

# Streets Alive Yarra

A proposal for Brunswick Street



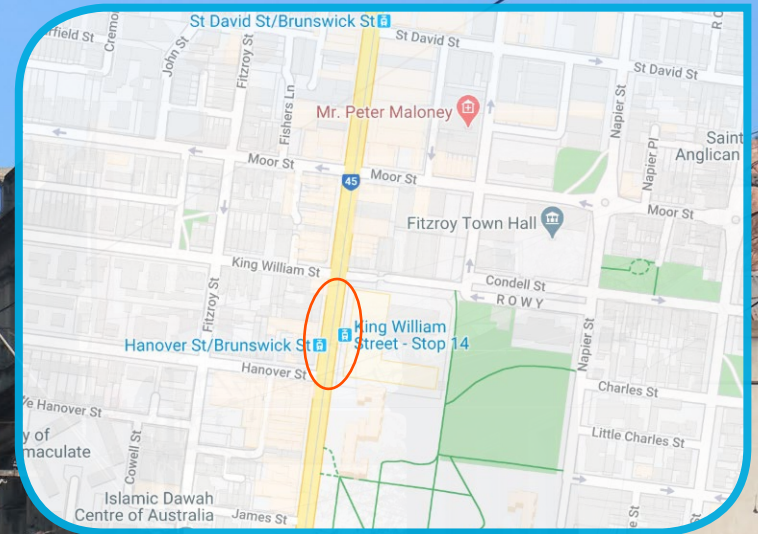
# Area of Interest

SACRED HEART PRIMARY SCHOOL  
FOUNDED 1869

ALL SAINTS CATHOLIC CHURCH  
BUILT 1864

oodWORKS  
Local

ATV





# Area of Interest



## Community Facilities

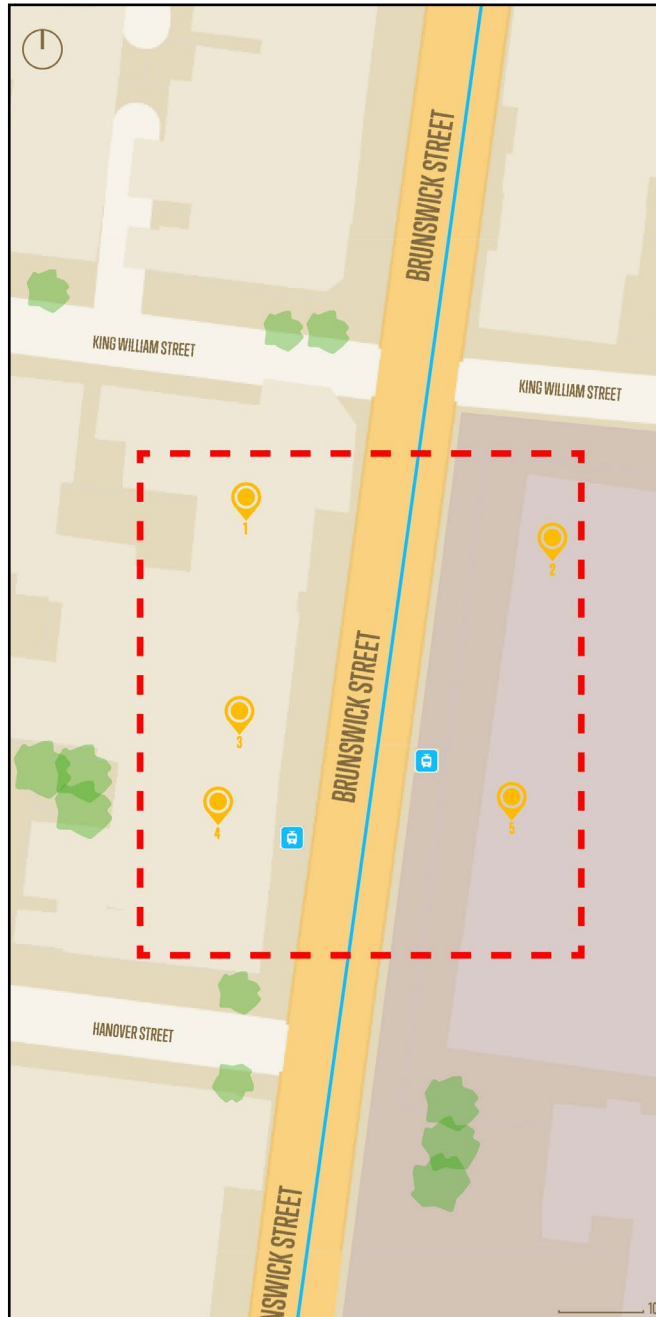
<sup>1</sup> St Mary's House of Welcome, <sup>2</sup>Foodworks, <sup>3</sup> Korean Kimchi Groceries, <sup>4</sup> Beautiful Laundrette and <sup>5</sup> The Connie Benn Centre are all within this section of Brunswick St.

