

Clayton Public Life

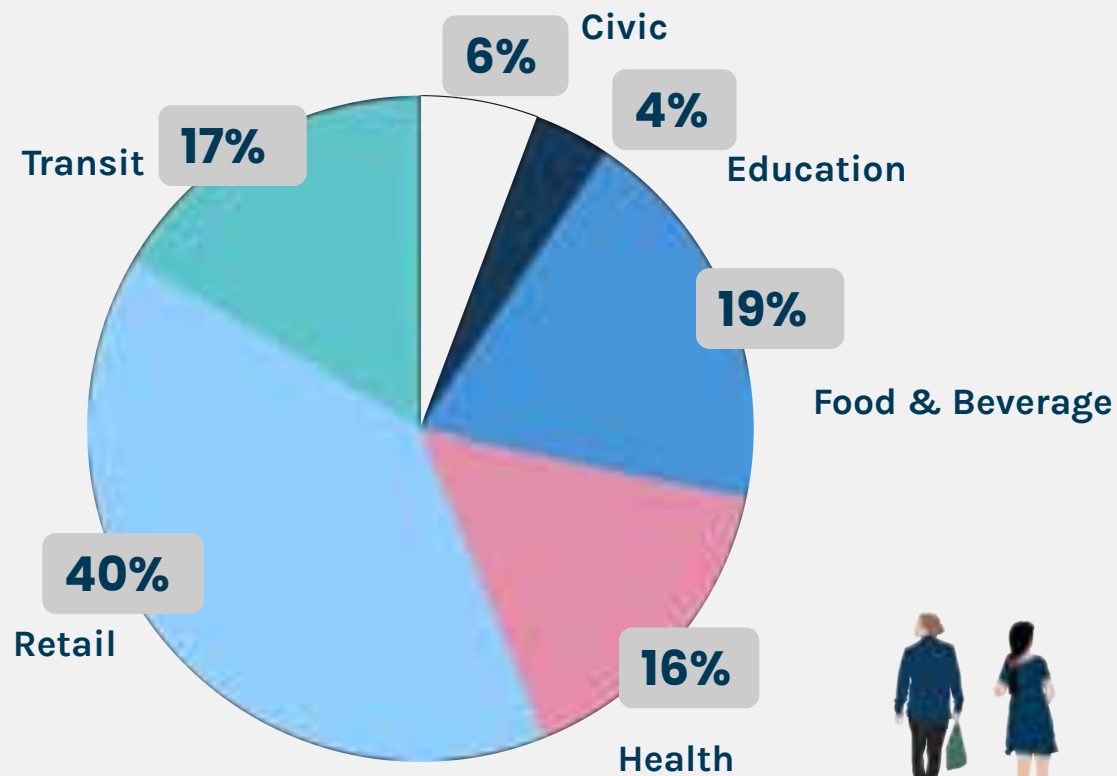


Public Life: Clayton

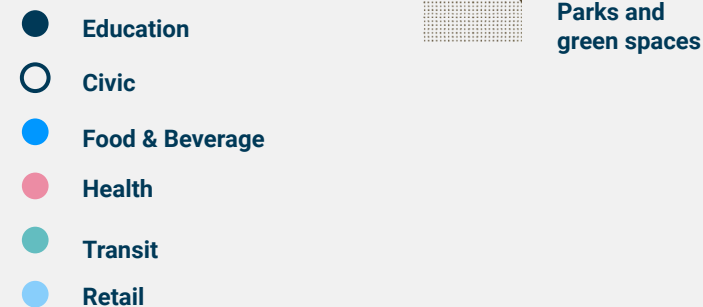
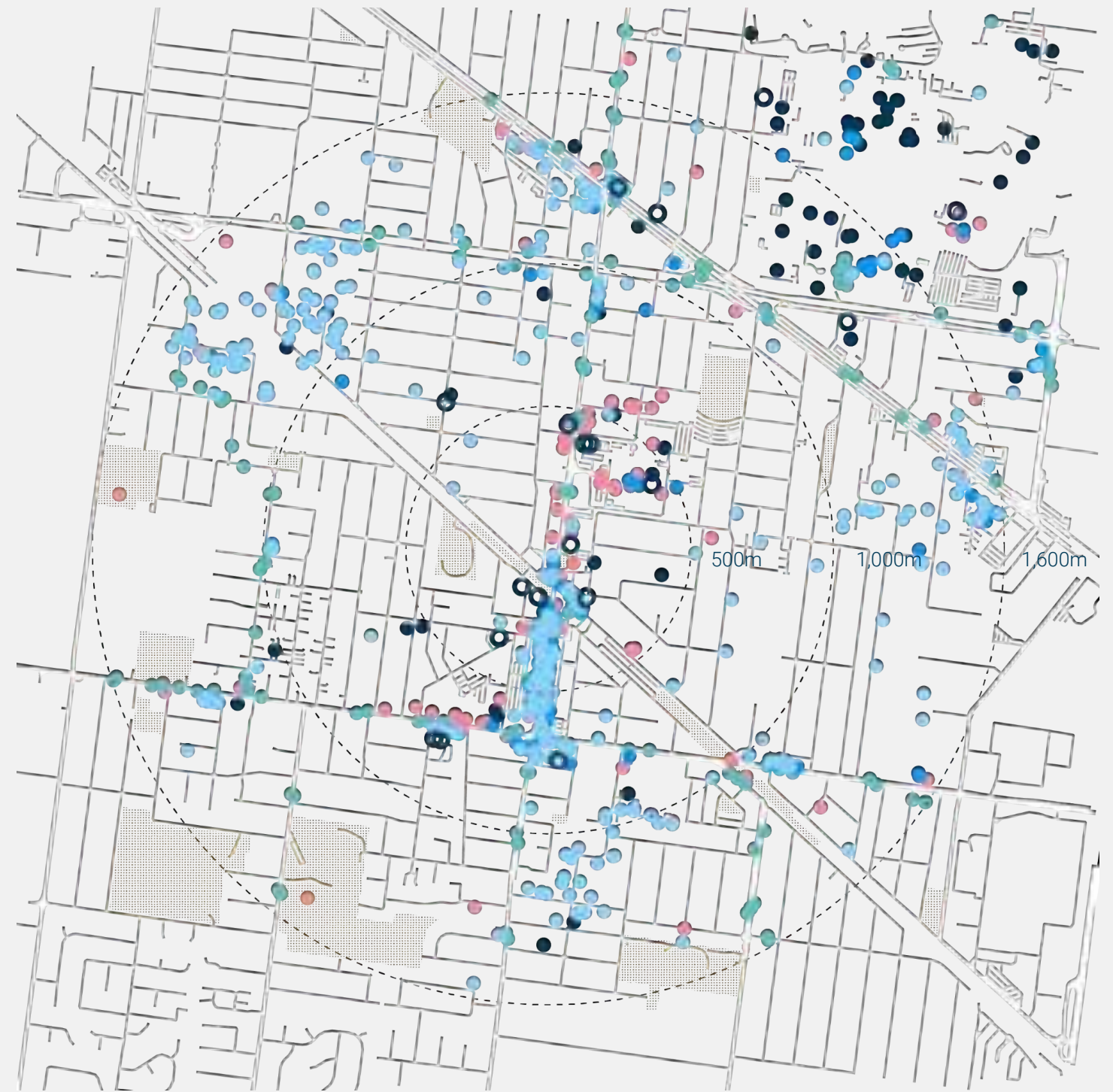
Amenities

Retail, Food and Beverages and Health dominate the precinct

- Clayton has the second highest number of amenities of all six precincts
- A high diversity of amenities, however unevenly distributed throughout the precinct, with concentration along Clayton Road



Share of amenities. Source: Google Maps - point of interest data



183 Amenities within 500m radius of the station

Source: Google Maps

Public Life: Clayton

Active Frontages

1,800m recorded

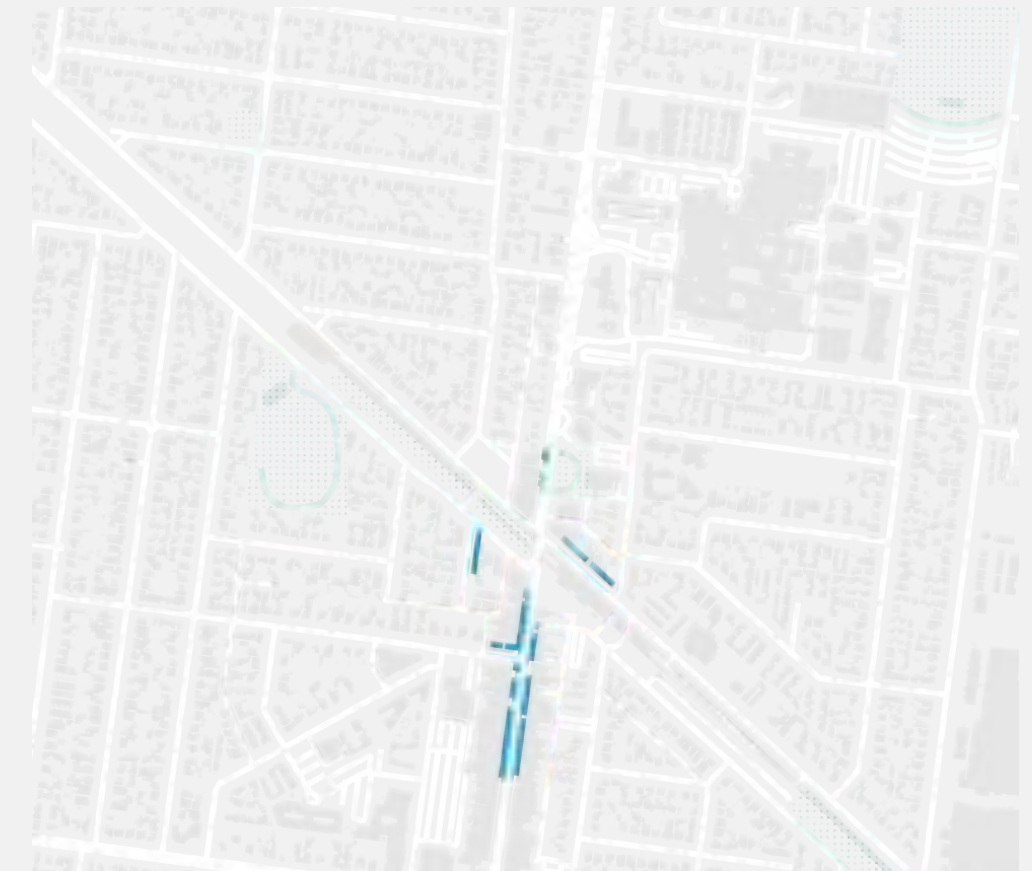
Clayton has a high number of active and lively frontages

- The precinct core of Clayton along Clayton Road has the second highest ratio of active frontages compared to the other precincts
- There are lots of small units with interesting things to see when passing by. 36% of all frontages around the station precinct were rated as A or B
- Poorly rated frontages are mostly found along Carinish Road and in the northern part of Clayton Road



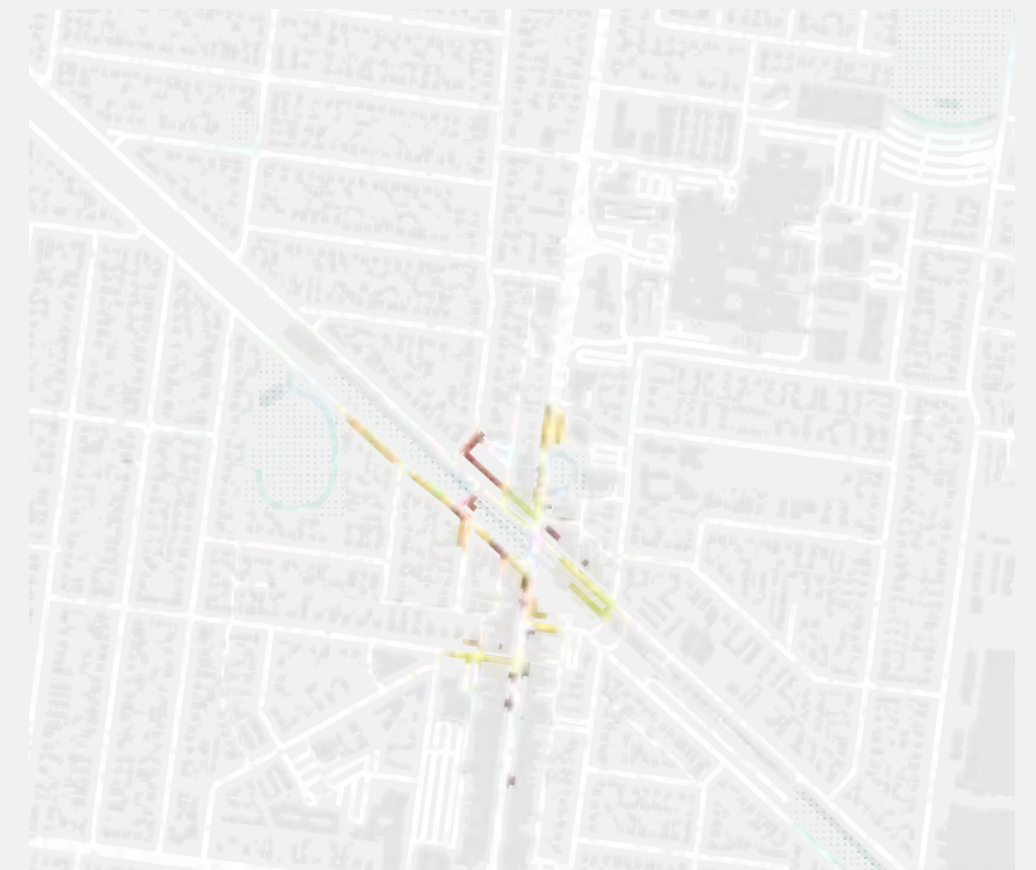
Active

Frontages with a A and B rating



Inactive

Frontages with a D and E rating

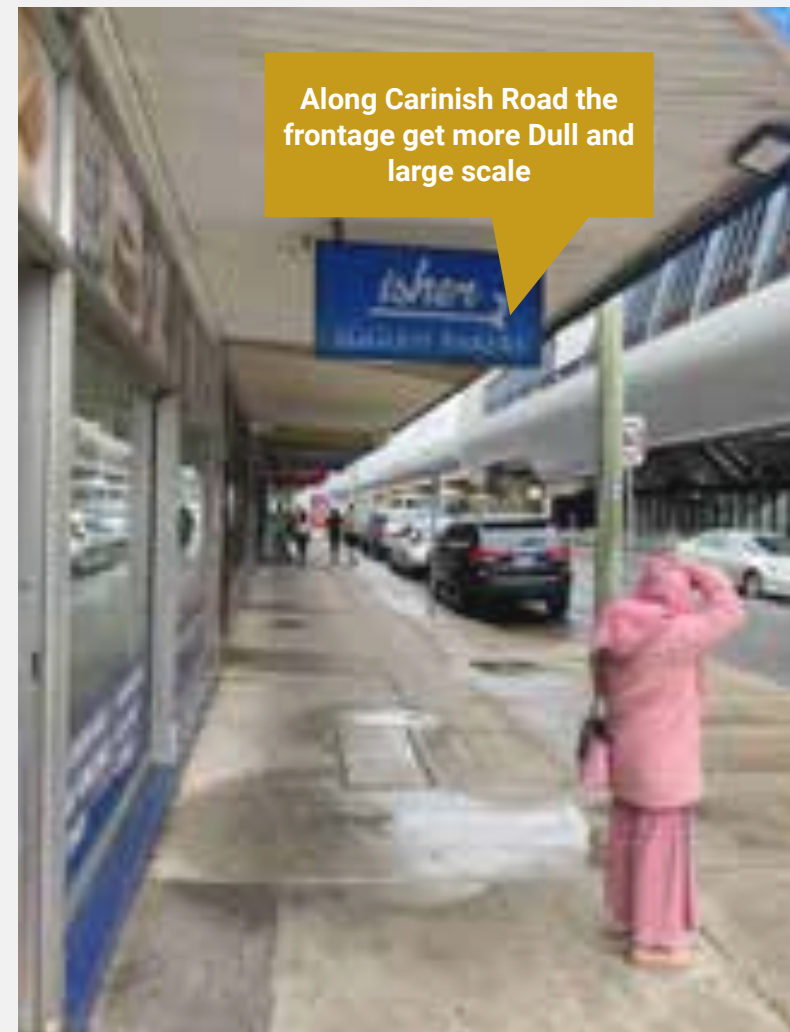
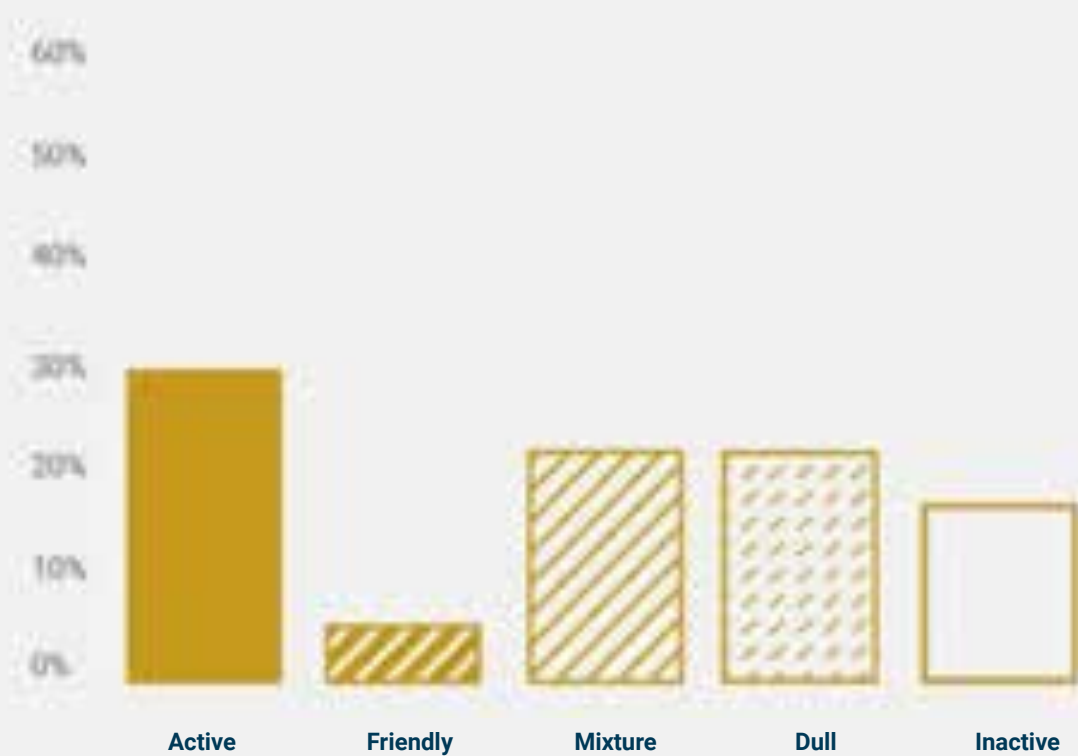


Public Life: Clayton

Active Frontages

The highest number of active frontages of all six precincts studied

- Clayton Road offers a long stretch of active and small scale frontages with lots of things to see and do
- However, closer to Clayton Railway Station the attractiveness and activity level of the frontages decreases



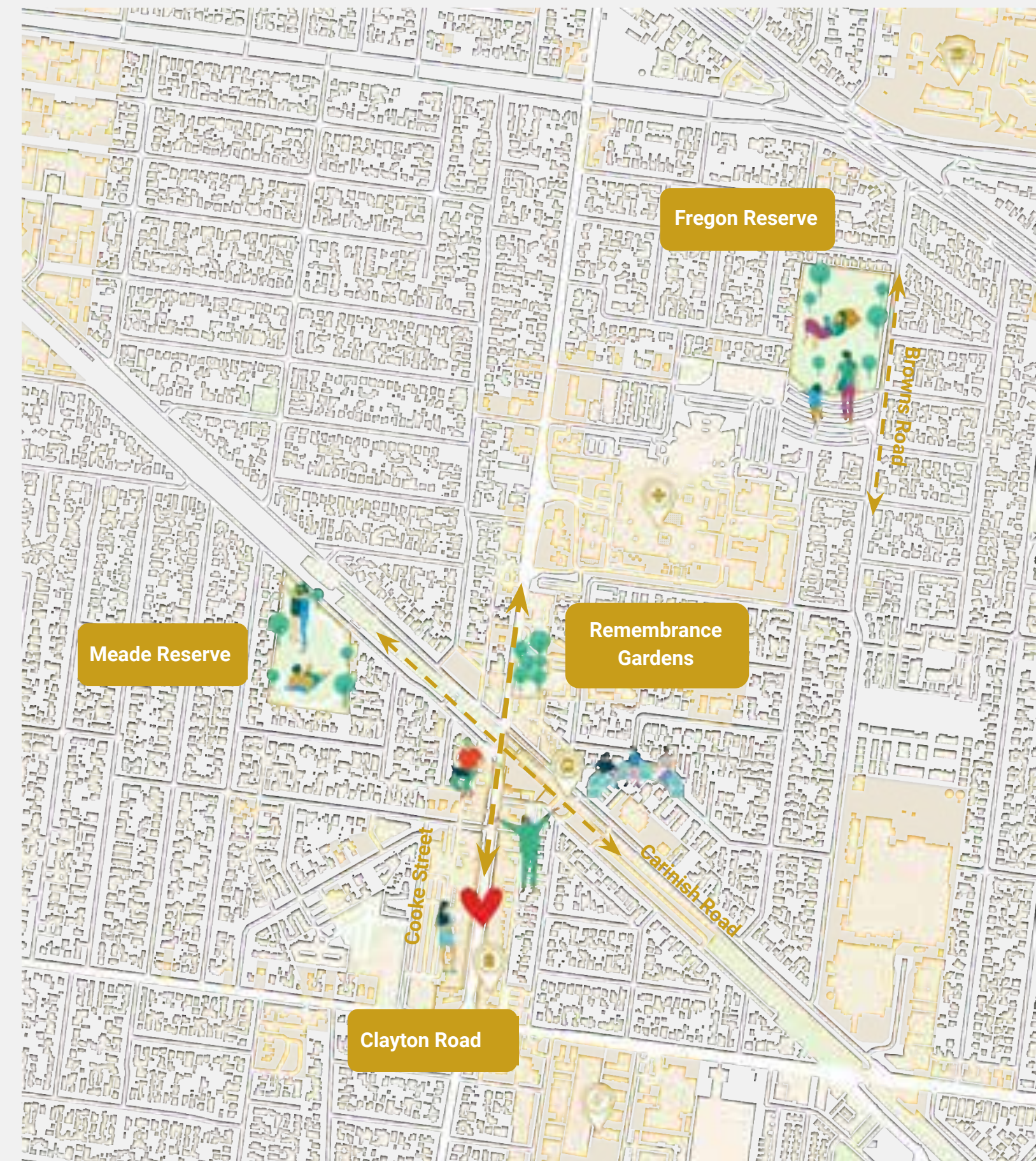
Public Life: Clayton

The Focal Points of Public Life in Clayton

The highest amount of public life can be observed along Clayton Road south of Clayton Station

- The center of Clayton is characterised by the commercial high street Clayton Road
- Several public institutions and services are located west of Clayton Road, along Cooke Street
- The most important roads in the precinct core are Clayton Road, Carinish Road, the newly established Djerring Trail, and Cooke Street
- The most central public spaces in the center of Clayton are Meade Reserve and Remembrance Gardens
- At the northern end of Clayton Road lies Monash Medical Centre and Fregon Reserve, Clayton's largest public space

Surveyed sites



Public Life: Clayton

Clayton

Public Life Surveys

- Stationary activities were surveyed in five public spaces
- Additionally, three threshold movement counts were conducted, two along Clayton Road and one along Browns Road

1,840 Stationary Observations 

2,575 Movement Counts 

Date of surveys

07.10.2023

11.10.2023

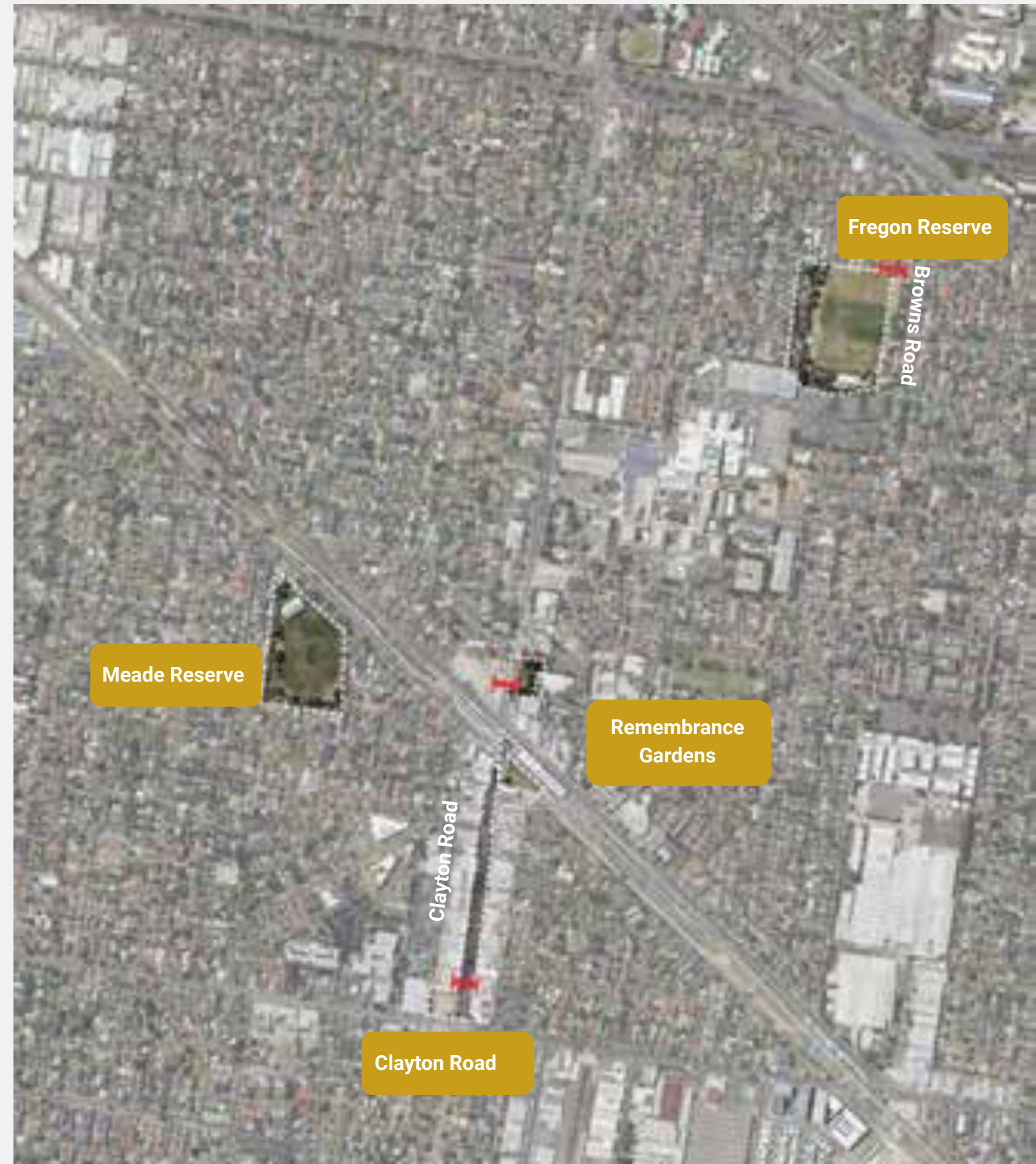
Weather

14°c 

23°c 



Surveyed sites





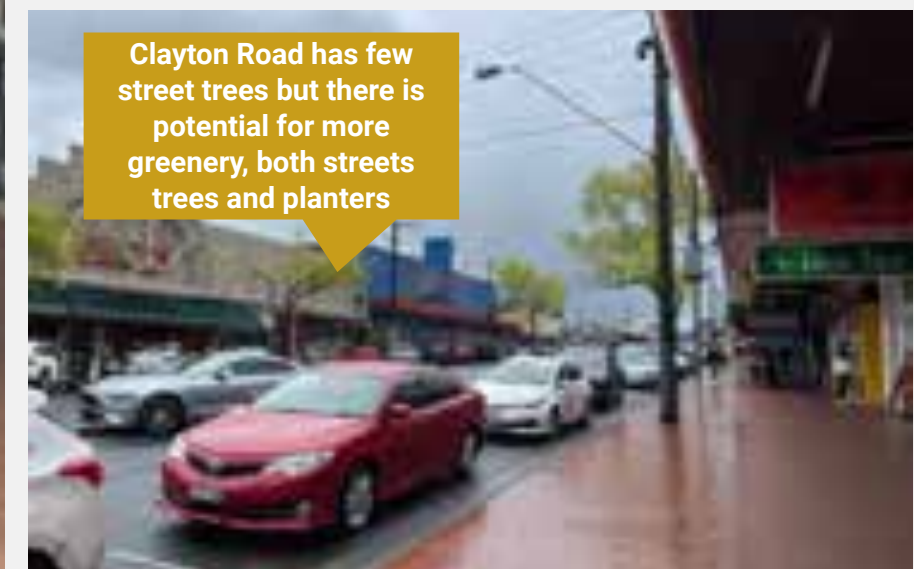
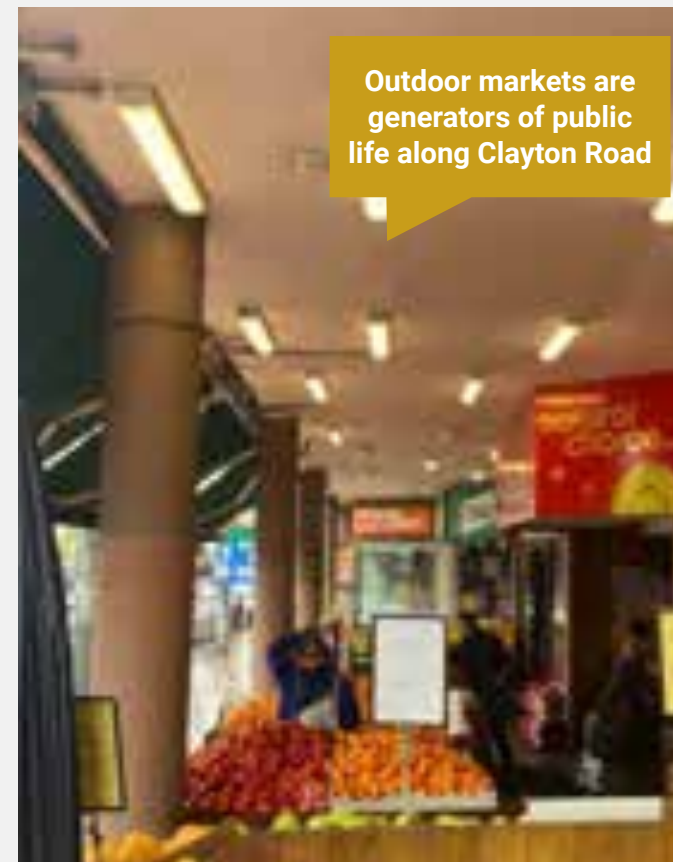
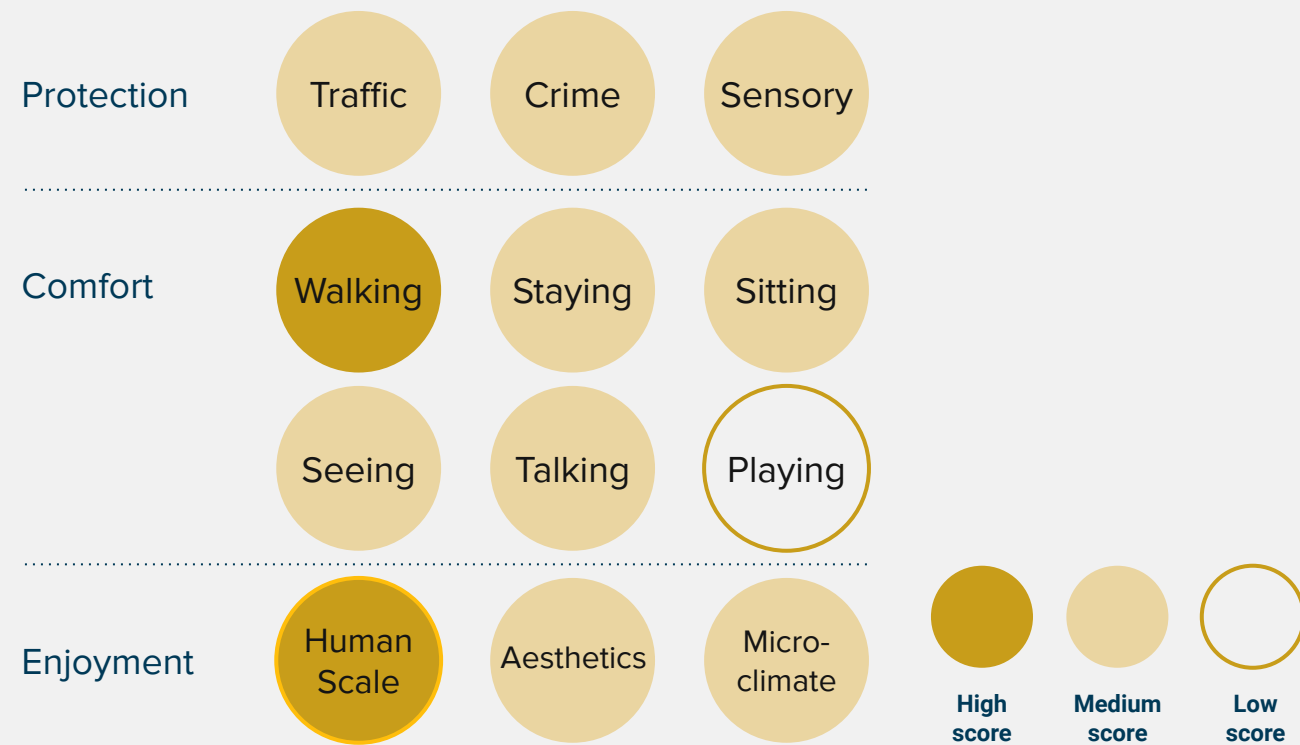
Clayton Clayton Road

