of 4.5m.



- **Upper floors of building to be well articulated with windows and openings to allow for good natural surveillance.**
  - Balconies and other protrusions on the facade of buildings should not dominate the frontage.
- **The majority of ground floor and a significant part of upper floors of building facades to be transparent, allowing visual access in and out of ground floor premises and out of upper floor windows and openings.**
  - Ground floor building façades are to have display space or transparent window or doors for more than 50% of their frontage.
  - Place internal relevant active uses that are public orientated to the frontage to be viewed from the street.
  - No continuous/blank wall should be greater than 3m in length at either ground or upper floors;
  - There should be no 'false' or blank windows and where "rolla doors" or security screens are needed they should be integrated into the shop front.
- **Plain or blank wall surfaces anywhere on a visible elevation to be articulated or punctured with openings.**
- **Respond to the subtropical climate of the region, providing protection from the elements i.e.. sun, wind and rain, through the provision of continuous cover e.g. awnings in centres and a canopy of shade trees along pedestrian paths elsewhere;**
- **Entries to buildings to be accessed directly form the primary frontage of the building.**
  - Where buildings have frontages to more than one street the main entry is to be to the most active frontage.
  - The distance between entries on main streets should be no more than 15m to ensure a well activated, fine grained street edge.
- **Enclose and define corners with buildings. Have buildings turn around the corner and address the corner preferably with an entry, or as a minimum a transparent window to the activity inside.**
  - It is best not to truncate the corner and loose the strength of anchoring the street.
- **The full length of shop fronts in urban areas should be provided with awnings/canopies to provide shelter and shade in Moreton Bay's subtropical climate.**
  - Awnings should be a minimum of three (3) metres in width. If this is not available then the cover is to be sufficient in width to provide good weather protection to pedestrians.
  - Awnings to adjoining premises are to be coordinated to provide continuous weather protection.
  - On other frontages in the centre, cover is to be provided over building entries and where appropriate, where buildings meets the street edge.
- **The quality of the street edge and entries especially on major retail streets must not be compromised by back of building activities and servicing functions such as car parking.**

Not all uses make good  
neighbours.

**'Ensure  
Compatibility'**





# 3.0 **USERS** OF THE STREET



King Street, Caboolture

← MOVEMENT →



Padova



Caboolture



Wellington

## Pedestrians

At some time we're all pedestrians. We may drive or ride from one place to another but at some point we have to get out of our car, bus or off our bike and **walk**. Even wheelchairs require pathways. With a growing obesity in the population, the proportion of distance that each of us walks needs to increase. Combining the health imperatives of a future active community with the need to develop more sustainable neighbourhoods means that walkable communities are essential for positive futures.

The ease of walking is determined by the distance between our place of residence, our destination and our physical abilities, but the incentive and our desire to walk is more influenced by the quality of the experience. The majority of our walking experience in the public domain is in the street and as such, walkers need to be provided with the facilities and quality of environment that makes it enjoyable to be there.

A good part of providing us with the facilities and incentives for walking is the design of our neighbourhoods to make them more walkable. In view of this, the distances from where we live to where we shop or play or even work needs to be based on what is reasonably easy to walk.

The quality of the experience can and must vary as we expect a different experience when walking in our local street to that of the centre of town or near a highway. In our local street or the centre of town we expect to be able to walk anywhere in the public realm, even across the roadway, with relative ease at any location.

We expect the pedestrian to dominate. However, the opposite is expected on the highway where the primary function is to effectively and efficiently move vehicles between destinations. The requirements and facilities provided for pedestrians and vehicles therefore differs with changes in the function of the place.

Pedestrians need a well linked easily understood network of paths that feel and are safe from crime and traffic. This does not mean a system of isolated pathways away from the vehicle network. On the contrary, the street system is the best place for safety through the surveillance of many eyes on the street from passers by and adjoining properties.

If designed logically, the street system can also be easily understood with visible destinations and sightlines, short lengths and a minimum of opportunities for wrong turns. In this way the layout of the street system needs to be logical with the provision of cues and landmarks that are easily understood and direct pathways are essential to wayfinding.

It is important to consider those less able when designing the street; those with ambulatory, sensory and cognitive disabilities but also the aged and the young. If you can satisfy the needs of these users you have satisfied the needs of all.

As with cyclists and motorised vehicles, pedestrians and bicycles travelling on the same path are at risk from a larger vehicle moving at a much greater speed. Cyclists should be catered for on the carriageway where possible to reduce this risk or, where not appropriate and a mix of cyclists and pedestrians on the same path is likely, the path needs to be widened to cater for the needs and safety of both users.

The first priority in designing for people in the street is to identify where they may want to walk. The resultant Pedestrian Desire Lines should be satisfied wherever possible especially at intersections and where busy pedestrian activity is found.

Kerb Lines that run parallel to buildings are easily understood and provide the traditional distinction between the roadway and the footpath. Build-outs, island refuges and staggered pedestrian crossings tend to fragment the street.







The Rocks



Caboolture



Paris

Build-outs place the pedestrian out next to the traffic and should only be used where specifically required to gather space for the pedestrian or, to narrow the roadway for ease of crossing that is more convenient and safe or, where the alternative would be to apply unattractive street marking.

Above or below grade access for pedestrians should be avoided due to the quality of the experience and problems of ensuring personal safety. Where the need to provide subway or overpass access is unavoidable then it must be short, direct, well lit and safe with good visual access to the destination points. However pedestrian needs should be considered first in design of streets and alternative measures found to satisfy the grade difference issue.

## Design Principles:

- **Ensure neighbourhoods are designed as walkable places where the streets are comfortable and inviting to walkers, cyclists and the disabled:**
  - Design communities that are pedestrian orientated with walkable distances between origins and destinations.
  - Achieve appropriate density that makes good efficient use of facilities that are sustainable and able to provide facilities and services within 5minutes walking distance of the majority of pedestrians.
- **That the quality of the walking environment and pedestrian facilities are appropriate to the location and the needs of the users.**
- **Pedestrians need a well linked easily understood, logical and accessible network of paths that feel and are safe from crime and traffic:**
  - Locate paths in locations that are overlooked to increase security through surveillance.
  - Design paths that are easily understood, with visible destinations and sightlines.
  - Provide paths of short lengths with a minimum of opportunities for wrong turns.
  - Design paths that are accessible at night as well as through the day.
  - Design paths that are logical and direct with the provision of cues and landmarks in the street that are easily understood.
- **Consider those less able when designing the street, the aged and young and those with ambulatory, sensory and cognitive disabilities:**
  - Cater for vehicles used by the disabled and aged.
  - Provide surfaces to footpaths that are smooth and free from trip hazards, have minimal crossfall and are properly drained.
- **Provide seating, bubblers and associated elements on paths that are part of a long distance route or have heavy pedestrian activity:**
  - Place seating;
    - approximately 100m apart,
    - where good natural surveillance is available,
    - with other appropriate furniture, and
    - and preferably at locations adjoining appropriate uses such as bus stops, school and aged facility entries and outside takeaway shops.



Wellington

New Plymouth

Witakarie

- **Design to reduce conflict between cyclists and pedestrians.**
- **Pedestrians are to have priority in the street, their needs should be considered first as they are the most impacted by their environment and the least able to manage it:**
  - Pedestrian 'Desire Lines' should be satisfied wherever possible especially at intersections and place of busy pedestrian activity.
  - Minimise the distances and time that pedestrians are exposed to traffic by reducing volume and speed of traffic and narrowing roadways in important pedestrian streets.
  - Pedestrians should be unimpeded and comfortable in the street at all times and in all seasons.
  - Create a continuous and predominantly straight path for pedestrians to navigate through in the street.
  - Avoid substantial changes in grade for pedestrians.
  - Minimise obstructions to footways especially for the sight impaired.
- **Avoid where possible the need for above or below grade access for pedestrians such as narrow bridges and subways.**
- **Streets and the elements in them should be designed to relate to and be at an appropriate scale to users.**
- **Design and maintain streets to ensure there is a feeling of safety as well as being safe:**
  - Provide pathways in locations that are overlooked for a good proportion of the day and night (e.g. shops and offices through the day and living rooms to dwellings at night).
  - Design or build out blind corners, dark areas, hiding places and blank walls so there is good visual access between the public and the private realm.
  - Provide good lighting with no dark spots, particularly on paths used at night.
  - Maintain the area well to quickly remove any evidence of anti-social behaviour (e.g. vandalism or litter).
- **Provide adequately wide unobstructed pedestrian pathways on verges recognising the level of pedestrian activity, the context and the local need:**
  - Pedestrian pathways wider where people move in large groups e.g. near school gates, but not too wide to make them feel uncomfortable and vulnerable.
- **Urban street edges should provide continuous enclosure and be of a scale that is reflective of the human dimension.**
- **Buildings on street edges should be appropriately transparent to improve the feeling of overlooking and security for pedestrians.**







Wellington Grey Street

# Cyclists

40

There is considerable variation in the type and the needs of cyclists. They ride for sport, to school, to work, for exercise or to play. They could be exceptionally fit, aged or very young. There are however some common needs in the street that can make the cyclist's journey whoever they are, more enjoyable for the trip and/or the arrival.



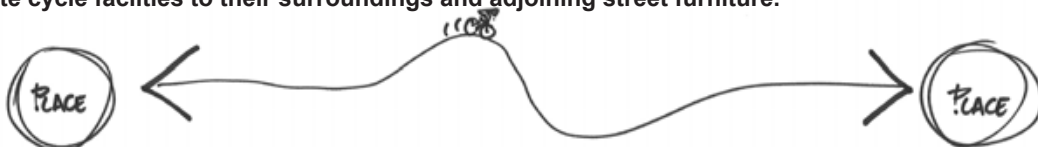
Cyclists, as with pedestrians, need a coherent network that, where possible reflects the road system. The network needs to link with key destinations and be scaled to the users needs. Especially on recreation routes, the aesthetic values of the route are important, as is the integration of the route with the context. It is important that cyclists feels safe and are safe, as with the pedestrian network, the cycle network needs to be located to ensure opportunities for casual surveillance are available.

Cyclists can generally be provided for on the roadway with special lanes where the traffic volumes and speed warrants. At the same time care needs to be taken that cyclist are not placed into situations of undue risk through conflict with vehicles. This is especially true of the less able cyclist, the aged and the young.

To support the growing use of cycles in the region more cycle racks and other facilities such as seating and bubblers need to be provided at places of interest and destination. Without cycle racks cycles are often parked haphazardly and can cause an obstacle and a danger for pedestrians, especially those who are aged and/or disabled.

## Design Principles:

- **Provide a coherent barrier free access network for cyclist, as part of the street network:**
  - Provide direct barrier free cycle routes with smooth surfaces.
  - Provide signage that informs the cyclist of the route, destination and cycle facility availability.
- **Reduce the incidence of conflict between cyclists and pedestrian.**
- **Provide end of trip facilities in the streetscape at destinations:**
  - Place cycle racks, bubblers and seats as close as possible to a destination.
    - in a location that provides appropriate casual surveillance.
    - in a location that does not obstruct pedestrian pathway and/or sightlines.
    - in a location that is on a level base or if not then place so as cycles stand across the slope, and
    - in small groups and spaced along the street rather than in a large group.
- **Co-locate cycle racks with other street furniture to reduce clutter and make the most of a synergy of use.**
- **Relate cycle facilities to their surroundings and adjoining street furniture.**





# Public Transit

On-road Public Transit provides an extended and flexible network of public access across and out of the region. Beginning and end of trip public transit facilities need to be of a high quality to ensure as high a patronage as possible is attained. Appropriate quality beginning and end of journey facilities are essential to the comfort level of passengers.

