

### Recommendations

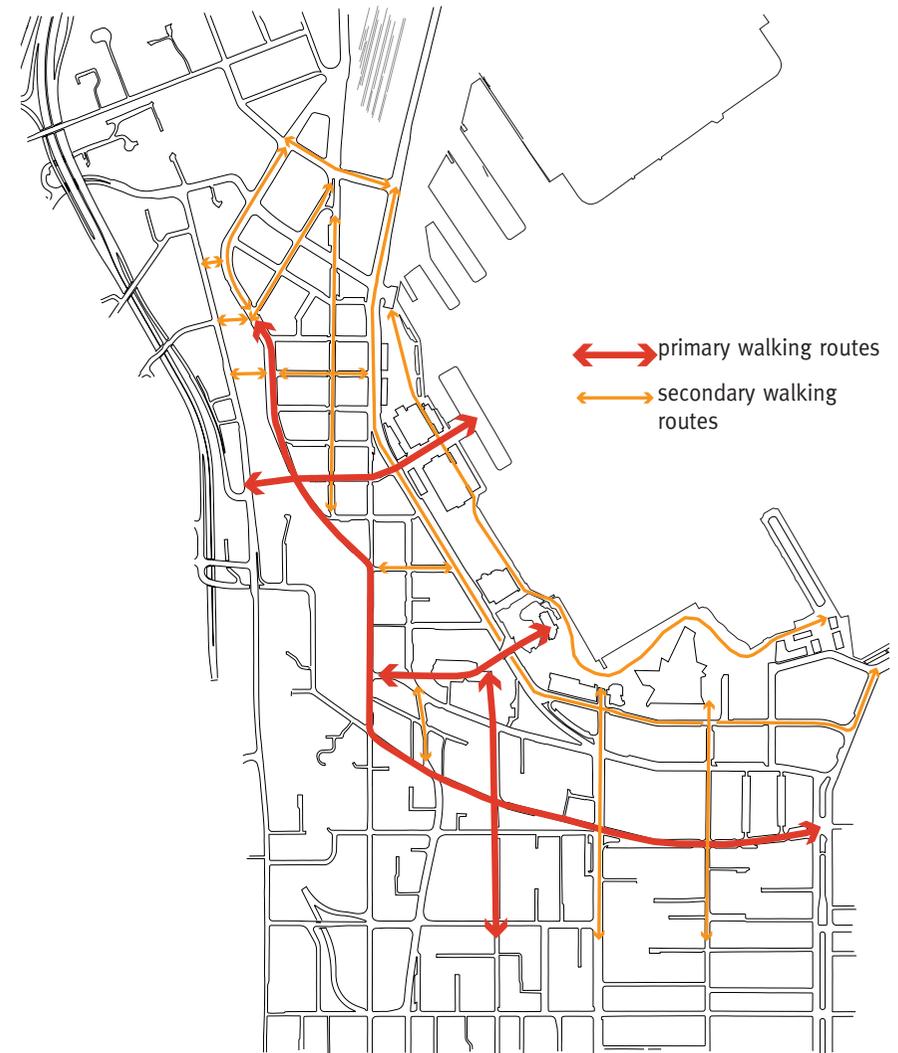
- a) Introduce a new balanced traffic culture including walking.
- b) Step up pedestrian priority city wide.
- c) Introduce pedestrian priority streets.
- d) Introduce more walking routes with pedestrian priority, good crossings, good quality surfaces and lighting along the route.
- e) Take footpaths across under-used side streets and delivery lanes in main streets.
- f) Regulate for good, attractive ground floor frontages and soft edges along major streets.
- g) Supply good quality surfaces on footpaths.
- h) Ensure free vistas and interesting views
- i) Develop a distinct coherent design for walking routes e.g. Golden Mile.
- k) Provide “green waves” on key pedestrian routes as has been done in Portland, USA. (Green waves relate to a phased traffic light accommodated to normal pedestrian speed in order to ensure minimal waiting periods at crossings).
- l) Provide places to rest in squares and along streets at reasonable intervals.
- m) Identify key city streets and create a street hierarchy including pedestrian routes and links between the city and the water.
- n) Provide wider footpaths and improved disabled access on central city streets including Lambton Quay.
- o) Create good walking routes with few interruptions and short waiting times at traffic lights.
- p) Develop an inviting pedestrian network that connects important destinations by limiting traffic in certain streets in order to encourage more diverse activities.
- q) Provide good quality lighting for the city streets to improve safety and to upgrade the quality.
- r) Enforce the clear zone from the building line for street furniture to free a walking zone for pedestrians e.g. Lambton Quay.
- s) Remove the push buttons at pedestrian crossings (pedestrians should be allowed to cross the street without applying).
- t) Remove sandwich boards from streets to reduce visual and physical clutter.



