Loss of any future public connectivity along eastern foreshore

Significant amount the view corridor is obscured by the bridge crossing infrastructure. Loss of the longer view of the river by the ramps.

Current dark colour and overall height of external panel of ramps creates a heavy and large element in the river corridor.

Compromised public realm connection along river bank.

8. Figure  View from Shepherds Bridge (Viewpoint 35 LVIA Report)
The design should be improved to allow for maximum clearance under the structures along Maribyrnong Street. Any area below a structure that is below 3m in height constitutes a public safety issue and should be fully enclosed.

Clarification should be sought on whether the port function will remain alongside Maribyrnong Street and whether this land will become usable public open space.

The design of the port piers should provide reduced visual bulk in the river corridor.

**Recommendations to Improve Off Ramps**

Reduce the overall height and bulk of the bridge barrier (if acoustic assessment allows).

Replace the upper areas of the pre-cast bridge barriers with a transparent / acrylic system to reduce the bulk and visual height of the bridge.

Look at including the shared cycle way on the southern edge of the bridge and combine with an acrylic screen /perforated screen element to increase its lightness.
10. Figure  Millau-Viaduct, France showing transparent edge condition (not a full noise mitigation wall)
WHY IS THIS IMPORTANT?

People use parks and open spaces if they feel safe and comfortable there. Parks and open space become safer as more people use them, which also increases perceptions of safety. Provision for both active and passive recreation within parks encourages a range of age groups.
OBJECTIVE 5.3
To maintain long sightlines along paths and into adjacent spaces to maximise visibility.

DESIGN SUGGESTION 5.3.1 – Provide clear sightlines along pedestrian/cycle routes to assist navigation and provide visibility of potential hazards such as people or cars entering or crossing the path. Pedestrians and cyclists need to be clear about where they can move to and from.

DESIGN SUGGESTION 5.3.2 – Locate paths to permit views of activity, as well as for safety and security.

DESIGN SUGGESTION 5.3.3 – Avoid dense shrubbery around pedestrian routes and set plants well back from paths.

DESIGN SUGGESTION 5.3.4 – Eliminate all potential entrapment spots within a reasonable distance (50 metres) of commonly-used pedestrian paths.

DESIGN SUGGESTION 5.3.5 – Use lighting to ensure visibility is extended into the evening (See Element 9 – Lighting).

DESIGN SUGGESTION 5.3.6 – Physically integrate pedestrian/cycle paths and crossings into surrounding areas to avoid predictability of movement. Fixed paths or routes that offer no choice to pedestrians.

A potential offender will be able to predict where a person is going to end up. This can turn paths into potential crime targets. For example, pedestrian tunnels, narrow passageways, pedestrian bridges, moving escalators and stairs are all effective predictors of a user’s route. Such ‘movement predictors’ are of particular concern when they are isolated or terminate in entrapment spots.

DESIGN SUGGESTION 5.3.7 – Identify the safety implications of places where movement options are limited such as pedestrian bridges, enclosed pathways and trainways. Develop solutions to reduce vulnerability, such as increasing visibility, lighting and adjacent activity at these places.

A safety audit carried out by groups of local users, facilitated by an experienced safety expert, is one of the most effective means of identifying these patterns of heightened physical risk.
Shade Modelling
West Gate Tunnel Project

Commercial-in-Confidentiality
Figure 03: Footscray Road, West Melbourne

Figure 04: Moonee Ponds Creek, Docklands