

Visualisation

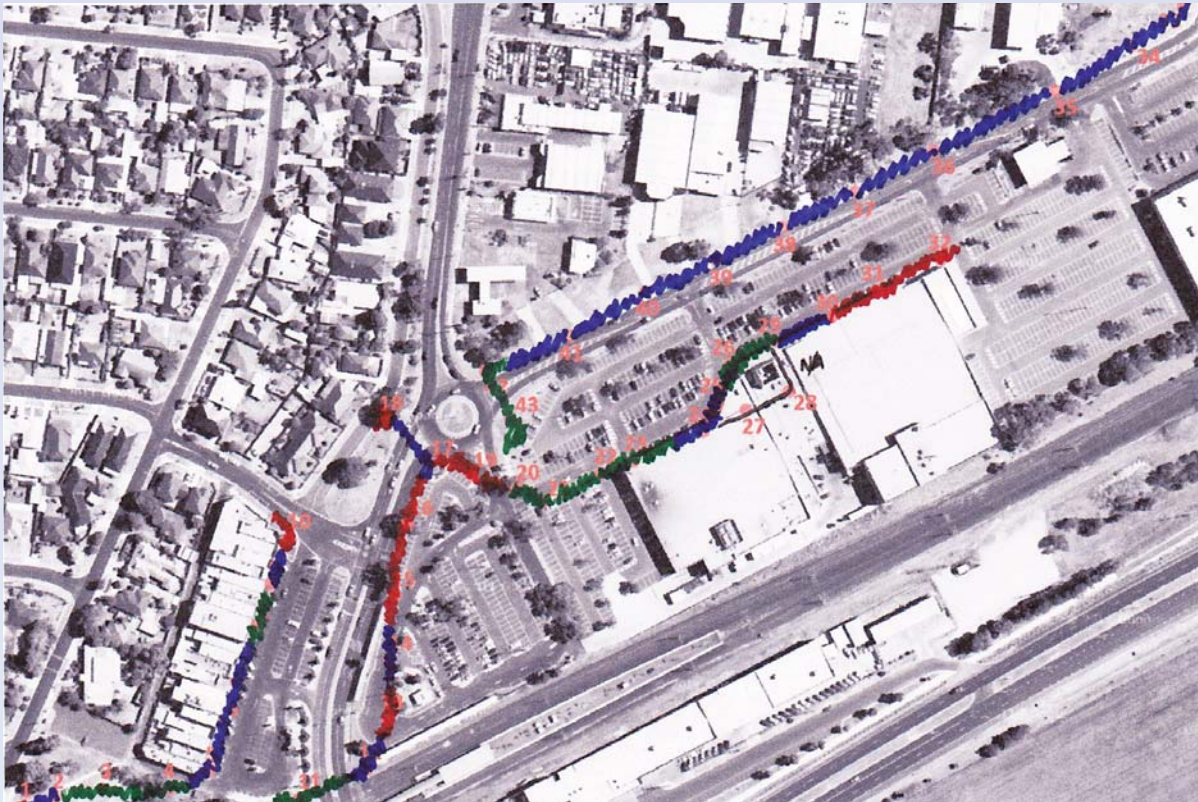
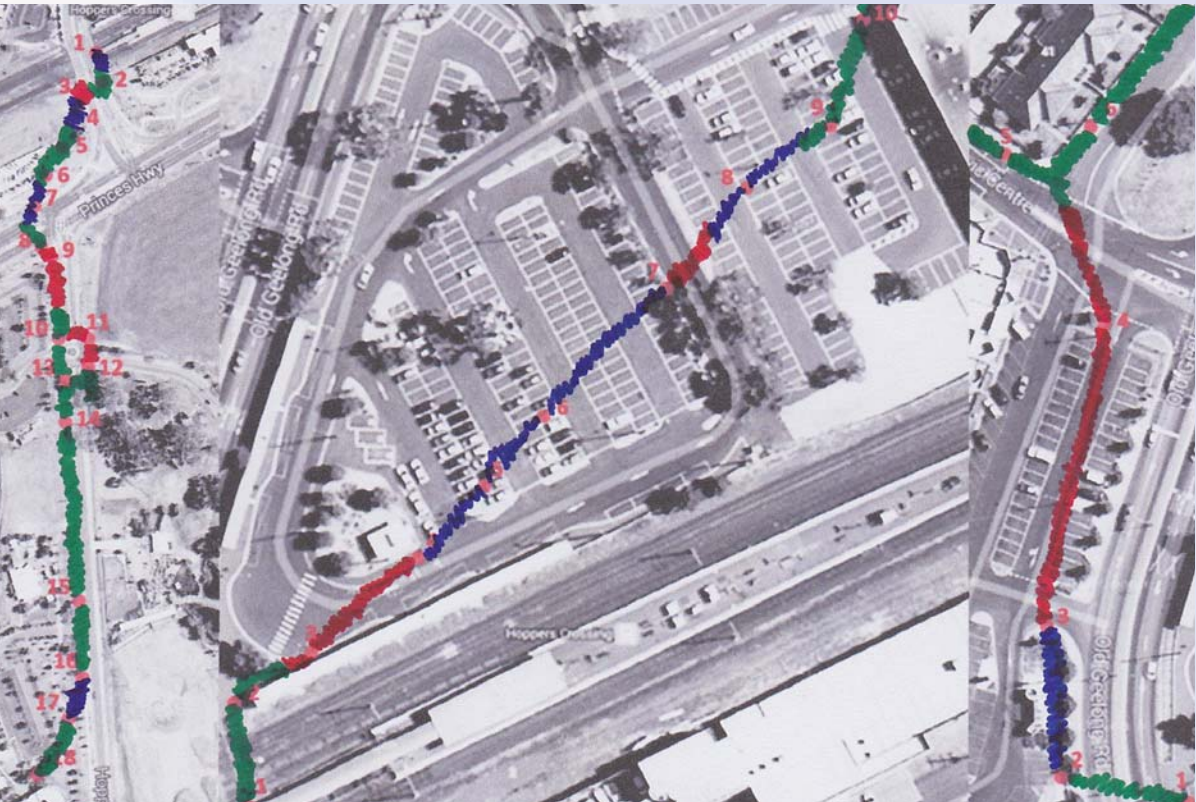
- STRENGTHS