Public Space Qualities: Clayton

Clayton Road

A suburban high street with a lot of potential

- Clayton Road is a walkable high street with a human scale in terms of building heights and sizes of units
- There are lots of active frontages as well as a large number of seating options
- The car-centric road design with few options to cross and lack of green, contrast an otherwise human scale



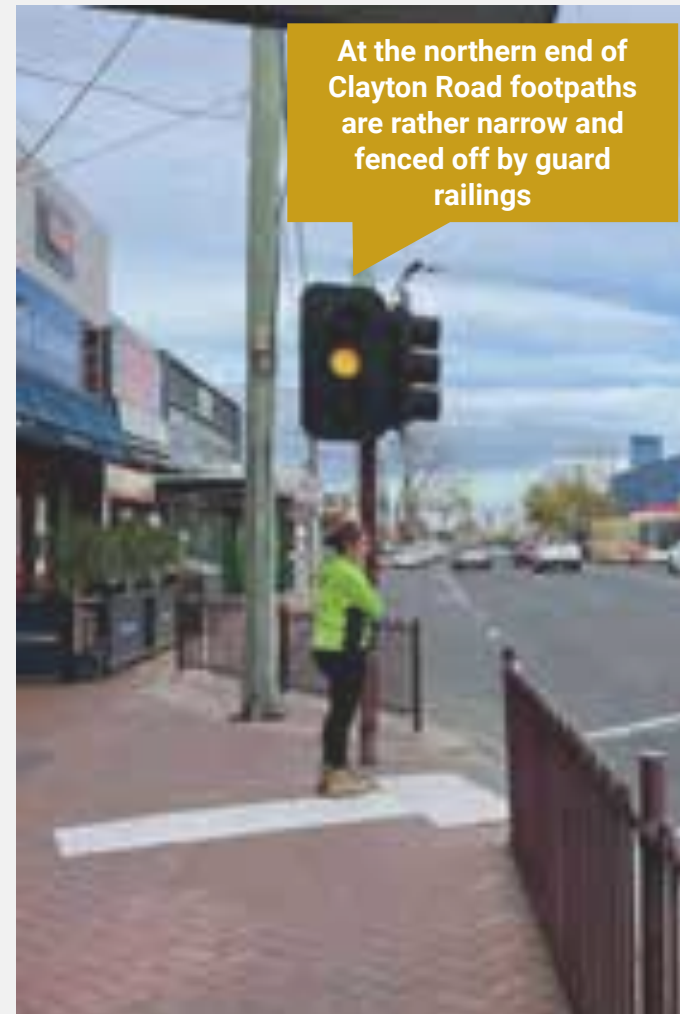
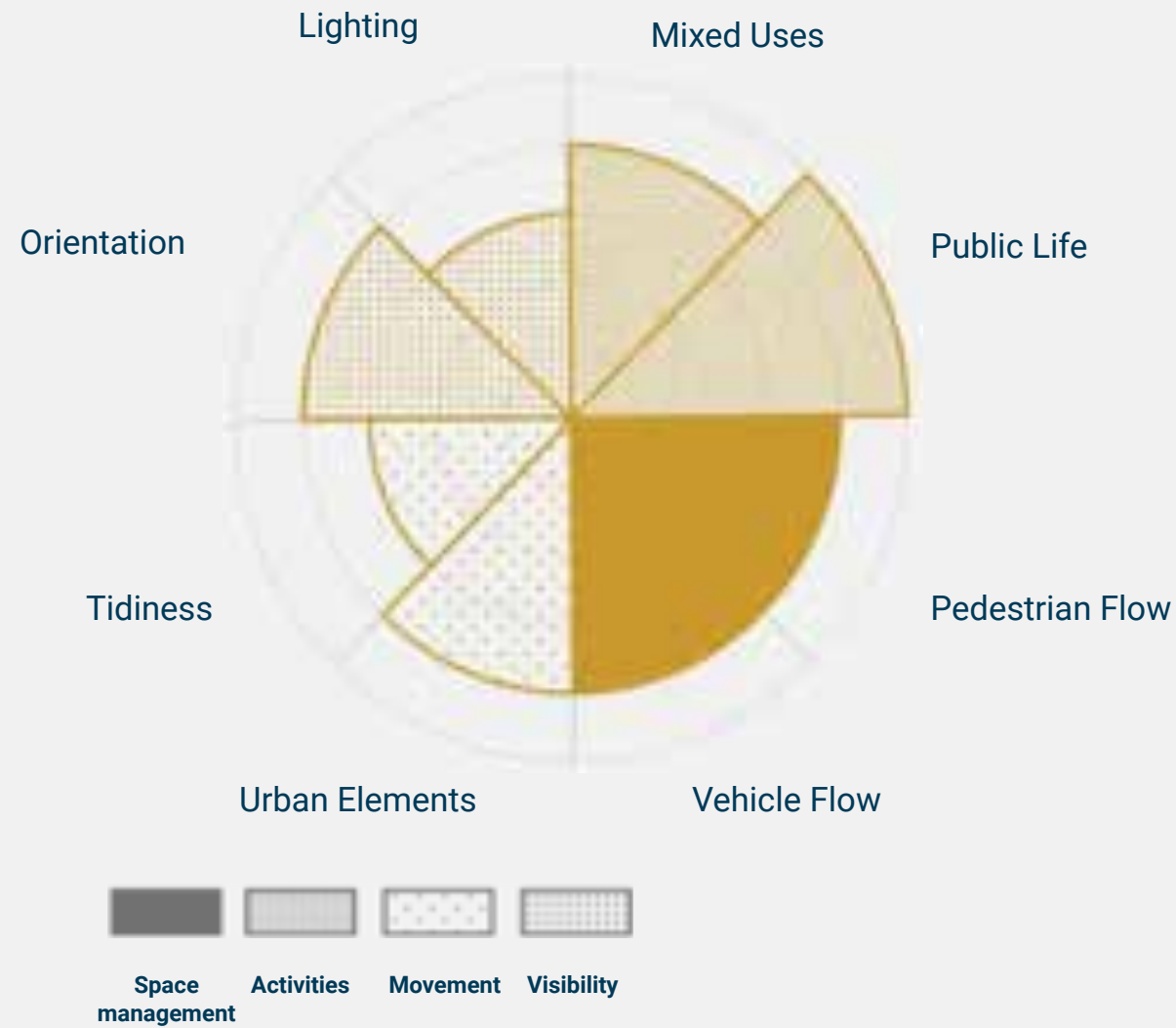
Safety Index: Clayton

Clayton Road



A bustline street during the day, but dark and uninviting after sunset when shops are closing

Safety Index



Walkability Score: Clayton

Clayton Road

An active street divided by a car-centric road design

Walkability Score



Section drawing

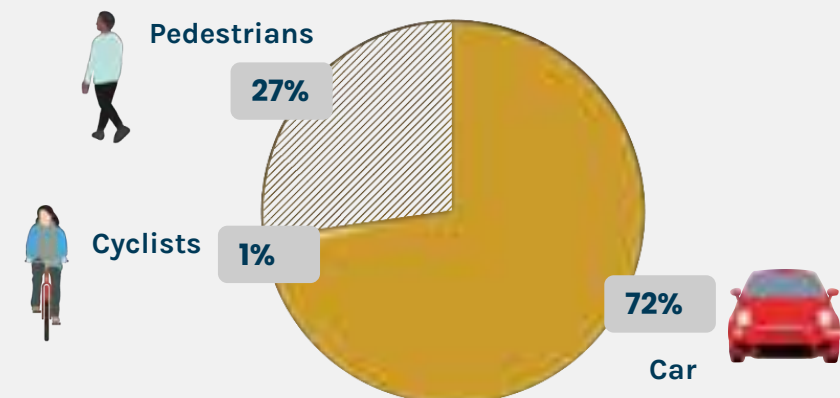


Situation at eye-level



Traffic counts

Traffic counts show that already 27% of movement along Clayton Road is on foot. Cycling rates are below 1%.



Compare to Station Street in Box Hill? (page 77)
[Click here](#)

Public Life: Clayton

Clayton Road

Movement Counts

Who is moving along Clayton Road?

- Both stationary and movement counts were conducted along Clayton Road, giving valuable insights into which user groups are moving through and which user groups choose to stay
- During weekends, Clayton Road was busier than weekdays. Lunch and dinner time are peaks
- 44% of people walking were perceived as woman. In contrast, to the 37% of people staying being perceived as woman
- Every second person moving through the space is also staying for a moment, suggesting that Clayton Road is a key part of the social network in Clayton

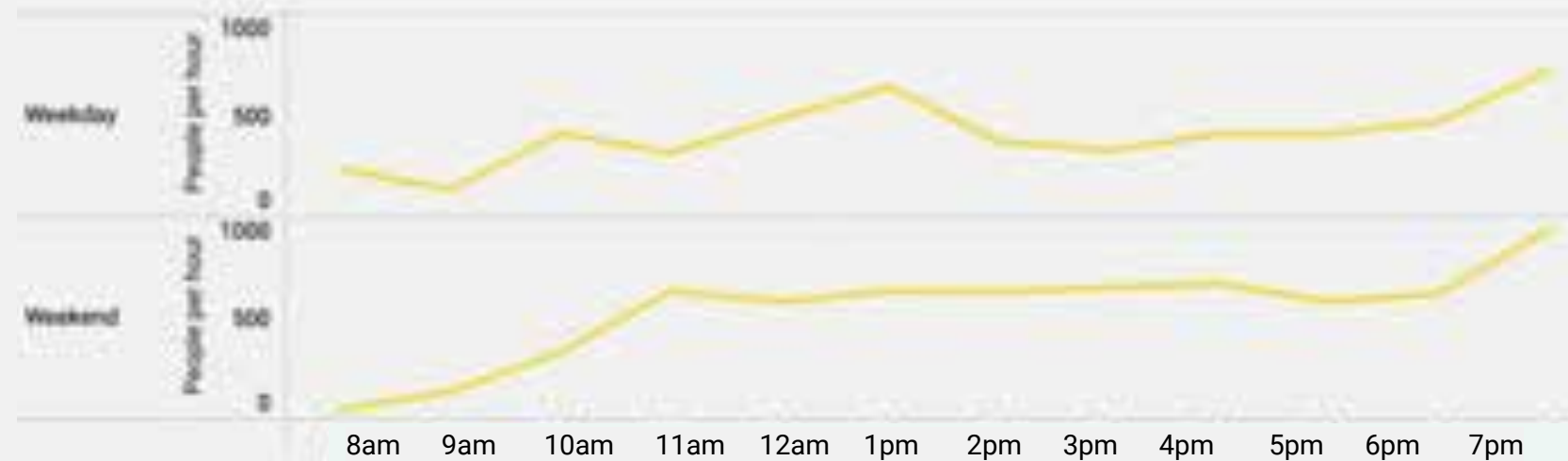
Count overview

11,652
counts

1,040
stationary
observations

1 person out of 11 moving through the space stay for a moment

Movement flow count



Demographics of people moving

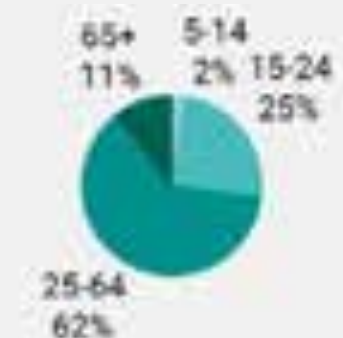
Gender



Age:



Demographics of people staying



Public Life: Clayton

Clayton Road

Age Demographics

Who is spending time in Clayton Road?

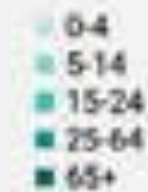
- The predominant age group observed spending time in Clayton Road are those observed to be between 25 - 64 years old
- The age groups of users does not correspond with the neighbouring residents. Demographic data shows that there are relatively more children and seniors living in close proximity to Clayton Road than who was observed to be using the space
- This pattern could indicate a lack of invitations or security issues for seniors and children

Usage throughout the day:

- Peak hour on Clayton Road on weekday and weekend is lunch and dinner time corresponding with the movement counts

1,040 observations

Weekday	578
Weekend	462

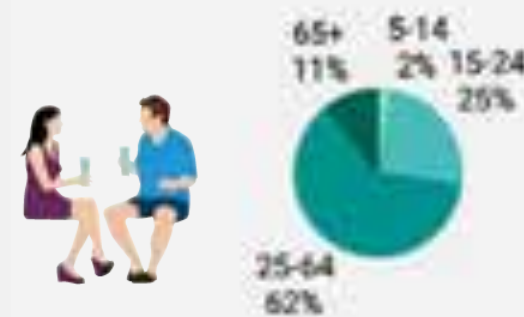


Stationary flow count



Demographics

Users



Neighbouring residents



Residents living within 200 metres of the survey site

Public Life: Clayton

Clayton Road

Gender Demographics

Who is spending time on Clayton Road?

- 2/3 of users along Clayton Road are men, however the gender split of neighbouring residents is rather even
- The southern end of Clayton Road is especially avoided by women, where only 20% of users are women. This area should be examined in detail regarding safety and invitations for women to use public space

Usage throughout the day:

- During the evening the number of women in Clayton Road decreases even further, indicating that there are safety concerns at night

1,040 observations

Weekday	578
Weekend	462

Female
Male
Unknown

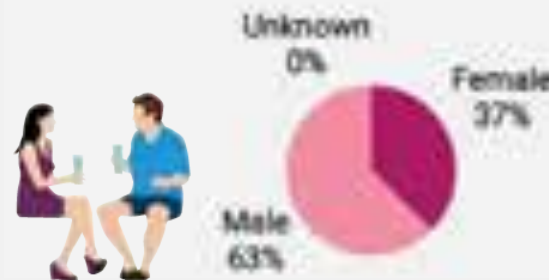


Stationary flow count

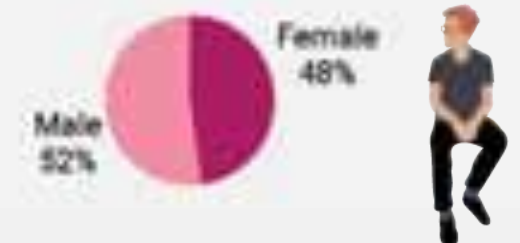


Demographics

Users



Neighbouring residents



Public Life: Clayton

Clayton Road

Activities

What were people observed to be doing?

- Low diversity of activities
- Top activities are waiting for public transport, in conversation, and using electronics, suggesting that Clayton Road is not a place for longer term staying, more for short stop and go visits
- Hot spots of activities are the bus stops, street markets with outdoor display of goods, and outdoor eating options
- When looking at the users waiting for public transit, the majority is female, at 56%

Compare to Highett Road in Cheltenham? (page 295)

Click here

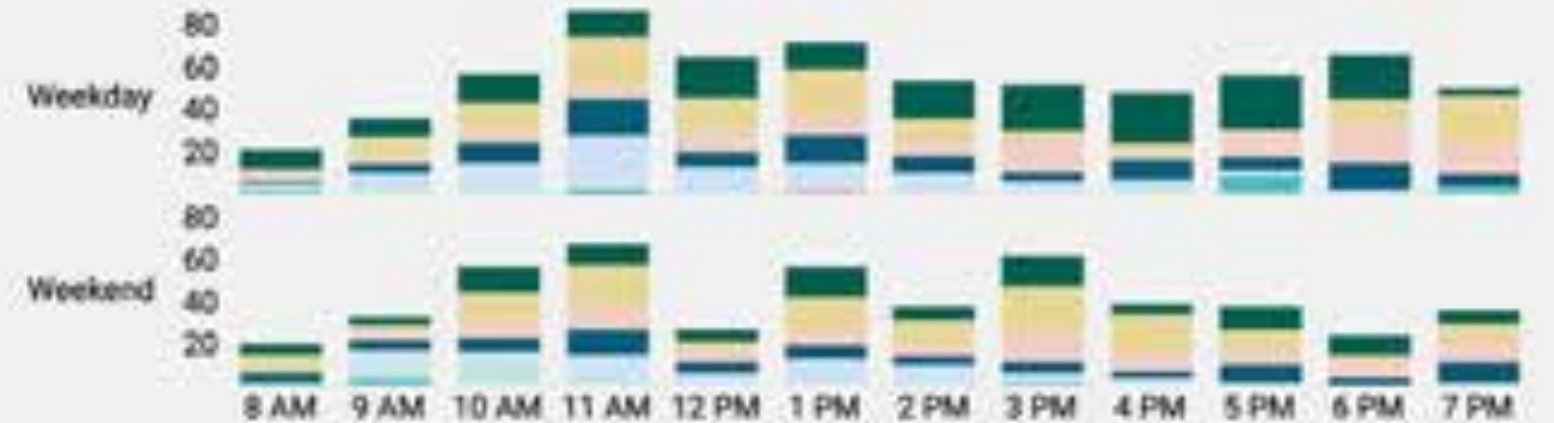


1,040 observations

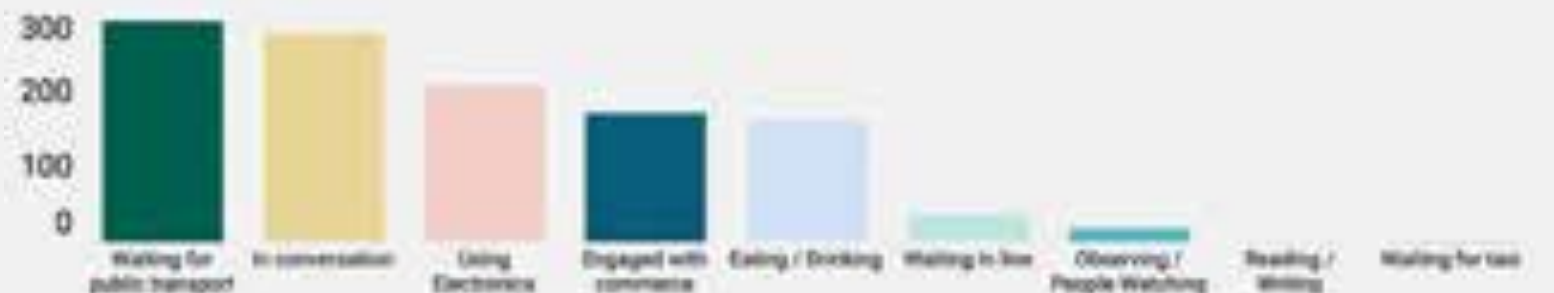
- Waiting for public transport
- In conversation
- Using Electronics
- Engaged with commerce
- Eating / Drinking
- Waiting in line
- Observing / People Watching
- Reading / Writing
- Waiting for taxi



Stationary flow count



What are visitors doing?



Public Life: Clayton

Clayton Road

Other Findings

Underutilization at the northern and southern End of Clayton Road:

- The northern end closest to the existing train station has only 12% of all stationary activities. Here the footpaths are the narrowest and there are few to no invitations to stay

Amongst those that are staying, the most common posture is standing, and only for a brief time.

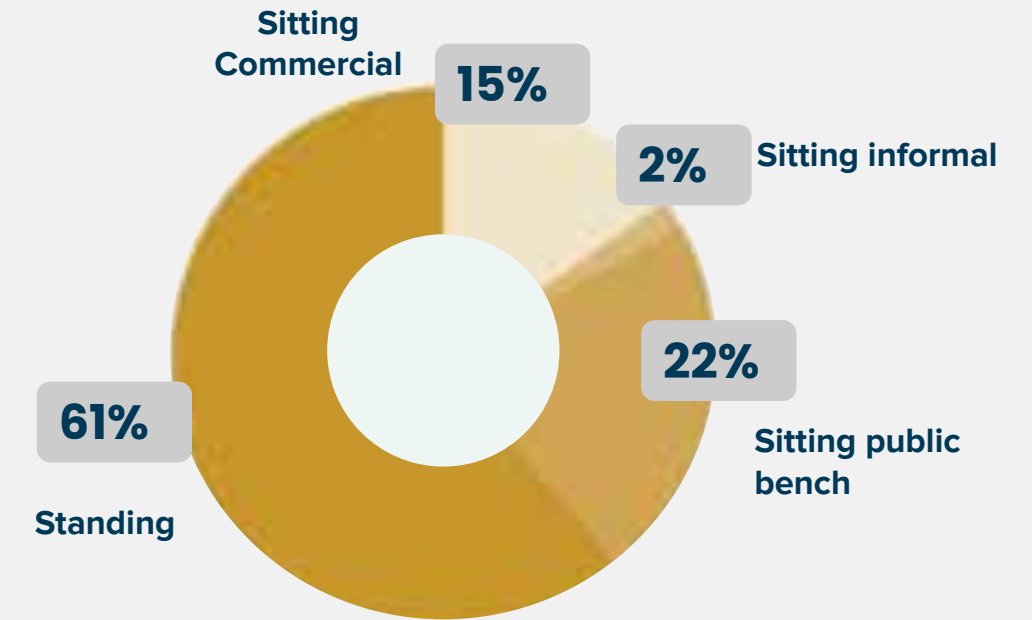
- 2/3 of all people staying in Clayton Road are standing, indicating that usage of the space is rather short. However the high number of public seating options (especially in the center of Clayton Road are being used to a high extend)

Eastern side of Clayton Road has slightly more usage

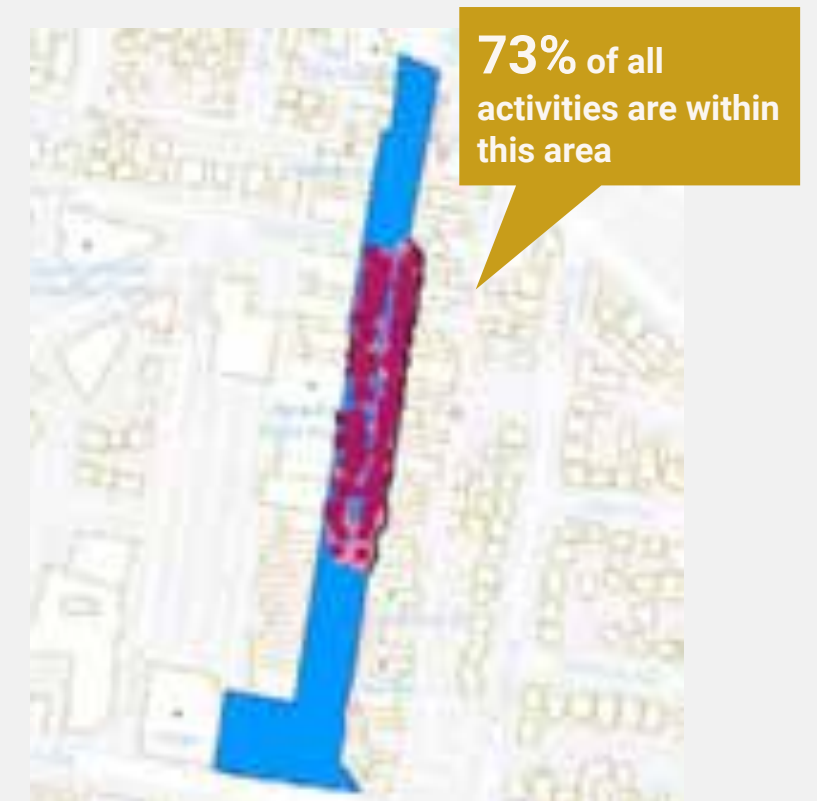
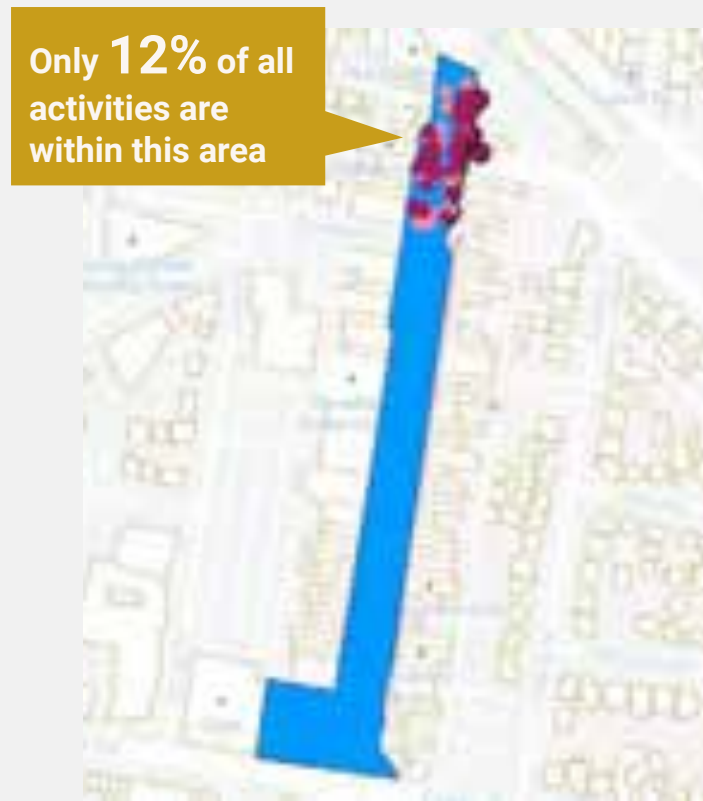
- The eastern side of Clayton Road was observed to be significantly more attractive, despite (or perhaps explained by) the fact that there is a higher concentration of car parking spaces and public institutions on the western side

Count chart

1,040 observations



Hot Spots



A sepia-toned photograph of a street scene. In the foreground, a road with white dashed lines leads towards a large, curved concrete structure that appears to be a train station forecourt. A traffic light is visible on the left side of the road. In the background, there are buildings, trees, and a speed limit sign with the number 40. The overall atmosphere is urban and modern.

