

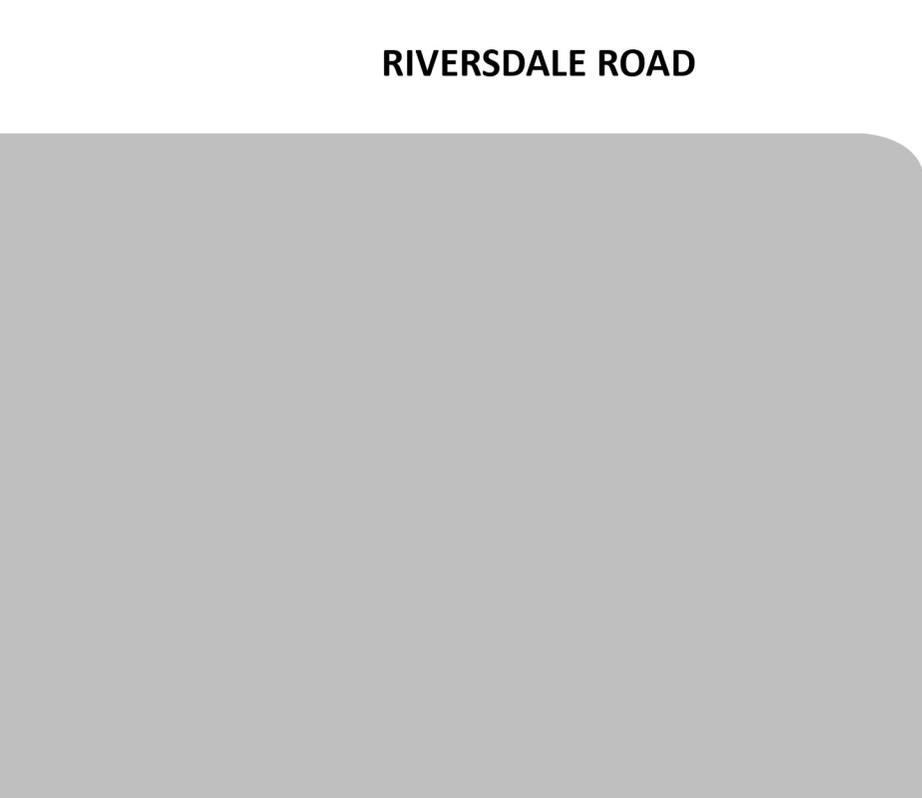
CAMBERWELL ROAD

PLAZA

BURKE ROAD

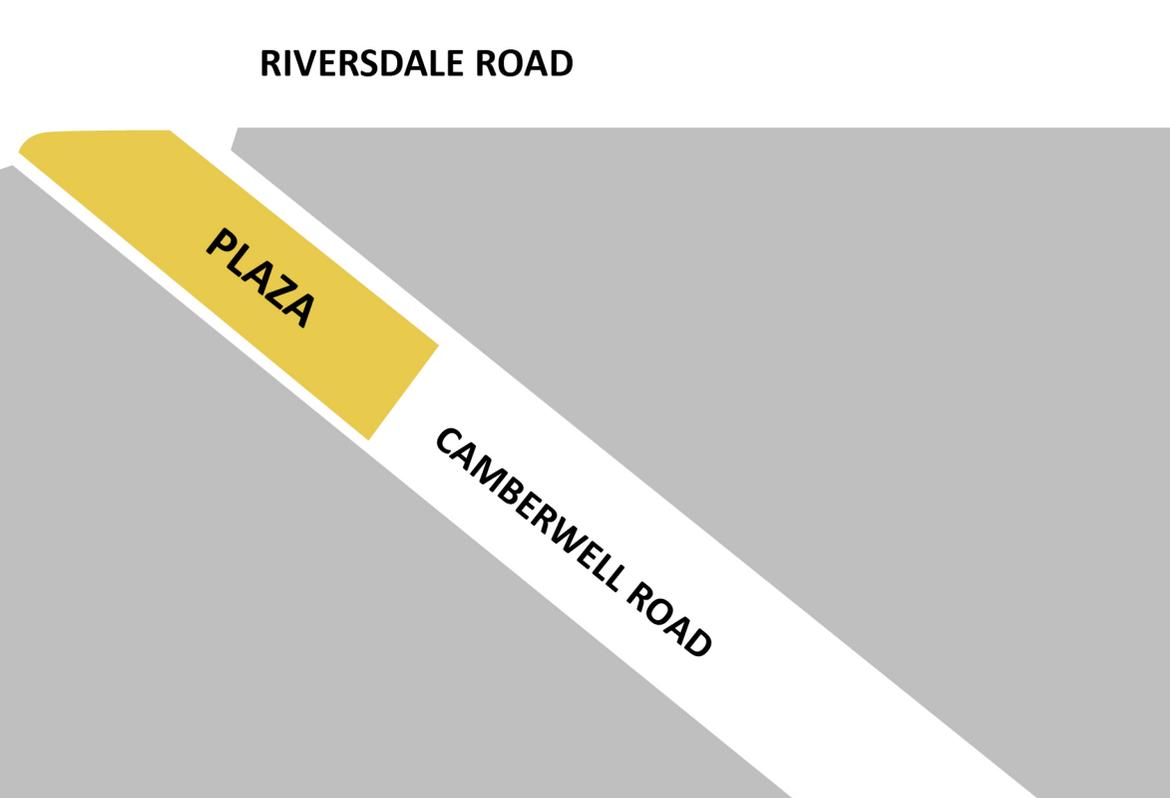
A PEDESTRIAN HEART
FOR CAMBERWELL

ALEXANDER
URBANISM



RIVERSDALE ROAD

BURKE ROAD



PLAZA

CAMBERWELL ROAD

RIVERSDALE ROAD

A pedestrian heart for Camberwell

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Introduction

Camberwell Junction is a distinctive major traffic intersection at one end of Camberwell's town centre.

Alexander Urbanism, working in collaboration with the Martyn Group, transport planners, has developed a design idea to significantly improve the function and quality of the Junction. We propose to convert Camberwell Road on either side of the Junction into pedestrian space, leaving a simpler four-way intersection for motorists. Camberwell Road north of the intersection would become a quality social space and a new pedestrian heart for the town centre. It would be the place to go in Camberwell to meet friends and to enjoy a meal. Camberwell Road south of the intersection would be a tram superstop. The changes would provide safety and access improvements for people on foot, on bicycle, in trams and in private motor vehicles.

Our proposal is a proof-of-concept to encourage discussion; to take this further will require detailed design work and cost estimates.

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The Junction