Good public transport is a key to providing walkable neighbourhoods and the assurance that compact community development is sustainable and viable.

As a minimum, bus stops need to be well integrated into the street and are located to provide walkable access for the majority of the population. Bus stops should be at locations where pedestrian pathways coincide and where the level of patronage will be high. Stops need also to be located at intervals along routes that ensure that the majority of communities that they travel through are within easy walking distance.

Where passengers are required to spend any time waiting to begin their journey or the next stage in a journey, the need for shade and shelter is high. The need for shelters should be assessed against use criteria.

The greatest need for shelters are at locations where passengers are accessing the service and/or waiting for a change of service. This occurs on the inward bound routes from residential areas and at locations where passengers wait near or outside places of employment. Stops where passengers depart from the service, unless waiting for further transport, are less in need of shelter.

The preferred orientation for shelters is to face the carriageway with clear visual access to the approaching service and to the back of and not to obstruct the pedestrian movement.

Bus shelters are a significant element in the street due to the activity they generate, their size and visual impact. Therefore location and design needs to be considered carefully in relation to the context, other street furniture in the proximity, their impact on other users and uses of the street and the needs of the passenger.

Shelters need to be well lit where they may be used at night and to deter anti-social activity.

Care should be taken if advertising is to be attached to the facility to ensure that they do not add significantly to light pollution, clutter in the area and/or obscure sightlines to and from the facility, especially in the direction of bus approaches. If the advertising is to be illuminated consideration should be made of the impact of large illuminated surfaces in the vicinity. This can be pronounced in suburban residential streets.

At node points of different transport modes, bus/train, local/long distance bus, such as bus interchanges and regional and interstate bus centres, the quality and size of the development will require greater shelter and may require enclosed facilities including amenities and offices.

No matter what the size of the facility however, from bus shelter to interchange, the facility should be well connected to the street and transparent to allow good visual access to and from the facility for good casual surveillance.







Wellington



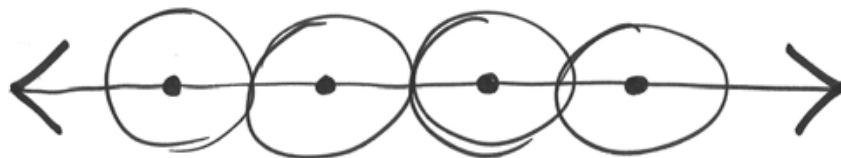
D'Aguilar



New Plymouth

## Design Principles:

- **Bus stops need to be visible and convenient to pedestrians:**
  - Site bus stops relatively close to pedestrian desire lines and preferably at:
    - the junction of more than one pedestrian route, and
    - passenger destinations e.g. shops, schools.
- **Bus shelters are needed at bus stops where passengers will be required to wait for a service.**
- **Integrate bus shelters into the streetscape with the use of high quality materials and designs that recognise the character and context.**
- **Provide sufficient space at the bus stop to ensure that those waiting feel comfortable and do not obstruct pedestrian paths.**
- **Consideration should be given to providing locality information in near to bus stops, especially in places where tourist and visitors to the area are most likely.**
- **Consider locating cycle storage at bus stops.**







Paris



Strathpine



Kelvin Grove

## Private Vehicles

Private vehicles by far provide the most used transport mode and as such are an important part of contemporary streetscape and will be for some time into the future. They are an essential part of the street scene and must be considered when designing in streets. If managed carefully, private vehicles can be a positive element in the street providing movement, colour and a barrier between moving vehicles and the footpath for pedestrians.

They can also degrade the street's quality as a place for people if they are not managed and stored appropriately. The effect of their speed and volume needs to be considered as well as where and how they are stored and the impact of services to cater for their use. One of the highest impacts on a street is the method and amount of car parking that is provided.

On-street parking is the most common source of parking providing temporary vehicle storage for residents, workers and visitors to a place. It is the most efficient form of vehicle parking as it does not take up land which is best used for other purposes (especially in urban centres). As parking in the street is accessible by all at all times, day and night, it can be used by a variety of users.

On-street parking can provide a useful buffer between pedestrians and the traffic lanes. However on-street parking can reduce the number of places that pedestrians may cross the street and obscure them from oncoming traffic. Vehicles parked in the street can add a feeling of populating the street with activity and colour, though too much can reinforce the feeling of vehicle domination of the street throughout the day.

No matter what the location, parking should be able to be overlooked to improve security for vehicles and those assessing them.

When providing for parking off the street it needs to be designed to ensure that it has as little as possible impact on the qualities of the street. Parking areas for cars should not be located so as they are on the street edge but should be placed behind buildings and other uses that are more appropriate to a street frontage.

The access points to off-street vehicle parking can also have a detrimental impact on the street. Consideration should be given to a reduction in their number and width if possible and their location to areas where their impact is minimum. Preferably to the rear of the building. The streets in centres, especially the main street, is the most sensitive to off street car parking with shop fronts being continuous with little to no interruption.

Uses that are designed to service vehicles and to provide directly for the car rather than the pedestrian (e.g. Service Stations, Drive Thru) should be discouraged in areas where pedestrians dominate such as centres and residential areas. They should be located further to the edge of communities and on streets that are more related to higher vehicle and less pedestrian uses.

The scale and size of the setback to buildings and vehicle manoeuvring areas to the front of and around uses, such as service stations buildings, is to respond to the immediate context. Driveways and parking should not be designed to be between the footpath and the building entry and should be placed at the rear or side of a building and in a location that does not hinder pedestrian access.





Redcliffe



Suttons Beach



Scarborough

## Design Principles:

- **On street parking should be encouraged where appropriate, to:**
  - reduce the need for parking on land best use for other purposes;
  - increase street activity and visual diversity; and
  - provide a safety barrier between the carriageway and the pedestrian realm
  - provide for access for commercial and emergency vehicles.
- **Parking should be located as to:**
  - ensure casual surveillance of the vehicles;
  - be well integrated with the qualities of the street and streetscape;
  - be close to destinations, services and amenities; and
  - not hinder pedestrian desire or sight lines.
- **There should be no vehicle obstruction to the footpath with no vehicle parking between the street edge and the built edge.**
  - Drive-in uses such as takeaway, banking, hardware etc must not be located to street frontage except in industrial and highly car dominated areas and even then with care to the pedestrian.
  - No parking to be located between the roadway and buildings frontage (e.g. front yards).
  - Vehicle access to rear parking etc should be kept to a minimum in size and number and should not be found on the most important pedestrian frontages (e.g. main streets).
- **Vehicle access to private parking areas should be placed in discrete locations to the edge or rear of developments and main streets and consolidated to reduce the number of points of access.**
  - They should be located so as they do not disrupt the flow of pedestrian movement or compromise their safety.
- **Discourage uses or services that generate greater vehicle numbers and movements (eg takeaway drive-throughs and service stations) in areas of high pedestrian activity (e.g. centres and residential areas).**
  - Driveways to car parking and drive-thru facilities are not to be at the front of buildings to the street.
- **Entries and exits to carparking to be located to not disrupt the flow of pedestrians or compromise their safety.**
- **Parking to the front of buildings should be on-street separated from the building face by a footpath.**
- **No vehicles are to be parked directly up to the front of buildings.**
- **Don't inhabit the street frontage with carparking structures whether on ground or in multi-storeys.**
- **Reduce the number and size of driveways to the street in urban areas, better to access from the rear.**





4.0 IN THE <sup>PLACE</sup> STREET



Redcliffe Parade, Redcliffe.



# Street Elements

The inclusion of street furniture together with planting, lighting and signage in the streetscape is probably the most direct way that we can influence how a street is used. The placement of such items as seating, rubbish bins, bollards and cycle racks can and will provide signals on how a space is to be used and how it is intended to function.

As in our living room a street is an uncomfortable and unattractive place without seats to sit on and other pieces of furniture to make it a more welcoming and inhabited place. As in our homes the furniture we chose should fit with the existing character of the place and the elements already there to make a coherent and comfortable suite of furniture for the street.

This coherence in design is also needed for the region to be seen as an integrated whole with the use of similar items across the region providing for an image of quality and consistency. The use of standard suites of furniture and other elements also provides opportunities for purchasing and maintaining furniture at optimum levels.

This does not mean that we use the same furniture throughout the Region but that we keep a consistency and integrity to items in our streetscape that reinforce a regional identity without damaging the qualities inherent in individual localities. The family of furniture that is chosen for inclusion in our streets needs to be capable of being adjusted and added to, where appropriate, to ensure that it contributes to the character of the street in which it will be located.

The design of street furniture and public art can play an important part in the quality of a street, the sense of place and ownership people feel for a place. This has a lot to do with people's attitude to a place, their attachment to the place and therefore the level of care and the levels they will go to, to protect the values of the place.

A street can become cluttered if individual pieces of furniture are placed within it without an overall design or without consideration of the use and location of other street elements. The number of individual items in the street can often be reduced by combining items and providing for the multifunctional use of individual items. Coordination between the various elements in the street such as lighting, traffic signals, tree planting, planning and traffic signs will need to take place in order to identify the opportunities for placement of new elements in the street.

Street elements should therefore be selected to fit well with their immediate surroundings and in response to a coherent vision.

Care needs to be taken in the proliferation of street furniture (e.g. bins, signs, bollards, utility boxes, light columns etc.) as this can result in a cluttered public domain, one that is visually intrusive especially if there is no cohesion in design, materials or layout.

Clutter in the street should be considered a hazard, a barrier to the visually and mobility disabled.



Christchurch



Brisbane



The Rocks, Sydney



Dayboro



Nambucca Heads



Wellington





Samford



Wellington



Samford

Streets may become cluttered over time with unrelated elements that may detract from its overall quality and the functioning as a public space.

These items are often the responsibility of different agencies and sectors in the community. A more collaborative approach to the placement of items in the street may need to be considered.

## Design Principles:

- **Design street furniture as a cohesive group and locate at focal points.**
- **Ensure a sense of visual harmony across the region.**
  - develop a suite of street furniture that provides consistency in the use of materials, colours, fonts, styles and/or positioning.
  - Provide for flexibility in any or some of these attributes to reinforce for 'sense of place' and uniqueness for individual localities.
- **Establish visual integrity and continuity for the streetscape through the use of street furniture that is appropriate for the place.**
- **Individual items in the streetscape should relate in terms of siting, design and colour.**
- **Place street furniture to enhance orientation and movement through spaces.**
- **Where possible reduce the amount of clutter in the street.**
  - Co-locate or integrate individual elements in the street such as furniture and lighting.
  - Minimise the proliferation of elements of street furniture by avoiding unnecessary/redundant items through periodic monitoring and through the use of multifunctional elements.
  - With the exception of seating, install new street furniture only when considered absolutely necessary and then of a direct benefit to users.
- **Retain and refurbish existing items in the street if they reinforce 'sense of place' and/or a viable and useful function.**
- **Elements in the street should be designed to be as vandal resistant as possible, being easily cleaned and replaced and placed to minimise risk of damage by vandals and vehicles.**
- **Avoid the use of 'defensive' street furniture such as fences, railings and bollards in the street.**



Kallangur



Scarborough



# Greenscape

Planting can create a 'sense of place' and increase the aesthetic values of the street while improving the comfort of pedestrians. There are many benefits to vegetation in the streetscape. These include the provision of shade and shelter, colour and vibrancy. Vegetation can act as part of the stormwater system, an architectural element and soften the appearance of hard landscapes.