Clayton Station Forecourt

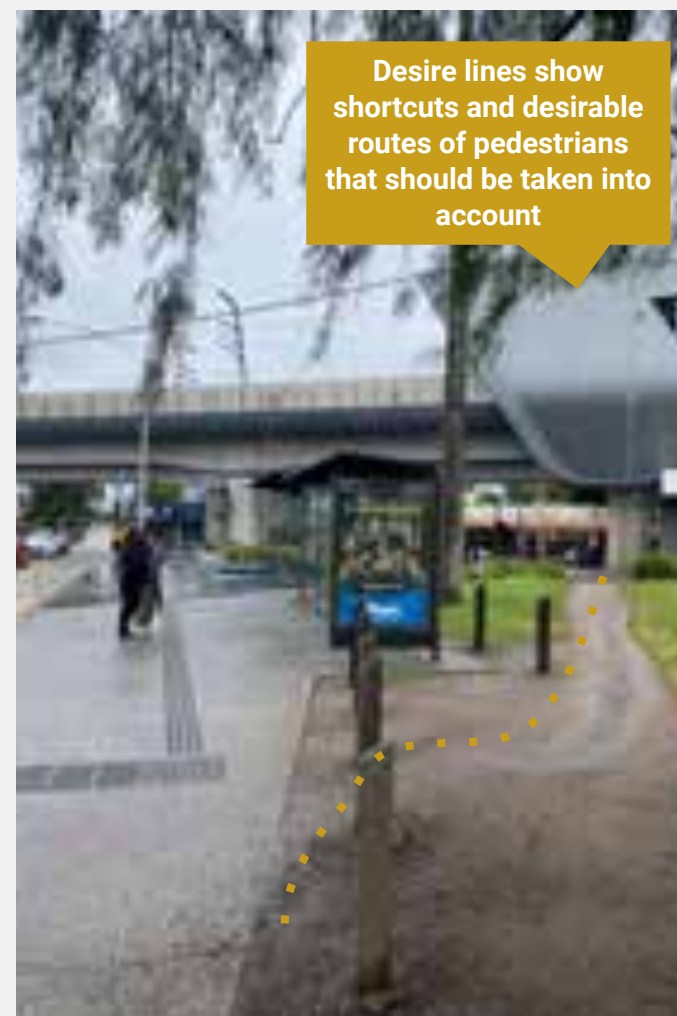
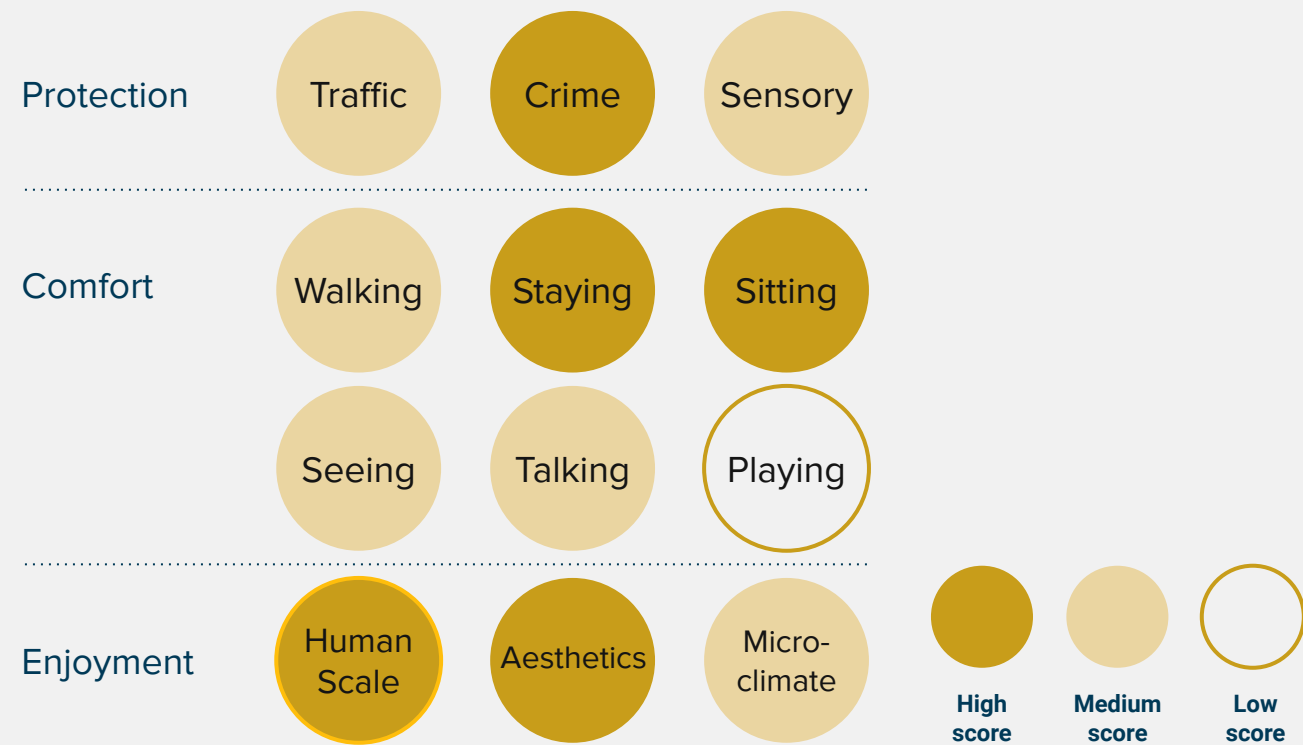
Public Space Qualities: Clayton

Station Forecourt

A new station forecourt that invites people to meet and stay for a moment

- The newly designed station forecourt has undergone substantial upgrades
- There is still room for improvement regarding accessibility for pedestrians

Public Space Qualities



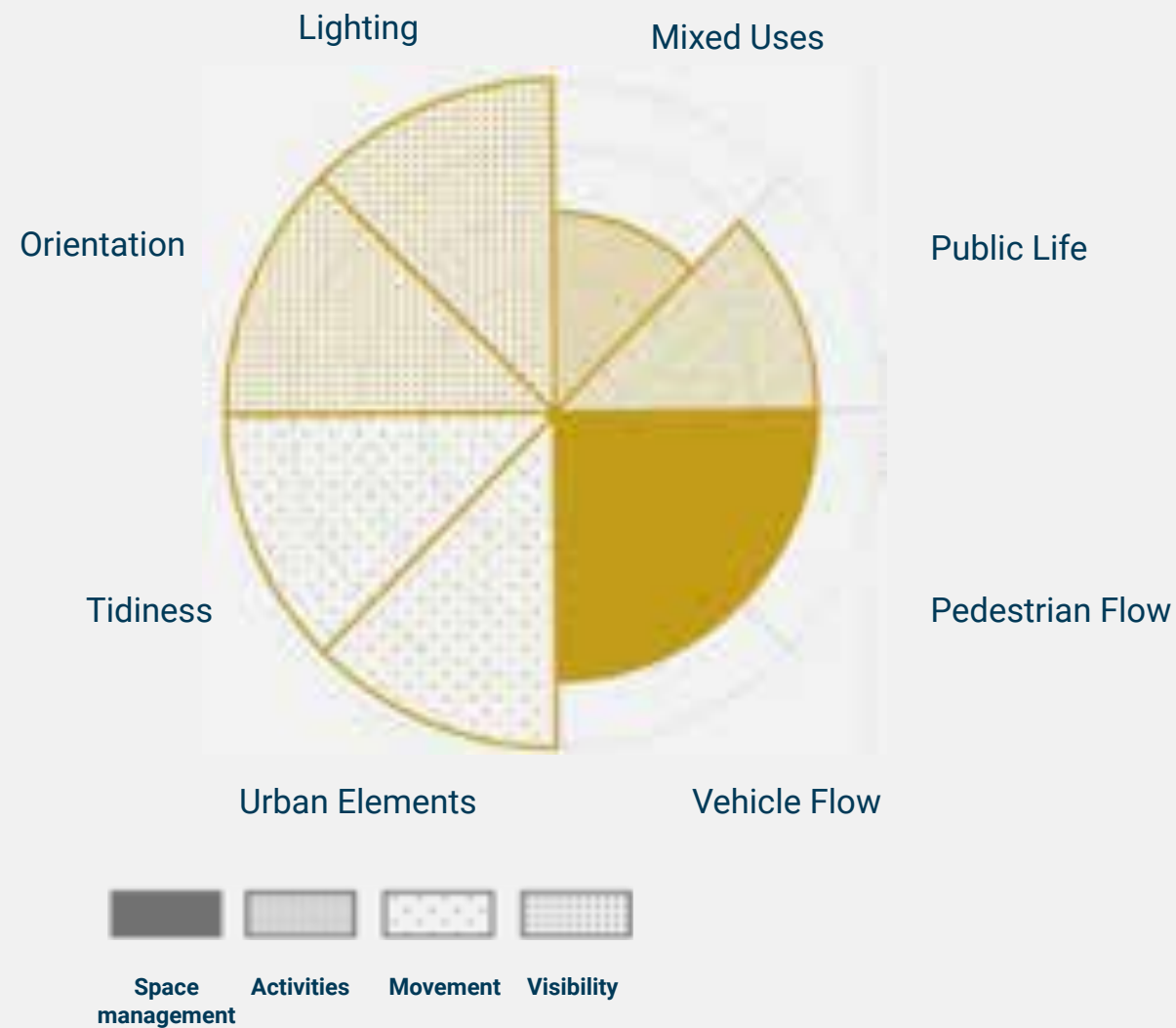
Safety Index: Clayton

Station Forecourt

Safety Index

Well lit, public and tidy, with lots of life and movement of people and vehicle make the forecourt a safe space

Safety Index



Public Life: Clayton

Station Forecourt

Age Demographics

Who is using Clayton station forecourt?

- The predominant age group using the forecourt of Clayton Station was observed to be 15-24 year olds. 40% of all users are in this group of teenagers and young adults, although only 19% of residents are in this age group
- University functions in the precinct are visible in the usage pattern of the station forecourt
- No children were observed to be using this space

Usage throughout the day:

- Weekdays are a bit more busy than weekends
- Peak hour on all days at the station forecourt is the late afternoon/early evening

285 observations

Weekday	166
Weekend	119



Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Clayton

Station Forecourt

Gender Demographics

Who is using the station forecourt?

- 55% of observed users are female
- The Clayton station forecourt has the highest share of women in public of all spaces studied in the precinct. This tendency could reflect the gender split of public transport riders and/or a perception of safety of the forecourt

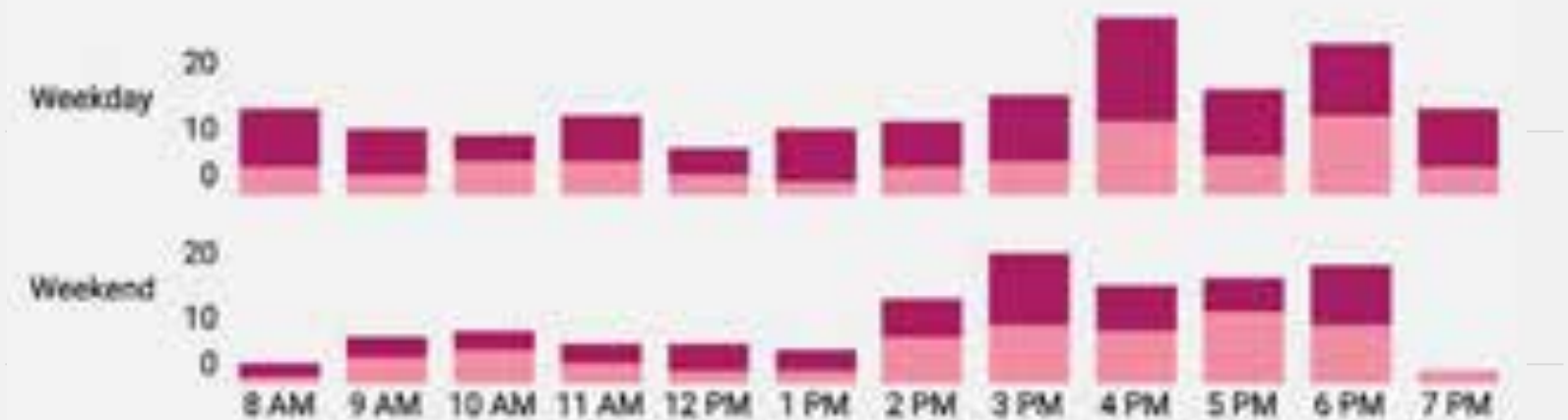
285 observations

Weekday	166
Weekend	119

Female
Male



Stationary flow count

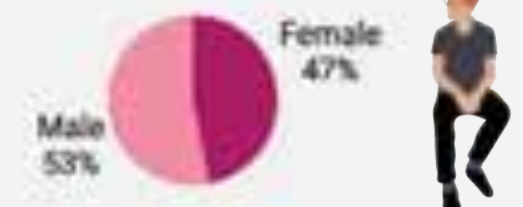


Demographics

Users



Neighbouring residents



Public Life: Clayton

Station Forecourt

Activities

What are they doing?

- There was a low diversity of activities observed
- The station forecourt is predominantly a transit hub for people interchanging between train and bus
- Most people are waiting for public transport or using electronics
- A small share is in conversation
- The southern part of the station forecourt is not used at all, there are no invitations for public life

Compare to station forecourt in
Glen Waverley? (page 159)

Click here



285 observations

- Waiting for public transport
- Using Electronics
- In conversation
- Residing in public space
- Eating / Drinking



Stationary flow count



What are visitors doing?



Public Life: Clayton

Station Forecourt

Other Findings

High number of people sitting and using public benches

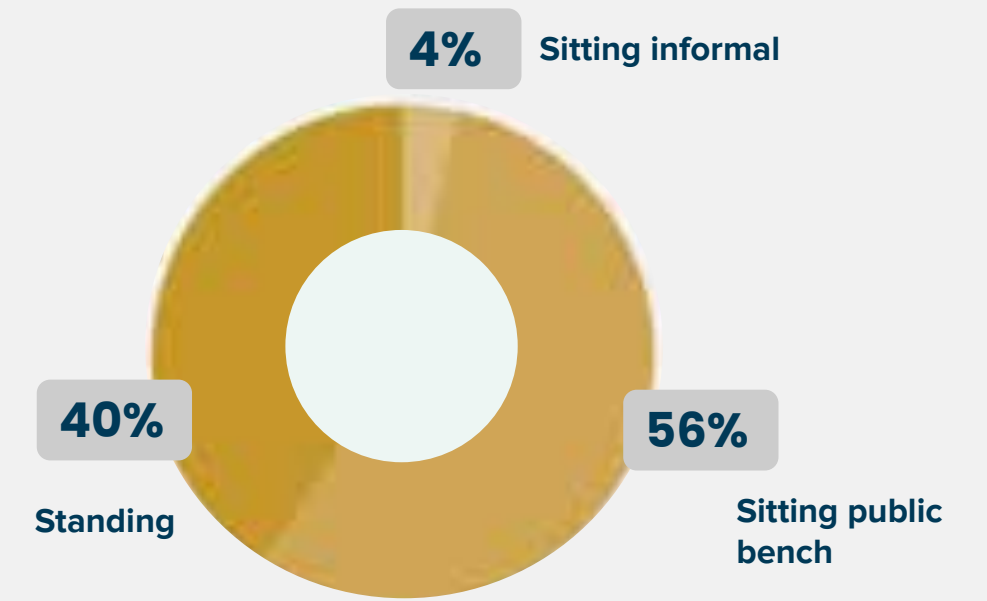
- There are lots of seating options in the station forecourt, which are observed to be very popular

The southern station forecourt is underutilised

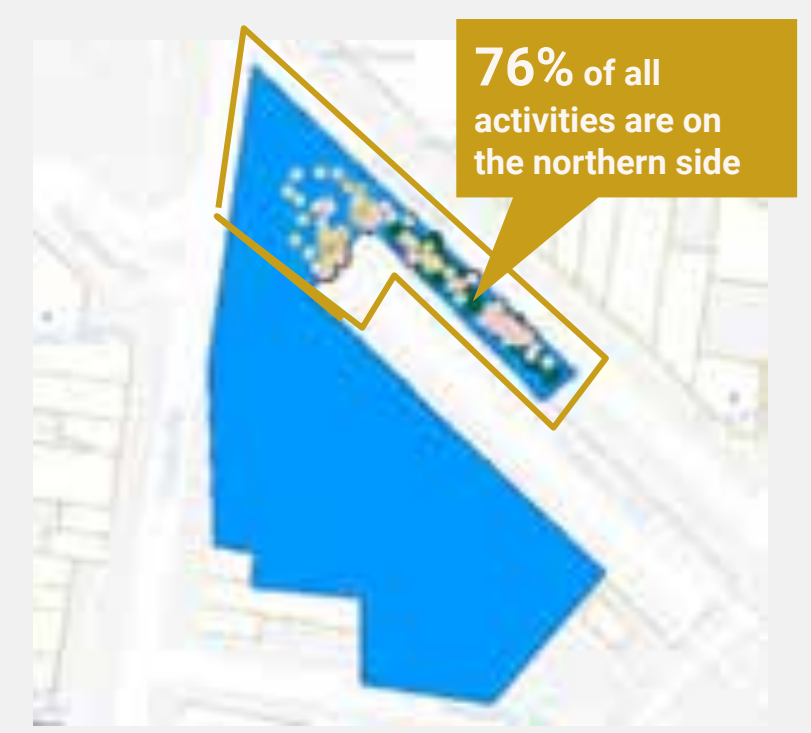
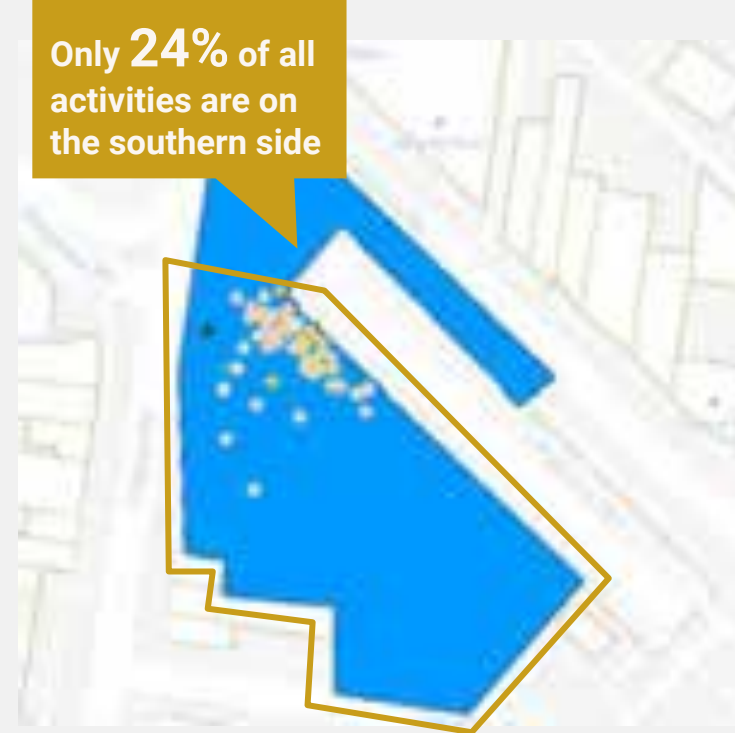
- There are very few activities in the southern station forecourt and there are no invitations or infrastructure that invite people to stay and use the area. This creates an experience of a deserted and unsafe space

Count chart

285 observations



Hot Spots



A sepia-toned photograph of Clayton Remembrance Gardens. The scene features a large tree on the left, a long wooden bench in the center, and a smaller wooden bench with armrests on the right. In the background, a road with parked cars is visible, and a utility pole stands on the far right. The ground is covered with fallen leaves.

Clayton Remembrance Gardens

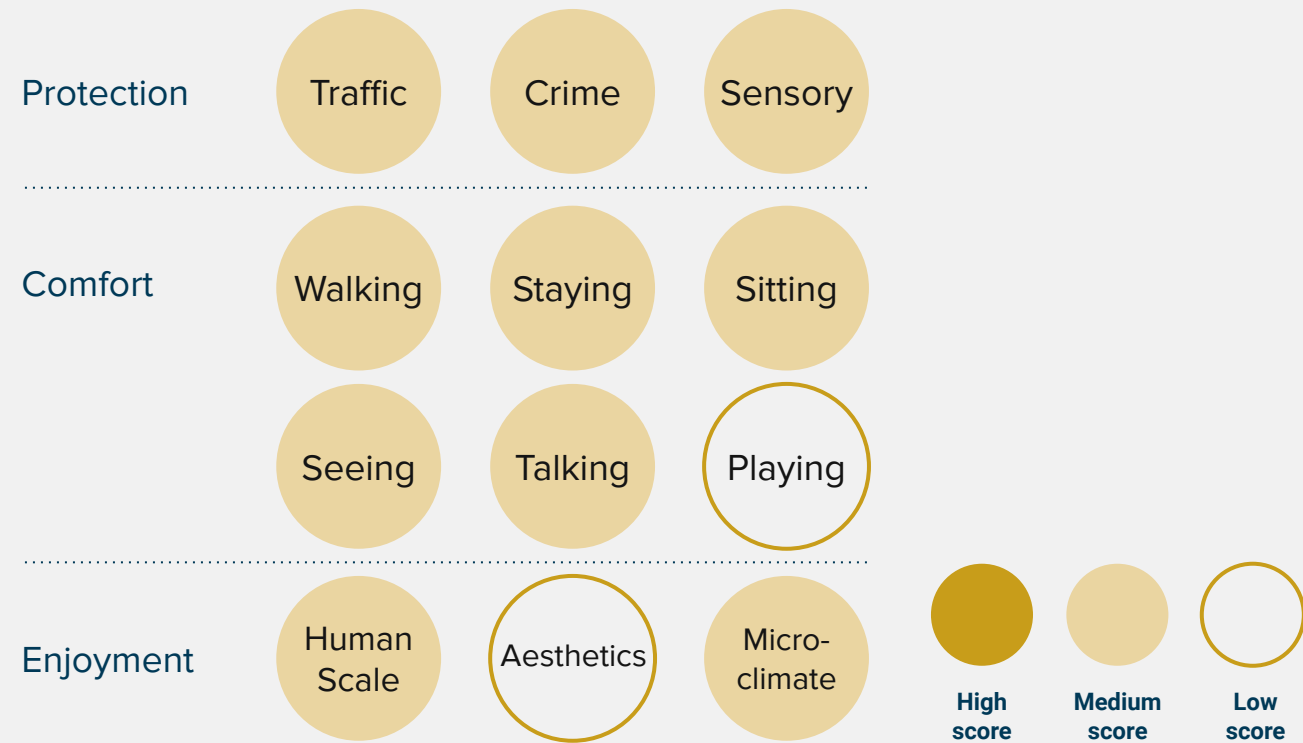
Public Space Qualities: Clayton

Remembrance Gardens

A small green space with little to offer and fragmented by road space

- No user group-specific invitations to use the park (i.e play, exercise, dog run etc.)
- High rate of impermeable surfaces and parking spaces surrounding the park

Public Space Qualities



Public Life: Clayton

Remembrance Gardens

Movement Counts

Who is moving along Remembrance Gardens?

- Along Clayton Road, right next to Remembrance Gardens, both stationary and movement counts were conducted. The results give valuable insights into which user groups are moving through and which user groups are staying
- There is four times more movement on the southern part of Clayton Road than on the northern part of Clayton Road, north of the station and Carinish Road
- Remembrance Gardens had the lowest “stickiness factor” of all public spaces observed. Only one single person, out of the 171 people observed along Clayton Road chose to spend time in Remembrance Gardens

Count overview

2,736 counts

16 stationary observations

1 person out of 171 moving past Remembrance Gardens stay

Movement flow count

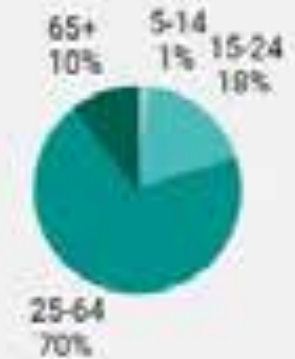


Demographics of people moving

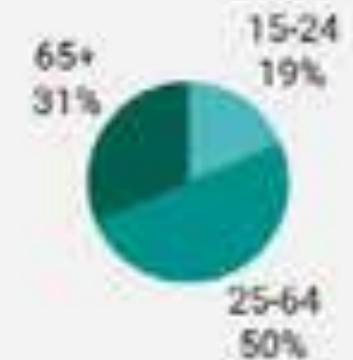
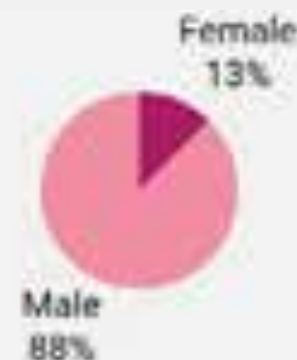
Gender



Age:



Demographics of people staying



Public Life: Clayton

Remembrance Gardens

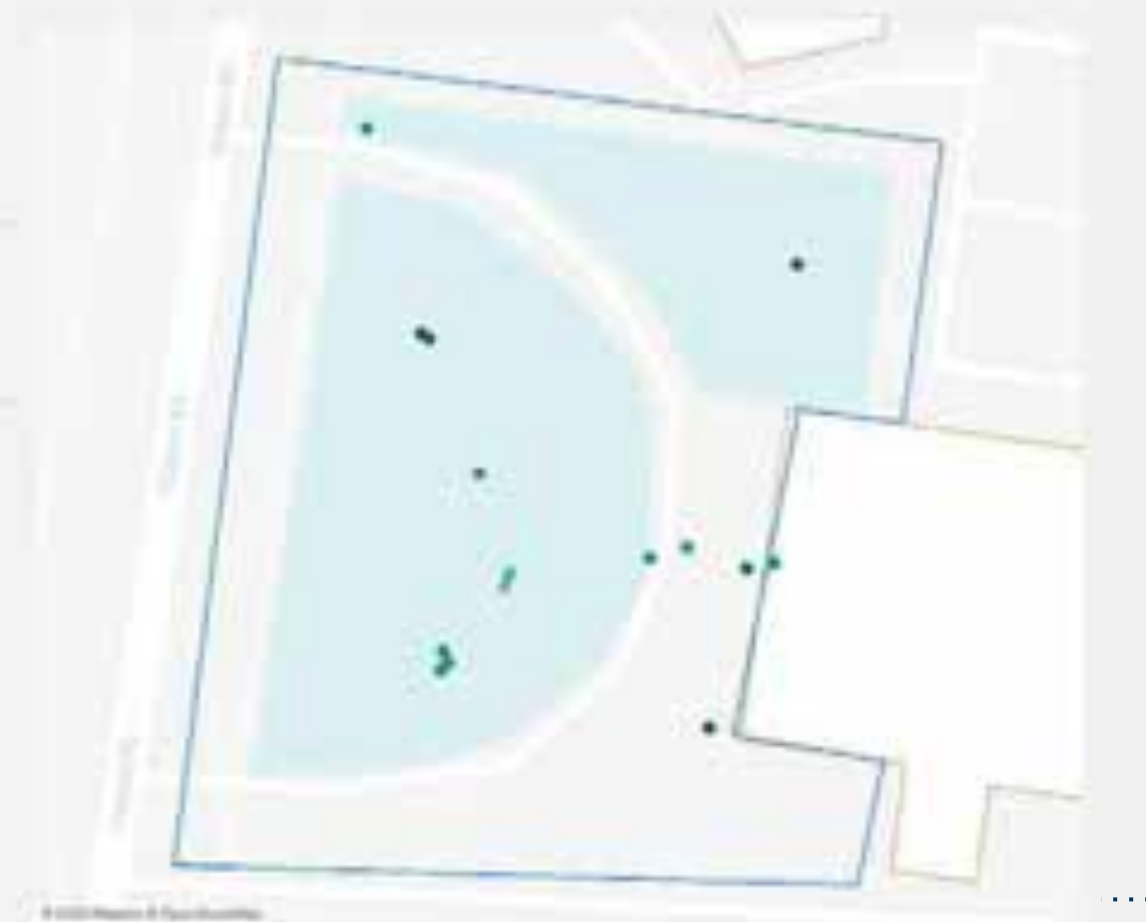
Age Demographics

Who is using the Remembrance Gardens?

- Remembrance Gardens has very low usage, only 12 people were observed during weekdays and 4 on the weekend, despite the garden being adjacent to important and prominent public institutions like the Clayton Hall and St. Peter's Parish Church
- There is no specific age group that predominantly uses Remembrance Gardens

16 observations

Weekday	12
Weekend	4

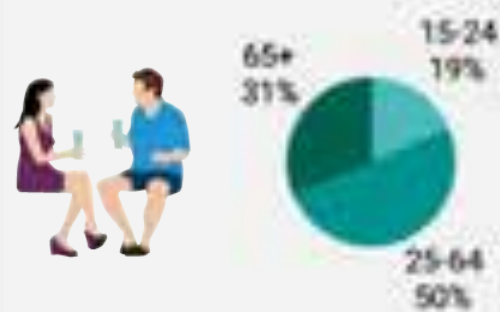


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Clayton

Remembrance Gardens

Gender Demographics

Who is using the Remembrance Gardens?

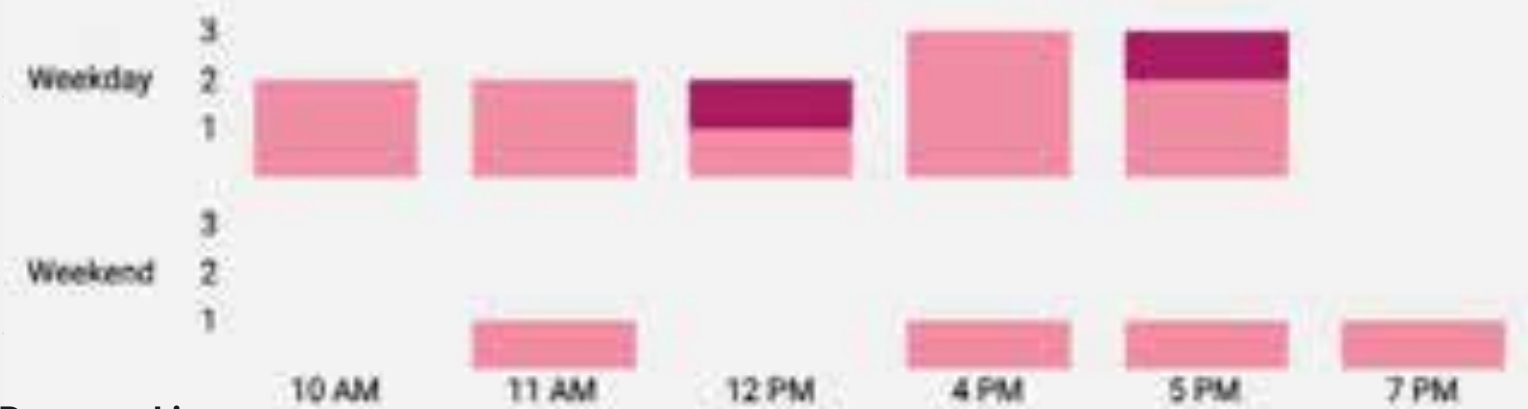
- 88% of people observed using the space were men
- This observation does not correspond to the gender split of the neighbouring residents

16 observations

Weekday	12
Weekend	4

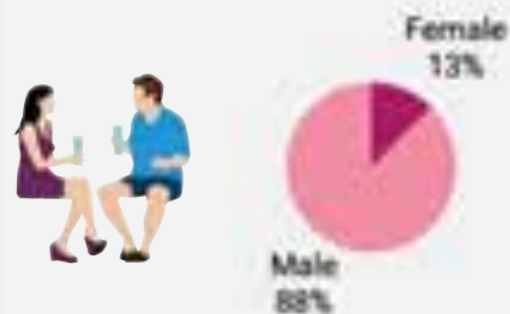


Stationary flow count

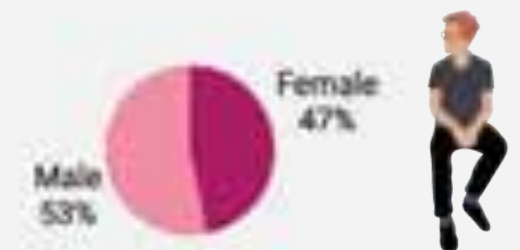


Demographics

Users



Neighbouring residents



Public Life: Clayton

Remembrance Gardens

Activities

What are they doing?

- Low diversity of activities
- There are no invitations to use the space in more diverse ways
- The provided seating options are used by half of the people staying in the park

16 observations

- In conversation
- Observing / People Watching
- Using Electronics



Stationary flow count



What are visitors doing?



Clayton Carinish Road

Walkability Score: Clayton
Carinish Road

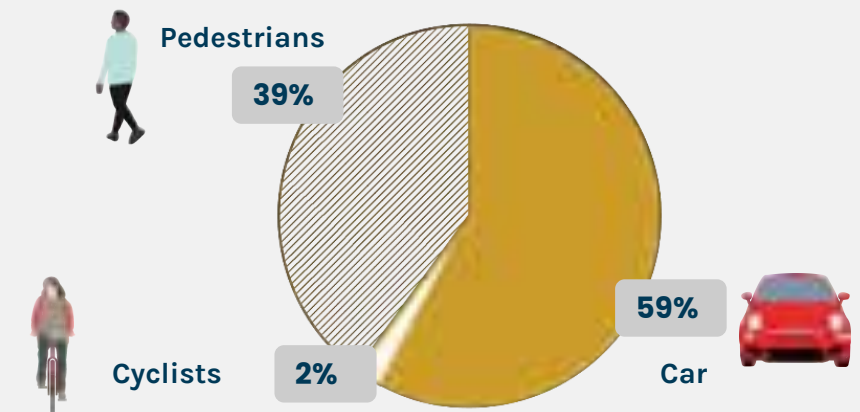
Recent improvements along the road have increased the quality of walking and staying along Carinish Road, however there is still room for improvement

Walkability Score



Carinish Road already has relatively high pedestrian traffic. There is a large potential to increase the bicycle traffic by giving more space and infrastructure to cyclists.