Camberwell town centre is the City of Boroondara's most important shopping centre, but it lacks dedicated public open space. The footpaths on the major roads, such as Burke Street, are less than four metres wide. This is sufficient width for pedestrian movement, but leaves little space for alfresco dining or comfortable gatherings of more than a few people. It has large open areas behind the shops on either side of Burke Road, but these are car parks. The large car park to the east is used for a Sunday market.

The high volume of motor vehicle traffic on Burke Road has a detrimental impact on local amenity - the traffic noise makes conversation difficult, and crossing the

street can be difficult and dangerous. The situation is similar on Riversdale Road and Camberwell Road.

The Junction is a major traffic hub. It handles approximately 20,000 motor vehicles a day on Burke Road, 9,400 a day on Riversdale Road and 8,900 a day on Camberwell Road. 1700 tram passengers per day board or alight there from trams on routes 70, 72 and 75. Pedestrian movements across the Junction number approximately 15,000 per day.

The Junction is operating near or at capacity during peak periods, with congestion and queuing in the morning and afternoon peaks of motor vehicles and trams.



Figure 1: Existing view of Camberwell Road looking north from the Junction.

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Figure 2: Artist's impression of the proposed plaza in Camberwell Road viewed from the junction.

The opportunity

Two high-quality public spaces could be created in Camberwell Road immediately adjoining the Junction. This would require approximately 50 m of Camberwell Road north of the Junction and 60 m south of it. The remaining four legs of the Junction, those of Burke and Riversdale Roads, can become a standard four-way intersection.