Vegetation can provide connection with the natural environment, add visual and sensory interest, while adding to the 'sense of place' of the locality. Trees can provide an intimate human scale and richness to a place that is difficult to achieve through the use of other elements.

Planting can be used to provide barriers, both visual and physical that are far less intrusive than fences or walls. Trees especially can define a space, providing spatial confinement and separation or act as a landmark or a gateway. Planting can be used to control driver behaviour in the street by limiting forward visibility and thereby slowing vehicles.

Plantings can be as individual or groups of trees or plantings in the street, they can be considered in conjunction with other elements, or they can work as surfaces and materials to enliven and enrich the streetscape. Trees, especially those existing or aged, need to be seen as living components of the public realm, not just as decorative and functional items in the streetscape but as part of the collective assets of the region.

The location, species selection and method of placement are critical to the ability of any planting to survive and thrive, and must be achieved without impact on sight and desire lines, surfaces and other items in the street.

Plantings, as they are living infrastructure, need to be provided with healthy growing conditions that recognise the change in needs and size as they grow to maturity. As such a long-term maintenance regime needs to be developed early in the design process.



Caboolture



Woodford



Caboolture



Dayboro



Caboolture



Wanganui



Barcelona





Caboolture



Woodford

## Design Principles:

- Create streetscapes and landscapes that respect local identity, variety and distinctiveness.
- Choose appropriate species for the character and context of a place, their intended function and to suit the site conditions.
- Provide tree lined streets as a fundamental streetscaping feature.
- Integrate planting with other design elements (e.g. furniture and paving) to enhance identity of place.
- Ensure planting is considered at the beginning of the design process and to the full maturity to accommodate all elements including above and below ground services, access, parking and street furniture without compromising planting needs.
- Plant trees and vegetation that responds to local conditions in type and layout.
  - Use trees that are the appropriate shape and size for the location.
  - Consider the immediate environmental impacts when choosing and placing vegetation (e.g. micro-climate and physical impacts and damage from vehicles buses at bus laybys).
  - Where possible preserve existing trees as they are hard to establish, take time to mature and are important to the existing context.
  - consider the impact on adjoining buildings, footpaths, buried services and lighting when designing for new plantings.
- Provide shelter and shade to a level commensurate with the surroundings, such as shaded trees on neighbourhood paths and awnings over footpaths in town centres.
  - Plant trees that at maturity will touch, thereby providing continuous shade in the street.
- Carefully site tree planting to avoid creating concealment places or obscuring views, sight lines, vistas and landmarks throughout its growth to maturity.
- Consider the hazards and maintenance regime of different species such as limb drop, sap and fruiting when considering appropriate species.



Strathpine



Barcelona



Cotton Tree





Redcliffe



Maclean



Wellington



Arana Hills

## Art in the Street

Art in the street can enliven, intensify and enhance the unique qualities of diverse visual and cultural environments. It also can aid in the interpreting and understanding of the structure of a place.

Public art can enhance our experience of using and enjoying the public realm and therefore the economic and social value of new and redefined places. Public Art in the street can be the catalyst for challenging and generating a cultural debate about art and the public space and aid in the development of a sense of pride in our community.

An artist can infuse common functional objects such as street furniture, paving and railings with a symbolic meaning and beauty. This introduction of delight and creativity in the street can engender a 'sense of place' and reinforce local identity. Artworks should be prominent but not obstructive, to a scale that suits its context and of materials that are easy to maintain.

Art should be well integrated into the street and compliment the character of an area. Art should never overwhelm the inherent qualities of the street but bring focus to the place.

### Design Principles:

- **Provide a coherent design framework for the street that incorporates public art from the outset and integrates well into the streetscape.**
- **Integrate art and involve artists in the overall vision of a place's design from the outset, ensuring the artist/s are involved in all aspects of the design of public space (e.g. lighting, furniture, signage etc.).**
  - Identify ways in which an artist can contribute to the development of public space through the introduction of art and good ideas.
  - Enable the artist/s to create original and sustainable artworks that can be maintained over long periods.
  - Identify opportunities for integration of artist's work in the street scene as functional components or as artworks in their own right.
  - At the construction phase of new development look for opportunities for artists to be used to animate the street scene (e.g. hoardings, temporary plantings etc).
- **Enable art that contributes to cultural identity and creates a distinctive sense of place.**
  - Artworks are to be appropriate to community context by being sited well and responding creatively to the local area and social history of the locality.
  - Develop public art that engages and involves people of different ages and cultural backgrounds, including young people.



Woodford



Caboolture



Wellington







Arana Hills



Caboolture



Christchurch



Arana Hills

- **Provide opportunities for communities to participate in cultural activities to aid in the reinforcing a sense of belonging and identification to a place.**
  - Create opportunities for community involvement in the development of art projects and the creative process itself where appropriate.
- **Place public art work in locations that will generate visual interest by creating focal points, meeting places etc, where the local and regional identity of a place can be enhanced.**
  - Use artworks to provide sensory cues to understanding the public realm.
- **Aim for the highest aesthetic standards by integrating public art into the street with attention to design, materials, construction and location.**
  - When considering the integration of art into the public realm consideration should be given not just to standalone art pieces but also to the opportunity to incorporate work into lighting schemes, signage, furniture, paving etc.
  - Artwork in retail streets and developments will need to be viewed in relation to existing signage, planting, street furniture and shop frontages.
  - Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations.
- **Provide places that allow for spontaneous and programmed performance and temporary art, not places that hinder it.**
- **Artworks are designed to be structurally sound under an anticipated range of uses and conditions with permanent artworks designed to be durable and able to be maintained over their full life.**
  - Designs and specifications to be provided for repair and replacement with the finalisation of the artwork.
  - Special care should be made to avoid locations where artworks may be damaged, such as the vehicular right of way.



Nambucca Heads



Margate



Brisbane





Margate



Canberra



Paris

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## Signs in the Street

A clear and well thought out signage system can enhance the level of experience of all street users by providing quality information and guidance in the street. Outside of traffic signage the reason for signs in the street is to provide location, identity, direction and information.

With signage in the street less is certainly more. The more signage in the street, especially if it has little logic or hierarchy, can be harder to understand and result in less comprehension than no signage at all. It can also reduce the visual quality of the street through the proliferation of clutter.

Signage is key to the legibility of a place and essential to the visitors, if not the residents experience. It facilitates mental mapping by signalling the location of key landmarks, buildings and vistas. It is also important in providing the cues for the correct use and activities that are acceptable to the local community.



Wellington Waterfront



Woody Point

Signage can aid in the techniques of using a place more efficiently and improving the level of social and economic exchange in the community.

Care must be taken in the scale and quality of signs. Signs should be commensurate with their context and surroundings. Signs such as sandwich boards can be clutter forming, obstructive on footpaths and dangerous for the visually impaired. They should only be used where legally permitted, only if necessary and then as not to obstruct, the visual or physical access through a place.



Strathpine



Botony Downs, Auchland



Grey Street



Wellington





Scarborough

Wellington

Samford

## Design Principles:

- Signage of all types should provide simple, clear and unambiguous messages and have a direct relationship to the user and/or uses of a place.
- Regardless of function, signs need to be compatible and fit well into the street adjoining buildings and the general context and character of a place.
- Keep signage in the street to only that necessary for the efficient and effective functioning of the community and that needed for interpreting and understanding a place.
  - Where appropriate use other cues to signal how to use the environment e.g. public art, planting etc.
- Signs must be legible and visibly accessible by all intended users and satisfy their intended purpose or they should be removed from the street.
  - Provide easily understood signage on pedestrian and cycle paths that provide destination information relevant to residents and visitors alike (e.g. public transport stops and public amenity) with route quality and distance information.
  - Unnecessary and redundant signs in the street should be removed and the logical integration of signs with other signage or with other elements in the streetscape instituted.
  - Reduce street clutter by using existing posts, columns, and structures to mount signage thereby reducing the proliferation of individual posts in the streetscape.
  - Start with no signs and only add when necessary.
- To reduce visual pollution, night sign illumination should be kept to a minimum especially in residential areas.



Auckland

Wellington

Grey Street, Brisbane

Margate







Woodford

Caboolture

Wellington

## Lighting / Lightscape

A good lighting system lessens the risk of night time accidents, discourages crime and vandalism and can be used to enhance the after dark appearance of a place. With lighting residents and visitors alike feel more secure and therefore use the street more. The more use of the public realm increases the numbers of people in the street for a greater period thereby improving the real safety of the street.

Lighting needs to be more than an illumination device in the street. It has a major impact on the appearance and qualities of the street and needs to be considered for its merits as another element in the street. Its column, lamp design, its location, its fit with other elements are all important to the part it plays in the street. It must be integrated into the overall design concept. Lighting should be of a quality and location that responds to other elements in the street such as landscaping, street furniture and signage.

Lighting columns are often large and repeating elements in the streetscape and as such can have a substantial impact on the character and appearance of a place both during the day and at night. The size of the lighting columns needs to be considered so as they are not out of scale with pedestrians and the surrounding buildings.

Lighting should illuminate both the carriageway and the footpath. It should be designed to ensure that any obstacles are seen and the faces of other users are easily recognised after dark. It is important to avoid shadows as the contrast between light and dark can be considerable in highly lit places.

Care must be taken in the positioning of lighting to ensure that trees or other items do not prevent enough light access to the pedestrian. Separate lighting for pedestrians may be required where the street is too wide, the lighting too far away or too high for the pedestrian.

Under awning lighting and light spill from shop fronts and buildings should be considered in any lighting system design for pedestrians. When including this form of lighting as part of the lighting scheme it should be considered that there is no guarantee of continuity.

The level and type of lighting should be determined through a good understanding of the type of usage, location and the proximity to the use or user. The colour and intensity of light is an important ingredient in the creation of connection and identity at night. White with good colour rendition is essential for quality streetscapes. A more intimate lighting environment needs to be provided for pedestrians by bringing the lighting lower, ensure good colour rendition and controlling light spill.

Lighting spill and pollution should be considered, taking care with the level of lighting to ensure that adjoining properties are not impacted by nuisance lighting and energy is wasted in the process.