Many people linger on the sidewalks in this area due to the concentration of community facilities- particularly parents with kids outside of the [Connie Benn Centre](#) and customers outside the laundrette. [Sacred Heart School](#) is also located on King William Street, which causes an influx of parents and kids in the area during drop-off and pick-up times.



## Public Transport

Two tram stops (Stop 14) fall within this area of interest. Given that they are kerbside tram stops, there are access issues for wheelchair users and parents with prams. In addition to this, while the tram stop in front of the [Connie Benn Centre](#) is sheltered, the tram stop in front of [My Beautiful Laundrette](#) has no formal shelter, seating or street furniture.



AREA OF INTEREST



## Trees & Vegetation

There is a distinct lack of trees and vegetation within the site. While some trees are present in the surrounding side streets, King William and Hanover, this section of Brunswick street is left uncovered. Hardly any shelter is provided for pedestrians or those lingering on the sidewalk.



## Residential Zone

This area sits on the border of commercial and residential zoning. Apartment residences are present in the site, with high rise public housing located South of the site.



*This site has the potential to strengthen the connection between residents and local businesses on Brunswick Street. There is also an opportunity to create a street where community interaction occurs while ensuring the safety of pedestrians, cyclists and residents who use the site.*

# Existing Street Condition

The current design of Brunswick street is one that prioritises automobiles. This is evident in the amount of road space given to cars, the high number of on-street parking spaces and the lack of safety measures for people walking, cycling and using public transport.

## Absence of Nature

The absence of nature in the site- trees and vegetation- is concerning, given the many benefits nature has on the urban street- from physical safety of road users to the improved psychological wellbeing of those who frequently use the street.