 - Site proximity to station
 - Well defined nodes
 - Established public transport system
 - Large amounts of passers by
 - Mix of uses surrounding the site
 - Proximity to Victoria University
 - Proximity to Medical centre/private hospital
- WEAKNESSES

 - Devoid of people
 - Personal vehicular transport dependent
 - Disconnected nodes
 - Lack of activation from passers by
 - Main transit corridor creates a barrier
 - Bus Terminal inefficient
 - Frequency of trains during peak times
 - Congestion problems
 - Level crossing
 - Large amounts of dead space (Car parks)
- OPPORTUNITIES

 - The station could become a hub
 - Much scope for change
 - Catalyst for attracting passers by
 - Prime development location to the south with vacant block
 - Opportunity to create balance between pedestrians and Vehicles
 - Retrofitting car parks
 - Scope for residential developments with in nodes.
- THREATS

 - Urban surrounding decaying beyond repair
 - Socio-economic collapse
 - Over-development/ conquering the natural environment
 - Possible dissatisfaction with proposals



The analysis of hot & cold highlights the areas in the existing context that are in the most need of change. The pairs of photos below are taken at 11:00 – 12:00 and 21:00 – 22:00.



Here we start in Powell reserve, off Powell drive, West of the station precinct. It is very green and fairly well lit at night.



Moving through into the strip shops on the Western edge of the study area. Here we can see that at night it is well lit and feels quite safe even though it is fairly desolate. During the daytime, however, it feels as though the area is disengaged and unused.



Further along the strip shops, there is more usage and engagement with restaurants and cafes.



Finishing at the end of the strip shops it is very dark and frightening at night time (image 10). Moving towards the station, we can now see that there is a large amount of security lighting and it is very open and safe.



Moving around the out side of the centre we can still see the 'grunginess' of the concrete and outdated architectural style. Moving through the internal arcade we can see that it is quite active with more independent retails (Butcher and grocer).



Moving outside again and continuing around the further side of the centre away from the station. It all seems to drop away and become a sheer wall with old concrete under foot.



31 and 32 reaffirm the above point. Starting further from the station again but across the road from the centre. We start moving through the northern edge of the study area.



This pedestrian route, though surrounded by cars and commercial/industrial businesses seem more palatable than the over arching outdated sheer walls of the shopping centre. Here there is more established vegetation and more to see.



Here the pedestrian pathways become very hard to find and almost impossible to find at night.



These areas very confronting as there is no barrier between pedestrians and traffic. Additionally there is no crossing to the other end of the strip shops.



As we move around towards the shopping centre it becomes apparent that if this was the desired location, it is a very roundabout way, while walking through the car park and dodging its traffic seems quicker and less ambiguous.



Getting closer to the shopping centre now, it is still active at night as the Target within the complex is 24hrs every day. However, during the day it quite desolate and 'grubby'.



Wide footpaths here also add to the positive nature of this walk. Even at night the area feels more positive.



A negative point however, is that the only crossing is further down, closer to the major roundabout.



However the crossing is easy and has well defined directional pedestrian pathways.