Auckland

Caboolture





Caboolture



New Plymouth

## Design Principles:

- **Lighting should always be of a high quality and targeted to the type and level needed.**
  - The quality of the light fitting becomes more of an issue as the height of the light is reduced as it becomes more visible.
- **Use lighting to provide continuity to pedestrian routes and destinations to assist in night legibility.**
  - Lighting should be used at night to highlight landmarks, quality buildings, streetscapes and significant trees.
- **Lighting in the street needs to be considered as an element in the street and therefore needs to fit with the character and context of a place and the existing street furniture.**
  - Lighting at or near ground level should be integrated into street furniture and pavement.
  - Consider the placement of lighting on tree lined streets to avoid conflict with uniform light distribution.
  - Reduce clutter by using the minimum number of light columns necessary to achieve optimum lighting levels.
- **Illuminate both the carriageway and the pedestrian pathways in a street.**
  - Pedestrian lighting should be conceived as a thread of neutral softer white light through the streetscape.
  - Low level lighting is more vulnerable to anti-social behaviour and must be designed robustly and with easy maintenance in mind.
  - Where appropriate provide continuous lighting to pedestrian pathways and public spaces used or traversed at night.
- **Light fixtures are to be designed to minimise unnecessary light spill and intrusion to adjoining properties and general light pollution especially in low lit residential and rural areas.**
  - Consider the impact on wildlife when developing lighting plans.
- **Use lighting in conjunction with casual surveillance to minimise crime and anti-social behaviour.**
- **Consider the use of alternate light sources to replace and reduce the need for lighting columns such as internally lit, sculptures and street furniture, up-lit, structures and trees.**



Caboolture



Samford





Auckland



Dayboro



Murwillumbah

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## Seating

Seating design should form the basis for consistency in street furniture for the region, together with bins, seating is the most ubiquitous of the street elements. Where appropriate however opportunity should be taken to allow flexibility in the design of the seating to provide diversity in materials or colour to reinforce local 'sense of place'.

As with all street elements the occasional use of an individual one-off item such as a seat designed specifically for the location by an artist should be considered to heighten the vitality and distinctiveness of a place. The opportunity to incorporate and integrate art and signage with seating should also be exploited where possible.

The provision of places to sit and relax, refresh and watch is a prime requirement of successful streets. There is often opportunity to design other elements in the street to provide comfortable seating as a part of their functions e.g. steps, low walls and planter edges. Seating should be positioned to relate to the pedestrian movement corridor, the built edge, the kerb face, the paving layout and/or other furniture elements in the vicinity.



Seating should also be placed with a prospect, a view out or to something. Where there are other seats in the immediate location thought should be given to the juxtaposition of the seating. Seating can be placed to facilitate social exchange or private viewing, intimate conversation or group discussion. Whatever the arrangement other items in the street and pathways must be considered with the design of the seating layout.

Seating can provide for numerous needs such as rest stops on journeys, a refuge from the bustle of the street, a place to sit and watch others, a place to gather and meet, and a place to eat lunch to name just a few. Seating is particularly important for the aged in the community. The level of the provision of seating can have a considerable impact on increasing the mobility of older people by providing places to rest.



New Plymouth



Dayboro



New Plymouth



Wellington





Barcelona



Samford



Brisbane

## Design Principles:

- **Provide seating at regular intervals along paths, in quiet spaces in urban streets, at destination and waiting points.**
  - Place seating at waiting places such as outside school entrances, aged homes and office blocks to provide the opportunity to have lunch and talk to others.
  - Seats should be located where they contribute to the street scene or at the top of hills, but must not cause obstruction to the footpath.
- **When placing new seating in the street the opportunity to locate it to make the most of the existing qualities of the place should be exploited.**
  - Consider the micro-climate when choosing where to place seating e.g. in the shade for sunny days or sun for winter or mornings.
  - Place seating to make the most of a view or a prospect, no-one likes to look to a wall when there is a street to look at.
- **The introduction of seating into a street must consider its ability to fit with the existing character of the locality and other street elements.**
  - Avoid causing obstruction to main lines of movement or sight.
- **When providing new elements in the street such as low walls and planter boxes consideration in the design should be made for the opportunity for comfortable seating.**
- **The collocation of other furniture items such as bins, lighting and trees etc, with seating, should be considered to make the most of the facilities.**
- **When considering locations for seating especially against walls to private property consider any possible security implications.**
- **Avoid seating in isolated locations with low levels of casual surveillance and where there is a poor view of those approaching.**
- **In busy pedestrian areas or areas of confined space provide space near seating where wheelchairs can be positioned.**



Wellington



New Plymouth



South Bank, Brisbane





Woodford



Auckland



Padova

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## Floorscape

Verges need to be wide enough to cater for the activities, services and volumes of pedestrian traffic that can occur in the street. Wide verges can be attractive however care must be taken to ensure that they are not of a width that is out of scale to the other parts of the street and the adjoining buildings and uncomfortable and bleak because of their expanse.



Caboolture

Consistency and cohesion to the street can be provided by using a limited palette of colours and materials for paving surfaces. This can also be useful for maintenance with the ease of replacement of worn or broken surfaces and the understanding of efficient maintenance procedures.

The surfaces of the street can play a considerable role in how the street as a whole is perceived by the pedestrian. The careful use of quality materials especially at focal points can help in developing a strong 'sense of place' in the street.

The texture and smoothness of the materials used in footpaths and the quality of the installation can have considerable impact on the comfort of pedestrians, cyclists and the disabled.

The use of concrete slab and bituminous materials can provide cost effective, practical and durable surfaces that are easy to clean and maintain. When using utilitarian material such as these it will be necessary to provide diversity in the surface with the use of richer, higher quality materials at focal points such as intersections, major spaces and routes, and/or the manipulation of the paving by the use of additives such as colour or pebbles in the material itself to create variety and a richer look to the surface. Bituminous surfaces and concrete can stain and discolour over time especially if dug up for utility installation and servicing.

The use of paving concrete and clay can add considerably to the richness and personality of a street and can easily be manipulated to show change in a street. Care however needs to be taken in ensuring the smoothness and permanency of the surface.

Caboolture



Auckland







Caboolture



Margate



Auckland



Strathpine

## Design Principles:

- The change of surface materials should coincide with features such as party walls, kinks in the street face of buildings, changes in the width of footpaths or to designate a boundary or edge to precincts.
- The change to, edge of or jointing of, different surfaces and materials needs to be well demarcated visually.
- Too much mixture and fussiness in the street surface needs to be avoided.
- Carry the material of the footpath out into any buildout islands etc to ensure consistency in the street, too many materials can reduce the coherence and visual qualities of the street.
- Avoid breaking up surfaces with poor placement or too many items, at odd angles and of poor quality installation of utility access covers that do not fit well in the street..
- Material selection to concentrate on high quality materials at focal points.

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Margate



Christchurch



Paris





Auckland



Deception Bay



Samford



Southbank, Brisbane

# Rubbish and Recycling Bins

Maintaining the cleanliness of a place is an important factor in its success as a place where people feel comfortable and safe. Bins aid in reminding the user of their responsibility to maintaining the streets quality.

Bins should be placed to be unobtrusive in the streetscape yet at the same time easily located. This may mean that the bin is taken out of the main pathway and placed in a less obtrusive location and/or to the edge of the space. The preference however is to ensure that rubbish and recycling receptacles are part of the design of the place and fit well with the other street furniture found in the vicinity. This allows for them to be easily located, used and maintained.



Strathpine

## Design Principles:

- **Rubbish and Recycling receptacles are to be part of and relate to the design of the space and the street furniture of a place and not be the focus.**
- **Place rubbish and recycling bins in locations that will generate heavier volumes of rubbish e.g. takeaways, school entrances etc.**
  - Where possible co-locate bins with other street furniture especially seating and bubblers.
  - Rubbish bins should not be placed too near seating so as to lessen impact of unpleasant odors and insects.
  - Position bins near to and at regular intervals along pedestrian pathways.
  - Care must be taken in the siting of bins to ensure that sight lines, views and pathways are not obstructed.
  - Not all localities are appropriate for bins, isolated locations may lead to poor and anti-social behaviour and maintenance difficulties.
  - Bins should be placed near uses that generate waste e.g. bus stops, near school entries, rail stations, takeaway food outlets and event spaces.
- **Consideration should made of the ease of access for servicing from collection vehicles when choosing bin locations.**



Grey Street, Brisbane



Beachmere



Dayboro





Auckland



Melbourne

# Bollards & Pedestrian Safety Barriers

62

The role of bollards in the street is generally to restrict or guide vehicle access and/or signal pedestrians of changing conditions in the street. They can also be used as a medium for pedestrian and cycle wayfinding and signage. Used in this way they are controlling elements and should only be used when absolutely necessary.

Both pedestrian safety barriers and bollards prevent or limit movement, however, bollards are usually not linked and are usually for the management of vehicles and therefore far less intrusive and preferable in the street to fencing.

Pedestrian barriers by their nature are restricting to pedestrian access and as such can result in places where the pedestrian is in danger with little ability to escape. They should never be used in urban streets where pedestrians are the dominant user e.g. main and mixed-use streets.

In centres pedestrians should be able to safely cross the street at any location with relative ease. Pedestrian safety barriers can also add considerably to clutter in the street and reduce the quality of the sight lines of vehicles and pedestrians (especially for children and those in wheelchairs).

## Design Principles:

- Bollards should fit well with and relate to other street furniture items in the street.
- Care should be taken in the use of bollards to ensure the numbers do not reach a point where they are seen as single dominating elements in the street.
- Consideration should be given to using alternative street elements to also carry out the role of bollards. This can be achieved through the placement of trees, seating etc to act as barriers to vehicle movement.
- Pedestrian Safety Barriers (e.g. fences) should only be used at locations where there is considerable proven danger to pedestrians and then only when the use of the barrier will considerably reduce that risk and when all other avenues for reducing the risk have been exhausted.
- When considered appropriate pedestrian barriers should only be used for very short distances.



Beachmere



Narangba







Wellington



Christchurch



## Utility Covers/Boxes & CCTV

Badly placed utility boxes or those located on narrow verges can obstruct the free movement of pedestrians, reduce vehicle sightlines and have negative impact on the visual quality of the street.

Inspection covers should be as unobtrusive as possible. Those that are even slightly off alignment with the kerb can have a marked visual impact to the pedestrian.

Close Circuit Television (CCTV) devices are being used more extensively in the street for surveillance. They can be very obtrusive and increase the level of clutter in the street and send a negative message to the perceived qualities of the place.

### Design Principles:

- **Minimise the above ground distribution of utility boxes, power lines etc to:**
  - preserve street character; and
  - minimise impact on pedestrian pathways.
- **Utility boxes/cabinets and inspection covers should be unobtrusive and fit well into the street environment.**
  - Utility boxes/Cabinets:
    - be at a scale commensurate with the street context;
    - placed unobtrusively to the back of the verge off the footway;
    - at a location that does not obstruct driver view to small children; and
    - painted in dark colours that relate to the street furniture in the area.
  - Inspection covers:
    - Inspection covers should be placed so as they are either to be aligned to the back of the kerb or the building frontage.
    - Where possible inset covers with surrounding surface materials that create a continual paved surface.
- **Inspection covers and utility boxes can be used as platforms for public art thereby adding to the 'sense of place' (e.g. painted or indented surfaces).**
- **Where possible CCTV is to be mounted on buildings, light poles or integrated with other elements in the street.**



Padua



Kuala Lumpur



Wellington





Paris

Rome

Christchurch

# Street Trading & Markets

64

Pavement Cafes, Charity Stalls, Street Markets

Street trading can mean more vitality and colour in the street. Care must be taken in the positioning of the stall/s or van/s to ensure that pedestrian paths are unobstructed and sightlines are not breached.

