

2.2 EXPAND THE PEDESTRIAN NETWORK

Although generous improvements have expanded the walking environment of the city during the past 10 years, further work can still be undertaken to reinforce the pedestrian network and encourage greater and more varied levels of street activity.

- Expand the number of universally accessible, designated pedestrian-oriented routes along local, district and arterial roads.
- Classify streets according to their hierarchy – for example, the wider streets with greater regularity, and narrower with greater idiosyncrasy and informality reflective of city precinct character.
- Ensure high quality, transparent facades and high standards for paving, street furniture and lighting, along primary walking routes.
- Ensure that arcades, laneways and other semi-public thoroughfares have longer opening hours and increased lighting for amenity and safety.
- Redevelop freeway undercrofts and railway viaducts to support public recreation and pedestrian and cycle access.
- Recover public spaces from road reserves, develop them to a high standard of detail, protect from overshadowing, and encourage active frontages in adjacent properties where possible. Convert where possible centre-of-road parking into safer, more attractive medians.
- Continue to implement footpath widenings in conjunction with bluestone paving throughout the city. Priority should be directed towards Elizabeth Street, Collins Street and key areas of the city's west end.

- Increase the number and range of respite areas in the city. Increase the number of public seats throughout the city, particularly in the west end and at the east end of Bourke Street.
- Develop an integrated signage system to supplement inbuilt aids to way-finding. Improve directional, informational and interpretative signage in the city and introduce electronic (touch-screen) information hubs.
- Extend lunchtime street closures in the retail heart, maintaining access to car parks where necessary (especially Lt Bourke Street and more of Lt Collins Street and Flinders Lane).

Continuous movement, free from impediments, along city pavements are important for providing places for everyone.



This small laneway at Queen Vic Market (above) shows how others that provide more than just a throughway function (top) can be brought to life with some active frontage and more 'animated' building facades.