## Limited Seating

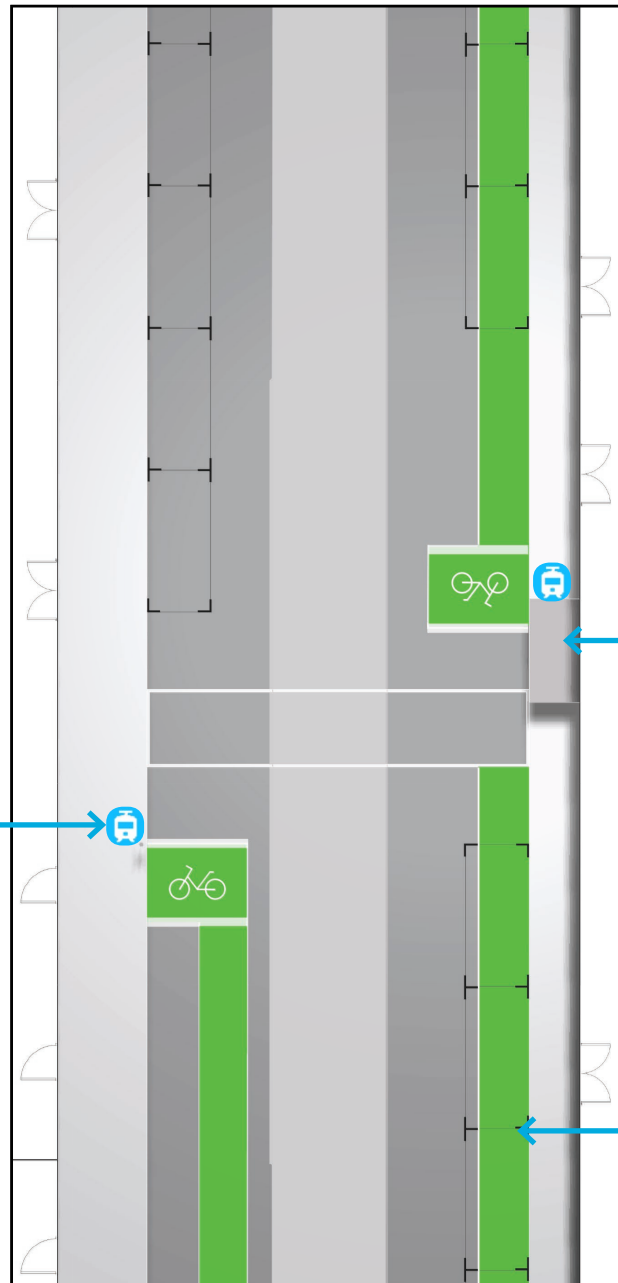
Improving the limited street furniture would be beneficial for public transport users and those lingering in the area. Attractive waiting areas not only provide places to sit, but also encourage a sense of place and social interaction while also deterring anti-social behaviour.

## Narrow Footpaths

Narrow and uneven- this footpath has accessibility issues for wheelchair users or people with prams. Right outside the [Connie Benn Centre](#) is a congestion spot, where the presence of the tram stop shelter reduces the footpath to less than 1.2 m (the minimum recommendation for a wheelchair accessible footpath).

## On Street Parking

Bike lanes are largely blocked by on-street parking, making it dangerous and difficult for people who cycle. A protected bike lane and the removal of on-street parking would make the street safer for people cycling.



CURRENT BRUNSWICK ST. LAYOUT

# Proposed Changes



## Protected Bike Lane

Removing on-street parking allows for the widening of the footpath and the creation of an unobstructed, protected bicycle lane. As well as contributing to the safety of people walking, cycling and driving, this encourages and promotes cycling as a mode of transport. Protected bicycle lanes have also been proven to increase the number of people choosing to cycle, thus helping users reduce their environmental impact.



## Trees

Aside from contributing to the beautification of an area, trees have many benefits for the urban street- cleaner air, mitigation of the Urban Heat Island effect and added value to surrounding businesses. The presence of trees also helps define the pedestrian zone when placed between the road and footpath- giving off a sense of safety for people walking.