For long term street trading the quality of the stall must be commensurate with the street, fit well with the other elements of the street and not dominate the streetscene. The trading facility must be moved at the end of the days trading.

## Design Principles:

- Stall/s or Vans to be placed so as not to obstruct or obscure the pedestrian pathway.
- Do not display strident advertising.
- Must be designed well to fit into the street or be of very temporary nature.



Wellington

Paris

Padova



## Materials & Details

Materials and details provide much of the richness and variety in a street.

The use of standard elements and materials can result in efficiencies and a higher quality across the region. The application of a corporate standard therefore should be tempered against the need for a local 'sense of place' through variation in materials and colours to the corporate pallet and the need to use landscaping that responds to local conditions.

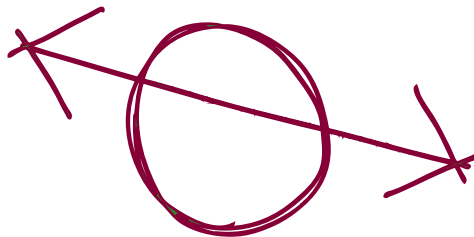
### Design Principles:

- **Adopt a pallet of materials and furniture for use across the region that provides for ease of maintenance and management and allows for flexibility and creativity in design as a response to individual localities.**
- **All materials chosen need to satisfy the following requirements:**
  - easy to maintain;
  - safe and fit for purpose;
  - durable;
  - sustainable;
  - appropriate for local aesthetic and character; and
  - fits well with context and integrates well into street and with existing and proposed street elements.

## Maintenance

The level of maintenance can have considerable impact on the perception of the quality of a street.

Good design can significantly reduce the level and cost of maintenance required. Materials selected on the basis of the whole of life of a project combined with a design that considers such maintenance issues as the ability to clean and replace will aid in this reduction in cost.





# Water Sensitive Urban Design (WSUD)

WSUD is the integration of urban water cycle with urban planning and design.

The concept of WSUD is to utilise urban stormwater as a resource while protecting the receiving ecosystems. Within streetscapes, WSUD integrates road layout, vehicular and pedestrian requirements with stormwater management needs.

WSUD elements applicable at street scale are:

- swales and buffer strips;
- porous pavements;
- sand filters;
- on-site infiltration measures;
- bioretention systems such as swales, basins or planter boxes; and
- other elements such as oil/grease separators, gross pollutant traps (GPTs), litter baskets, litter (trash) racks.

## Design Principles:

Design should:

- consider using various WSUD elements in combination in order to maximise the range of possible solutions;
  - ensure that natural features and topography of the site are incorporated along with enhancing the visual amenity of the street;
  - aim to integrate public open space with stormwater drainage corridors, maximise public access, passive recreational activities and visual amenity;
  - ensure that all road safety standards are met and the needs of all road users (pedestrians, vehicles and residents/landowners) are addressed;
  - aim to replace where possible, impervious surfaces like car parks, driveways, pathways and courtyards with porous materials such as porous pavements. Where the impervious material can not be replaced, the stormwater runoff should be channelled to swale and buffer strips, bioretention swales, bioretention basins, on-site infiltration measures or other treatment devices such as rain gardens or planter boxes.
- **To capture road run-off, bioretention swales, or a combination of swale and buffer strips can be located in the median strip or footpath. Alternatively on-site infiltration measures can be placed.**
  - **Maintenance of WSUD systems should be considered in all the four key phases namely design, construction, establishment and operational phases.**
  - **As WSUD integrates various innovative urban water management technologies, good strategic planning with sound engineering practices in design and construction are required for its successful implementation.**



## 5.0 Conclusion

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The streets of the region are where we live out our public lives, they are also the corridors through which we move through while accessing the rest of the world. They also provide the public stages, the places where we interact and exchange with others and through that interaction and exchange, build stronger communities.

This Streetscape Framework seeks to provide guidance in setting the stage for providing the places for this interaction and community building to occur. The intention of this document is therefore to provide design principles that can be used to evaluate our streets and the elements within the street.

The streets are after all, the places where most of our public activities converge. In the past these activities have often been dominated by the one activity, the need to move vehicles around our environment quickly and easily. This has often been at the expense of the quality of the places that they pass through. The street is also the places where we are at our most human, where we shop, do our business, gather and meet, the place where we carry out many of our daily activities.

This framework seeks to provide the tools for redressing the conflicts that are the result of this convergence of uses. Especially the conflict between the road and the street, by finding the right balance between the needs of movement, so essential for our contemporary lives and the needs of the community that these movement corridors run through. The resultant combination, and balance of movement and place is the street.





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## 7.0 Appendices

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The attached studies are summaries of presentations to a workshop held during the development of the this framework and are included to show examples of best practice, process and outcomes for quality projects developed in the streets of the Moreton Bay Region:

**7.1 Hassell**

**7.2. AECOM**

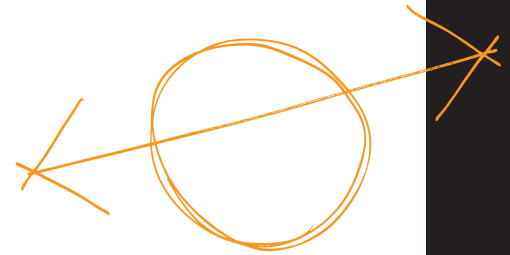
**7.3 Tract**

**7.4 John Mongard**



# 7.1 Hassell

## Margate Foreshore Redevelopment



# Margate Foreshore Redevelopment\_Case Study

## 01 Overview and Design Input

- \_HASSELL won a national competition for this project sponsored by the AILA and Redcliffe City Council in 1994.
- \_HASSELL led a multidisciplinary team of civil and electrical engineers, architects, quantity surveyors, coastal engineers and public art consultants.
- \_A master plan was developed, based on the competition entry, to address the coastal erosion, traffic and recreation issues.
- \_Urban design was based on contemporary interpretation of Redcliffe's buildings and foreshore.
- \_The project was constructed in 2002 at a value of approximately \$6 million.
- \_Approximately 1.5 km of heavily used foreshore promenade and cycleway have fulfilled the vision of the competition entry.



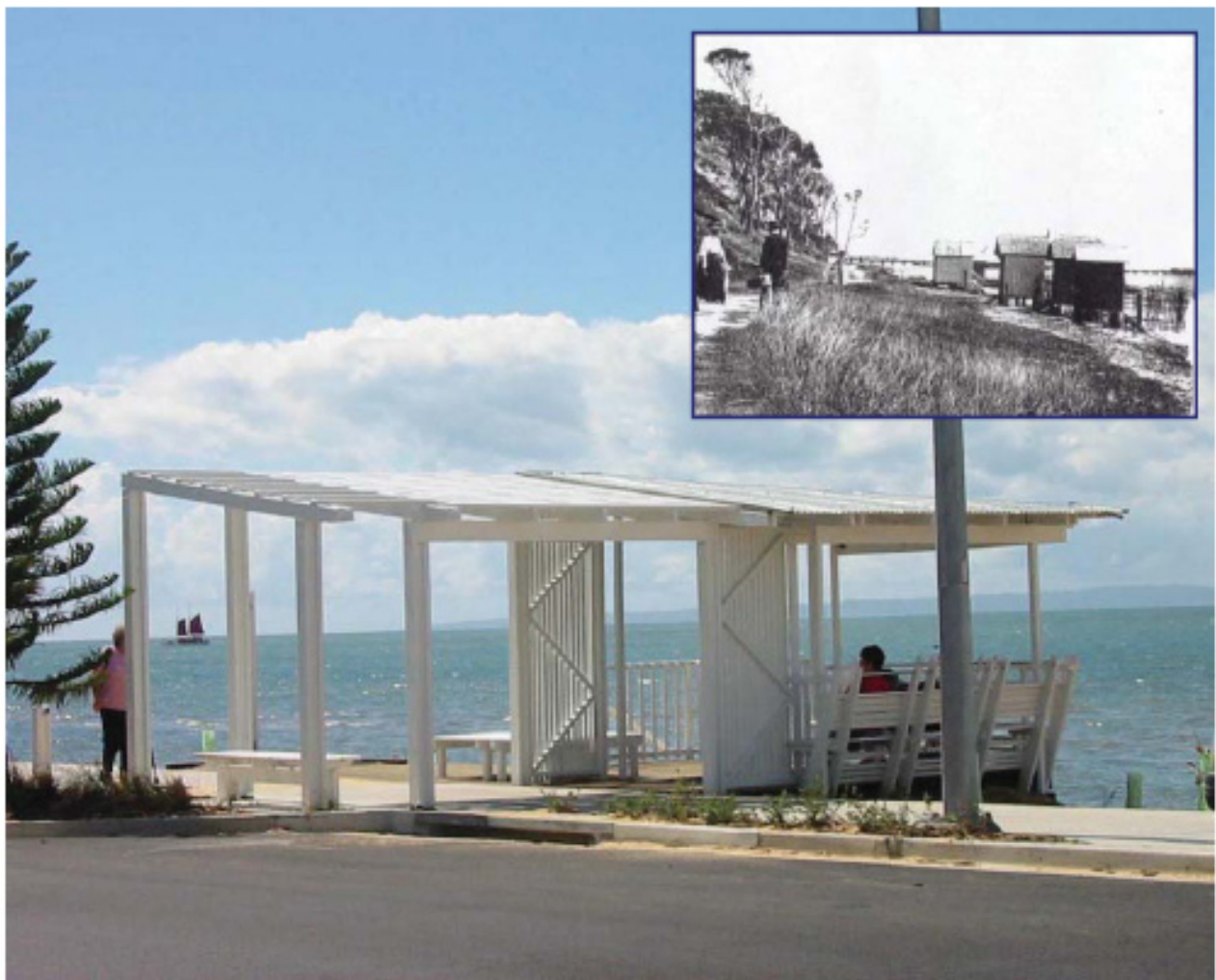
HASSELL



# Margate Foreshore Redevelopment\_Case Study

## 02\_\_\_\_\_Character and Context

- 2
- \_The streetscape design was based on the local environment, in order to strengthen the sense of place of Margate and make it accessible to residents.
  - \_Traditional materials, such as timber and tin, were used to reflect the earlier building vernacular of bathing sheds, jetties and residential buildings.
  - \_A contemporary, low profile, shelter design minimised visual impact on adjacent residences.



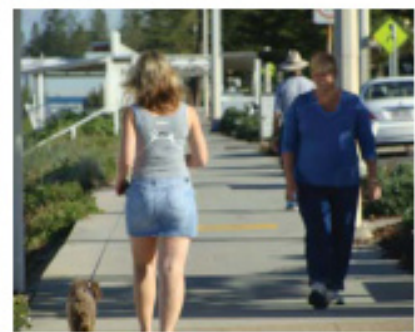
HASSELL

# Margate Foreshore Redevelopment\_Case Study

## 03 Community and Social Values

- \_ Margate foreshore provides universal access and is one of the most well used pedestrian promenades in Redcliffe (and MBRC). The foreshore caters for a wide range of community members from youth to elderly.
- \_ Artworks integrated into other landscape elements i.e. pavement and furniture have been robust and required minimal maintenance. Public artworks need a curatorial program to maintain their quality and integrity.
- \_ The streetscape improvements should address adjacent land use/development to achieve good design, and activity.
- \_ A series of 9 shelters were positioned along the foreshore. Located at the end of side streets the shelters perform an important social role. The shelters form meeting and recreation places for residents and visitors.