Traffic counts Carinish Road

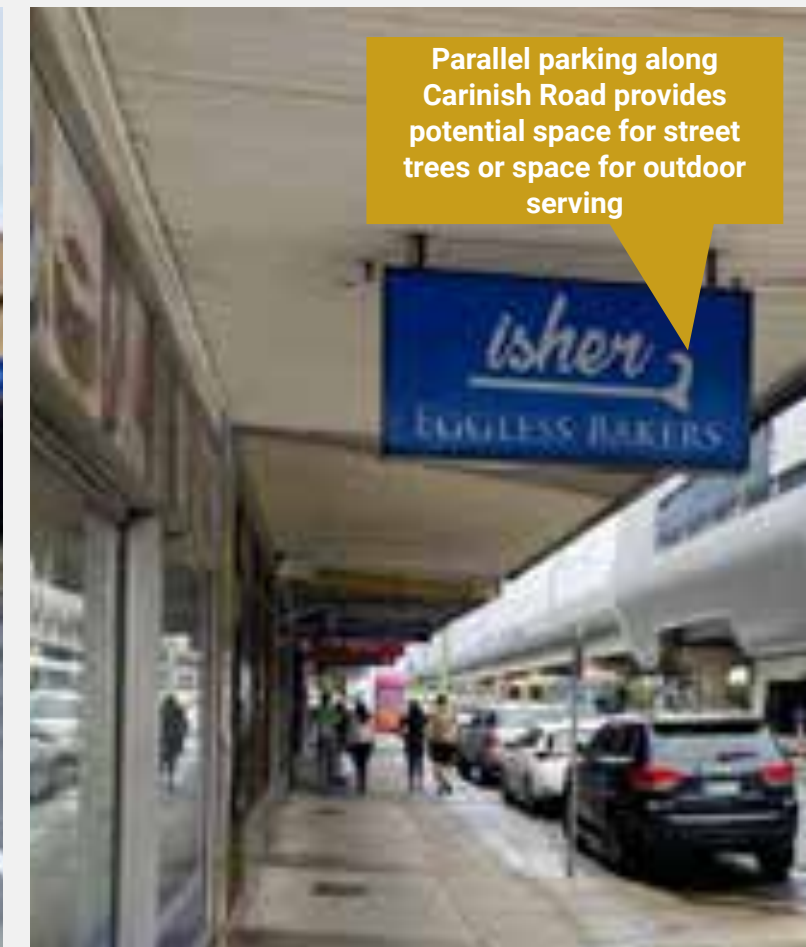


Walkability Score: Clayton

Carinish Road

A car centric arterial road that cuts the precinct in half

- The newly designed Djerring Trail along the train line provides new public space with great invitations to stay, move and play
- However the park is difficult to access - there are few crossing options and no traffic calming measures along Carinish Road
- The surrounding road space of Haughton Road and Carinish Road has a high rate of sealed surfaces missing greenery and few social spaces
- There is significant potential to densify and diversify the building volume along Carinish Road as well as traffic calm the street to integrate the linear park better with its surroundings



Clayton Fregon Reserve

Public Life: Clayton

Browns Road

Movement Counts

Who is moving along Browns Road?

- Browns Road is an important access street serving Fregon Reserve
- Browns Road runs parallel to, and east of Clayton Road, being the direct connection between Monash University in the north, Fregon Reserve and the commercial center around Clayton Road
- With a stickiness number of lower than 1 person out of 6 walking on Browns Road staying in Fregon Reserve, it is likely that people using the space are using other modes and routes to access Fregon Reserve
- The demographics of people moving along Browns Road and users of Fregon Reserve do not correspond. 20% of users of Fregon Reserve are children up to 14 years, but only 6% of people moving along Browns Road are in this age group, indicating that Browns Road is not an attractive or safe route for families walking with children

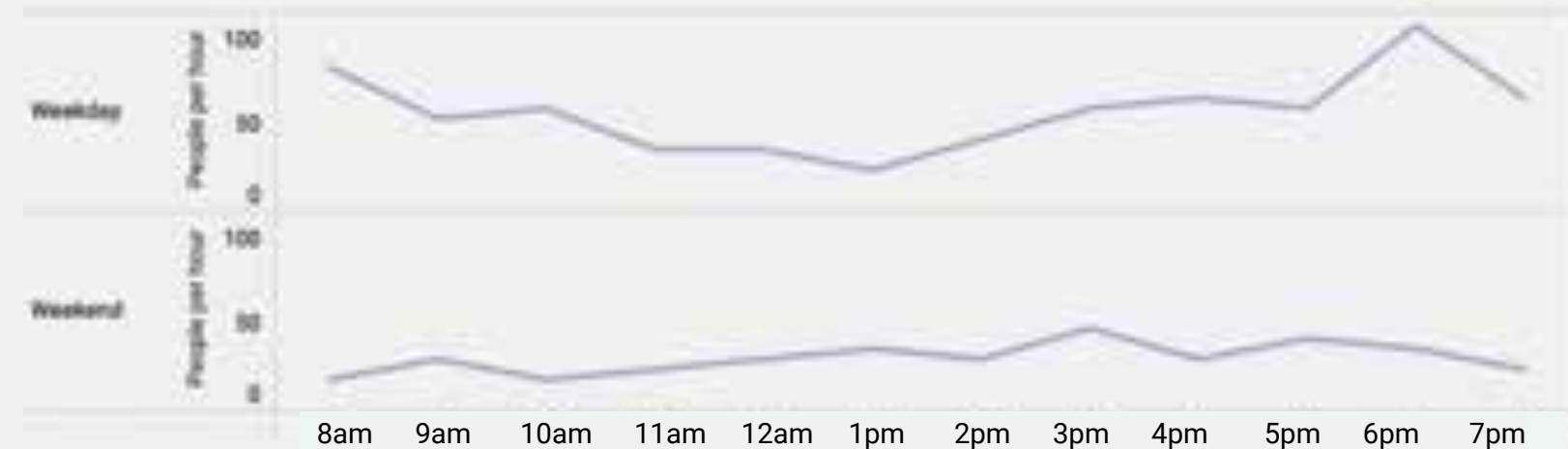
Count overview

1,062 counts

293 stationary observations

1 person out of 4 stay in Fregon Reserve, likely hinting that there are other ways and modes to access Fregon Reserve

Movement flow count



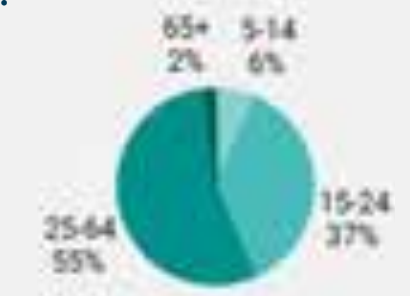
Demographics of people moving



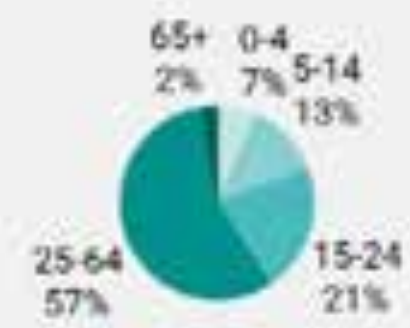
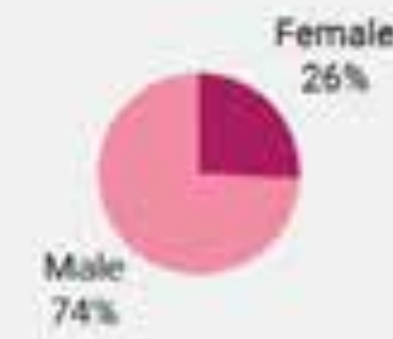
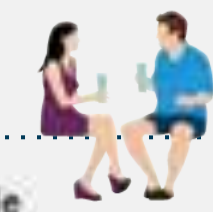
Gender



Age:



Demographics of people staying



Public Life: Clayton

Fregon Reserve

Age Demographics

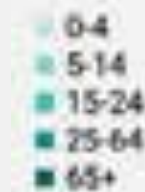
- Fregon Reserve is a large public space north-west of Clayton Station with a pavilion, picnic area, BBQ, drinking fountain, and playground with slides, swings, monkey bars and other climbing equipment
- The park is the largest public space in the entire precinct

Who is using Fregon Reserve?

- The predominant age group using Fregon Reserve is 25 - 64 years old, at 57%
- However, 20% of users are children, and 21% are teenagers and young adults
- Almost no seniors were observed to be using the space
- The demographics of the neighbouring residents shows less children than the user groups observed in the park, indicating that many of the observed families are traveling from further afield

206 observations

Weekday	108
Weekend	98



Stationary flow count

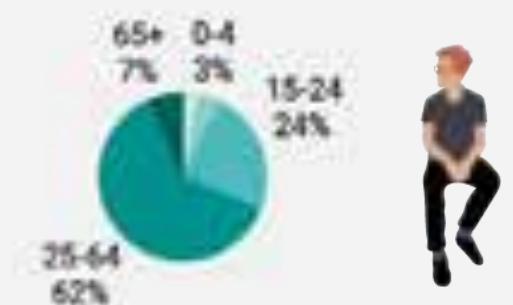


Demographics

Users



Neighbouring residents



Public Life: Clayton

Fregon Reserve

Gender Demographics

Who is using Fregon Reserve?

- Fregon Reserve is predominantly used by men, presumably using the sports equipment of the park, in stark contrast to the 25% women to be observed spending time in the park
- This does not correspond with the gender split of the residents around the area

Usage throughout the day:

- Weekday counts were a little bit busier with a peak in the after work hours after 4pm
- Very low usage in the morning and midday

206 observations

Weekday	108
Weekend	98

Female
Male

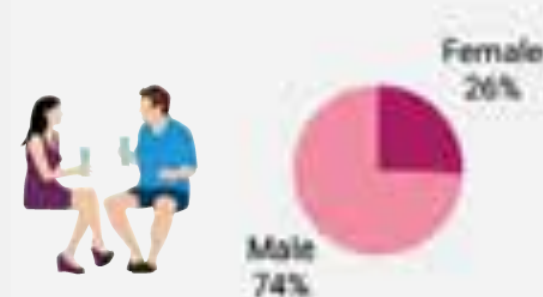


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Clayton

Fregon Reserve

Activities

What are they doing?

- The most common activity in the park is play, in particular centered around the playground in the south-east corner
- Considering the size of Fregon Reserve, there are very few invitations and infrastructure for other recreational activities
- Currently, it seems that Fregon Reserve is predominantly used for the playground, in particular after working hours
- Additional infrastructures inviting for exercise, eating etc. could diversify the activities and user groups of the Reserve

206 observations

- Play
- Using Electronics
- Taking care of child/children
- In conversation
- Exercise
- Eating / Drinking
- Observing / People Watching



Stationary flow count



What are visitors doing?



Public Life: Clayton

Fregon Reserve

Other Findings

High number of informal sitting:

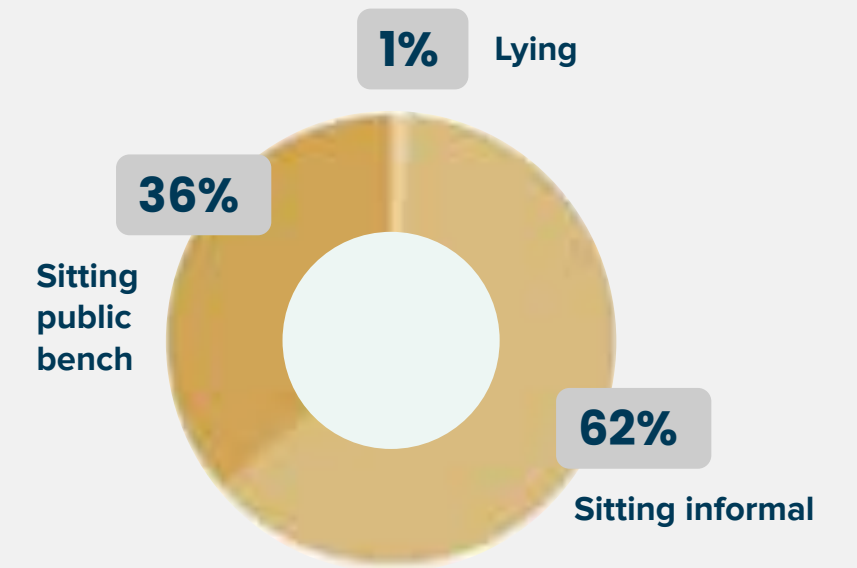
- There are lots of people sitting informally on the grass (also in the area of the playground), suggesting that there is a lack of seating options

Activities are clustered around the playground

- The activities are clustered around the playground in the south-east corner of Fregon Reserve
- The northern part is heavily underutilised with very little to offer for people to play, sit, talk or exercise

Count chart

206 observations



Hot Spots



Clayton Meade Reserve

Public Life: Clayton

Meade Reserve

Age Demographics

- Meade Reserve's sporting precinct has cricket nets, a Football oval, a pavilion and a playground with different play equipment
- The Reserve is the largest public space in the precinct core

Who is using Meade Reserve?

- Meade Reserve has a very young user group, 57% of all users are below 25 years old
- No seniors were observed to be using the park, which does not correspond to the neighbouring residents demographics

Usage throughout the day

- There is no usage observed during weekday mornings (usually the peak time for seniors using public spaces)

293 observations

Weekday	107
Weekend	186

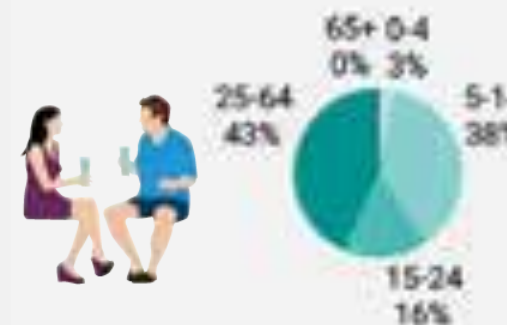


Stationary flow count

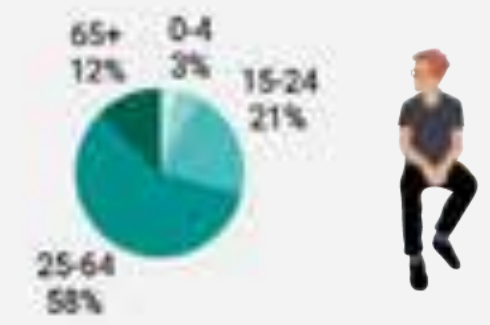


Demographics

Users



Neighbouring residents



Public Life: Clayton

Meade Reserve

Gender Demographics

Who is using Meade Reserve?

- Meade Reserve is predominantly used by men, 85% of users are male which is not corresponding with the gender split of the neighbouring residents
- Recreational infrastructure and activity options of the Reserve seem cater to men, with little option designed to invite women and girls
- Peak times are weekday evenings (practice times) and weekend mornings (game times) showing the main purpose of the public space as a football oval

293 observations

Weekday	107
Weekend	186

Female
Male
Unknown

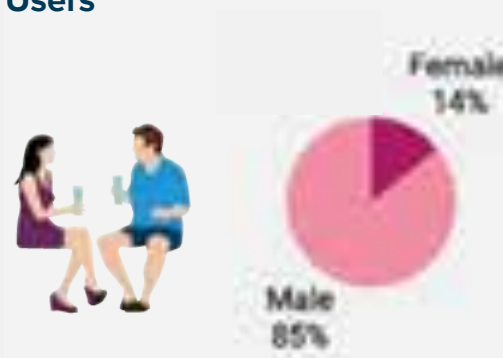


Stationary flow count

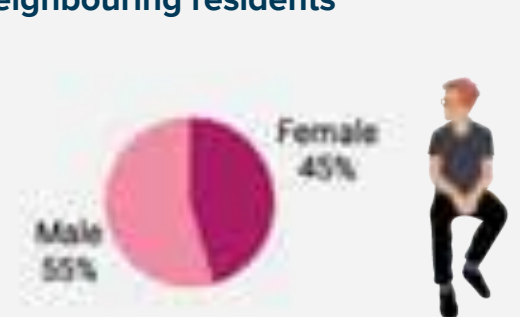


Demographics

Users



Neighbouring residents



Public Life: Clayton

Meade Reserve

Activities

What are they doing?

- There was a low diversity of activities observed
- Meade Reserve is primarily a football oval with cricket nets and a playground in the north-west corner, therefore the activities observed are dominated by these functions
- Around half of the users are playing, the other half is watching while also conversing or looking at their phones
- There is a large potential to activate the space further by offering invitations for instance for seniors (that live in close proximity)

293 observations

- Play
- Observing / People Watching
- In conversation
- Using Electronics
- Exercise
- Taking care of child/children



Stationary flow count



What are visitors doing?



Public Life: Clayton

Meade Reserve

Other Findings

Almost nobody is sitting down:

- 44% of all users observed were watching the sporting activities, but only 13% of these spectators were sitting down, indicating that there could be a lack of seating options to watch the athletes

Two hot-spots, both connected to play and sports:

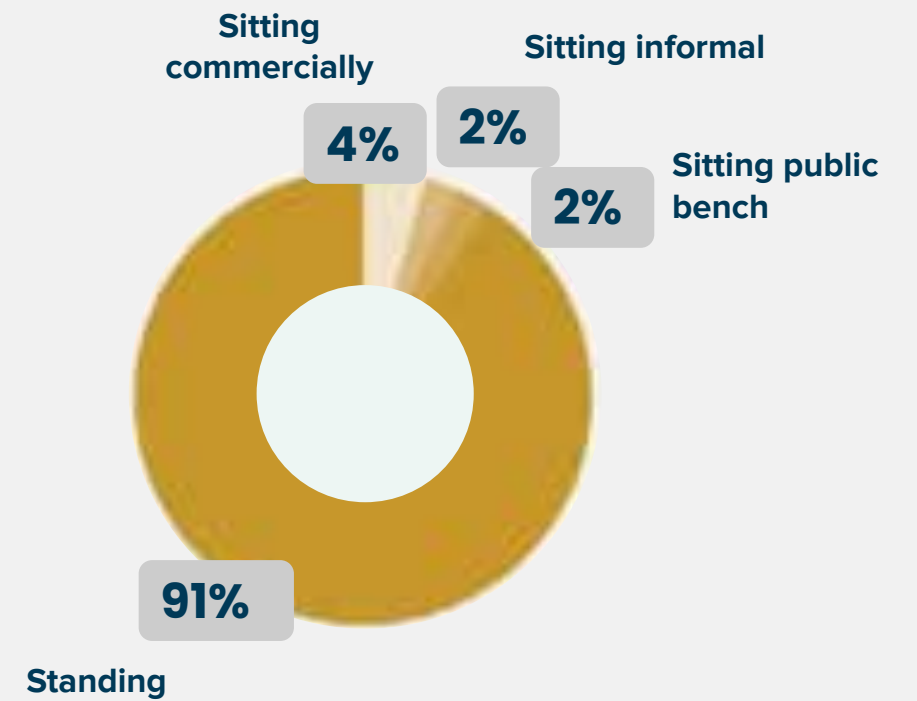
- The two hot-spots at Meade Reserve are the pavillion close to the Football oval (with 53% of all activities) and the cricket nets in the south-west corner of the Reserve with 33% of all activities
- The remaining activities are at the playground in the north-west corner of the Reserve

Underutilised Easter side of Meade Reserve:

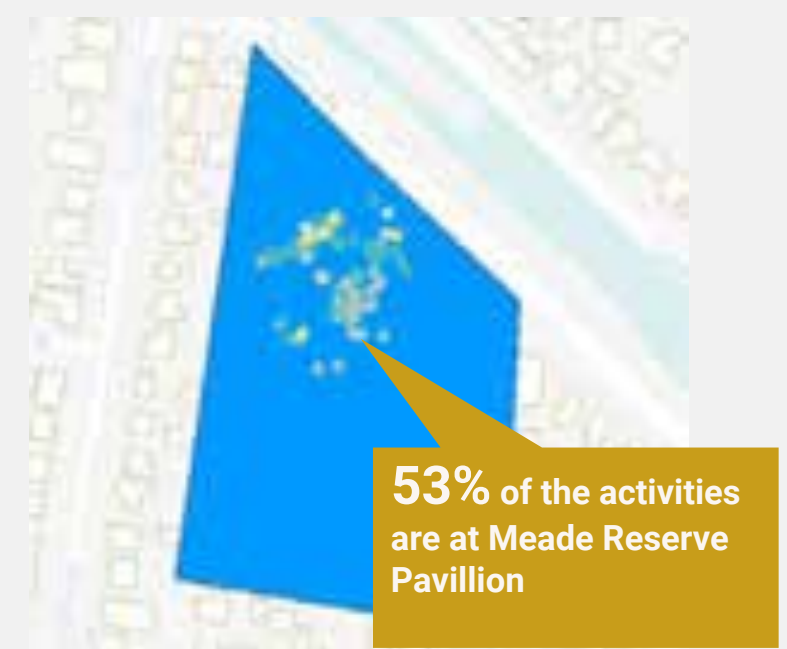
- There is little to no activities in the eastern part of the reserve

Count chart

293 observations



Hot Spots



A sepia-toned photograph of a road intersection. The image shows a road curving to the left in the foreground, with a crosswalk and a 'NO ENTRY' sign on the right. In the background, there are trees, utility poles with power lines, and a few cars. The overall scene is a suburban or rural street intersection.

Clayton Wellington Road & Princes Highway

Walkability Score: Clayton

Wellington Road & Princes Highway

The lowest possible score in terms of walkability. In other words a nightmare for pedestrians and cyclists

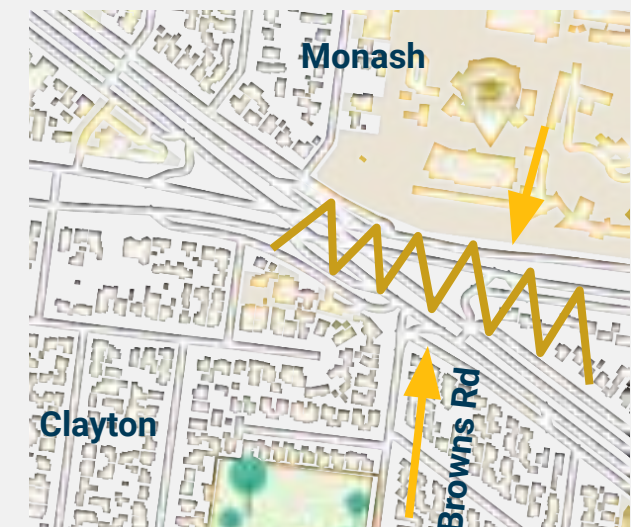
Walkability Score



The northern end of Browns Road meets Princes Highway. From here pedestrians and cyclists are lost.

A missing link between Clayton and Monash

- The pedestrian trajectory between Browns Road and Innovation Walk is missing a safe connection.
- This is substantial missing link between the important educational and medical functions which increases the car-dependency in both precincts



Precinct

Cheltenham

7.1 Precinct Profile

7.2 Public Space

7.3 Public Life

- **Sir William Fry Reserve**
- **Southland Station Forecourt**
- **Bus Interchange Karen Street**
- **Bay Road**
- **Highbett Road**
- **Nepean Highway**
- **Lyle Anderson Reserve**
- **Jean Street Playground**



Precinct Profile Demographics

Cheltenham

A family dominated precinct

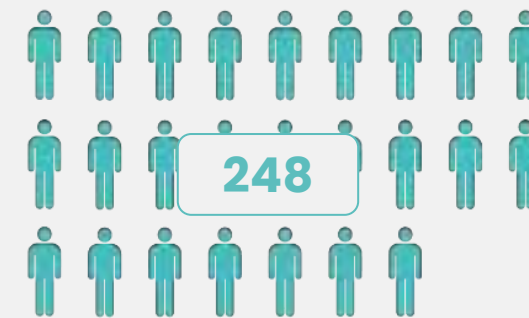
- Cheltenham is the precinct with the second lowest population
- The tree-shaped demographic pyramid shows the age group between 25-54 is the largest in the precinct along with young children
- The majority (53%) of residents have European ancestry while only 6% have Asian ancestry which is the lowest of all precincts

46% = Greater Melbourne average population under 35

498 = Melbourne average population density per km²



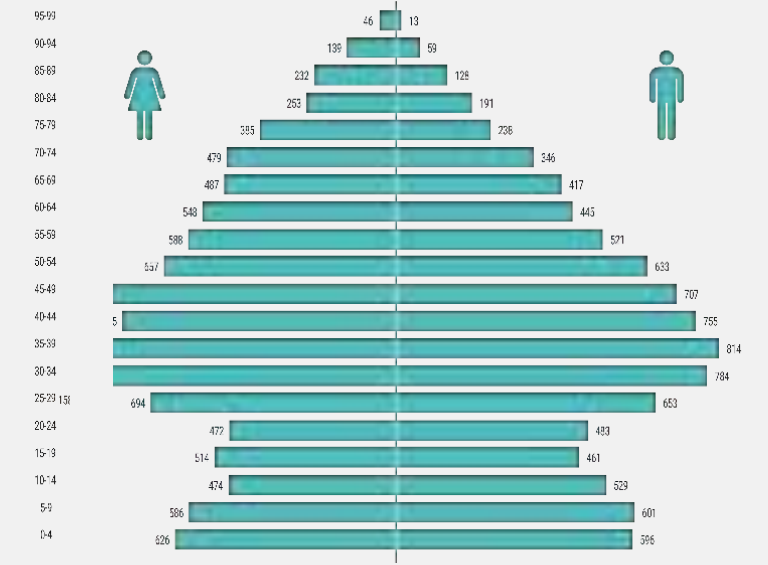
Source: ABS 2021 Census



= Average population density per km²

19,948 residents

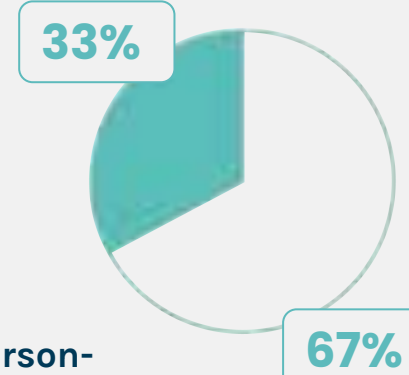
Source: ABS 2021 Census



Lots of families with young children

43% under 35

Source: ABS 2021 Census



single-person-household

2+ people household

Single household dominated

7,882 households

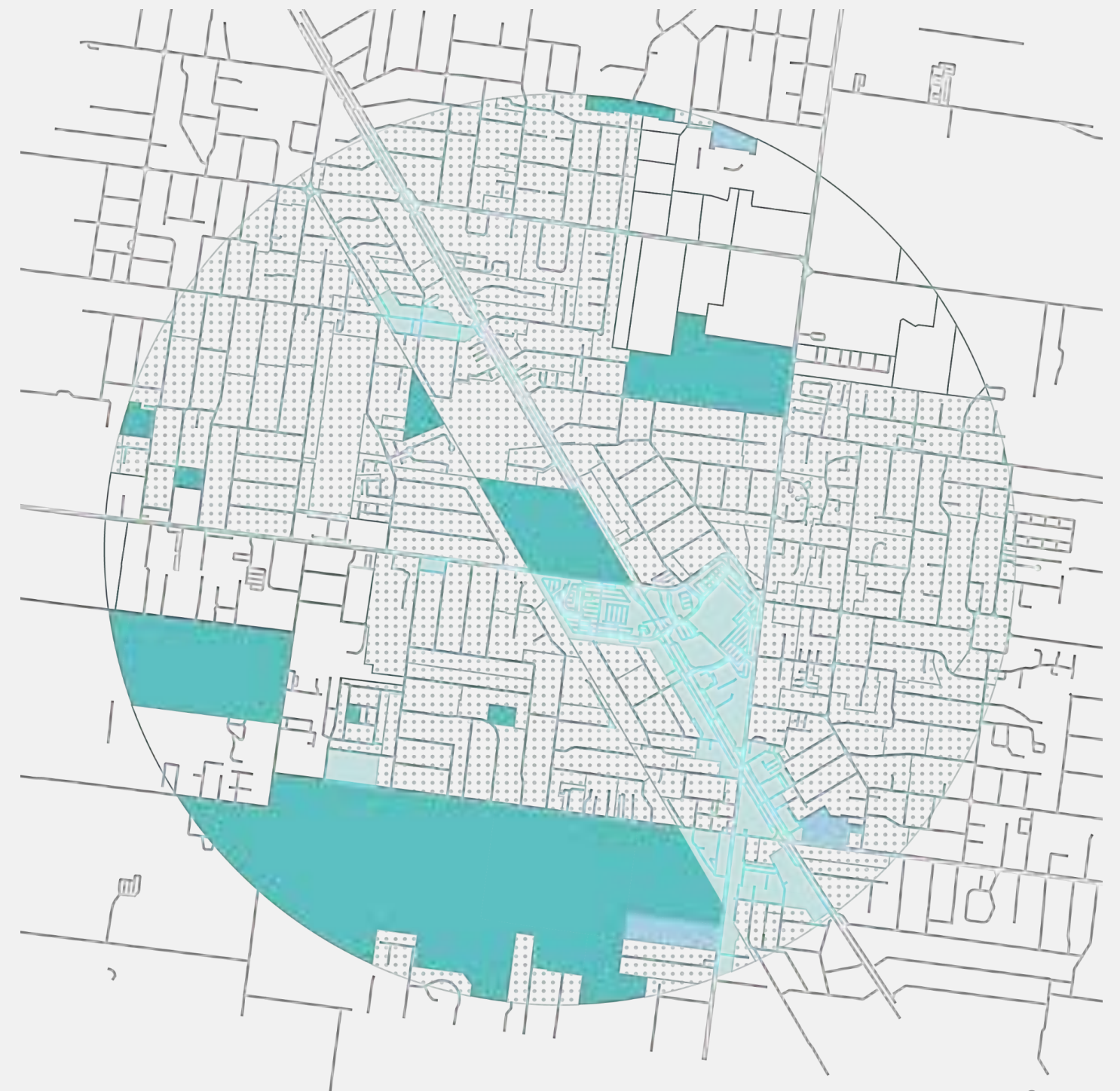
Source: ABS 2021 Census

Precinct Profile Landuse

Cheltenham

A mostly residential precinct with parkland and industrial land use at the edges and a large scale shopping centre in its core

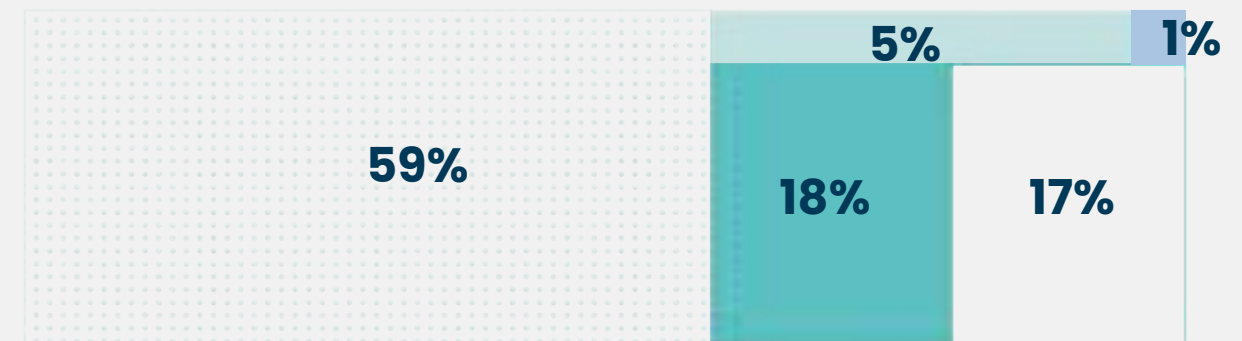
- 59% of all land use in the precinct is residential which consists predominantly of single-family detached houses
- The precinct core is characterised by the large scale Southland Shopping Centre, however Cheltenham also has two high streets, Hihett Road in the north and Charman Road in the south, all connected with the existing transit connection (Frankston Railway Line)
- The southern edge of the precinct is characterised by large golf-courses that are not public to the public, therefore they are not considered as public public space
- Larger industrial areas can be found in the north-east and west of the precinct