Push buttons are left-overs from a traffic dominated culture. Most cities in the world work well without this kind of measure.



Pedestrian lights informing the pedestrians of extent of waiting /walking periods are frequent in China.



### Proposed pedestrian network

Create strong links along the Golden Mile, improved connections and walking routes along the water. Point out primary streets to the water as high priority walking routes to be upgraded.

Barcelona ; Extensive programme for disabled



Barcelona has developed a citywide policy to ensure better access for people with special needs.



Taking footways across side streets at same level has eased access considerably for wheelchair users and prams.



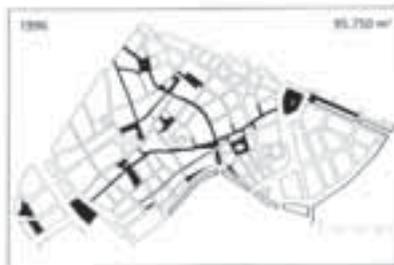
Platforms are at the same level as metro floors.

Copenhagen ; Extensive pedestrian network



Pedestrian Street

Offering free possibilities of movement for all age groups. Restrictions on delivery of goods etc.



Pedestrianized areas

In Copenhagen inner city an extensive network of pedestrian streets and squares have been created linking various parts of the city into a strong pedestrian network.



Pedestrian Priority Street

Restricted vehicular traffic, cycle traffic and pedestrian traffic mix in a successful renovation of a central city street.



Invitations for all

All modes of traffic go through the pedestrian priority streets but on pedestrian terms.



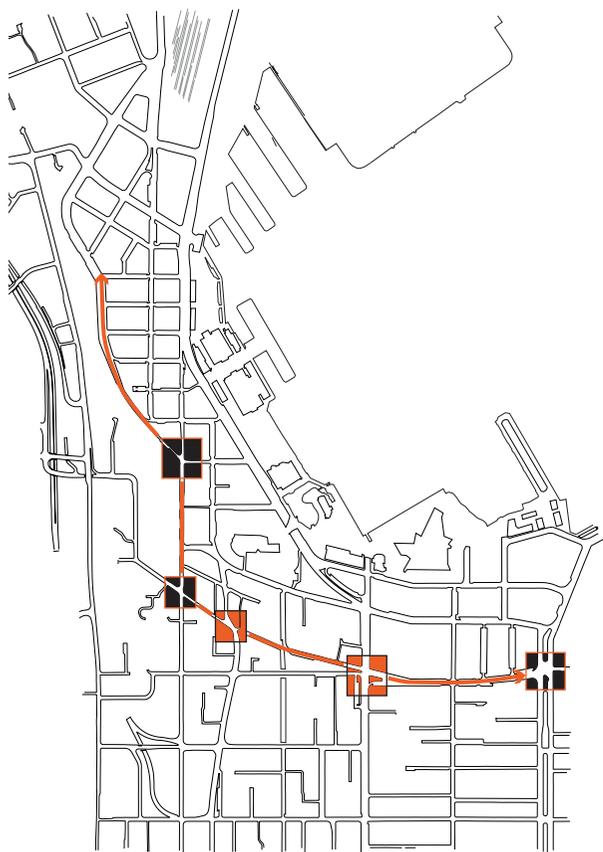
Boulevards

Important radial links to the city have been transformed to tree-lined boulevards with medians and wide footpaths.