This would:

- create a pedestrian plaza that would be the 'heart' of the town centre
- ease congestion by increasing motor vehicle capacity
- encourage trips by tram and on foot
- provide more stormwater storage capacity.

New York has recently transformed four blocks of Broadway at Times Square into pedestrian space. If New York can pedestrianise most of Times Square, Boroondara can pedestrianise part of Camberwell Junction!

The design of the spaces

The designs shown here are indicative designs to demonstrate how the spaces could be used.

Access would not be blocked to any private parking areas. Goods deliveries to properties fronting the plazas, and vehicles for trades people servicing these properties, would occur at night and early morning, or by permit during the day. Approximately eight on-street parking spaces would be removed from Camberwell Road.

The northern space

Camberwell Road immediately north of the Junction would become a pedestrian street with a plaza, trees, water feature, play space, cycle path and alfresco dining. The large plaza would be used for community events such as outdoor art shows, fashion parades, and public meetings. Close to the Rivoli cinema, the area would be the natural place to go before or after watching a movie to enjoy a drink or a meal. It would be an attractive location for cafes and restaurants, and over time could become the 'eat street' for the town centre. This would be the place to meet friends, to eat



Figure 3: Indicative design of the northern space, showing a gathering area, alfresco dining, cycle path, planting and playground.

a great meal, to enjoy the sun at lunchtime. It would make Camberwell more attractive, and keep it competitive with other shopping centres.

The pedestrian area would only extend north of the Junction to the first lane, with vehicle access maintained to that lane.

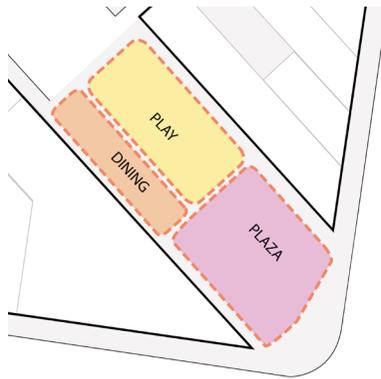
This space could be formed into a shallow detention basin, with the surfaces falling from the edges to a decorative pond in the low point. Some stormwater storage capacity could also be constructed below the surface.

The southern space

Camberwell Road immediately south of the Junction for approximately 60 m would be able to accommodate a tram superstop, providing universal access. It would also contain trees and a cycle path.

The pedestrian area would extend south of the Junction only to the first driveway.

Figure 4: Conceptual distribution of land uses in the northern space.



Alternative traffic routes

Camberwell Road would be closed to through traffic either side of the Junction. All other traffic movements that currently occur would not be affected.

Local traffic has alternative routes, as does traffic with origins and destinations outside the area. Further traffic analysis will be required to determine the local network capacity and impacts of the proposed closure of this part of Camberwell Road to through traffic.

Figure 5: Indicative design of the southern space, showing the superstop for tram route 75.



Benefits

Visitors to the town centre would enjoy the added amenity of the northern plaza, a large dedicated pedestrian space available for socializing, gathering and cultural activities. Motorists using the Junction would experience reduced travel time due to the simplified intersection and the longer green signal time. Tram users would enjoy the southern plaza's super stop, with improved comfort and safety. Bicyclists would gain a safer bicycle route along Camberwell Road.

Shopkeepers along Camberwell Road north of the Junction would suffer less risk of flooding due to the northern plaza's stormwater detention capacity.

Commercial property owners in the town centre would gain increased property values.

Residential property owners throughout the town centre's catchment area would gain a small boost in residential values from the increased amenity provided by the spaces.

The estimated cost for the creating these spaces using high-quality materials is \$3.1m.

Conclusion

The transformation of two short sections of Camberwell Road into two high quality pedestrian spaces is an opportunity to significantly improve both the user amenity of the area and its traffic conditions. Camberwell's town centre would gain a pedestrian heart, a place for people to gather, socialise, and use for cultural activity. In addition, the Junction would work better for motorists, pedestrians and tram users.

With great benefits and few disadvantages, what's not to like?