Source: ABS 2021 Census

Land Use

- Residential
- Educational
- Commercial
- Parkland
- Industrial



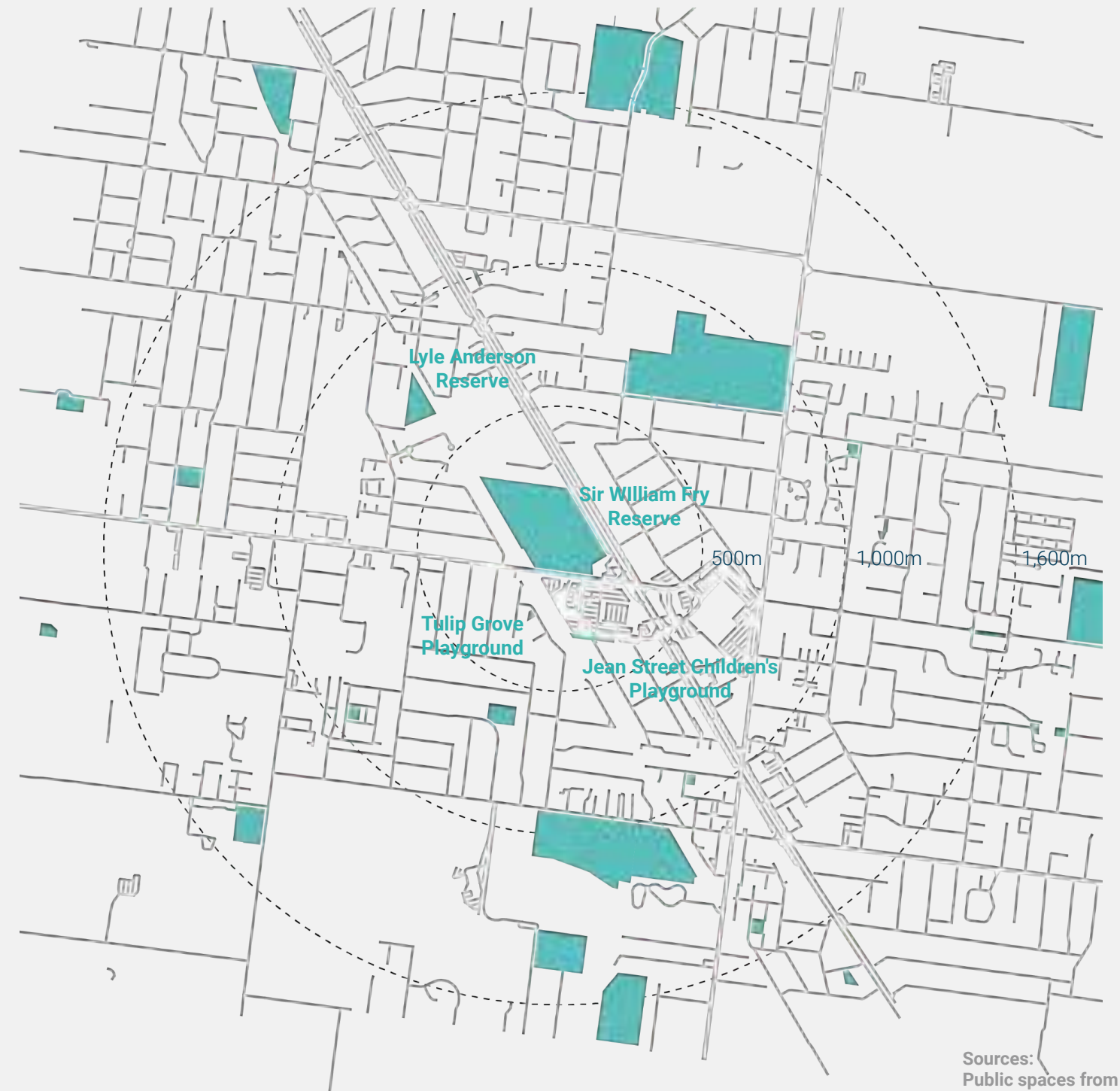
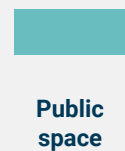
Cheltenham Public Space

Public Spaces: Cheltenham

Public Spaces in Cheltenham

Few but large public spaces and a high ratio of public space per capita

- Cheltenham has several large public spaces and a few very small public spaces
- Sir William Fry Reserve is the most central public space in the precinct core with the highest visitor count
- Cheltenham has the second highest public space area per capita ratio of all six precincts (but also the second lowest population)
- The south of the precinct is characterised by large inaccessible private golf courses



Sources:
Public spaces from the
SRLA, Population data from
ABS Census 2021

Public Spaces

4.8%
Park area
percentage to
precinct (1,600m)

24.7 m²
Public space per capita
(1,000m)

19.3 m²
Public space per capita
(1,600m)

Public Spaces: Cheltenham

Infrastructure and Facilities in Public Spaces

The only precinct with a skatepark in its core

- Sir William Fry Reserve and Highett Reserve are the best equipped public spaces offering several additional nice-to-have amenities
- Some of the smaller public spaces like Jean Street Children Playground or Tulip Ground Reserve offer very little infrastructure and facilities



Inventory List

	Sir William Fry Reserve	Lyle Anderson Reserve	Tulip Grove Playground	Jean Street Children's Playground
Lighting	✓	✓		
Litter Bins	✓	✓		✓
Paved paths	✓	✓		✓
Public toilets	✓	✓		
Seats	✓	✓	✓	✓
Bike Racks	✓			
Playground	✓	✓	✓	✓
Barbeques	✓	✓		
Sign	✓	✓	✓	
Skatepark	✓			
Water bodies	✓			
Artificial playground shades	✓		✓	
Ancillary sports structure	✓			
Shelter for picnics	✓			
Bmx tracks				
Dog area	✓	✓		
Drinking fountain	✓	✓		
Exercise equipment				

Source: the SRLA. (Note the inventory list is comprised of all amenities found within the six precincts. Therefore an item may be listed in the inventory but not be present in all precincts. Only amenities which have been ticked are present within the district)

Public Spaces: Cheltenham

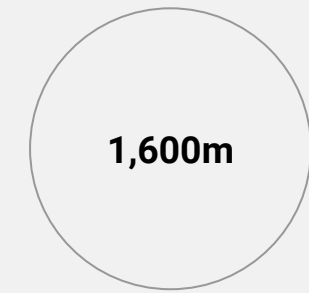
Tree Canopy

Relatively low tree canopy

- Due to large golf course and the extensive Southland Shopping Centre, tree coverage in Cheltenham is comparable low
- Due to the presence Sir William Fry Reserve there is a relatively high tree coverage and trees per capita ration in the precinct core



1,600m diameter

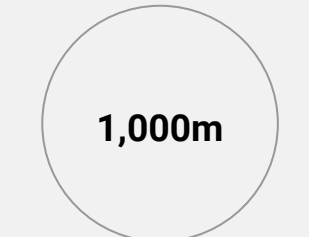


Precinct

23,168 Trees

1.17 Trees per capita

1,000m diameter

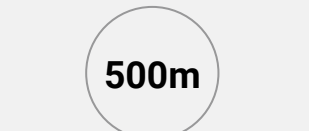


Centre

9,637 Trees

1.01 Trees per capita

500m diameter



Station

3,415 Trees

0.98 Trees per capita

Sources:
Public spaces from the SRLA,
population data from ABS Census
2021, Tree canopy data from
Vicmap Tree Extent 2021

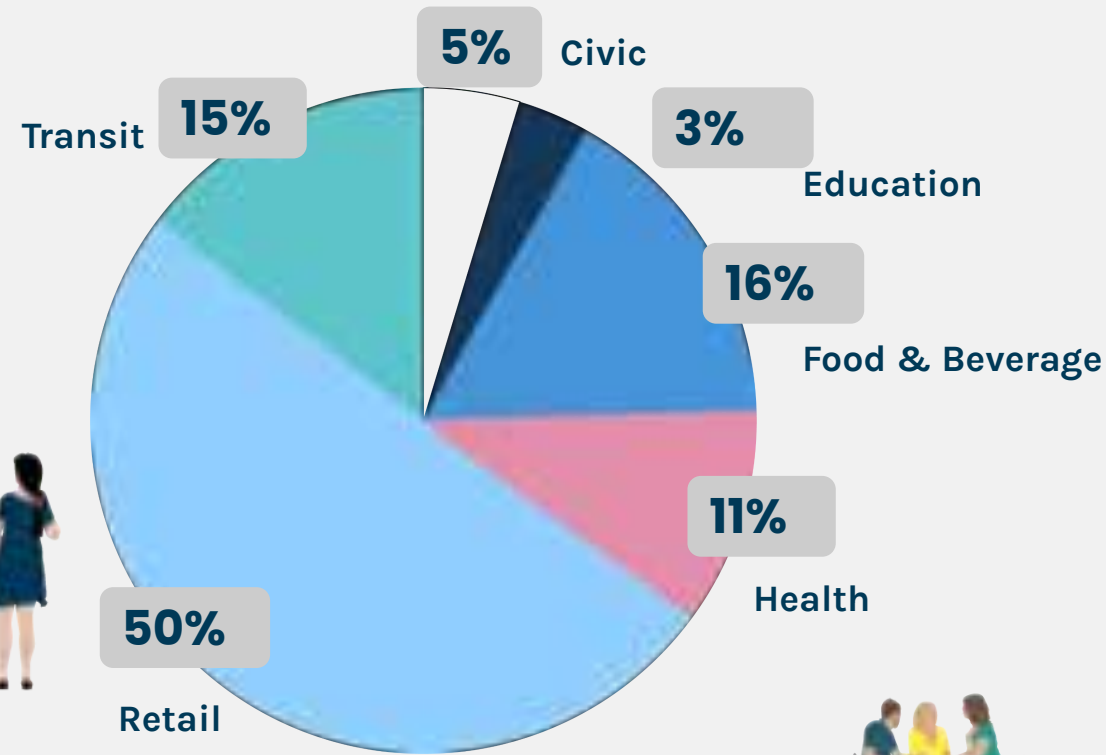
Cheltenham Public Life

Public Spaces: Cheltenham

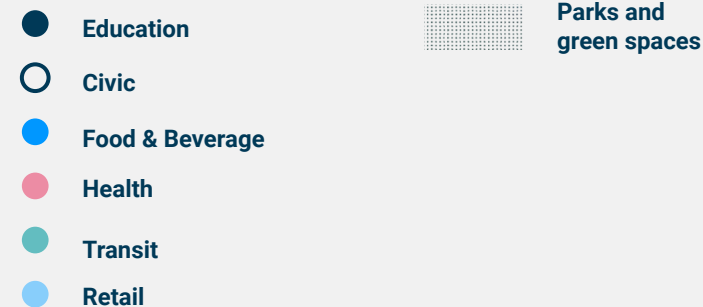
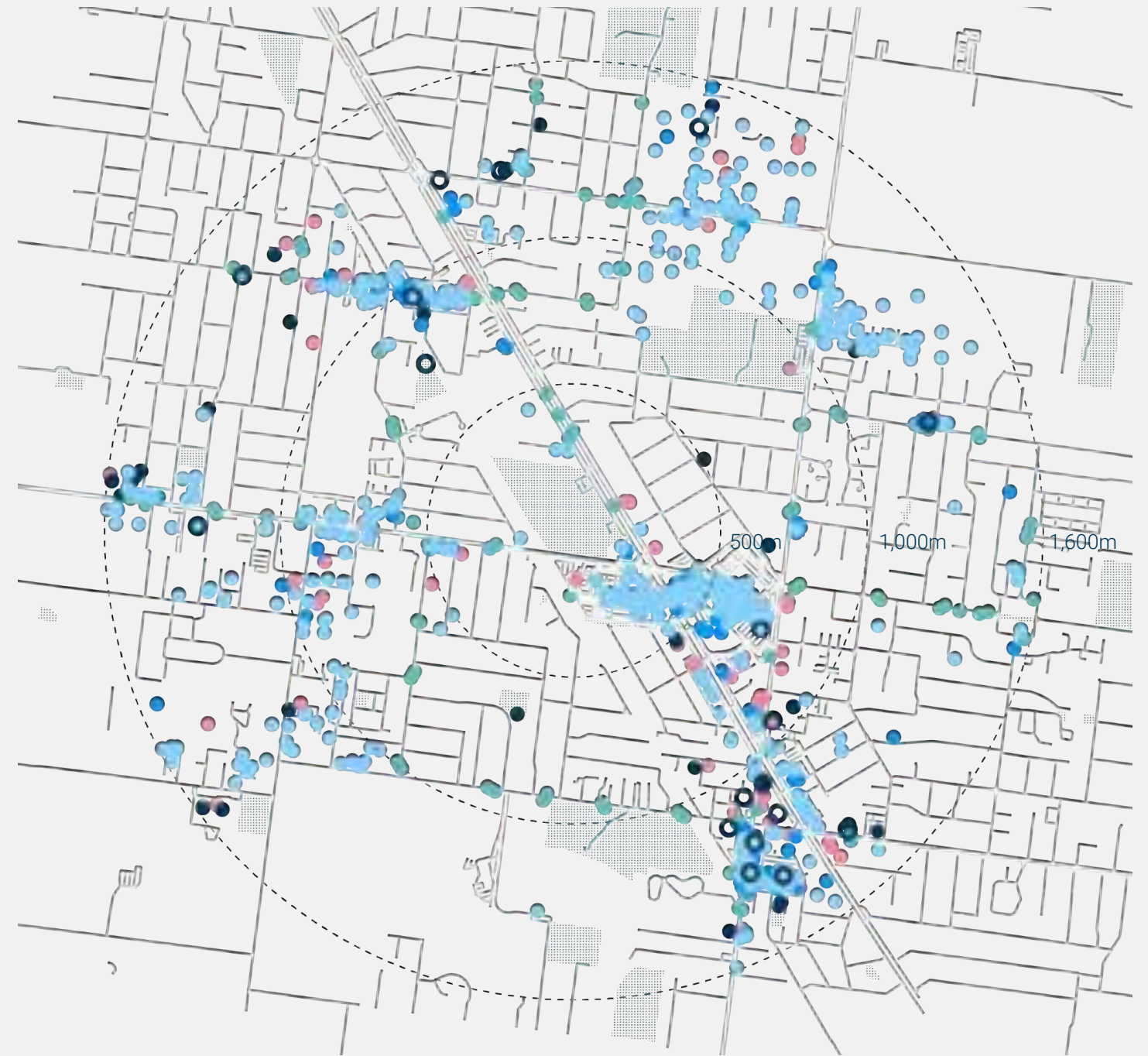
Amenities

Retail dominance due to large scale shopping centre

- 50% of the amenities in the core of the precinct are retail related and 16% constitute as food and beverage, with the majority located within the large Southland Shopping Centre
- Other hotspots with amenities are small neighbourhood centers in Graham Road or the high streets Highett Road and Charman Road



Share of amenities
Source: Google Maps - point of interest data



164 Amenities within 500m radius of the station

Source: Google Maps

Public Spaces: Cheltenham

Active Frontages

1,700m recorded

Cheltenham has no active frontages in the core of the precincts

- In close proximity to the planned SRL stations there are no active frontages
- The core of Cheltenham is characterised by the inward facing Southland Shopping Centre which does not include any active frontages to the public spaces around



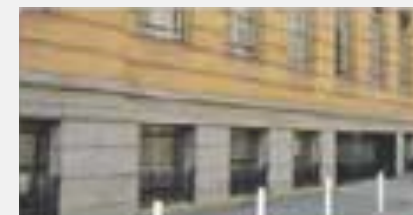
Active

Frontages with a
A and B rating



Inactive

Frontages with a
D and E rating

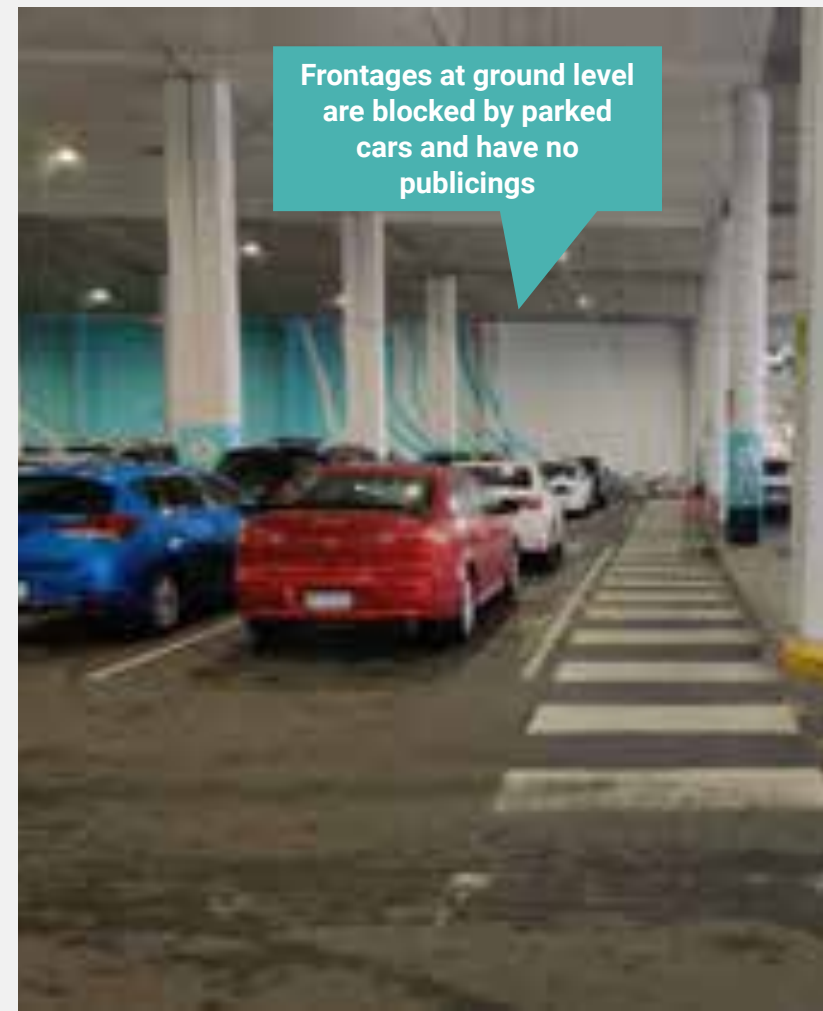
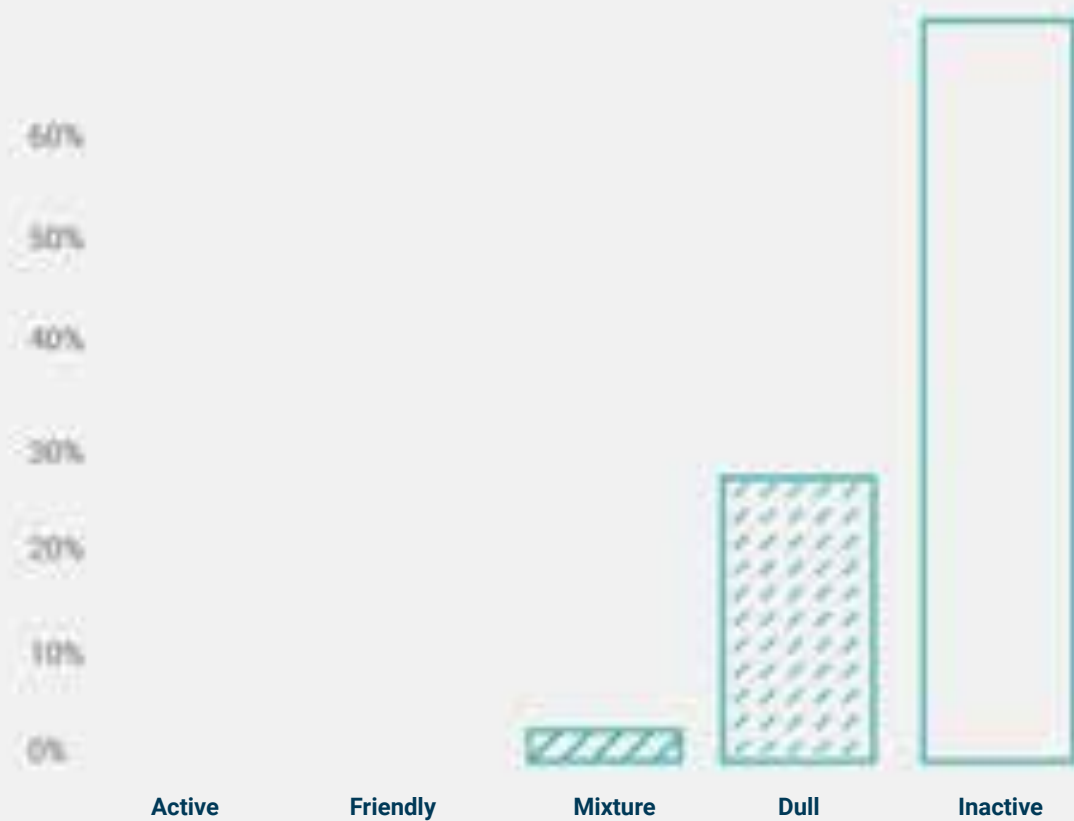


Public Spaces: Cheltenham

Active Frontages

An inward facing shopping centre does not give life to the streets around it

- Southland Shopping Centre dominates the precinct core and therefore no active frontages can be found walking around the precinct core



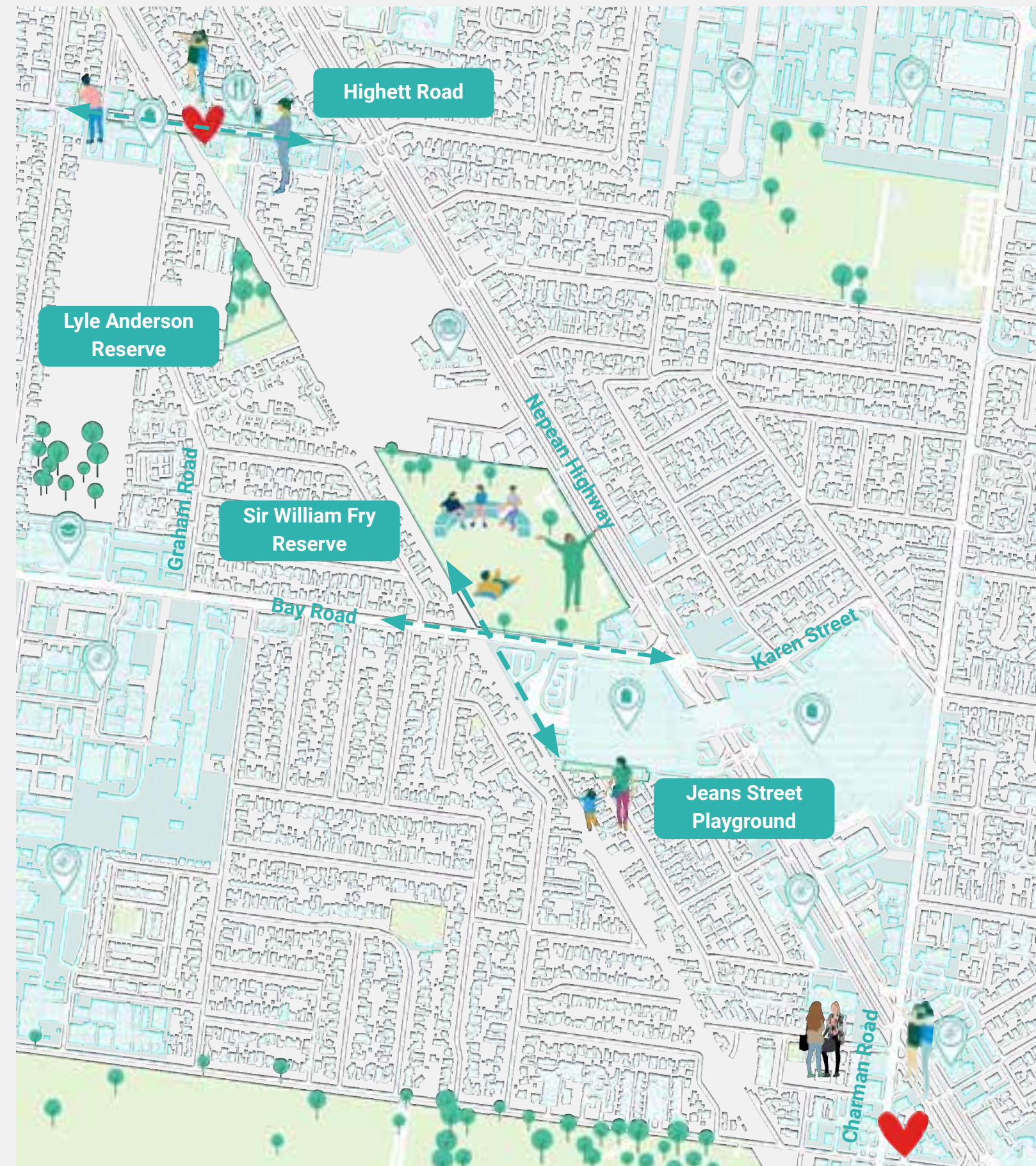
Public Life: Cheltenham

The Focal Points of Public Life in Cheltenham

Sir William Fry Reserve acts as the central park of the precinct with two disconnected high streets

- Public life in Cheltenham is currently clustered around two high streets: Highett Road and Charman Road which both have their respective train station
- The SRL station is situated in between Sir William Fry Reserve and the large Southland Shopping Centre in close proximity to Southland Station
- Southland Shopping Centre is a regional destination in itself. However, it doesn't contribute to public life in the public spaces around the mall. It is fully car-centric and inward facing
- Important connections are Nepean Highway, Bay Road and Graham Road
- Another key location of public life in the precinct core is the bus interchange located on the east side of Southland Shopping Centre along Karen Street

Surveyed sites



Public Life: Cheltenham

Cheltenham

Public Life Surveys

- Stationary activities were surveyed in four public spaces
- Additionally, six movement counts were conducted

996 Stationary Observations



2,106 Movement Counts 

Date of surveys

17.10.2023

29.10.2023

Weather

16°C 

21°C 



Surveyed sites



A landscape photograph of a park with trees and a path, overlaid with a teal tint. The image shows a grassy area with several trees, including a large one on the left and a cluster on the right. A path or road runs across the foreground. The sky is overcast.

Cheltenham Sir William Fry Reserve

Public Space Qualities: Cheltenham

Sir William Fry Reserve North

A well designed and beautifully landscaped Reserve

- The northern part of Sir William Fry Reserve is a high quality public green space with well designed play, exercise and seating options

Public Space Qualities



High quality infrastructure, i.e bbq-stands that can be used in all weathers



The playground offers play options for kids of different ages. There are several invitations to sit, eat, observe and talk



A playground and landscaping of high quality and diverse greenery around it

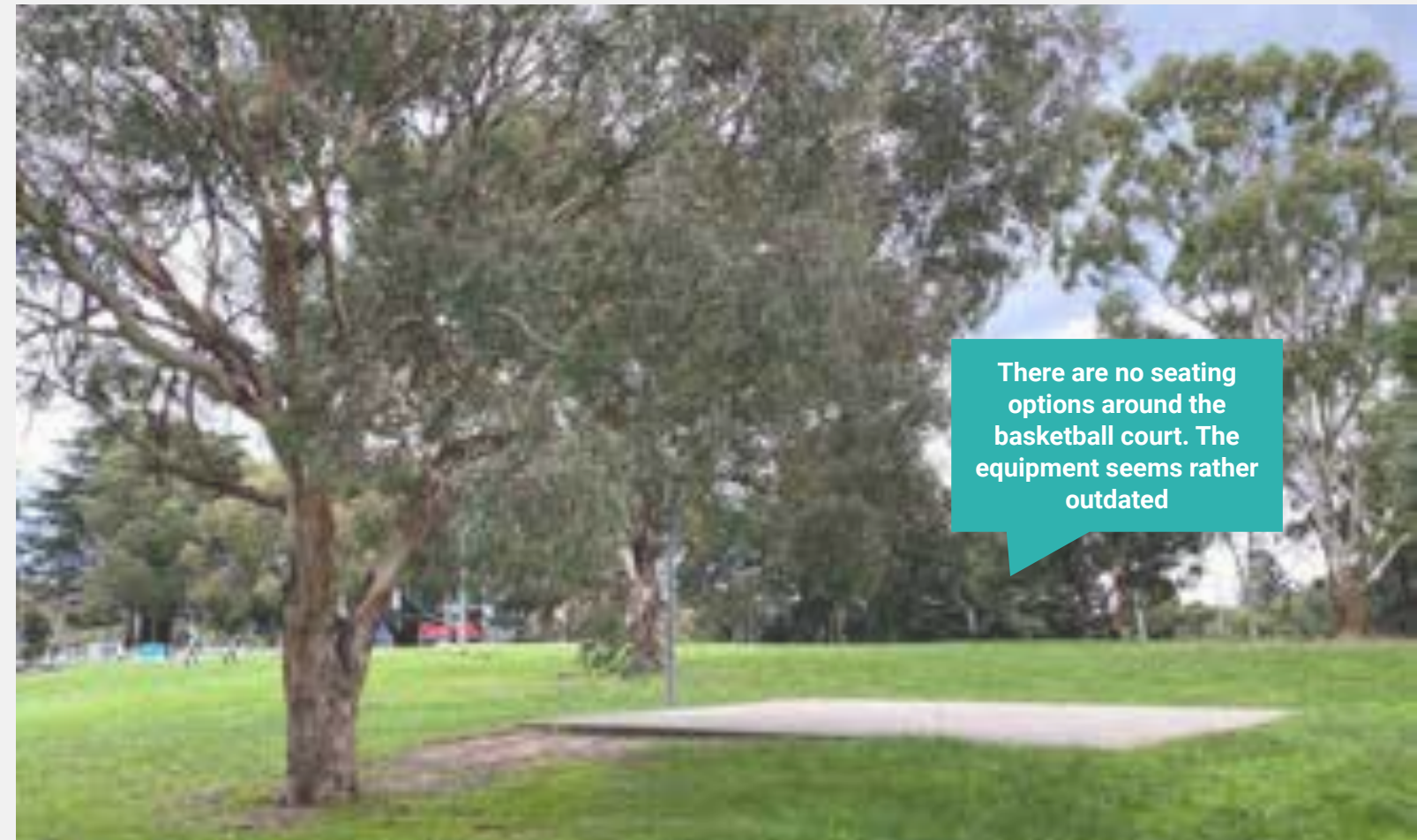
Public Space Qualities: Cheltenham

Sir William Fry Reserve South

The southern part of the park offers a basketball court and a skatepark, however the infrastructure is outdated

- Compared to the northern part of the Reserve the public space qualities to the south are considerably lower with less invitations to stay and sit

Public Space Qualities



There are no seating options around the basketball court. The equipment seems rather outdated



The skate park is very well-used however it doesn't offer invitations to sit, observe and stay longer in the area

Public Life: Cheltenham

Sir William Fry Reserve

Movement Counts

Who is moving along the northern Sir William Fry Reserve entrance?