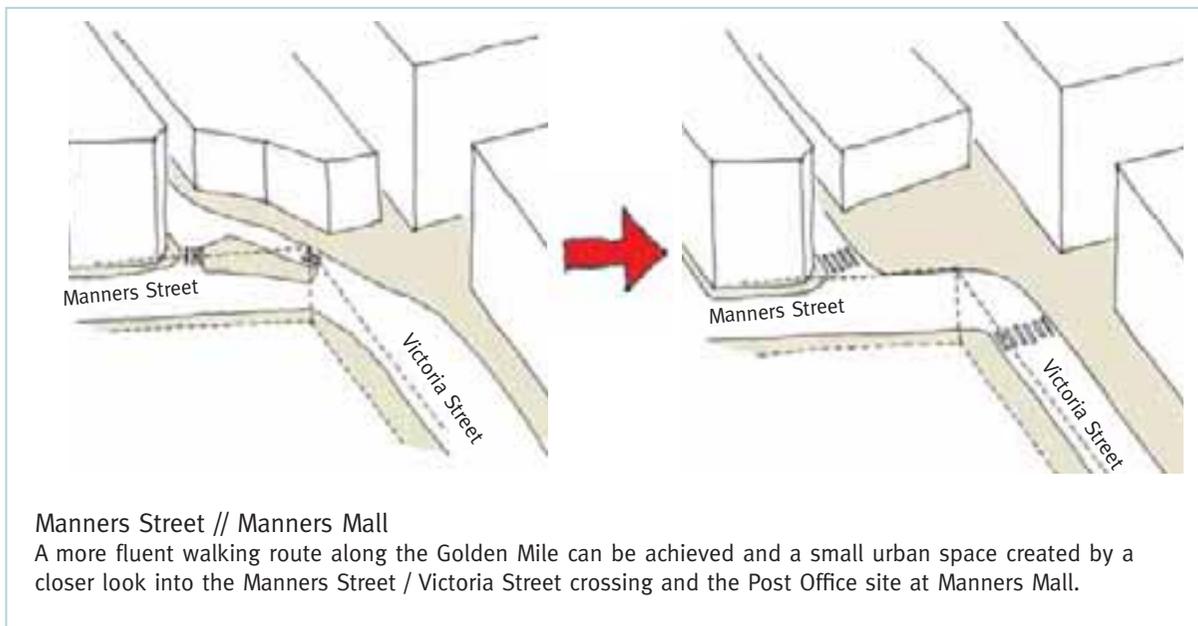
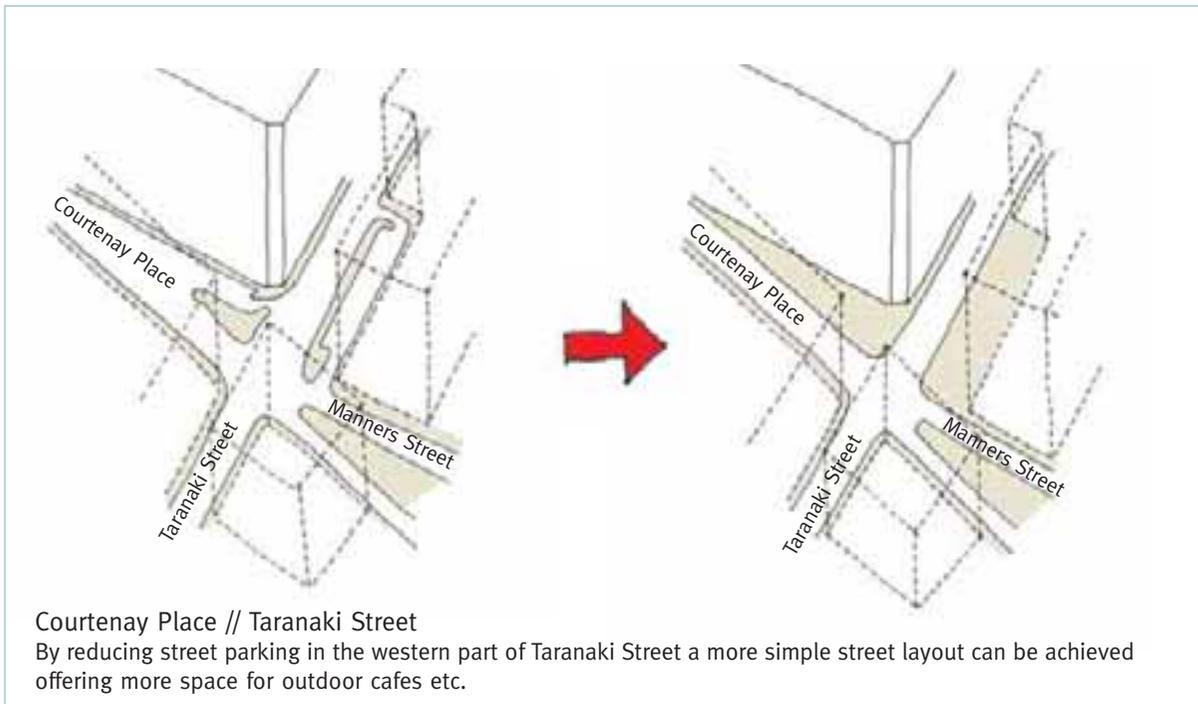
Footpaths across side streets

Turning options are restricted on the major streets and a continuous footpath signalize high pedestrian priority at the intersections with side streets.



**Missing links along the Golden Mile**

The linkages between the individual streets making up the Golden Mile should be strengthened at pedestrian level to ensure a sense of coherence and to make it easy to follow the Golden Mile when walking in the city.



Recommendations

a. Improved street section

It is suggested that Lambton Quay be upgraded to reflect the top class retail street it is by expanding the western footpath and limiting car access to the evenings after closing hours. A combined bus /pedestrian street can provide space at street level for benches, outdoor cafes, street venders, buskers etc. and expand the options for public life.