3



HASSELL



# Margate Foreshore Redevelopment\_Case Study

## 04 Access

4

- \_The inset photo shows the dominance of the road within the foreshore environment.
- \_Regular road narrowings have reduced pavement area, slowed traffic and improved pedestrian crossing.
- \_An improved balance (and safety) between cars, pedestrians and cyclists has been achieved.



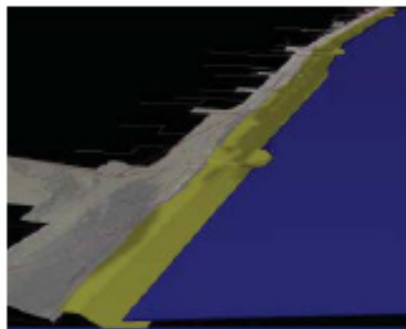
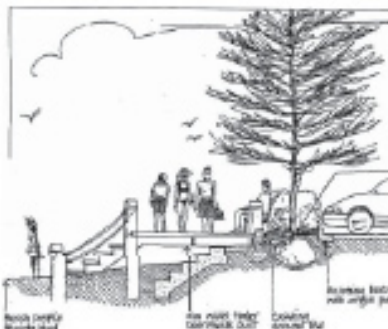
HASSELL

## Margate Foreshore Redevelopment\_Case Study

### 05 Environment

- \_ Road edge plantings (of Wistaria) create effective separation of cars and pedestrians whilst still providing good surveillance and safety.
- \_ New plantings of Norfolk Pines have performed well. However, older plantings require greater care and replacement of failed specimens.
- \_ Local, coastal hardy grasses and groundcovers have performed well and minimised maintenance.
- \_ All structures were built to withstand cyclone conditions. However, the original beach replenishment proposal has not been carried out with the resultant loss of sand.
- \_ Gross pollutant traps have been installed to remove litter. The number of stormwater outfalls on the beach have been reduced to improve beach access and amenity.

5



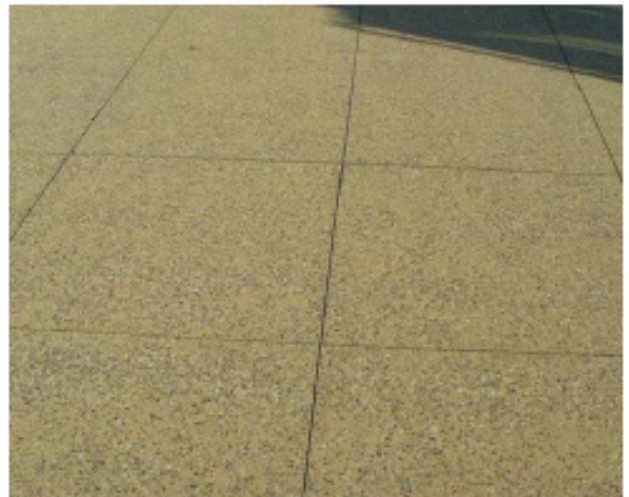
HASSELL



## Margate Foreshore Redevelopment\_Case Study

### 06\_\_\_\_\_Materials

- 6
- \_ Simple, robust, paving materials have been 'chosen' to relate to the beach and require minimal maintenance.
  - \_ A variety of concrete finishes have worn well, and been a cost effective surface treatment requiring minimal maintenance.
  - \_ Timber boardwalk needs regular treatment to extend its life.



HASSELL

## Margate Foreshore Redevelopment\_Case Study

### 07 Maintenance

- \_All shelters and furniture were constructed of hardwood, marine grade stainless steel and paint. These simple, robust materials have stood up well in the tough marine environment.
- \_Minimal vandalism/graffiti and wear has occurred on the project.
- \_A maintenance manual for the project would ensure the integrity of design is retained in the future, i.e. replacement of original bins (shown below).
- \_There is a need for design input into maintenance decisions involving changes to the original design.

7



HASSELL



# Margate Foreshore Redevelopment\_Case Study

## 08 \_\_\_\_\_ Conclusions

- 8
- \_The foreshore/streetscape has been transformed from a degraded, car dominated environment into a well utilised beachfront which is simple and robust. The design is responsive to its setting and context which enables residents to relate well to it.
  - \_The original Council strategy to replenish the beach has not been implemented, with resultant loss of sand.
  - \_A much improved balance between cars, pedestrians and recreational/ beach uses has been achieved.
  - \_The streetscape is well used and loved by a wide range of the community, especially children and the elderly.



HASSELL



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## **7.2 AECOM**

### **Guidelines for Urban Design Approach**



# Guideline for Urban Design Approach

Moreton Bay Regional Council June 2010

Intent for built outcomes comes from community and its leaders for creating future, sustainable, identifiable places that work and are a harmonious fit.

- / Vision leads to principles of place.
- / Cultural mapping records the past and recognises the future.

Vital places

Distinctive places

Creative places

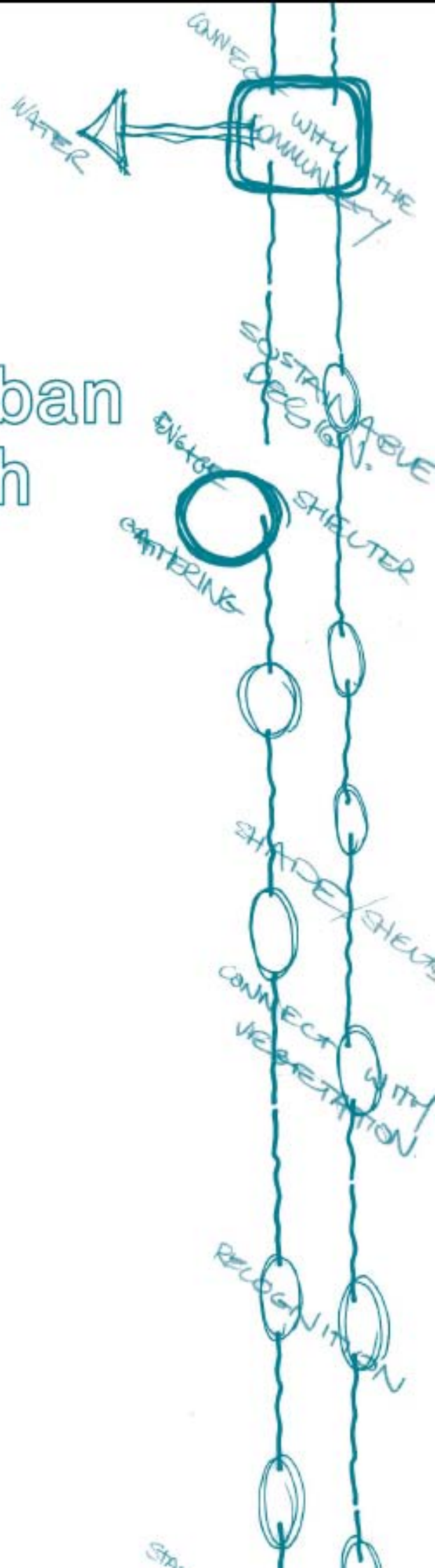
Safe places

Healthy places

Responsive places

Adaptable places

Connected, accessible places are all successful, vibrant and economic stimulators



## Public realm and street environments

- / Elements of timelessness – look at older cities, see what works and why.
- / Integration and connectivity of private space to public space – what is in the journey?
- / Intellectual rigour and creative vigour
- / Electronic landscapes:wifi connective spaces in the public realm

### Scale

region / locations / spaces

#### Areas (typologies within the region)

- + main street centres
- + commercial and mixed use
- + industrial
- + rural
- + residential
- + parkland/open space/public/private



## Principles

- / Maintain uniqueness & provide context sensitive design principles
- / Provide a validated formal policy
- / Encourage best practice
- / Encourage accessibility and clutter reduction
- / Raise minimum standards



## Code rules

### 1 Quality

Long lasting sustainable solutions  
High quality and coordinated  
reinstatement  
Quality workmanship  
Regular maintenance and  
management

### 2 Durability

Robustness evaluation with whole  
of life costs [wofl]  
Functionality of street furniture  
Assessment of maintenance and  
cleaning demands  
Evaluate replacement and repair

### 3 Character

Existing character to be changed or  
maintained  
Developing existing character or  
creating a new character  
Use cultural mapping to research  
character

### 4 Clutter-free

Minimise obstructions  
Co-locate furniture  
Design simplicity  
Continuity of elements  
Removal of obsolete/ non  
-cherished items

### 5 Continuity

Historically accurate vs  
heritage style  
Modern new design  
Accurate detailing

### 6 Containment

Locally distinctive design  
recognised and continued and  
limited to appropriate areas

### 7 Consistency

Maintain consistent style and  
range of furniture  
Enhancement and variation with  
uniformity and linking elements

### 8 Context

Street furniture design and  
materials to relate to context  
Reinforce local character and area  
distinctiveness  
Use context to establish a  
minimum standard

### 9 Coordination

Suites/family of elements to  
provide sense of identity and  
coherence

### 10 Celebrate / cherish

Preserve appropriate history  
Celebrate place, diversity  
and uniqueness

#### Palette development is required to

- / Coordinate diversity
- / Maintain local distinctiveness
- / Reduce clutter
- / Unify public realm without  
enforcing uniformity
- / Inform design decisions

#### Palette information directory sets scene for

- / Locality
- / Furniture range
- / Exceptions catered for
- / Material specifications
- / Essential and fit for purpose
- / Role
- / CPTED
- / Context



**Use available features to create gateway**  
 How do I know that I have entered a precinct?  
 Vertical elements are strongest



**Use existing, inherent features and view lines**





#### Provide strong streetscape

Kerb ramps, cross-overs, strong elements defining intersections

Alternative lighting and kerb treatments

Coloured kerbs are OK, but skateboard deterrents are overkill



#### Create safe gathering places, convenience and comfort

Provide robust shelters in vandal-resistant materials, e.g. steel and timber

Interpretive boards, change of paving to denote area (but not paving like this)





**Introduce distinctive character elements**

Use lighting to create ambience/effect, but be aware of maintenance regime – is it affordable/sensible?