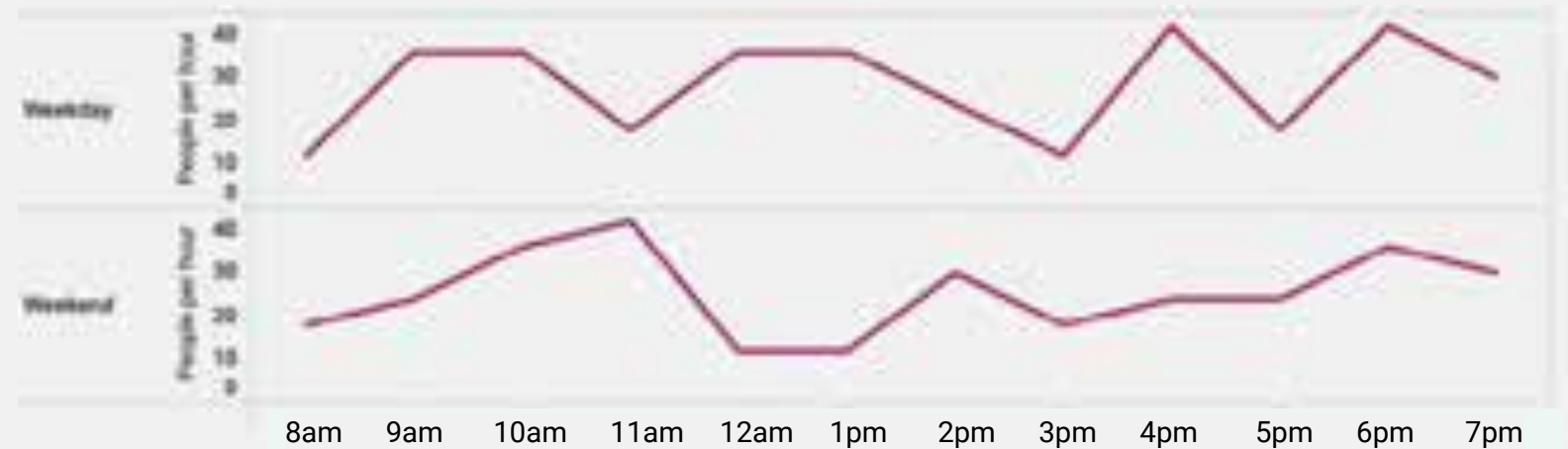
- With 1 out of 3 people using the northern entrance staying in Sir William Fry Reserve, it is likely that there are other access ways to the Reserve (for instance from south or via the parking lot)
- The demographics of the people entering from north are older than the people staying in the park, suggesting that families with young children in particular are finding other ways and modes to reach the Reserve (presumably by car)
- While the park is used more by men, the northern entrance is used by more women

Count overview

648 counts

221 stationary observations

Movement flow count

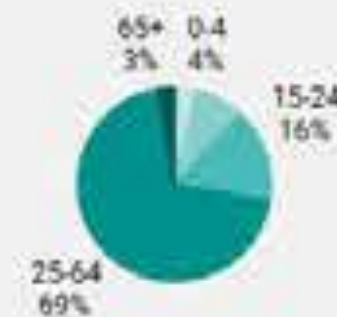


Demographics of people moving

Gender



Age:



Demographics of people staying



Cheltenham Public Life: Cheltenham

Sir William Fry Reserve

Age Demographics

Who is using Sir William Fry Reserve?

- Sir William Fry Reserve has the youngest user group, with almost half of visitors below 25 years old
- There were no seniors using the site, which does not correspond to the 22% of seniors living in the surrounding area

Usage throughout the day:

- Weekends are almost three times as busy as weekdays, suggesting the Reserve is used predominantly by residents
- There is very little usage during weekday mornings and middays (usually the peak time for seniors using public spaces)

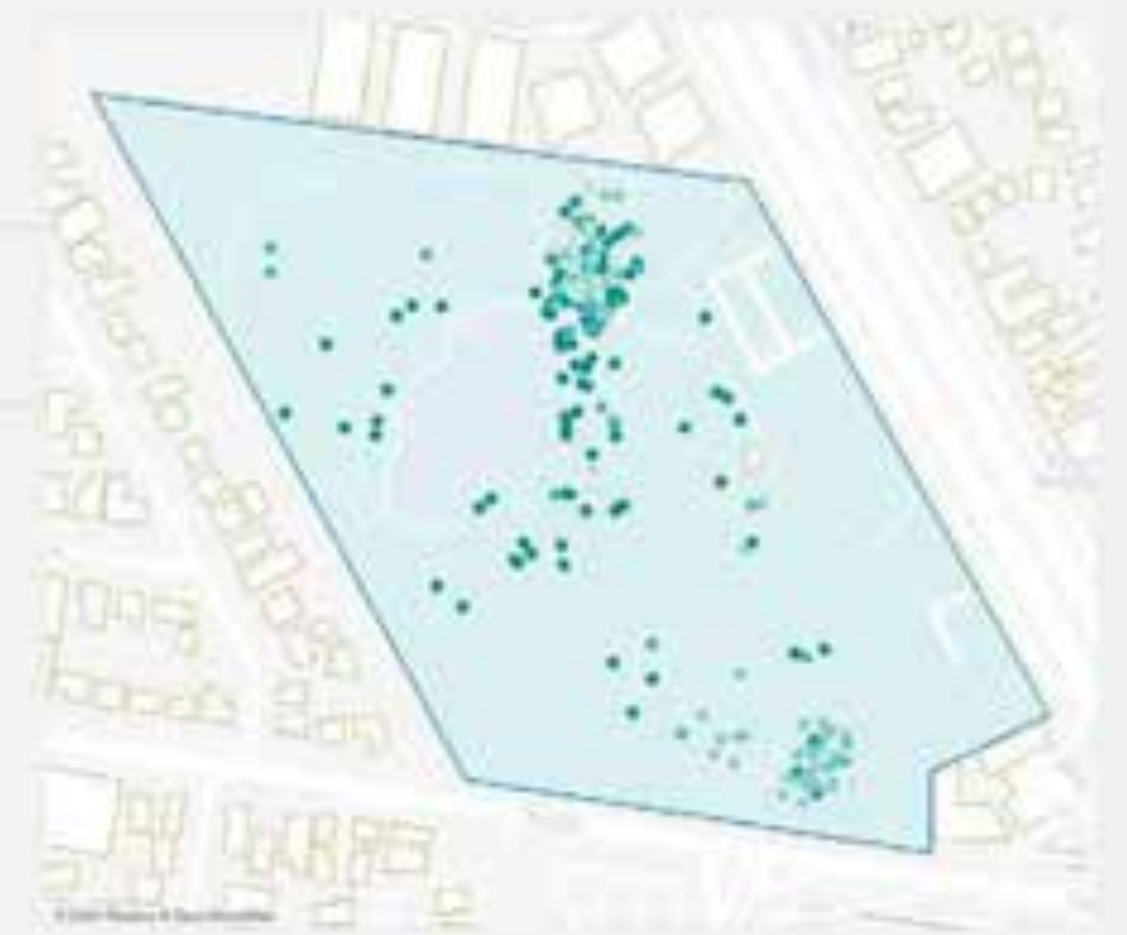
Compare to Box Hill Gardens? (page 48)

Click here



221 observations

Weekday	59
Weekend	162



Stationary flow count

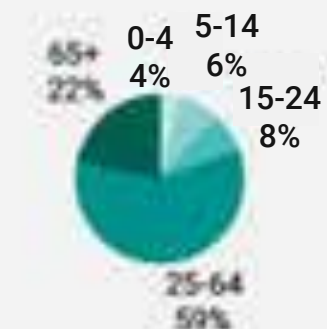


Demographics

Users



Neighbouring residents



Residents living within 200 metres of the survey site



Public Life: Cheltenham

Sir William Fry Reserve

Gender Demographics

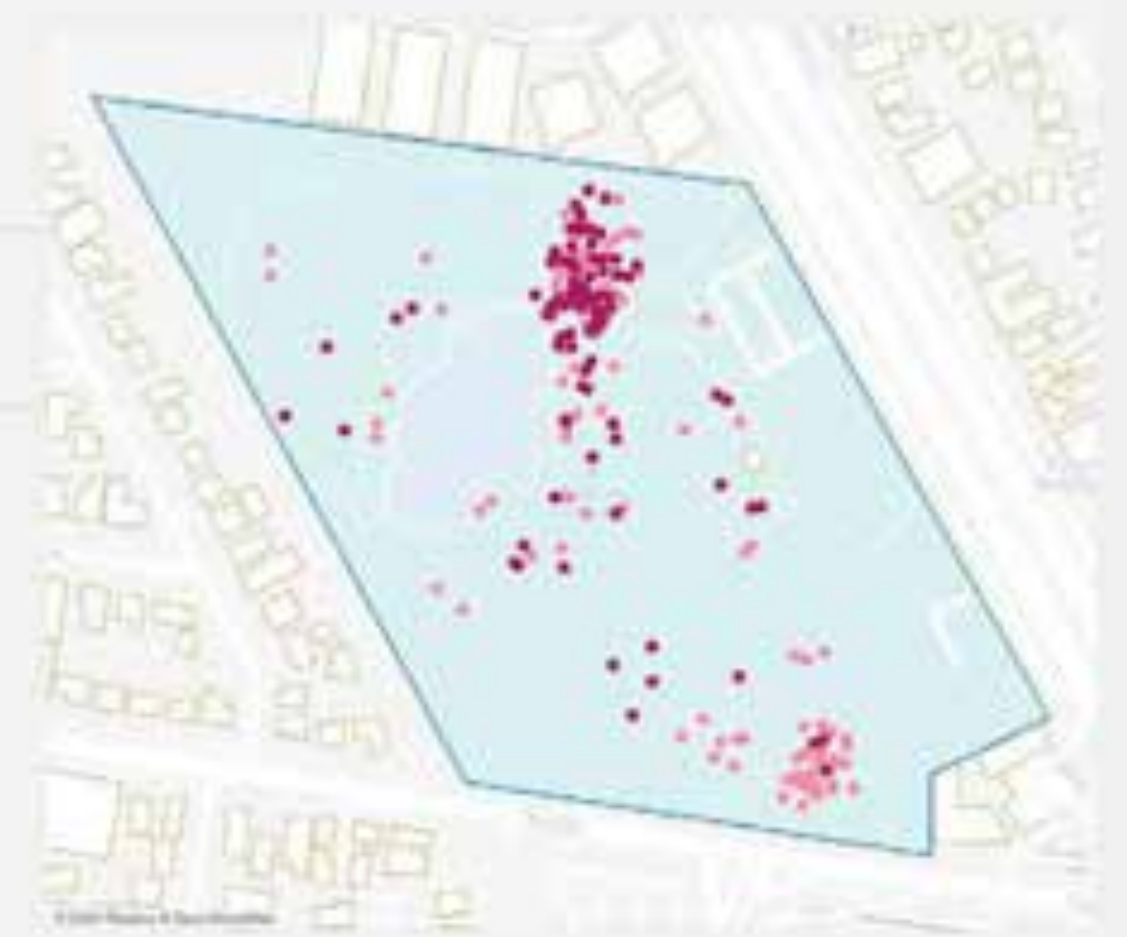
Who is using Sir William Fry?

- Sir William Fry Reserve is used slightly more by men accounting for 56% of all visitors which does not correspond with the gender split of residents in the surrounding area
- Women using the space can mostly be seen around the playground taking care of children
- The residents frequenting the skateparking were overwhelmingly young men. 92% of the skatepark users were male, with 3/4 observed to be in the age group of 5-14 years old

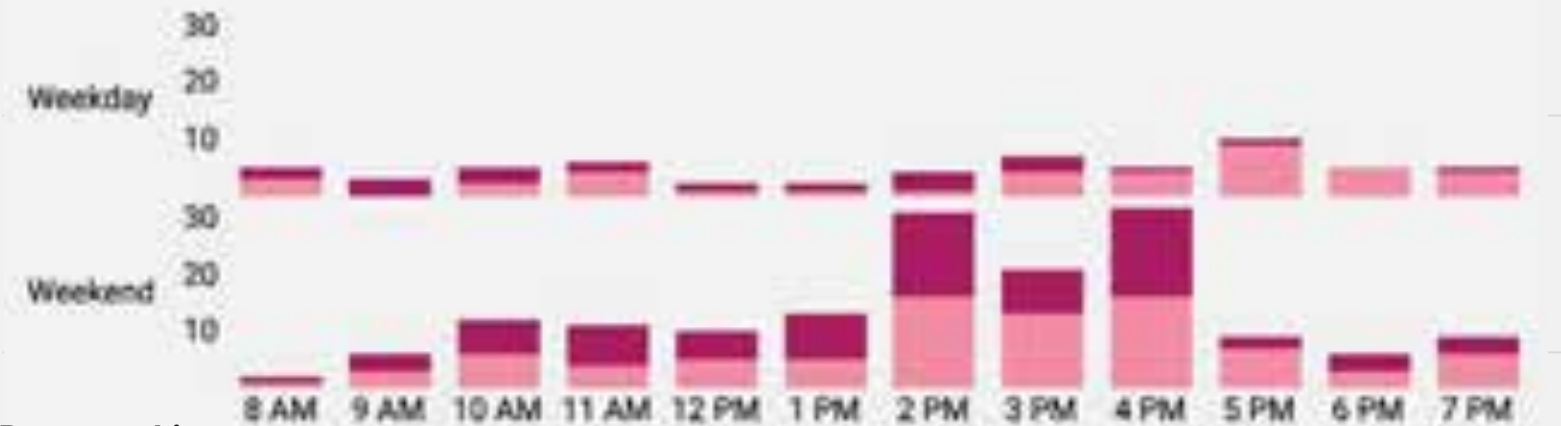
221 observations

Weekday	59
Weekend	162

Female
Male

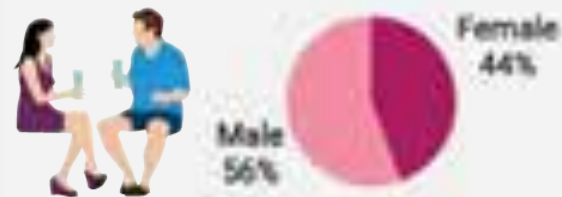


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Cheltenham

Sir William Fry Reserve

Activities

What are they doing?

- Sir William Fry Reserve includes a large playground and skatepark, therefore activities are mostly play related
- Many of the people observed were in conversation suggesting that the Reserve is a place where people choose to meet rather than visiting alone
- Most play elements within the park seem to be well used, however considering the size and quality of the green space, the diversity and intensity of usage could be higher. In particular usage could be higher during weekdays for groups that are currently not present (seniors, young girls)

Compare to Bogong Reserve in Glen Waverley? (page 172)

Click here 

221 observations

- Play
- In conversation
- Using Electronics
- Taking care of child/children
- Eating / Drinking
- Observing / People Watching
- Exercise



Stationary flow count



What are visitors doing?



Public Life: Cheltenham

Sir William Fry Reserve

Other Findings

The Northern part of the Reserve sees much more use:

- The majority of people people visiting the Reserve choose to stay to the north around the lake and by the playground where 78% of all activities were recorded
- The southern part of the Reserve is used by the remaining 22%

Lots of informal sitting:

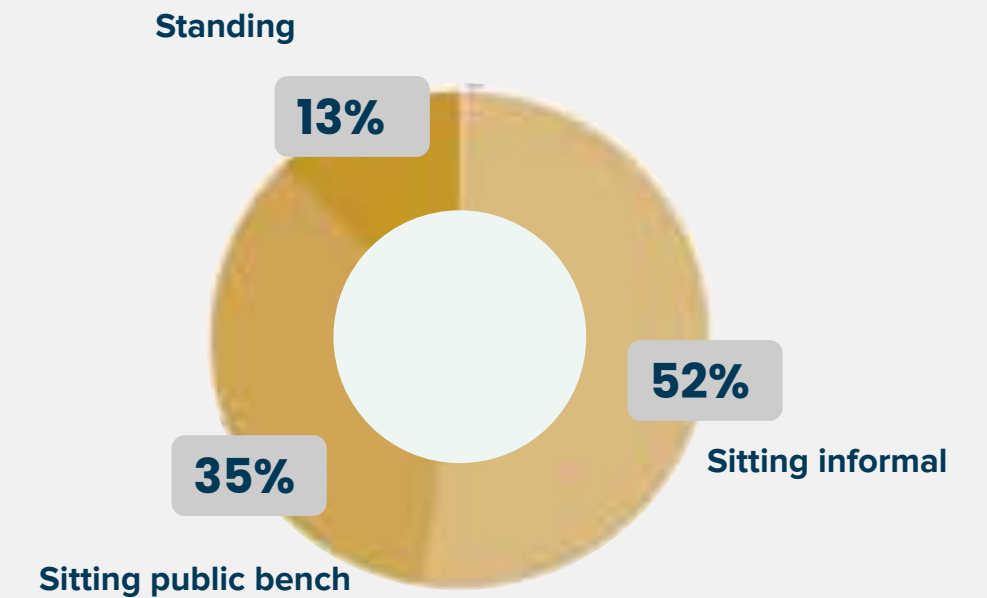
- The high number of visitors choosing to informally sit in the Reserve (52%) could suggest that there is a lack of seating options around the popular spots, in particular around the playground and the skatepark

Under-utilised edges:

- The eastern and western edge and in particular the north-west corner of the Reserve are currently heavily underutilised, presumably because the noise pollution of Nepean Highway makes staying in the eastern area unattractive

Count chart

221 observations



Hot Spots



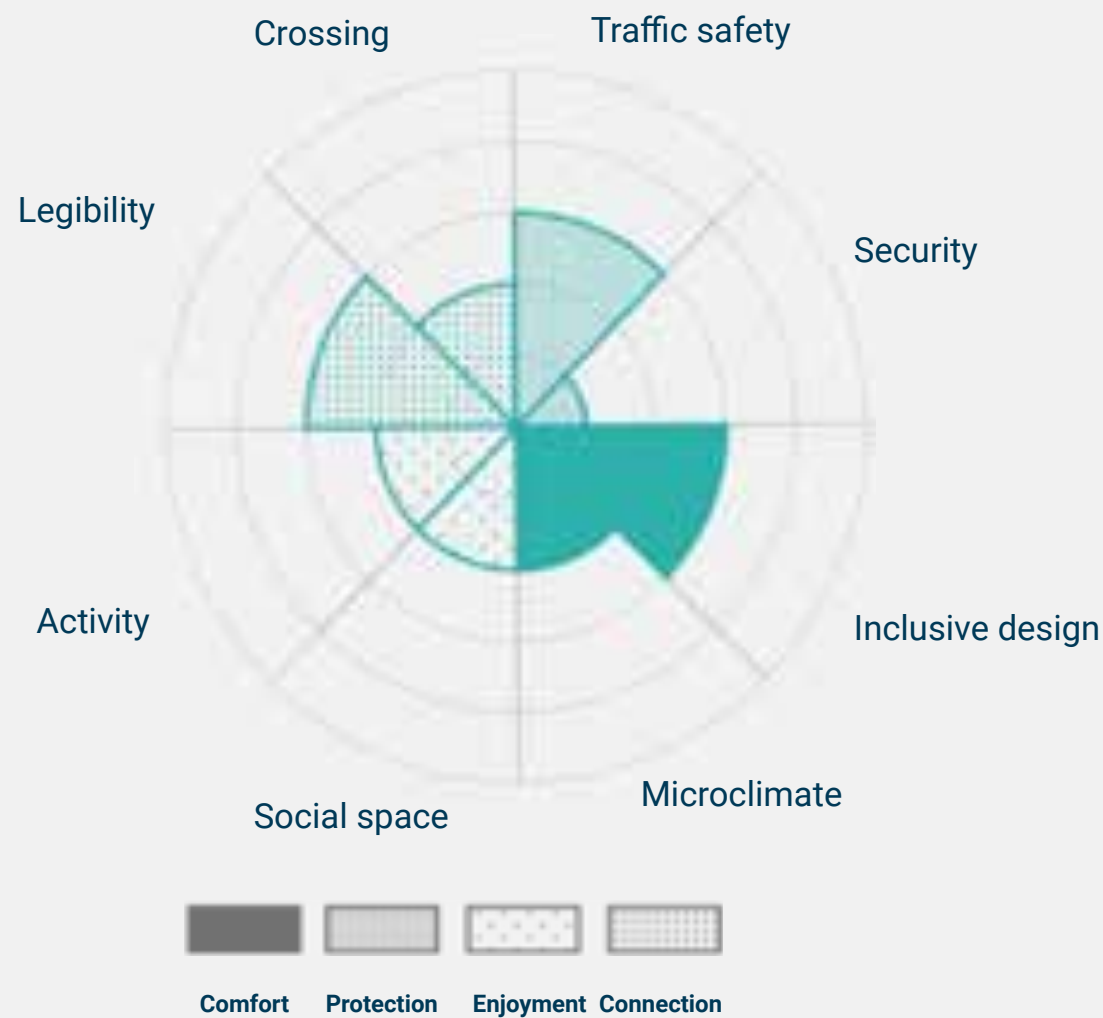
Cheltenham Bay Road

Walkability Score: Cheltenham

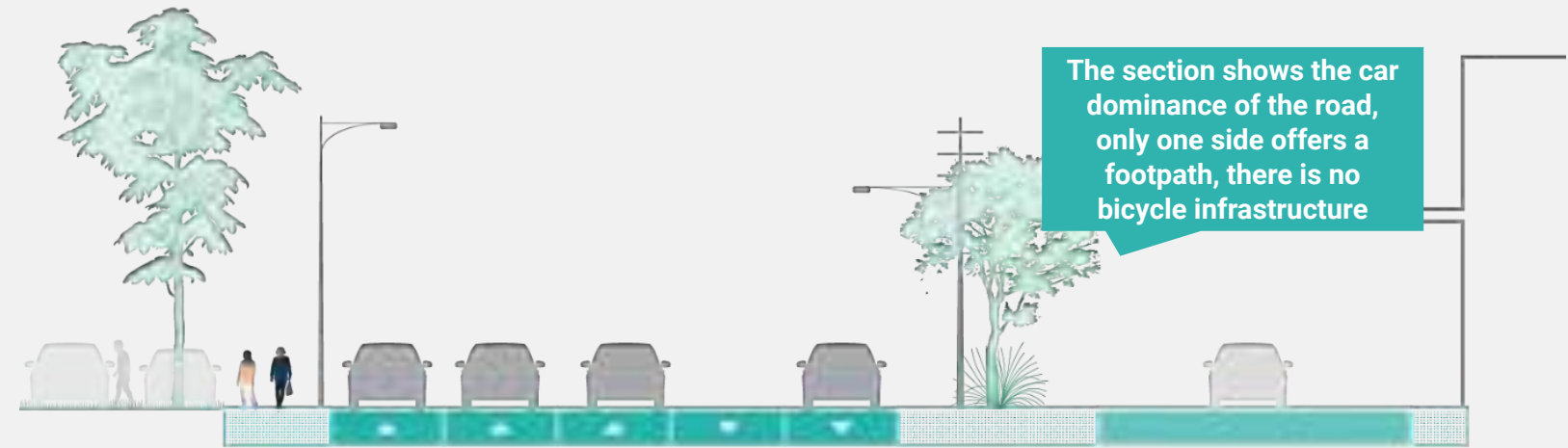
Bay Road

A car centric road that connects important amenities in Cheltenham but few qualities for pedestrians

Walkability Score



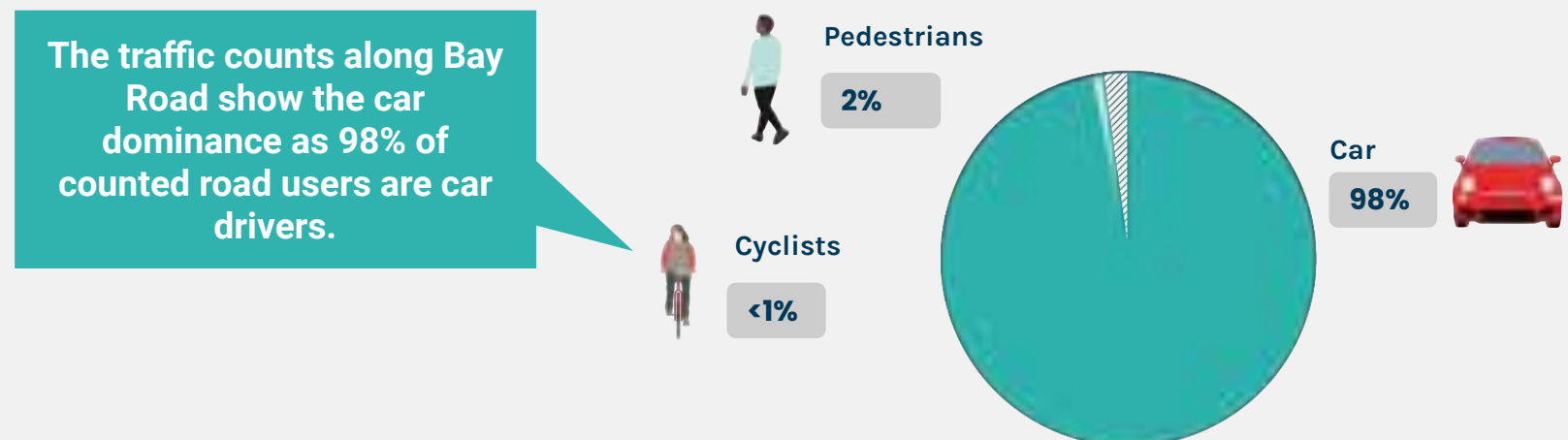
Section drawing



Situation at eye-level



Traffic counts



Public Life: Cheltenham

Bay Road

Movement Counts

Who is moving along Bay Road?

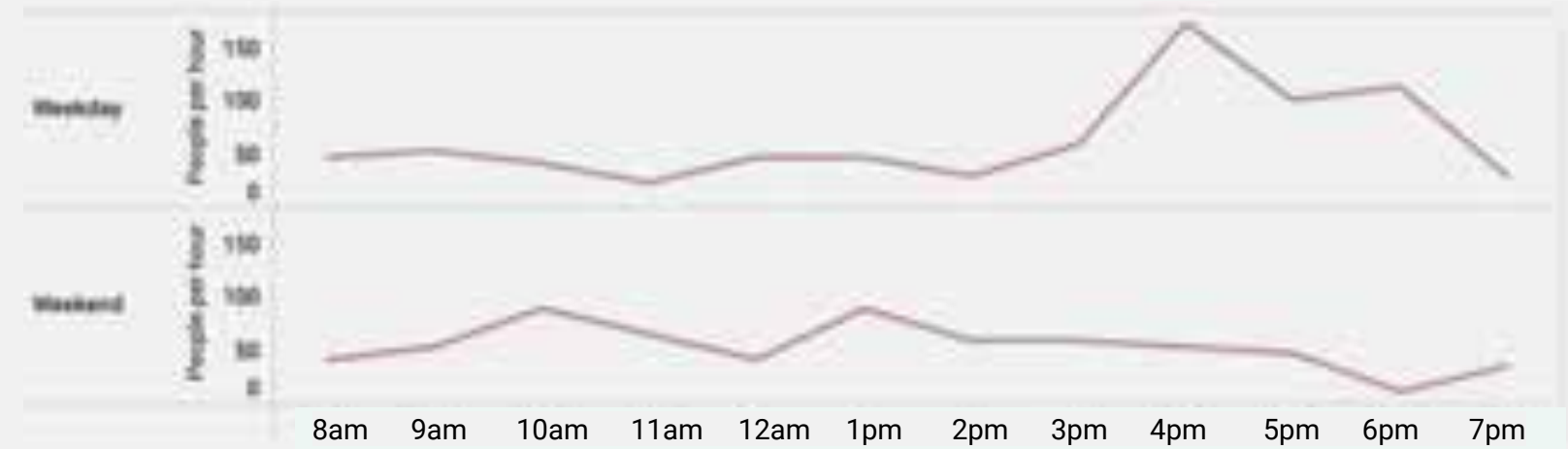
- More people are being counted moving along Bay Road than people staying in Sir William Fry Reserve, showing that the road is not just an access for people walking to the Reserve but also connects other destinations that are reached on foot
- There is a peak in visitor numbers during the early evening on weekdays, potentially accounting for after work flows
- More men walk along Bay Road than women, in particular during the evening suggesting that there are safety concerns for women walking along Bay Road
- There are very few seniors and children walking along the road, which can also be seen as a sign for safety concerns

Count overview

1,428 counts

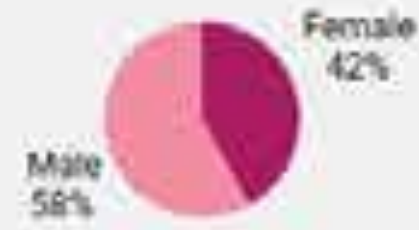
221 stationary observations

Movement flow count



Demographics of people moving

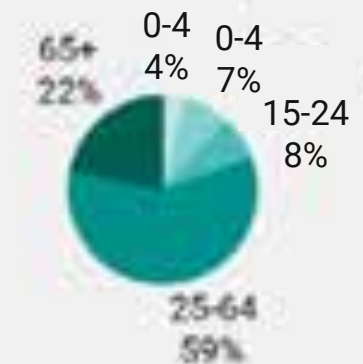
Gender:



Age:



Demographics of neighbouring residents (within 200m)





Cheltenham Southland Station Forecourt

Public Space Qualities: Cheltenham

Southland Station Forecourt

A transit station surrounded by a car park without any human scale

- The recently built Southland Station is right next to the large parking lot of Westfield Southland
- The basic inventory for a train station forecourt has been accounted for however poor urban integration and lack of human scale due to the car-centric surroundings of the shopping centre reduce the public space quality score



The train station and the parking lot of Southlands are divided by a fence with very few crossing options



The train station is newly built, therefore it is fully accessible by wheelchair, bike, stroller etc. However the human scale is missing

Public Life: Cheltenham

Southland Station Forecourt Movement Counts

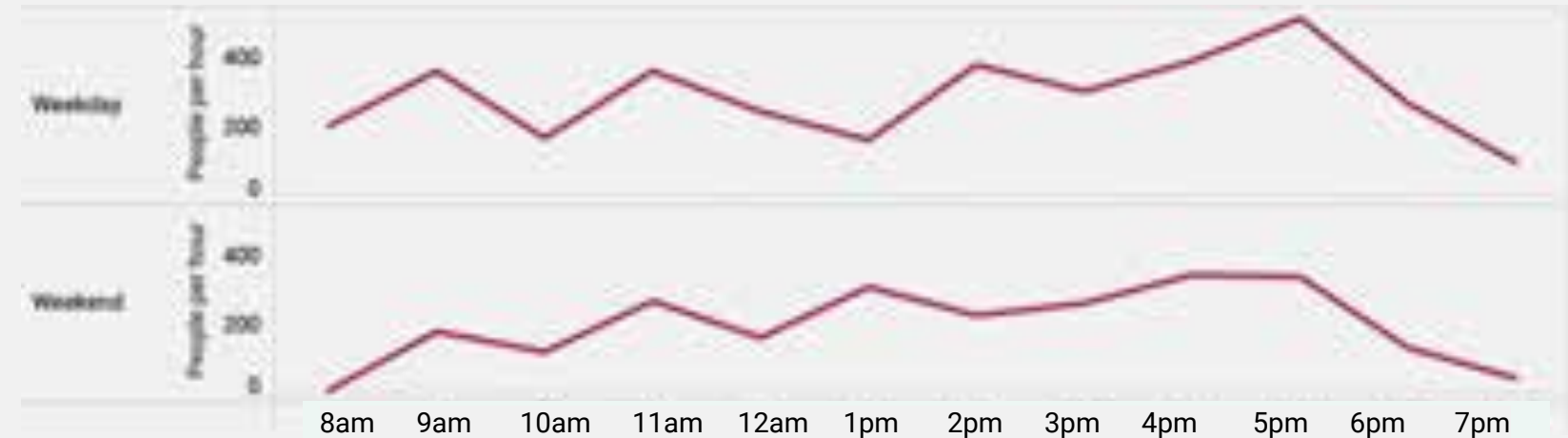
Who is moving between Southland Station and Southland Shopping Centre?