A general upgrade of paving, lighting, street furniture and planting is also needed. High quality materials are preferable and a granite paving can prove durable as well as emphasizing Lambton Quay as THE main street.

b. Upgrading the Eastern footpath

It is suggested taking footpaths across all side streets on Lambton Quay to improve walking quality and create possibilities for utilising the Eastern footpath with places for resting.

Vehicular access from side streets can be limited by restricted turning options.

c. Upgrading side streets

A general upgrade of the side streets along Lambton Quay will add to the activity and attractiveness of the whole area. Upgraded streets can be developed following different themes and present themselves as gateways to various precincts along Lambton Quay.

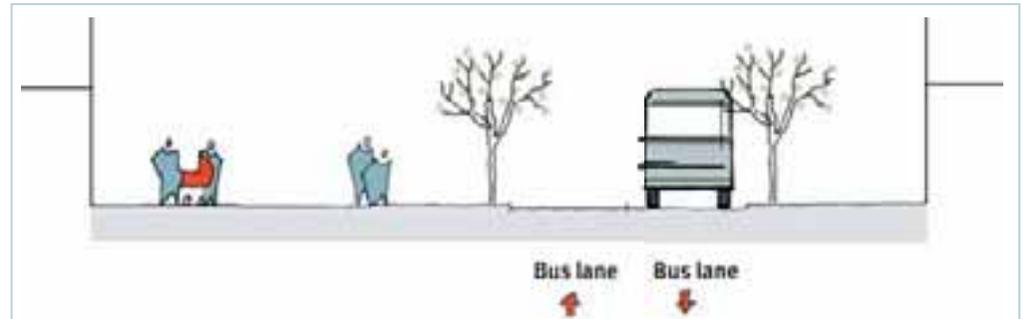
d. Utilising ground floors

Gradually outdoor serving areas have moved upstairs and inside arcades. This tendency needs to be turned around to maintain street life at street level and extend the opening hours into the evening along Lambton Quay. It is suggested that footpaths be widened to make room for outdoor serving and to avoid large scale units at ground floor.

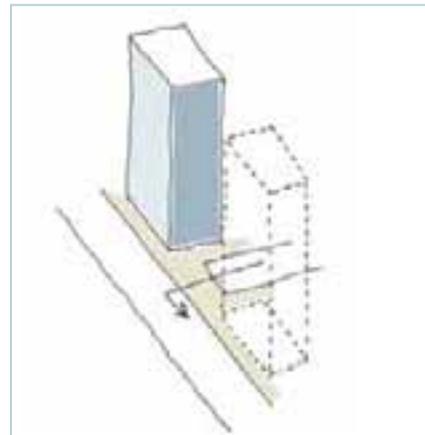
In other cities banks, insurance companys and real estate agents have moved upstairs leaving room for more active units at ground floor.

e. Clearly visible public connections to the Terrace

The public walkways between the Terrace and Lambton Quay need to be of better quality and more visible. Agreements need to be made with private developments in order to create more visible walkways. Existing small scale under-utilised buildings could be removed to make room for new walkways.



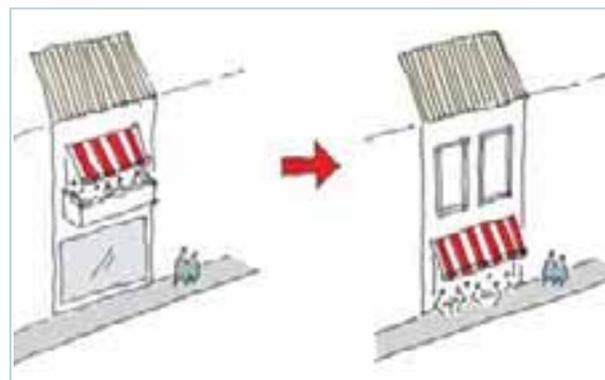
a. Improved street section



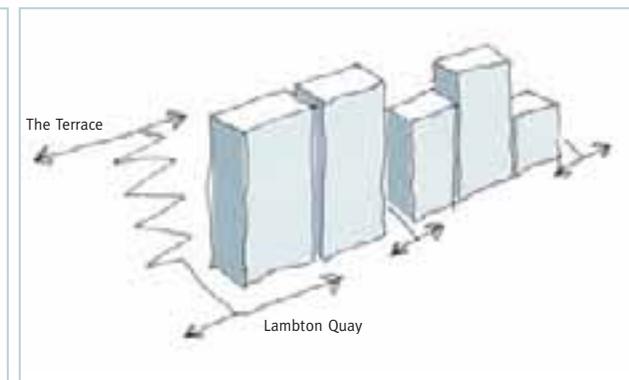
b. Upgrading the Eastern footpath



c. Upgrading side streets



d. Utilising ground floors



e. Clearly visible public connections to the Terrace