



City of
DAREBIN

the place
to live

HIGH STREET PRESTON STREETSCAPE UPGRADE

PUBLIC LIFE STUDY

August 2025

ACKNOWLEDEGMENT OF TRADITIONAL OWNERS

Darebin City Council acknowledges the Wurundjeri Woi Wurrung people as the traditional owners and custodians of the land and waters we now call Darebin and pays respect to their elders, past, present and emerging.

Council affirms that Wurundjeri Woi Wurrung people have lived on this land for millennia, practicing their ceremonies of celebration, initiation and renewal.

Council respects and recognises all Aboriginal and Torres Strait Islander communities and their values, living culture and practices, including their continuing spiritual connection to the land and waters and their right to self-determination.

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1. EXECUTIVE SUMMARY

This study explored:

- How people move through High Street
- How people move across High Street
- What people do on High Street
- The quality of the facades along High Street

And provides a list of:

- Key findings
- Issues and opportunities
- Recommendations

And revealed that High Street:



Is the vibrant spine of Preston, that serves locals, workers and visitors

Has a celebrated and active pedestrian realm which is supported by fine grain shops

Supports a thriving market, and provides proximity to multiple modes of public transport

However...

The existing pedestrian infrastructure and street quality is tired and the proposed streetscape upgrade provides a once in a generation opportunity for streetscape upgrades. This will foster a more vibrant public life and high quality public realm as the dynamic evolution of the area will change the way High Street is used and experienced

High Street is the active central corridor of Preston. It changes drastically in character from north to south. Every year, it gains more residents, businesses and visitors.

Studying people's behaviour and how they use public space provides insight into how the public realm functions. Observational studies reveal if public spaces serve the needs of people. These needs include dimensions of comfort, safety, and ease of mobility for pedestrians. Using 'people data', this study considers how pedestrians use High Street.

This report forms an inaugural benchmark public life study of High Street Preston.

The data collected through observations is assessed to provide recommendations on how our public areas could better promote public life at multiple scales.

The report methodology also provides an opportunity to assess High Street against other streets that have been studied around Melbourne and the world.

2. INTRODUCTION

Study Area

The study area is the road reserve and facing buildings and spaces of High Street Preston, between Murray Road in the north and Bell Street in the south. The study area is approximately 800m long and 20m wide.

Context

High Street Preston forms the primary street in the Preston Major Activity Centre, on the long spine of High Street that runs through Darebin, including through Northcote, Thornbury and Reservoir.

The street benefits from proximity to the Preston train station and Preston Market on the west and the tram line towards the east.

Notable landmarks along the site and surrounds also include the civic centre, Preston Library and Presto City Oval.

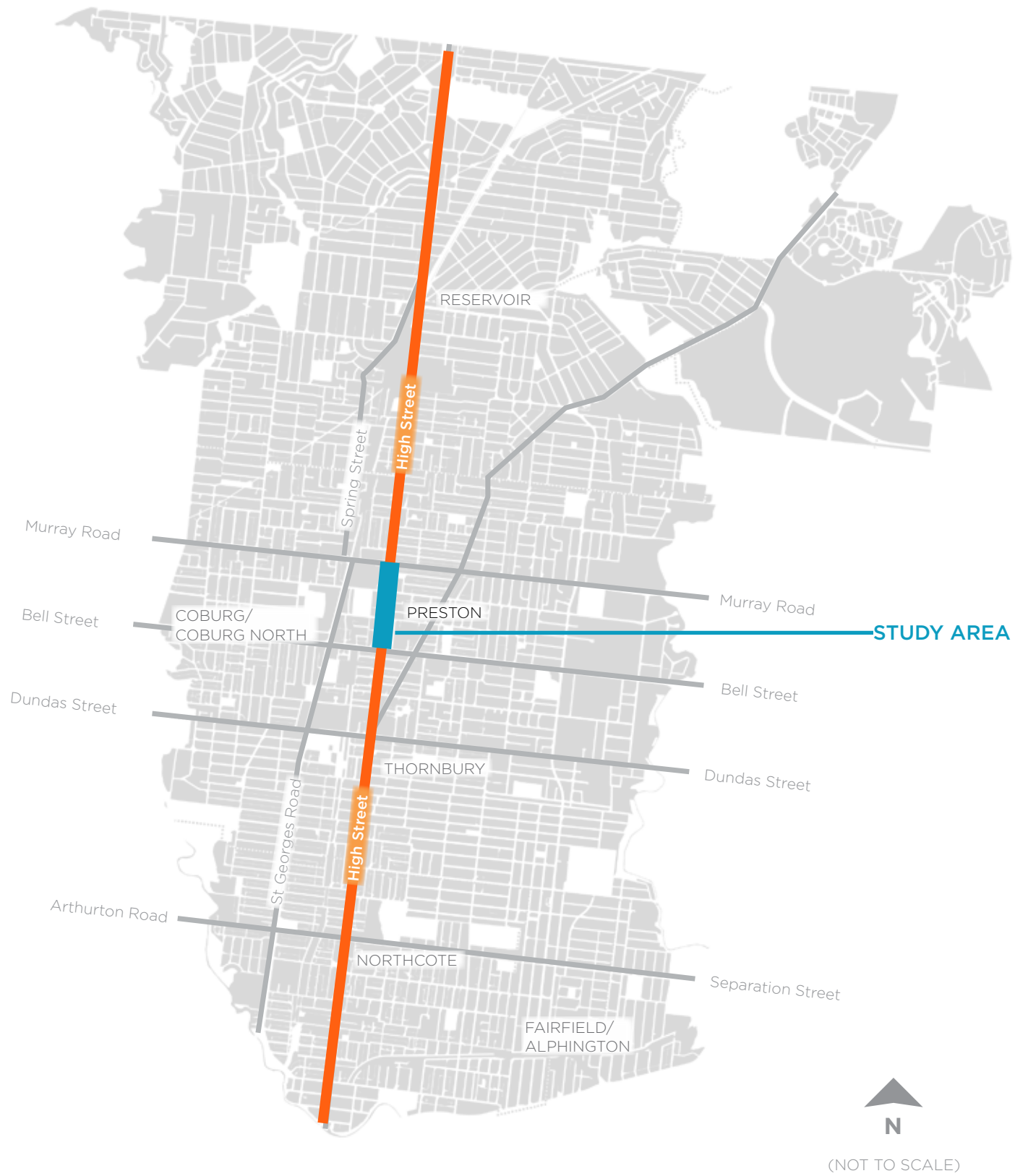
Major roads in the surrounds include Bell Street, a State-managed road running east-west at the southern edge of the site, this is a fast-traffic connector road; St Georges Road forms part of the Principal road network, supports a tram corridor and connects north-south towards west of the site; and Plenty Road which is another tram corridor east of the site.