- The movement counts outside Southland Station on the walkway towards Southlands are the busiest of all movement counts in Cheltenham, 5,982 pedestrians are observed throughout the day
- The station therefore serves both consumers and employees of Southland Shopping Centre
- The demographics of people walking from and to Southland Station do not correlate with the neighbouring residents
- There are very few seniors and children walking by the Southland Station, even though that demographic lives within the neighbourhood

Count overview

5,892 counts

Movement flow count



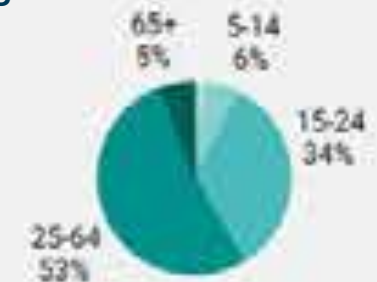
Demographics of people moving



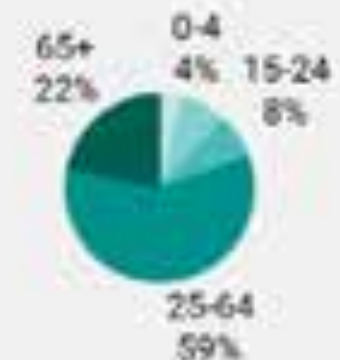
Gender:



Age:



Demographics of neighbouring residents (within 200m)



Walkability Score: Cheltenham

Southland Station Forecourt

Mediocre access, no activity and life



Walkability Score

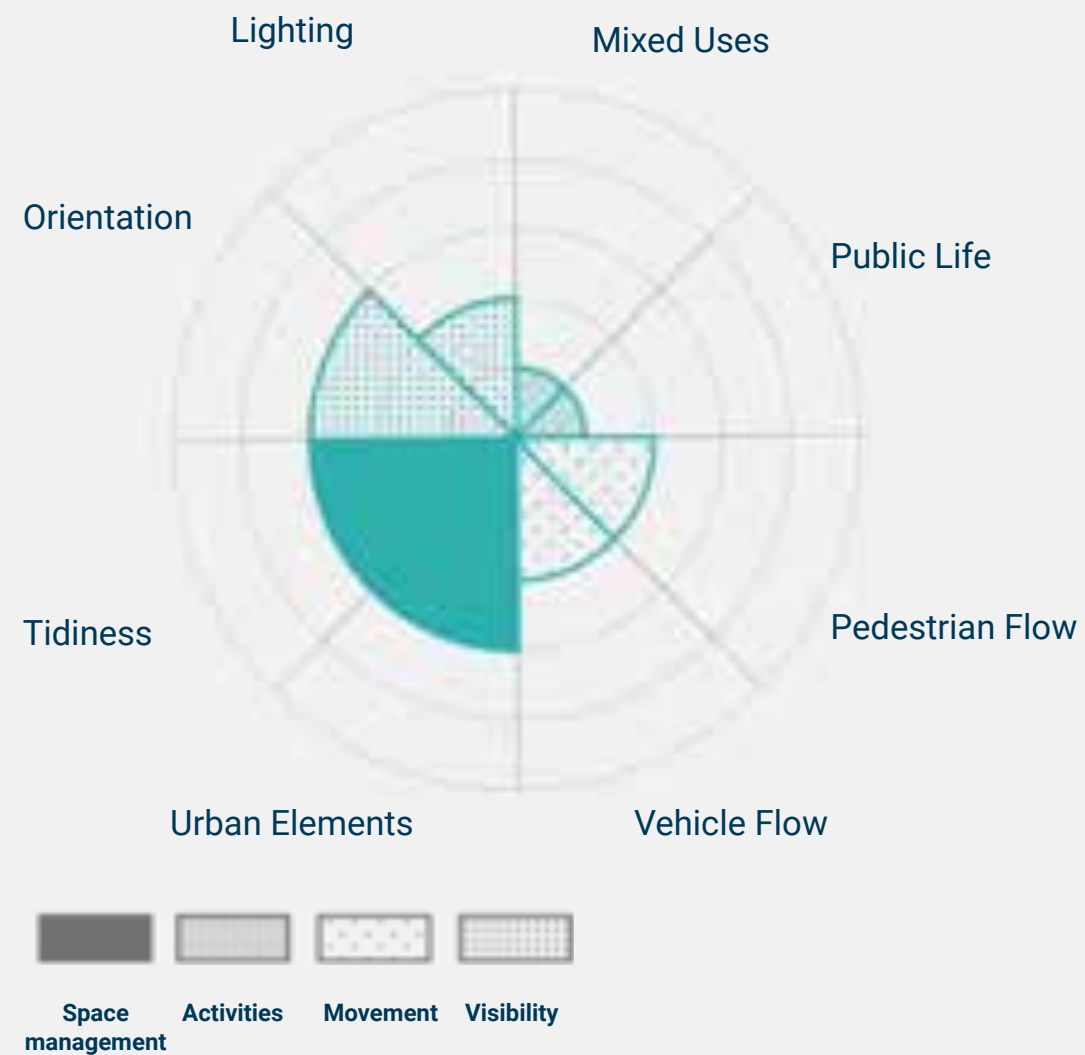


Safety Index: Cheltenham

Southland Station Forecourt

The lack of public life around the station, missing lighting and low flows of vehicles and pedestrians decreases the subjective feeling of safety

Safety Index





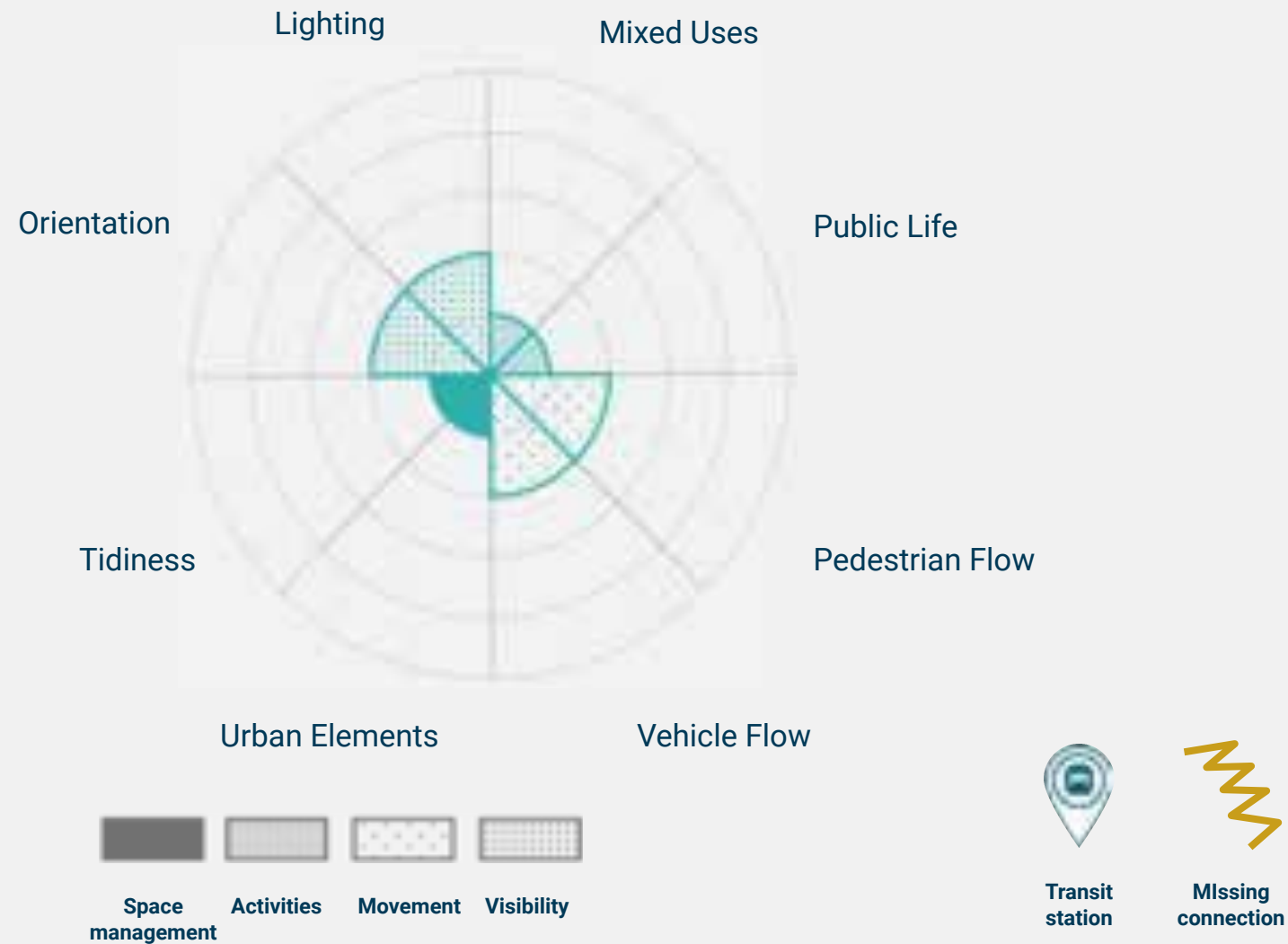
Cheltenham Bus Interchange Karen Street

Safety Index: Cheltenham

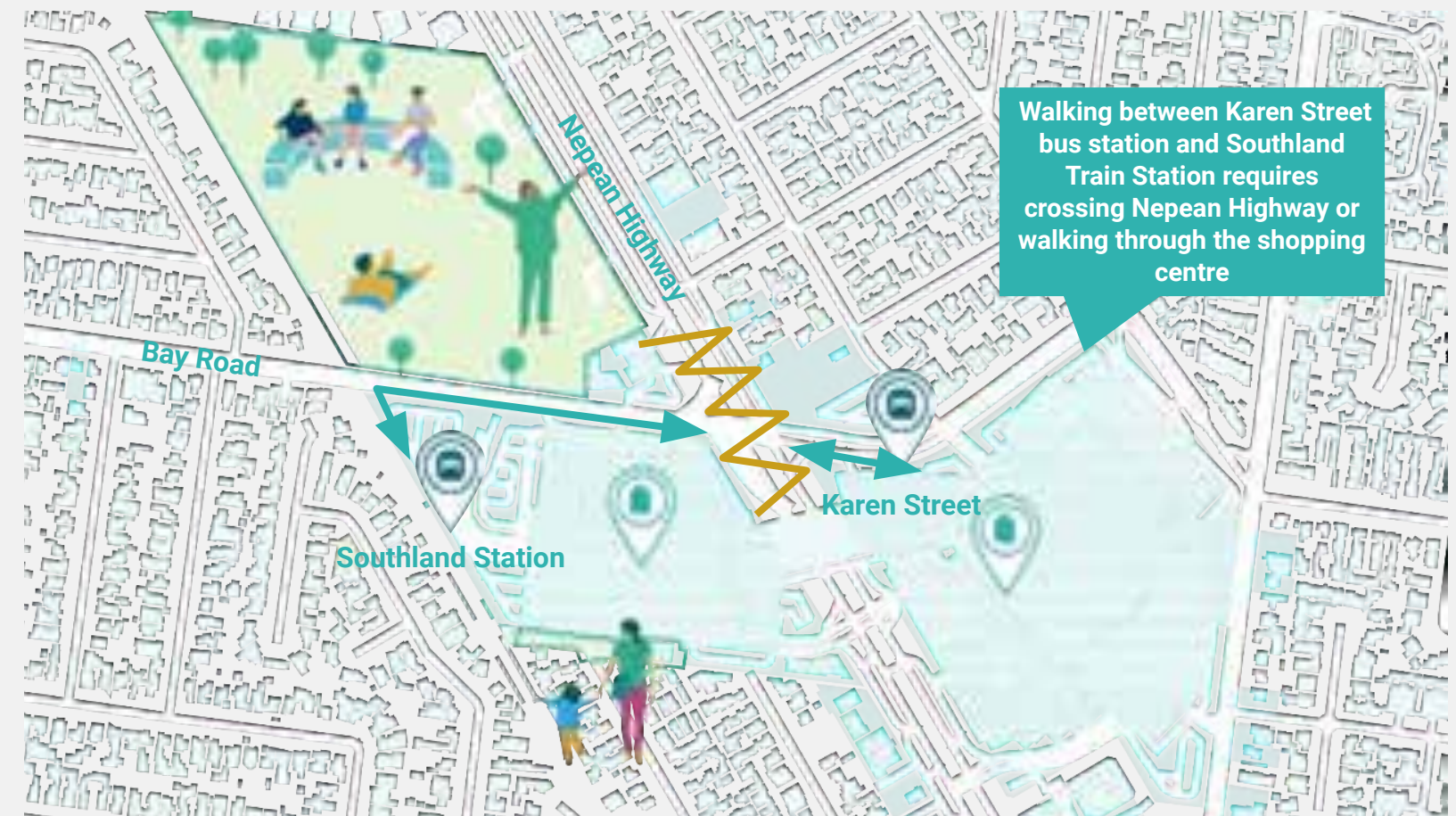
Bus interchange Karen Street

The bus interchange at Karen Street feels isolated from other transit stations, there are no eyes on the street and no life

Safety Index



The waiting area at the bus station on Karen Street is not inviting and is poorly integrated with the existing train connections



Cheltenham Highett Road

Public Life: Cheltenham

Hihett Road

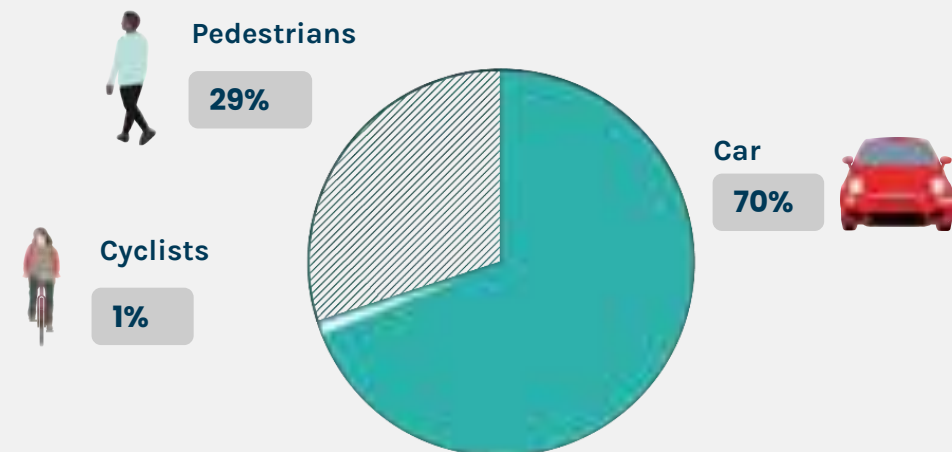
Movement Counts

- Hihett Road is a suburban high street north of the precinct core with a high number of amenities and in particular restaurants
- Along Hihett Road both movement counts and stationary counts were conducted

Who is moving along Hihett Road?

- Traffic counts along Hihett Road show that cars make up 70% of the traffic, however Hihett Road also has high numbers of pedestrians traffic and stationary activities

Traffic counts on Hihett Road



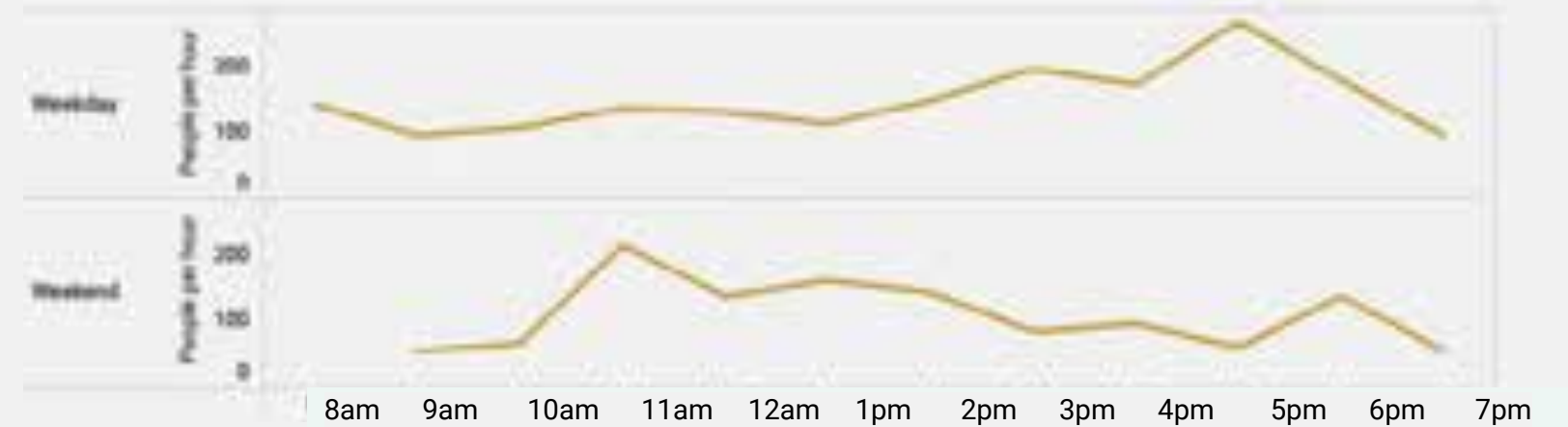
Count overview

3,012 counts

460 stationary observations

1 out of 7 people walking along Hihett Road are staying, making Hihett Road the stickiest public space of all 26 studied areas

Movement flow count



Demographics of people moving

Gender



Age:



Demographics of people staying



Public Life: Cheltenham

Highett Road

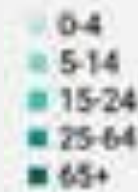
Age Demographics

Who is using Highett Road?

- Highett Road has a very diverse user group representing all demographics that are living in close proximity to the space
- The observed demographics of people spending time in the public realm was a near perfect match to the official demographics of the area, suggesting that Highett Road suits the needs of local residents nicely

460 observations

Weekday	191
Weekend	269

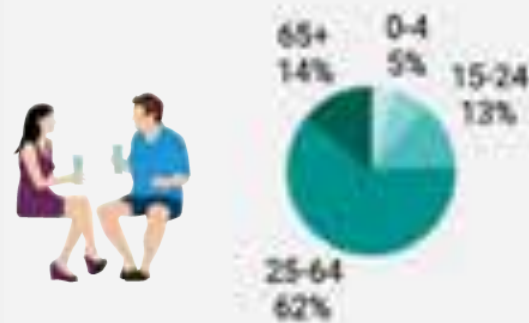


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Cheltenham

Highett Road

Gender Demographics

Who is using Highett Road?

- There is a marginally higher presence of women compared to men, aligning with the broader gender distribution in the neighbourhood
- The gender distribution among Highett Road users closely mirrors that of the neighbouring residents

Usage throughout the day:

- Weekends witness a slightly higher volume of activity compared to weekdays, underlining the popularity for leisure and entertainment on Highett Road
- Mornings are relatively quiet, suggesting a community-driven space designed for enjoyment rather than being a central hub for workplaces or institutions

460 observations

Weekday	191
Weekend	269



Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Cheltenham

Highett Road

Activities

What are they doing?

- Wide range of activities along the road
- The most observed activity along Highett Road is eating and drinking followed by being in conversation
- Both activities are spread out along the entire length of the road with less activity in the eastern end
- Other observed activities are using electronics, waiting for public transit or waiting in line in front of restaurants
- Highett Road is a particularly popular destination in the area for dining out, especially during weekend evenings

Compare to Clayton Road in Clayton? (page 229)

[Click here](#)



Compare to Kingsway in Glen Waverley? (page 136)

[Click here](#)



460 observations

- Eating / Drinking
- In conversation
- Using Electronics
- Waiting for public transport
- Waiting in line
- Observing / People Watching
- Taking care of child/children
- Reading / Writing
- Residing in public space
- Taking care of pets
- Waiting for taxi



Stationary flow count



What are visitors doing?



Public Life: Cheltenham

Highett Road

Other Findings

Dominance of commercial sitting

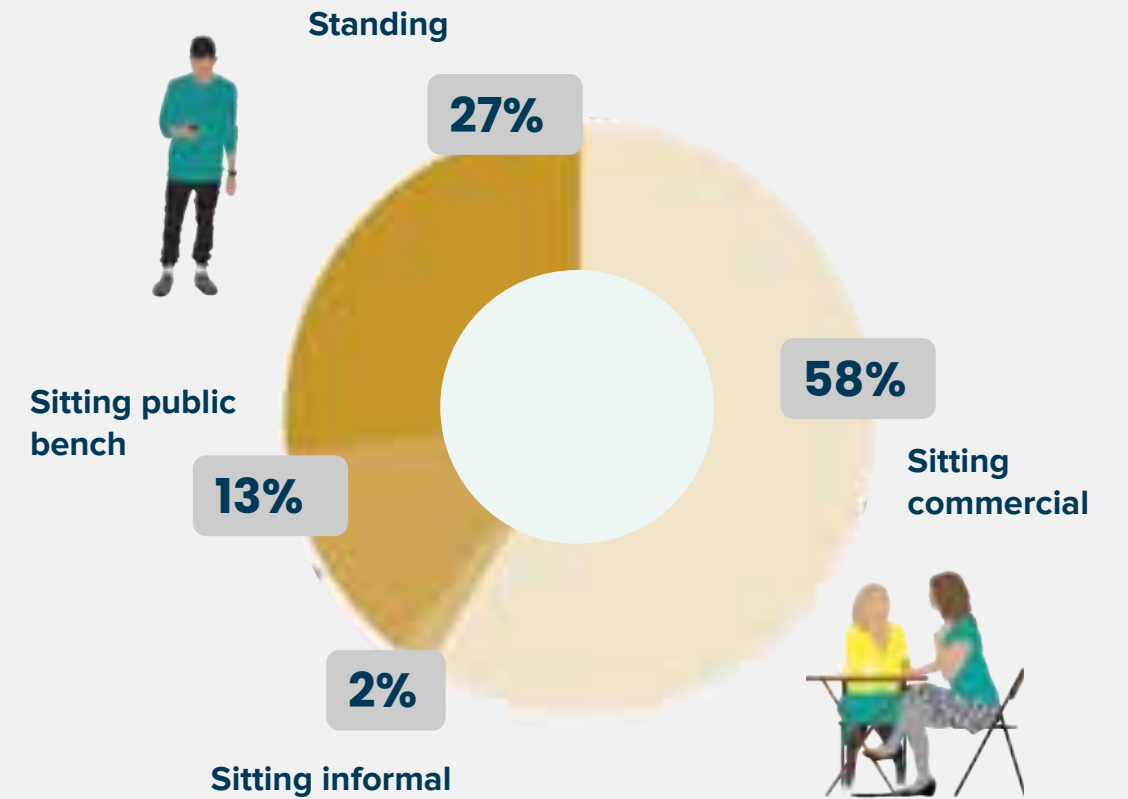
- The majority of people using Highett Road are using commercial seating which corresponds with the highest activity on the site being eating and drinking
- Only 13% are using public seating options, these are mostly on the western side of the train around bus stations

Eastern part of Highett Road is more popular

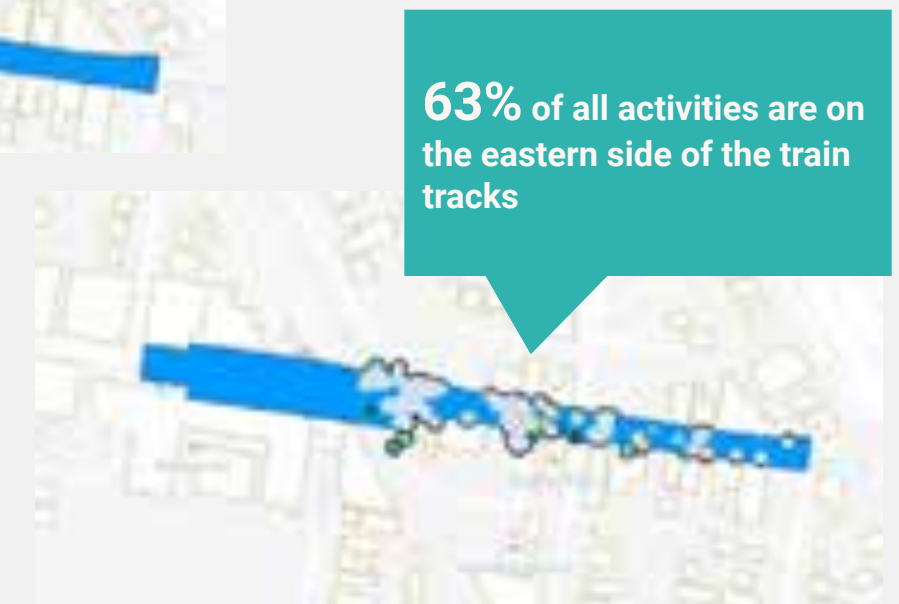
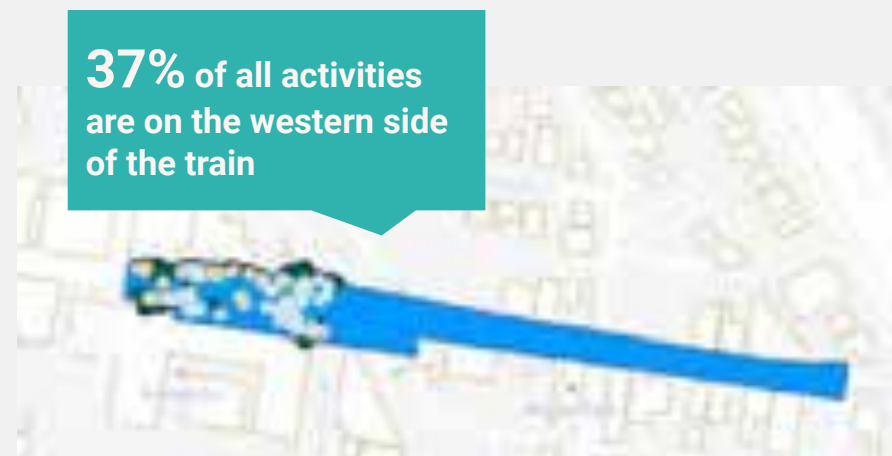
- The eastern part of Highett Road see's $\frac{2}{3}$ of all activity along the Road
- The busiest section along Highett Road is right next to the existing station Highett Road