The University student

Starting from the station and walking to Victorian University, we can see in images 1. and 2. that there are well defined crossing with lights. 3. and 4. however seem to be neglected with dirt patches which are most likely meant for plants. 5. and 6. have well maintained paths and established vegetation.

Image 7. shows a good crossing but again dirt patches with no plants. Image 8. shows good pedestrian pathways with signage and hand holds for cyclists as well as established vegetation. Image 9. and 11. show paths with no path on the other side of the pedestrian crossing, while 10. illustrates a good pedestrian lightless crossing. Image 12. has good pathways with vegetation and shade.

Good road crossing paths in image 13. but pedestrians must give way to traffic. 14. and 15. show the long paved walk to the university campus. It is well maintained and has a buffer between the path and the road. 16. illustrates the disconnection of paths as you must cross the grass to get to the main university path. 17. and 18. are great tree lined paths.

The Shopper

Heading from the station to the major shopping centre most pedestrians find that take more time to follow the pathways around the car park so they opt to risk walking in and around the cars. Images 1. 2. and 3. get progressively more ambivalent as we move through to the parked cars. Image three especially is shows a large open distance of road that must be crossed. 4. 5. and 6. all illustrate walking through the car park. It seem that this action has no real negative effects as it is easy to see cars coming and the parking bays are wide enough to walk through.

Image 7. also show a large distance of road that needs to be crossed without a crossing, while image 8. shows again the ambivalence of the car park. Image 9. as well as 10. shows that it is not far till the destination is reached.

Heading Home

For those users who live in the residential cluster in the North West to Western parts of the site this is a well used and viable route home. Images 1. show the great pedestrian crossing from the station to the strip shops. 2. is not as good as at night time this area would feel quite unsafe. 3. and 4. pedestrians to take risks when crossing the large distance of road. 5 and 6. are well maintained tree lines paths.