Use standard furniture (from catalogues), but make distinctive through colour or patterning

Build seating where it will get used



**Explore plant species outside the normal**

Use plants for WSUD





Use robust materials that do not deteriorate  
Make sure stainless steel is electropolished or use corten



Renewal does not have to be expensive – encourage innovative responses  
Encourage new development





Use planter beds where not subject to pedestrian abuse

Pedestrians will always take the shortest route, garden bed or no garden bed

Use planter bed for overland flow take-up



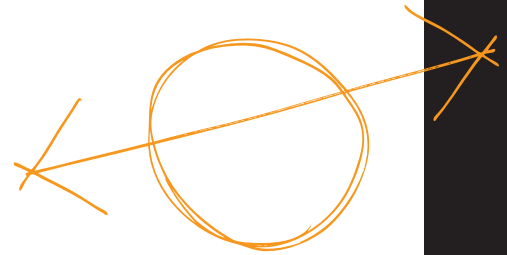
Plant as big as you can afford – these are three years into the project and are yet to provide amenity



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## 7.3 Tract

Gymple Road, Strathpine Revitalisation



## Case Study:

### Gympie Road, Strathpine Revitalisation.

#### Overview

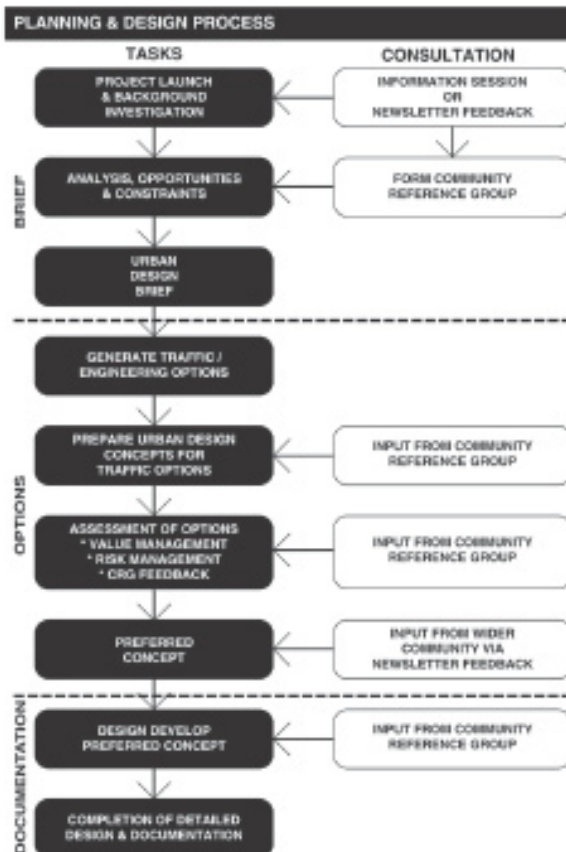
Tract was commissioned by council in 1999 to manage a revitalisation process for an approximate 3km length of Gympie Rd, Strathpine, comprising the two entries, CBD and civic commercial core.

#### Aim

- To revitalise Strathpine CBD as a Town Centre.
- To provide a balance between town and country characteristics distinct to Pine Rivers.

#### Funding

- The project was jointly funded by Council; Energex; Department of Main Roads; and the Regional Centres Program (RCP).



*A process of early stakeholder engagement was established and continued throughout the life of the project.*



## Case Study:

### Gympie Road, Strathpine Revitalisation.

#### Context



#### Key Elements of the Overall Project:

- ① North and South entry features – local stone & large scale vertical signage blades to define the arrival thresholds;
- ② The rural / Open Space / Park Floodplain;
- ③ The Town Centre / Civic Core + Transport Hub;
- ④ The Commercial and specialty retail which became the focus of initial stages of implementation.

## Case Study:

### Gympie Road, Strathpine Revitalisation.

#### **Key Issues / Challenges**

- Engaging the Community and re-invigorating the "Town" Business environment;
- Main Road – Trunk Corridor North South of Brisbane;
- Speed Control and Parking;
- Overhead powerlines and a wealth of underground service constraints;
- Lack of shade and quality amenity
- Creating a sense of place and a comfortable space for people.

#### **As it was....**



*The Vision*



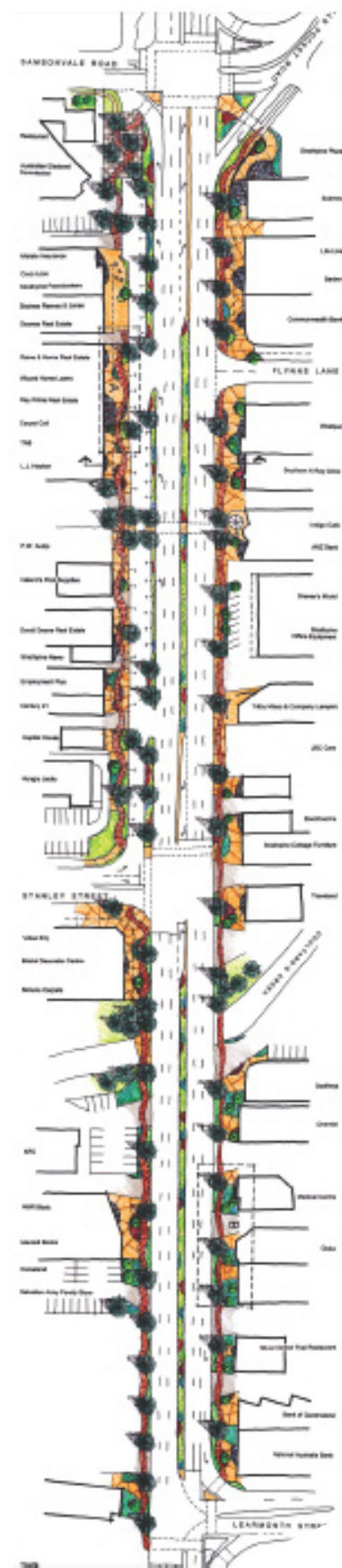
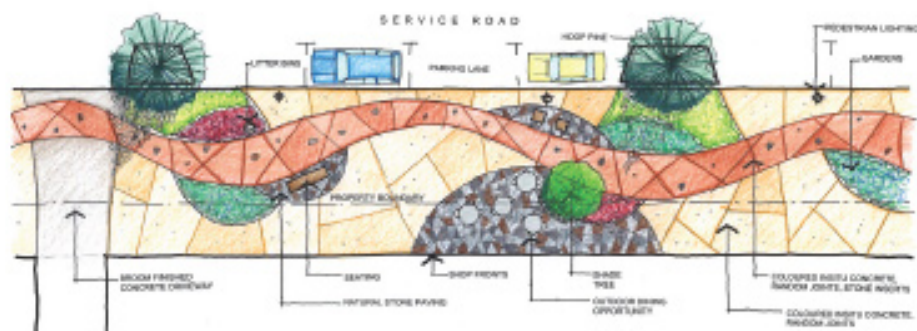
*The Reality*



# Moreton Bay Regional Image Streetscape and Landscape Framework

## Case Study: Gympie Road, Strathpine Revitalisation.

### Total Concept - Integrating the Private Realm





## Case Study:

### Gympie Road, Strathpine Revitalisation.

#### **Greenscape and Landscape**

- Placemaking in response to local context;
- Slow traffic with parking and access to improve commercial viability;
- Large scale trees required to have presence in such a broad and wide road reserve;
- Main Roads and Council were required to relax their normal space and setback constraints to allow larger than usual trees to be planted; and
- Shade and Amenity vitally important to attract the community into a previously hostile pedestrian environment.



*Pedestrian paving materials flowing through a kerb free shared zone reinforce "pedestrian" priority. (above)*

*The earthy tones of the paving materials respond appropriately to Strathpines' traditional rural history & culture. (left)*

#### **Surfaces and Floorscape**

- The general pedestrian paving was to provide a safe, legible flow, with the serpentine layout referencing the river environs;
- Punctuation points and nodes highlight intersections and gathering spaces using random porphyry stone;
- Locally quarried Petrie greenstone (bluestone) was initially the preferred stone, however, safety considerations and the need for a smoother trafficable stone surface, porphyry stone was found to be the appropriate selection.



## Case Study:

### Gympie Road, Strathpine Revitalisation.

#### **Street Furniture**

-Designed to refer to the saw-milling and timber industry of Pine

Rivers, the furniture suite is of robust chunky timbers and metal straps.

-The materials and imagery of furniture needed to be of a timeless quality; not too urban or rural; and require minimal maintenance.

-Timber furnishing elements require regular treatment to extend their life.



*The serpentine form of the primary pedestrian walkway was drawn from the river environs and was designed to soften the strong linear character of Gympie Rd.*



## Case Study:

### Gympie Road, Strathpine Revitalisation.



#### **Lightscapes**

-The lighting strategy needed to accommodate both the high level road lighting and the lower level pedestrian scale lighting.

-One potential method of defining the core CBD / town centre was to change the colour of all lighting to a warm white, to provide a visual contrast cue to motorists, who have passed through the normal yellow mercury vapour road lighting, to slow down.



#### **Public Art**

-Requires local interpretation of history, culture and environment within a regional context;

-An artist procurement program was integrated in the design process, however discontinued; although

-Platforms and locations for future works were made at nodes and intersections to allow such a program to occur in the future.



#### **Signage**

The fundamental elements were to:

-Address the existing signage "clutter" situation;

-Evoke positive character and simple cohesive strategy required for wayfinding;

-Simple human scale street numbering blades were introduced



## Case Study:

### Gympie Road, Strathpine Revitalisation.

## Summary

*"Key lessons" learned from this project - to apply generally*

### Local Context

Engagement with stakeholders early is vital to ensure the community embrace new and revitalisation landscape works. It is also important that Council maintain a long term view as these projects often outlive many short term stakeholders. The inspiration drawn from all facets of local character ensures "timeless" rather than imposed treatments imported from another place.

### Sense of place

A streetscape that responds closely to the local climate and conditions ensures community ownership, pride comfort, and belonging.

### Scale

Work closely with Government Authorities and Council to maximise the opportunities to create decent scale of tree plantings. As a Main Roads controlled road, the trees which have become so important to Gympie Road, Strathpine would not have normally been permitted.

### Shade and Amenity

A connected canopy "Greenway" is fundamental to the South East Queensland lifestyle.

### Safe People Places- Slower Traffic

Continuity of pedestrian materials through shared zones, reducing vehicle speeds, and kerb free design responses are all ways of giving priority to integrating pedestrians and cyclists.

### Materials, Planting & Maintenance

A simple, robust palette, punctuated with quality local materials and species is vital to achieving an enduring, low maintenance, hard and soft landscape.

### Environmental Integrity

Appropriate local materials and incorporation of water sensitive design elements are the embodiment of sound, sustainable outcomes.

### Furnishings, Lighting, Signage & Art

The suite must reflect and integrate with the local environs. This can be achieved with a shire-wide strategy of generic pieces that can be tailored for individuality.

## 7.4 John Mongard

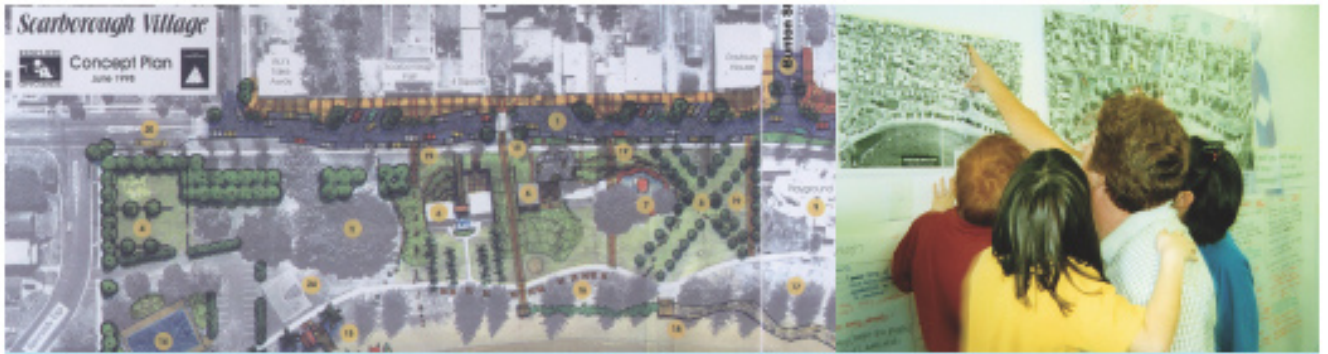
Scarborough Creative Village





## SCARBOROUGH CREATIVE VILLAGE

case study by John Mangard Landscape Architects



### Catalysts for Activity

One sided main streets are difficult to activate. The vision for Scarborough was to create a streetscape of equivalent popularity to its broad foreshore. The design provides a framework to promote activity around existing shop uses, anticipates new development, and provides strong linkages to the beach front. The streetscape provided confidence for renewal. Streetscape visions need to be maintained over a number of generations to work effectively and create integrated places.