Count chart

460 observations



Hot Spots



Cheltenham Nepean Highway

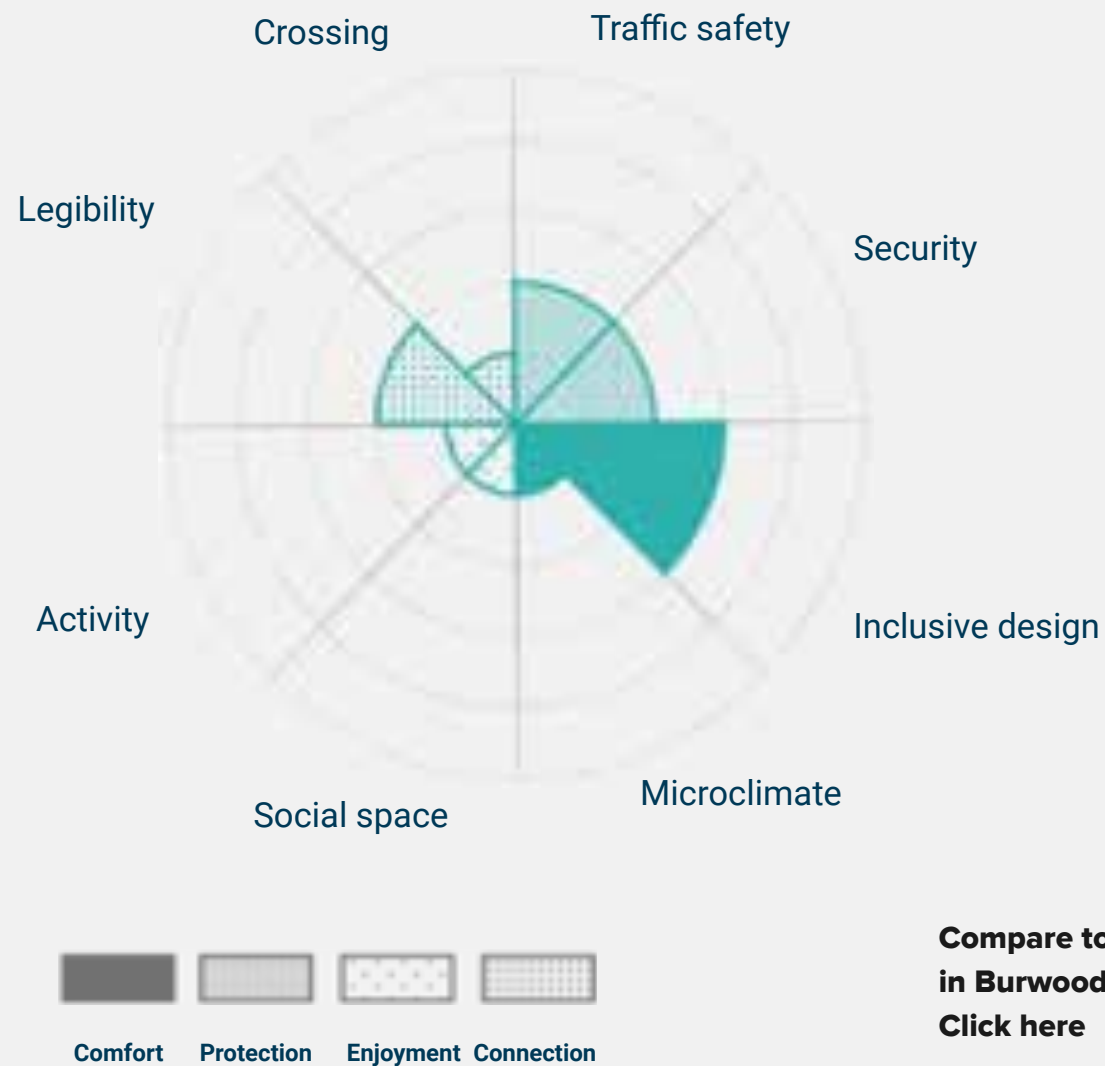


Walkability Score: Cheltenham

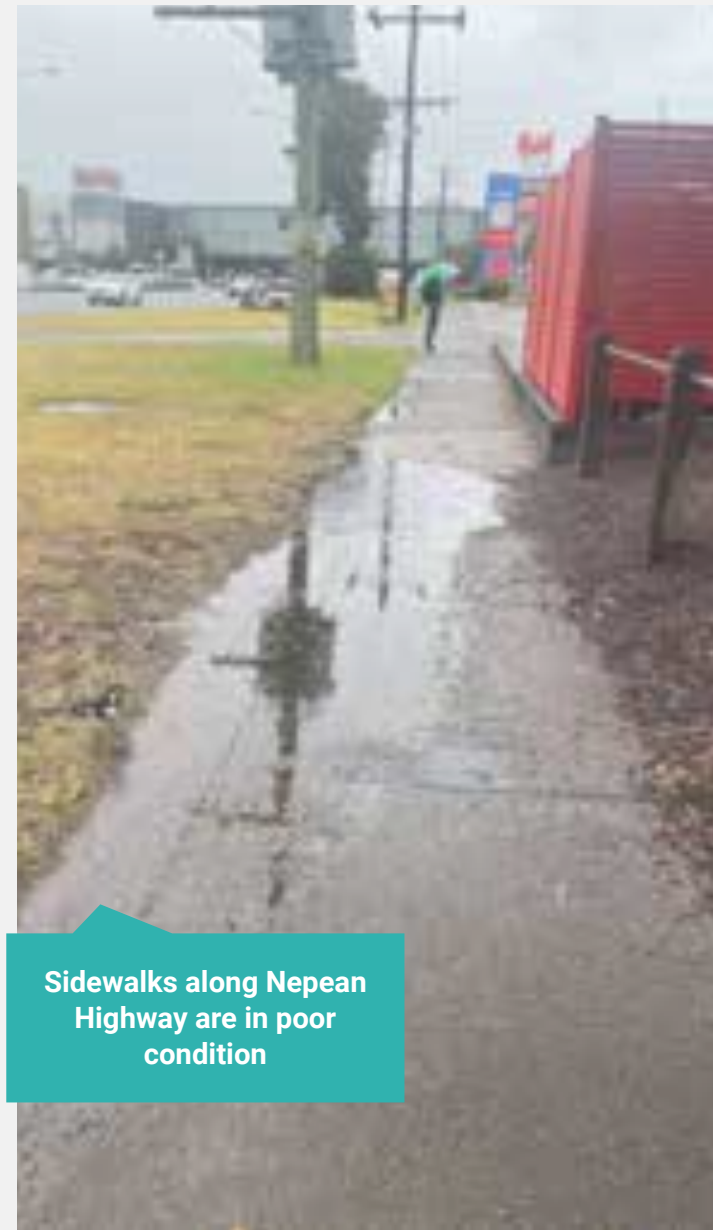
Nepean Highway

Walking along the eight-lane Nepean highway is not human friendly

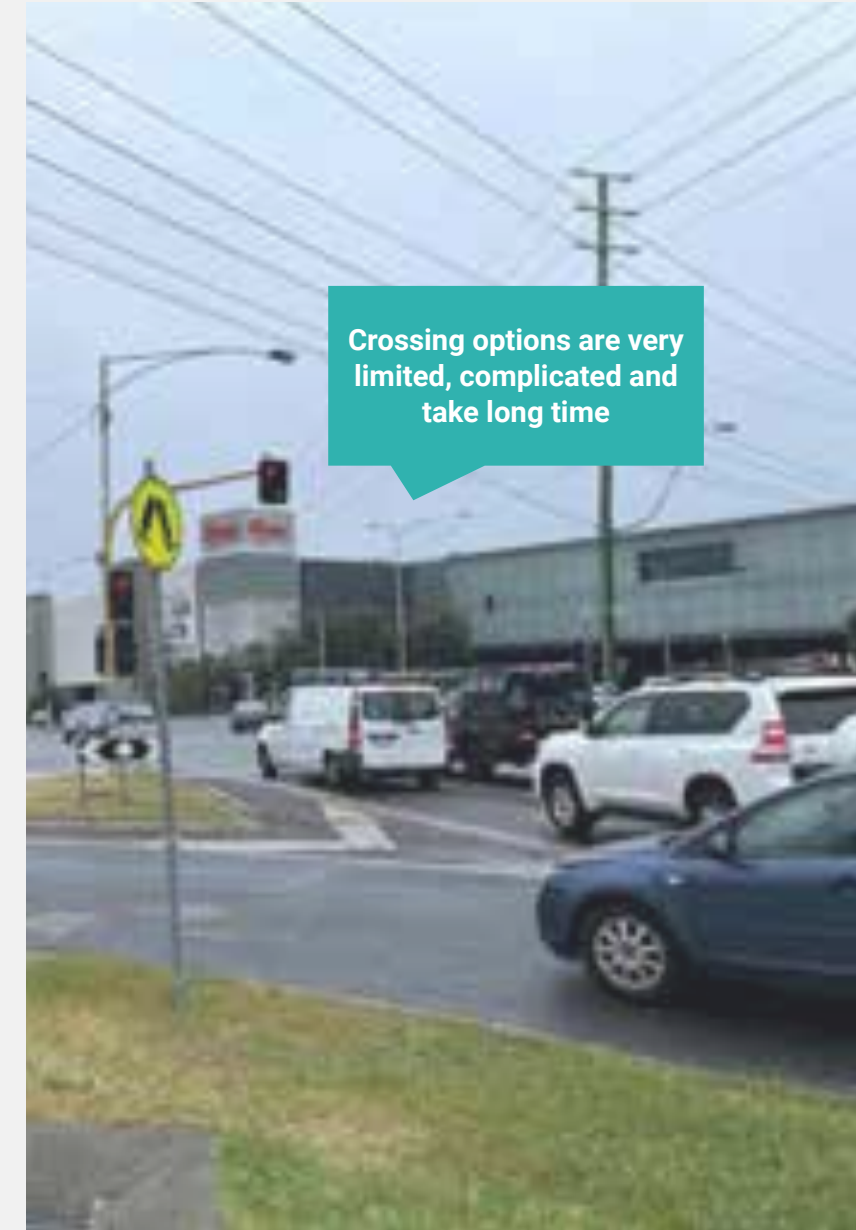
Walkability Score



Situation at eye-level



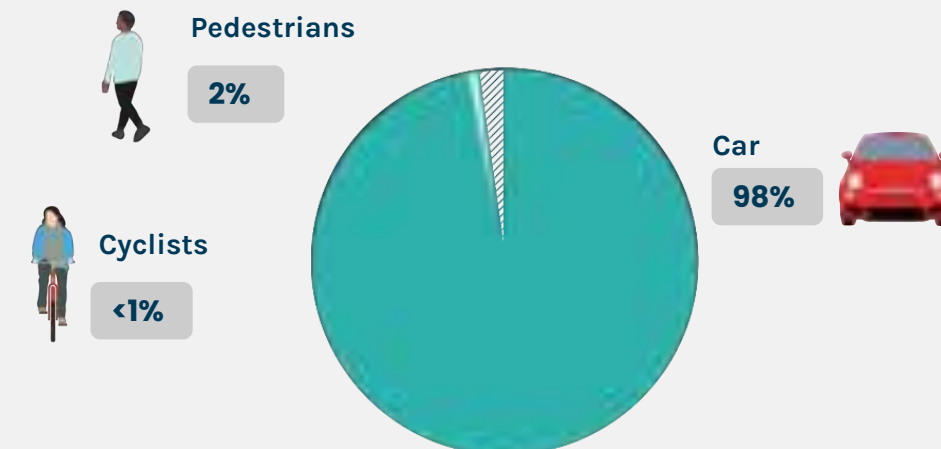
Sidewalks along Nepean Highway are in poor condition



Crossing options are very limited, complicated and take long time

Traffic counts

The car-centric design of the highway is also shown in the traffic counts. 98% of traffic on the road are cars



Cheltenham Lyle Anderson Reserve

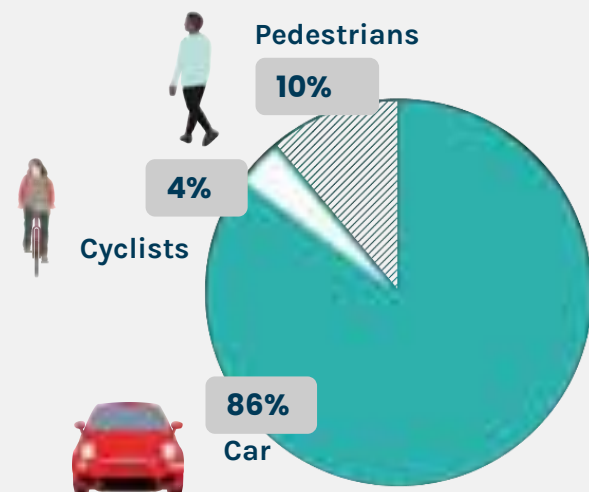
Public Life: Cheltenham

Graham Road & Highett Grove Movement Counts

Who is moving along Graham Road and who is entering Lyle Anderson Reserve ?

- Both Graham Road and Highett Grove see higher movement counts than stationary activities in Lyle Anderson Reserve indicating that there are people moving around the area by foot who are not attracted to stay in the Reserve (in particular seniors)
- Traffic counts on Graham Road show a dominance of car trips however cycling rates of 4% are relatively high when compared with other suburban streets

Traffic counts on Graham Road

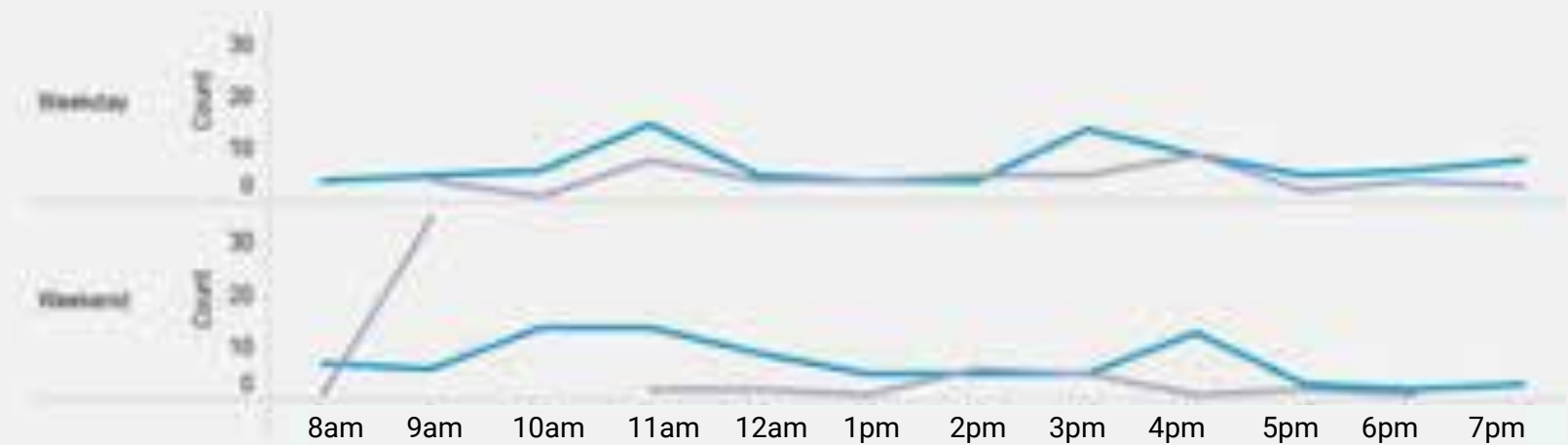


Count overview

Graham Road	171 movement counts
Highett Grove	105 movement counts

Lyle Anderson Reserve
50 stationary observations

Movement flow count



Demographics of people moving



Gender



Age:



Demographics of people staying



Public Life: Cheltenham

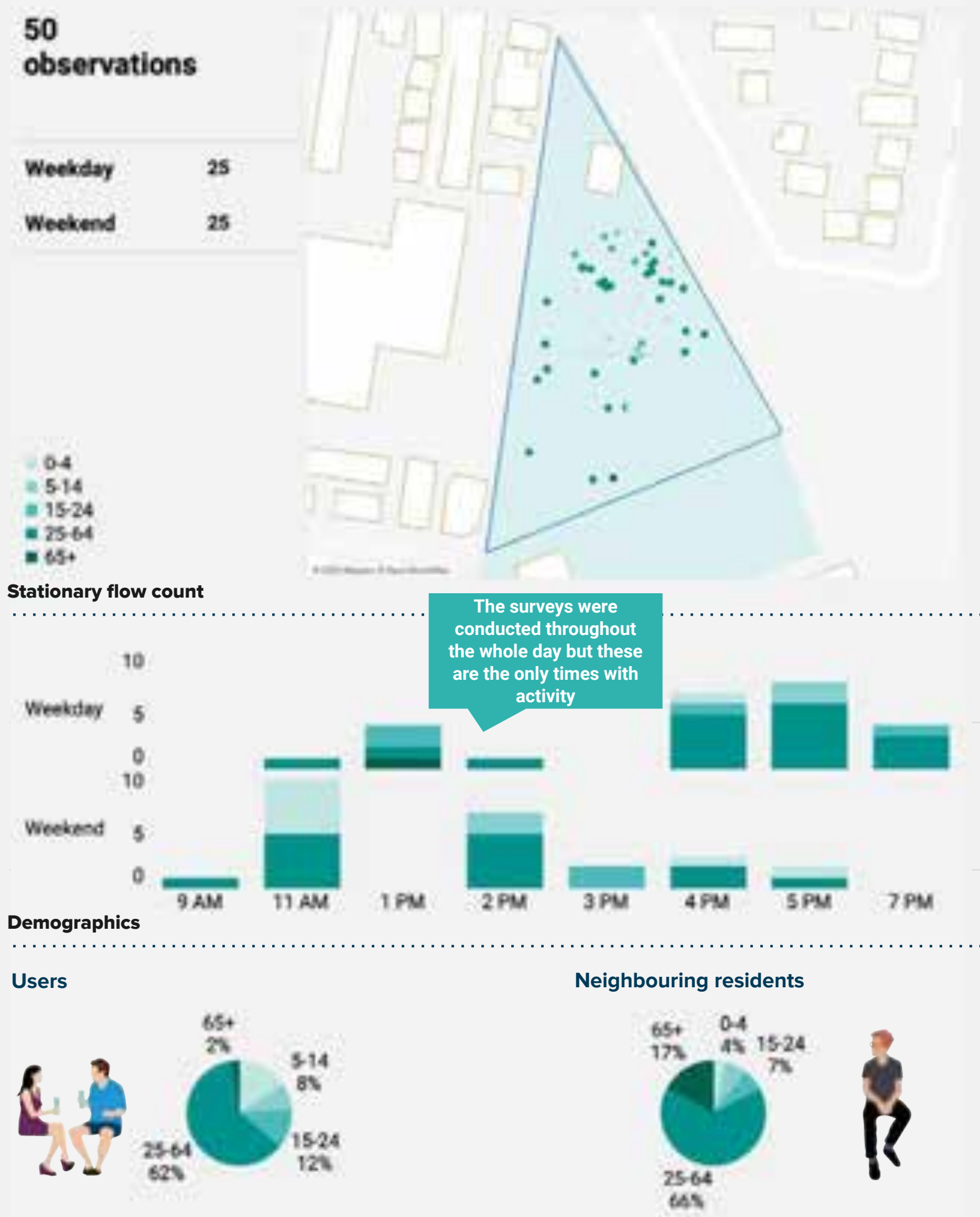
Lyle Anderson Reserve

Age Demographics

- Lyle Anderson Reserve is located north-west of Sir William Fry Reserve on the other side of the Frankston Railway Line
- Due to the train tracks on the western side, there is a limited access to the Reserve via Highett Grove
- The Reserve offers a playground, bbq, seating options and a dog-off-leash area

Who is using Lyle Anderson Reserve?

- The Reserve has a rather young usage group, 1/3 of the users are below 25 years old
- There are no seniors using the site, which does not correspond to the neighbouring resident counts, where 17% of residents are above 65 years of age



Public Life: Cheltenham

Lyle Anderson Reserve

Gender Demographics

Who is using Lyle Anderson Reserve?

- Lyle Anderson Reserve is slightly more used by men, 52% of users are male which is not corresponding with the gender split of the neighbouring residents
- Women using the space can mostly be seen around the playground taking care of children

Usage throughout the day

- Considering the relatively large size of the Reserve there was very little activity observed
- Weekdays and weekends have roughly the same level of activity
- Visitor peaks can be seen during weekdays in the early evenings after work and during late mornings in the weekend
- On weekday mornings the Reserve is completely deserted which could create opportunities for seniors to use the space who live in the area

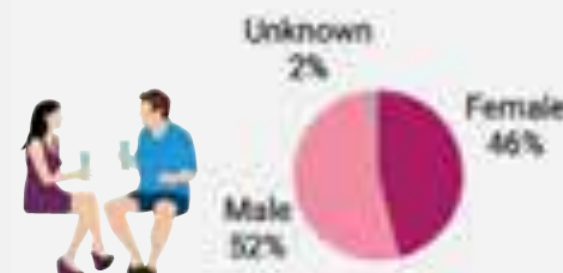


Stationary flow count

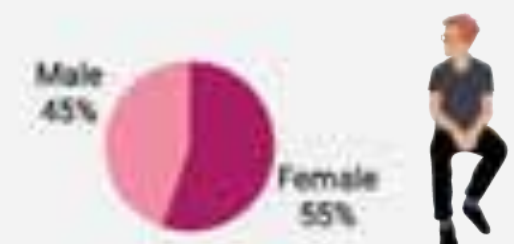


Demographics

Users



Neighbouring residents



Public Life: Cheltenham

Lyle Anderson Reserve

Activities

What are they doing?

- There is a considerably low diversity of activities compared to the other public spaces
- Most users are playing or are in conversation
- The Reserve does not attract other activities such as exercise, eating and drinking, taking care of pets etc.
- The close proximity to the better equipped Sir William Fry Reserve and the limited accessibility could be identified as reasons for the low activity level
- The Reserve offers no additional amenities or attractions beyond those already provided by Sir William Fry Reserve

50 observations

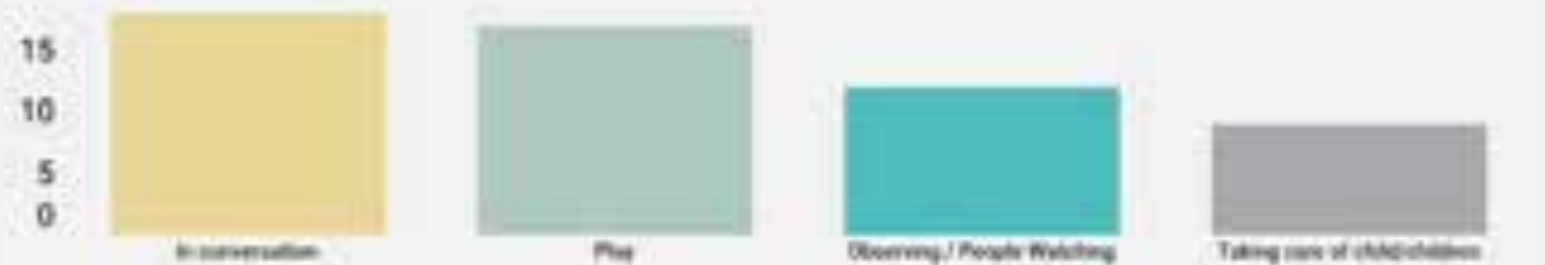
- In conversation
- Play
- Observing / People Watching
- Taking care of child/children



Stationary flow count



What are visitors doing?



Cheltenham Jean Street Playground

Photo: SRLA

Public Life: Cheltenham

Jean Street Playground

Age Demographics

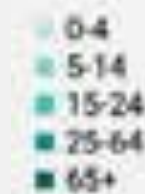
- Jean Street Playground is a linear public space south of Southland Shopping Centre with climbing structures and swings

Who is using Jean Street Playground?

- Considering the relatively small size and location, the playground sees relatively high activity levels
- The users of Jean Street Playground are young, almost half of all users are younger than 25 years
- This does not correspond with the neighbouring resident demographics, hence some resident groups in the area, in particular seniors, are not using the space
- The space predominantly seems to attract young families with children and does not provide many invitations for other user groups

324 observations

Weekday	71
Weekend	253

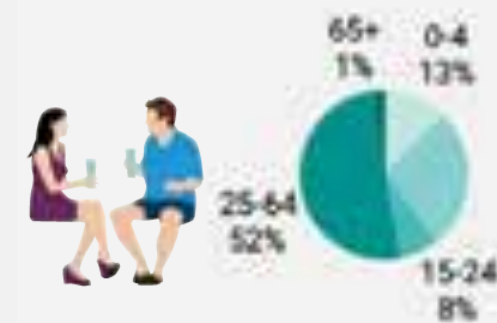


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Cheltenham

Jean Street Playground

Gender Demographics

Who is using Jean Street Playground?

- There are more women using the space, in line with the overall observation that women are taking care of children more than men in public space

Usage throughout the day:

- Weekends are almost three times as busy as weekdays, presumably a sign that weekend shoppers of Southland use the playground prior to or after visiting the shopping centre and/or that surrounding residents use the playground solely on weekends
- Weekday afternoons and evenings see very low activity indicating the playground is not used a lot by residents and predominantly by weekend shoppers

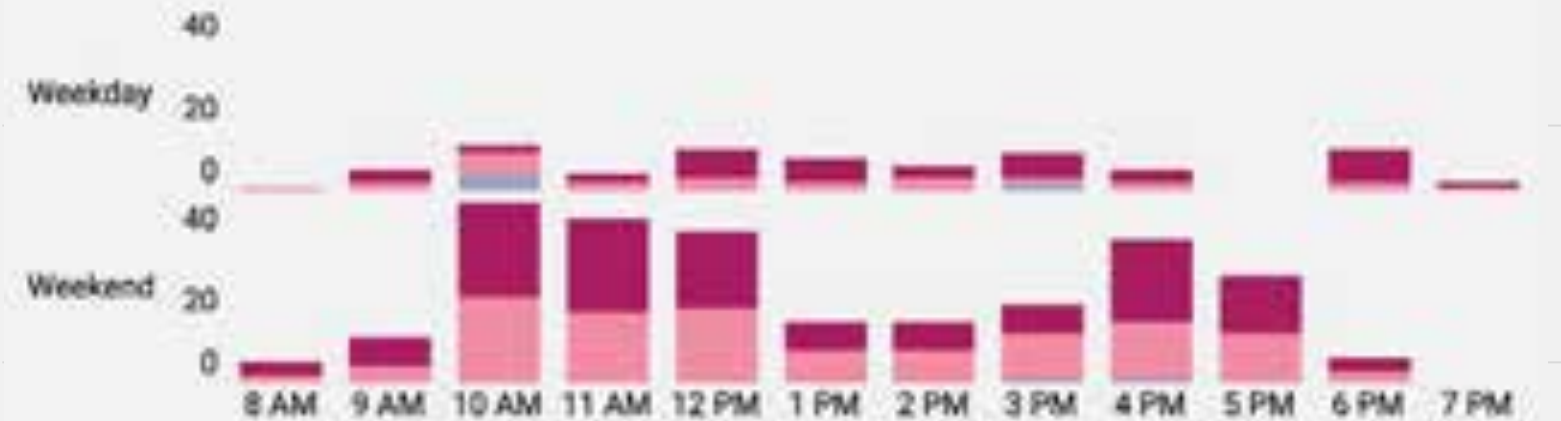
324 observations

Weekday	71
Weekend	253

Female
Male
Unknown

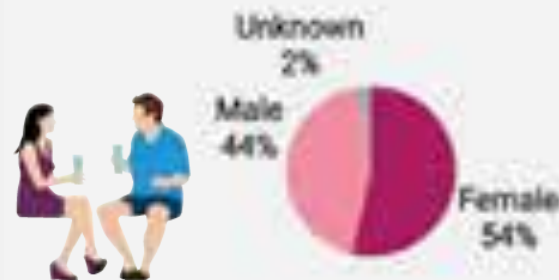


Stationary flow count

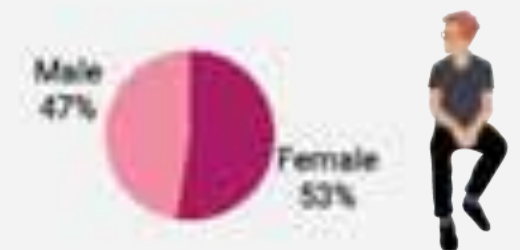


Demographics

Users



Neighbouring residents

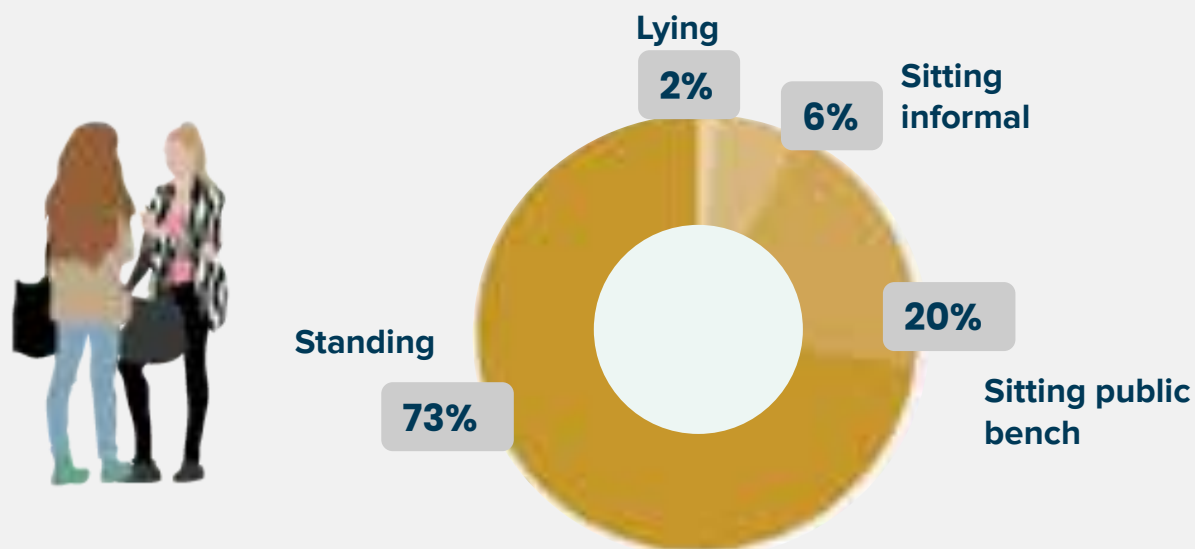


Public Life: Cheltenham

Jean Street Playground Activities

What are they doing?

- Aside from play, related activities like being conversation, taking care of children etc. are the most popular activities
- Only a few people use the space for other activities like eating and drinking
- The majority of people recorded were standing which could indicate a lack of seating options



324 observations

- Play
- In conversation
- Taking care of child/children
- Observing / People Watching
- Using Electronics
- Eating / Drinking
- Null



Stationary flow count



What are visitors doing?



11. Appendix

Appendix

Methodology

Public Life Surveys

The public life surveys were conducted using Gehl's Public Life App by SRLA staff and external traffic surveyor.

The Public Life surveys were done for two categories of public life:

Movement and **Stationary Activities.**

The Public Life Survey on **movement** collected data on:

- Perceived gender: male presenting, female presenting
- Perceived age: 0-4, 5-14, 15-24, 25-64, 65+ years of age

Grouping perceived ages into five groups allowed surveyors to easily identify large volumes of people passing by, in a small amount of time.

The Public Life Survey on **stationary activities** collected data on:

- Perceived gender: male, female, unknown
- Perceived age: 0-4, 5-14, 15-24, 25-64, 65+ years old
- Posture: standing, sitting (public), sitting (informal), sitting (commercial), lying
- Activities surveyed: Waiting for public transport, Waiting for transport (non-public), Rideshare/Taxi, Engaged with commerce (selling / buying), Engaged in cultural activity (performer / watching), Exercise (all ages), Play (all ages), Observing / People Watching, Reading / Writing, Using Electronics, Eating / Drinking, In conversation, Civic work, Taking care of child / children, Feeding child, Changing diaper, Waiting in line, Residing in public space (people experiencing homelessness, sitting, sleeping on the street), Going through the trash, Panhandling, Other: *public text option*

Movement Counts

Movement surveys are conducted for 10 minutes every hour. These counts are then extrapolated to a full hour, based on Gehl's vast experience of capturing 10-minute samples.

The 20 movement locations were decided by Gehl and SRLA based on where counts, perceived age, and gender splits were considered to be most informative.

Stationary Counts

Stationary surveys are conducted by surveyors walking through the 26 defined public spaces or streets. Depending on the size of the studied area, these counts took between 10 - 60 minutes.

Stationary locations were decided by Gehl and SRLA based on key locations where stationary activity showcases the life in the precinct.

All surveys were collected once every hour for 12 hours on a weekday and weekend. Once the data was collected, it was processed and analysed.

Appendix

Methodology

Public Space Quality Criteria

A public space quality assessment of important public spaces in each precinct shows missing qualities. The score in the 12 quality criteria forms a baseline for future assessments and evaluations. In total, 15 public spaces were evaluated against the 12 quality criteria. The assessment was conducted by two members of the Gehl Team in October 2023, according to the method shown to the right. The following places were assessed:

- **Box Hill:** Box Hill Gardens, Main street/ Market street, Carrington Road
- **Burwood:** Gardiners Creek Reserve
- **Glen Waverley:** Kingsway, library forecourt, Central car park, Transit station forecourt
- **Monash:** Northern Plaza
- **Clayton:** Clayton Road, station forecourt, Remembrance Gardens
- **Cheltenham:** Southland station forecourt, Bus interchange Karen Street

The Public Space Quality Criteria are assessed by walking through the public spaces, taking photos and notes. The 12 criteria (see table to the right) are rated from high score, medium score and low score. The table shows the indicators for each criteria in order to get a high score.

Protection
Without this, most people will not come

Protection against traffic and accidents – feeling safe

- Protection for pedestrians
- Eliminating fear of traffic

Protection against crime and violence – feeling secure

- Lively public realm
- Eyes on the street
- Overlapping functions day and night
- Good lighting

Protection against unpleasant sensory experiences

- Wind
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Comfort
Without this, most people will not stay

Opportunities to walk

- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

There are places to stand for a rest

- Edge effect/attractive zones for standing/staying
- Supports for standing
- Facades with good details that invite staying

There are places to comfortably sit

- Zones for sitting
- Utilizing advantages: view, sun, people
- Good places to sit
- Benches for resting

There are plenty of things to look at

- Reasonable viewing distances
- Unhindered views
- Interesting views
- Lighting (when dark)

There are opportunities to play or exercise

- Physical activity, exercise
- Play and street entertainment
- By day and by night
- In summer and winter

I could easily have a conversation

- Low noise levels
- Street furniture that provides ‘talkscapes’

Enjoyment
The difference between a good and great place

The space relates to my (human) scale

- Buildings and spaces designed to human scale

The space allows me to enjoy the positive aspects of climate

- Sun/shade
- Heat/coolness
- Shelter from wind/breeze

I like the aesthetic qualities and sensory experiences

- Good design and detailing
- Good materials
- Fine views
- Trees, plants, water

Appendix

Methodology

Walkability Score

The Walkability Score method assesses the walkability according to eight criteria of connection, protection, enjoyment, and comfort on a scale of 1 - 5. The eight criteria and considered parameters are listed below. A high score is achieved when the following criteria are met.

CROSSING: Short waiting time, dedicated signals, zebra crossing and signage existing, no fencing, desire lines are considered, high frequency of crossing

TRAFFIC SAFETY: Low traffic speed and volumes, adequate protection from traffic (depending on speed and volume), no parked cars and other objects on the footpath

LEGIBILITY: Wayfinding, signage, landmarks are present and improve orientation and legibility

SECURITY: Lighting on sidewalks, human presence on ground floor and upper floors

INCLUSIVE DESIGN: Even pavements, tactile surfaces, no obstacles, adequate width of footpath to path with wheelchair, stroller etc.

ACTIVITY: Active frontages, things to look at, destinations that attract public life activity

SOCIAL SPACES: Opportunities to rest, talk, sit, observe

MICROCLIMATE: Shading, shelter, low noise levels, good air quality, no smells

Safety Index

The perceived safety of public spaces in the precincts were assessed by the Gehl Team along eight safety criteria listed below. The criteria are rated from 1 - 5. The eight criteria and considered parameters are listed below. A high score is achieved when the following criteria are met.

MIXED USE: Continuous uses during all hours of the day, first floor windows, Mix of business types, passive surveillance is existing

LIGHTING: Quality and quantity of street lighting

ORIENTATION: Orientation, buildings and vegetation, no dark corners wayfinding, line of sight is clear

PUBLIC LIFE: Activity between buildings, events, outdoor dining etc.

TIDINESS: Graffiti, no smells, low noise levels

URBAN ELEMENTS: Public art, street furniture, landscaping, fountains

PEDESTRIAN FLOW: High frequency, positive use of streetscapes

VEHICLE FLOW: Frequency of vehicles (a certain level of vehicle flow at low speeds can increase the subjective level of safety)

Suburban Rail Loop Melbourne

Public Space and Public Life Study

Urban Baseline Study 2023

Gehl



January 2024

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suburbanrailloop.vic.gov.au

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