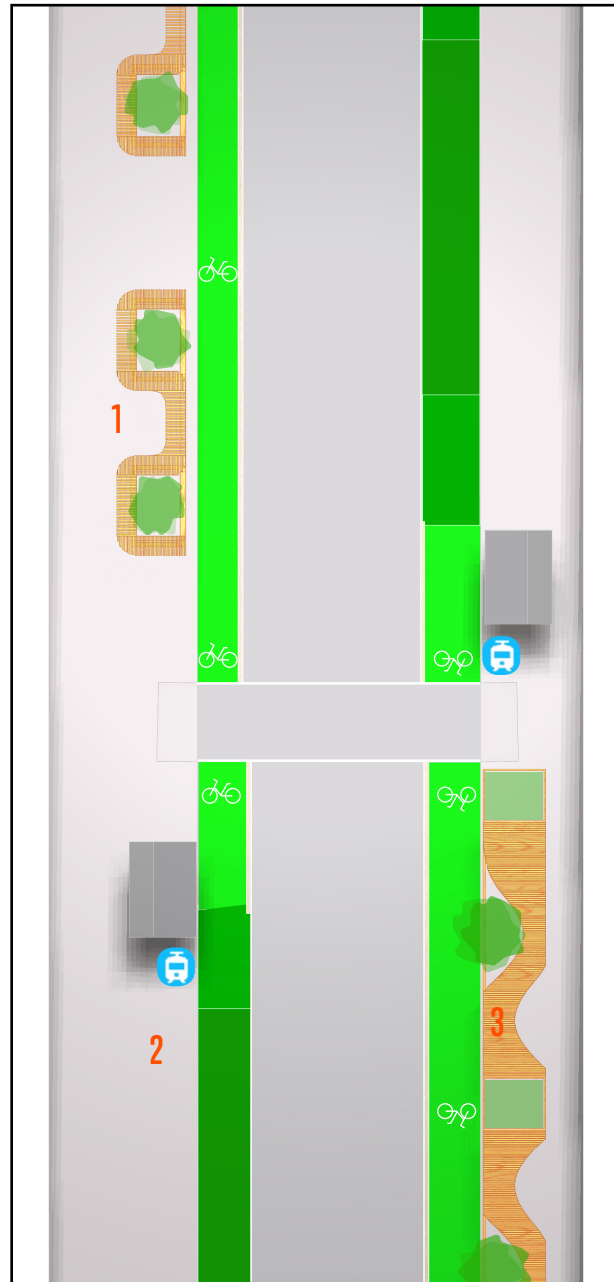
## Accessible Tram Stop

Public transport should be accessible for everyone. The creation of a level access tram stop will help parents with prams, wheelchair users and people with mobility issues to use trams with greater ease and safety.



## Tram Shelter

Having a designated shelter is important for the safety and comfort of people using public transport. A tram stop shelter is proposed for both sides of the road. As well as protecting users from the sun, wind and rain, it signifies that the street encourages public transport use and has the infrastructure to support it.



PROPOSED BRUNSWICK ST. LAYOUT



## Street Furniture

Street furniture that encourages lingering and interaction has been placed on both sides of the street. One set is placed in front of [St Mary's House of Welcome](#) and the other in front of [The Connie Benn Centre](#). These are areas where people have been observed to linger and congregate.

These seating arrangements include trees and plants as part of the furniture. Made out of timber, it aims to further incorporate the notion of nature on Brunswick Street.

This street furniture design was inspired by the precedent pictured below: a portable "parklet" designed by WMB Studios in London.

This installation aimed to improve the local environment through micro-green spaces, as well as creating a space for social interaction on the street that is protected from automobiles.



Image source: <https://www.dezeen.com/2015/11/28/portable-parklet-wmb-studio-greenery-bench-london-park/>





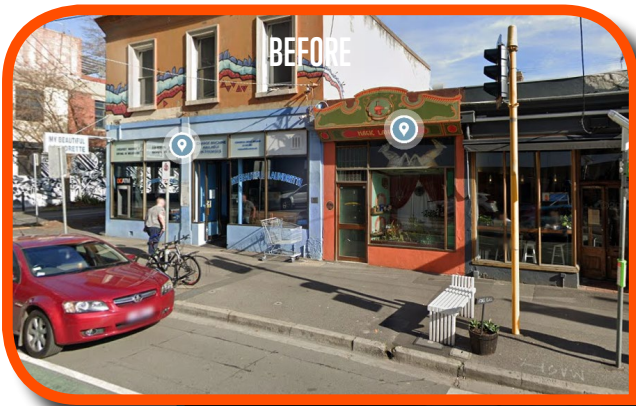
Seating in front of St. Mary's House of Welcome will encourage lingering and social interaction in the area.



1







Level Access Tram stop will make it easier for people to embark and disembark from trams.



2





Grade separation for people walking and cycling will make the road safer for all users. New seating also acts as a buffer.



3







# Streets Alive Yarra

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