### Community Based Visions

Over two hundred people participated in the shopfront design and consultation, and the outcomes were discussed by locals for many years afterward. There were no issues with residents or traders due to the acceptance of the vision. Shopfront consultation and design should be implemented in all key main street projects.

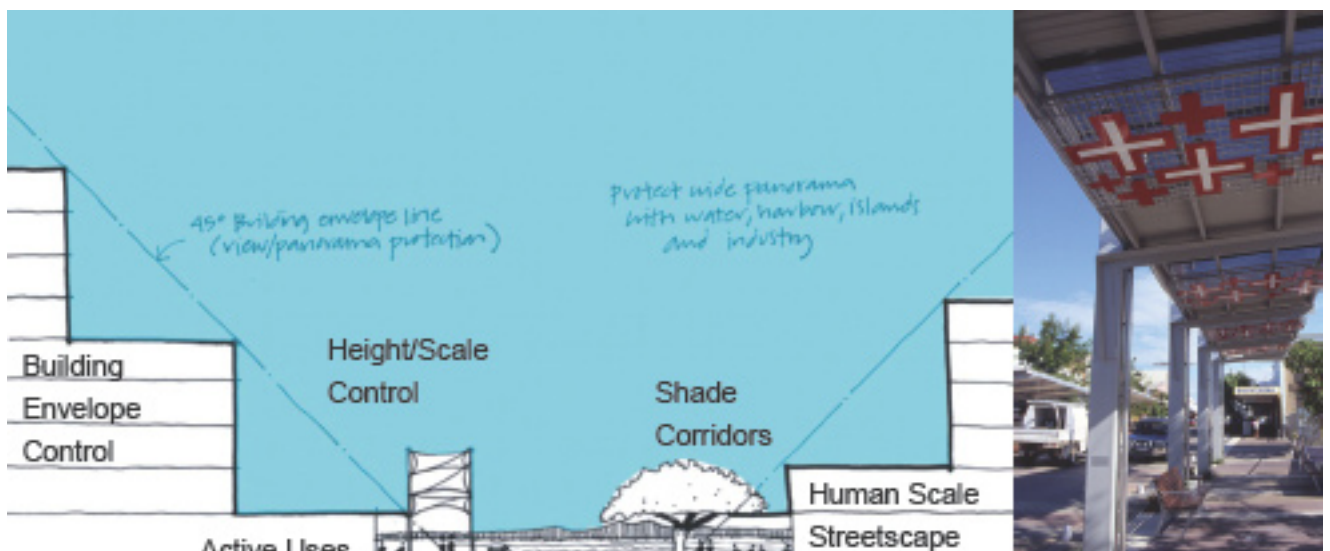


## LIBRARY SQUARE GLADSTONE

case study by John Mangard Landscape Architects

### Connect Planning with Streetscaping

The streetscape renewal process began with a masterplan for the whole CBD, followed by detailed streetscape and land use guidelines to encourage street life. A shaded pedestrian spine through the city was planned, with Library Square, the first catalyst for the spine. Building heights were planned to suit the city vista and spine. The town plan was altered to promote higher quality tall buildings and incentives were implemented for traders and owners to activate the footpath. Cafes, public art and event/sitting spaces were clustered together in a new public space on the main street.

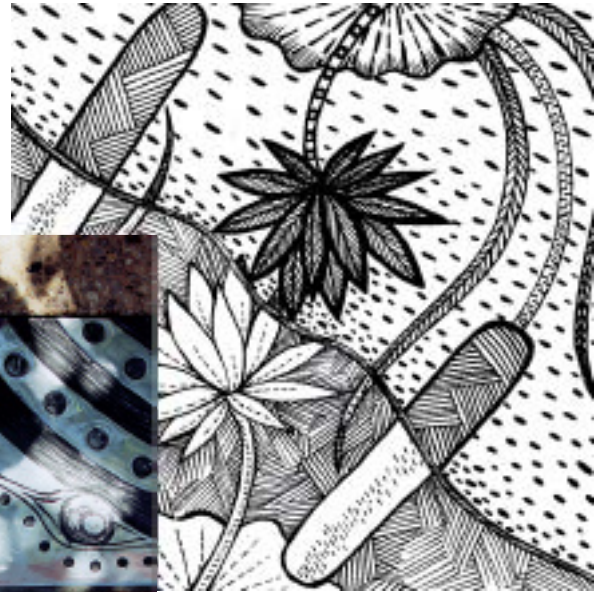


## SCARBOROUGH CREATIVE VILLAGE

case study by John Mongard Landscape Architects

### Craft and Detail in the Street

John Mongard collaborated with Aboriginal artist Delores McDonald to develop a public art strategy for Scarborough. The interpretive signage and the built-in artworks provided interesting cultural stories about Scarborough. Local artists were employed to make elements such as the entry wall.



The outcome was the carving of sixty-nine Aboriginal designs and text elements, cast in aluminium and set into the footpath as part of the towns built-in interpretive trail.

Public art requires specific design processes, fabrication and careful ongoing maintenance. It needs to be contemporary, high quality and integrated into its place.

## CLEVELAND TOWN CENTRE

case study by John Mongard Landscape Architects

### Events and Landmarks



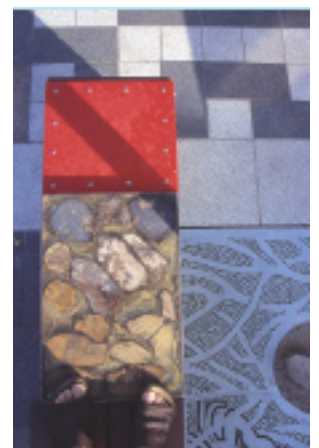
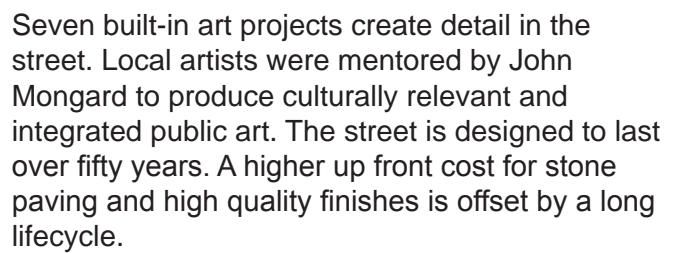
Cleveland's streets were rebuilt from scratch between 1990 and 2005. The main street features highly carved footpath detail. Each increment followed detailed street guidelines which incorporated landmarks and artwork features at each stage. A poetry and sculpture trail lines the main street.

The main street is designed to turn into an event space, and on Sundays is a pedestrian street market.



case study by John Mangard Landscape Architects

A bold and 'industrial' themed streetscape was implemented to act as a revitalising agent for a working city with an ailing main street. By linking a library, a theatre and a new public space, Library Square fashions a new cultural anchor on a shared zone built into the street. A new anchor was planned around 5 minute walks along the main street.





# SCARBOROUGH CREATIVE VILLAGE

case study by John Mangard Landscape Architects

## Universal Access

Kerbs have been removed from one half of the main street, a move toward the future where access for the aged and people with a disability is a crucial priority. Kerbs have been replaced by boulder barriers and customised concrete bollards specially designed for parallel and angled parking bay situations.



## Water Sensitive Urban Design

Letting stormwater fall to gardens on the road edges has allowed trees to blossom and has maintained the groundcover. Boulders and bollard wheel-stops have been effective and provide character. Flush kerbs harvest water and provide a continuous grade to walk.



## Creative Traffic Calming

The straight road alignment has been meandered in order to slow vehicles and to create usable pockets of public space and gardens along the footpath. The street allows for lots of space for outdoor dining and shady sitting. Terrace sitting walls feature inbuilt timber seats.

The street has become one of the first sustainable main streets in Queensland. It utilises water recycling from roads to gardens, natural and soft stormwater systems with gravel filters, low maintenance endemic plants and low energy, locally fabricated urban elements.





## LIBRARY SQUARE GLADSTONE

case study by John Mangard Landscape Architects

### Demote Drains and Kerbs, Promote Pedestrians



By 2050, a majority of our pedestrians will be aged. People centred streets must provide kerbless environments which harvest water and provide universal access. No kerb and channel occurs in Library Square. This creates a level piazza when the street becomes an event space. An artwork with a poem acts as a drainage grate and lights define the carriageway. The speed is 10 km and pedestrians share the space.



## INNISFAIL TOWN CENTRE

case study by John Mangard Landscape Architects

### A Sense of Time and A Sense of Place



The main street celebrates its art deco and migrant heritage through design detail in the town clock, artworks, pavements and furnishings. The streetscape keys into what makes Innisfail like no other place. The patterns, materials and plants are only used in the town centre to maintain its unique image.



The street incorporates a bocce lawn, an entertainment bandstand and a 20 metre curvy bench.

## A Co-ordinated Materials Palette



High visitation destinations require a much higher investment in design and maintenance than suburban streets. Customised furniture should be prioritised in high activity centres. Specific maintenance regimes are required, with dedicated officers for main streets the best option. Moulds, spares and parts need to be well catalogued and stored to maintain the works.

The material theme for Scarborough used low maintenance and low energy materials : coloured concrete and recycled timber. Bench, wall and paving colours were co-ordinated and varied in their textures. The theme focused on simple seaside stripes and textures.

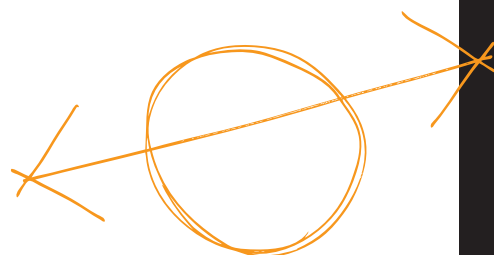


The Scarborough furniture has been fashioned to create a unique and distinctive range of sustainable street elements. The qualities embodied in the design of good street furniture are:

1. character that allows the furniture to sit comfortably within multiple areas
2. repetition of standardized units to create a cohesive and integrated design
3. variation of the material, colour or texture of particular components to suit the urban environment
4. enable personalization through collaboration with local artists and craftspersons
5. the utilisation of both unskilled community labour base and skilled local manufacturing base
6. low carbon footprint by using local materials, fabricators and minimizing cartage. Use low embodied materials and minimal applied finishes.
7. use of long life, robust components and high quality materials







PLACE + MOVEMENT = STREET