Section map

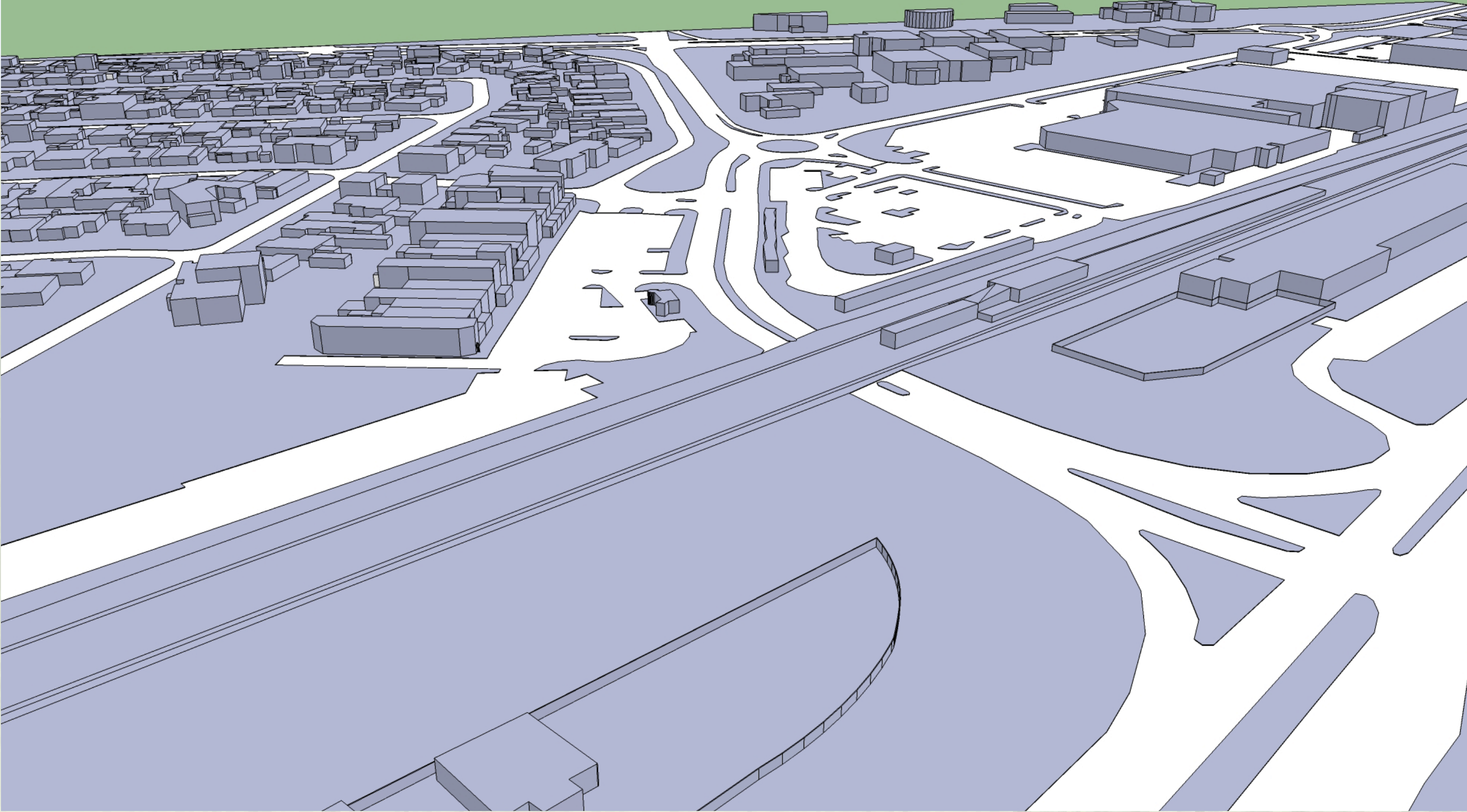
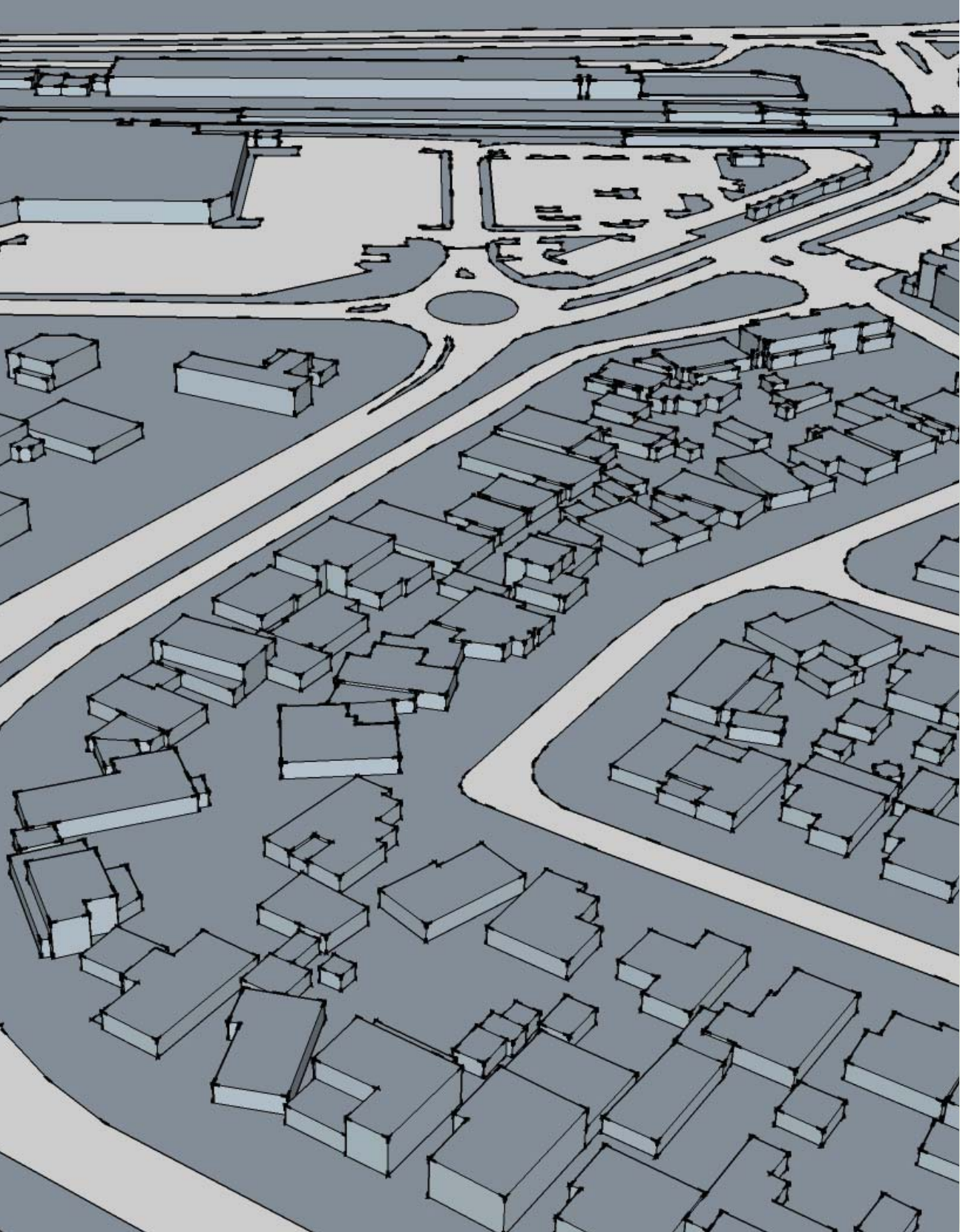


Diagram of people/household