Preston Today

Although High Street holds significant importance, its current condition is hindered by limited pedestrian access, heavy vehicle thoroughfare, and a lack of active kerbside use.

The street function prioritises motor vehicles over other transport modes, especially active modes of walking and cycling, which are discouraged by high volumes of traffic, on-street parking, and clearways. Pedestrians are mostly restricted to narrow footpaths, while cyclists must navigate shared lanes with vehicles, often in congested and narrow conditions.

There is a high volume of pedestrians along the street, that often like to walk across the street to access the diverse shops on both sides of the street. This is a rare sight in Melbourne that should be preserved and celebrated, however the pedestrian comfort is diminished by clearways, thoroughfare traffic and heavy vehicles.



Location plan

2.1 HIGH STREET TODAY AND TOMORROW

Preston (High Street) activity centre and catchment area has been tasked to contribute between 11,800 to 15,300 new homes by 2051.¹



to



High Street is at the core of the Preston (High Street) Activity Centre Catchment Area and has been identified by the State Government as one of 10 activity centres in the Activity Centre Program launched in 2024.

This program aims to increase housing supply in established centres across Victoria of up to 60,000 new homes by 2051. The Preston Activity Centre and catchment is proposed to supply between 11,800 to 15,300 new homes, ranging from 4 to 10 storeys along High Street and 3 to 6 storeys in the surrounding streets.

Increasing the density will lead to more people using the street and public spaces, which increases the importance of the provision of a high quality streetscape.

¹ Victoria's Housing Statement – The Decade Ahead 2024–2034

2.2 WHAT IS A PUBLIC LIFE STUDY?

The Public life Study is a bespoke observational mapping methodology developed by Danish urbanist Jan Gehl to understand how people interact with and move through public spaces.

This methodology forms a foundation for the study to be carried out every decade to understand the current and future public life conditions, the changes in public life and what can be improved to make the city better for people.

The public space research methodology developed by Gehl has been implemented in a number of cities worldwide including Melbourne, Adelaide, Stockholm, Copenhagen, London, New York, etc.

Public life studies have shown that public realm improvements have the potential to significantly improve the public life of the city. Such evidence has proven to be vital to maintaining public interest in further improvement projects, as well as general satisfaction amongst citizens who can see quantifiable evidence of improved city quality.

The goal is to use this critical data to create a more sustainable, inclusive, and enjoyable High Street.

Why do a public life study?

High Street is the central spine of Preston supporting people that shop, work, meet and live here.

The findings of this study will be used to design the future streetscape of High Street Preston. This study will be a recurrent morphological mapping that can be repeated to verify outcomes and track how streetscape and public realm use changes over time.

Over 25 staff members from Darebin City Council across multiple teams volunteered their time to get trained and participate in this important research.



Provides empirical evidence and rationale for improving public space

Creates opportunity to identify and understand how people use public space

Promotes civic agency, supports health and sustainability, builds social capital, and connects people to their local communities

3. WHAT WE SAW

Data sets reveal how people and place interact. When overlaid, more granular revelations emerge such as where people stop and stay, this provides an opportunity to identify where public life unfolds, understanding desires and experience in place

Survey Days

- The pedestrian activity along High Street varies based on Preston Market's market and non-market days as well as weekends.
- To capture the variations in flows of pedestrians, three days were selected including a market day, a non-market day during the week and a day on the weekend.
- Observational surveys and pedestrian counts were carried out at the same time to ensure consistency in weather conditions.
- Survey times on each of the days varied based on anticipated flows and to capture variance in activities based on day of the week.
- The surveys were carried out on days of fine weather. These days are the best for observing patterns of discretionary activity.

10:00am- 6:00pm
Tuesday,
18 March 2025
Non market day

10:00am- 6:00pm
Thursday,
13 March 2025
Weekday market day

8:00am-8:00pm
Saturday,
22 March 2025
Weekend market day

High Street Preston also has a pedestrian culture of crossing the street via the median strip at non-signalised sections of the street. These informal crossings were digitally captured via cameras separately on a weekday and weekend day.

6:00am-10:00pm
Thursday,
5 December 2024
Weekday

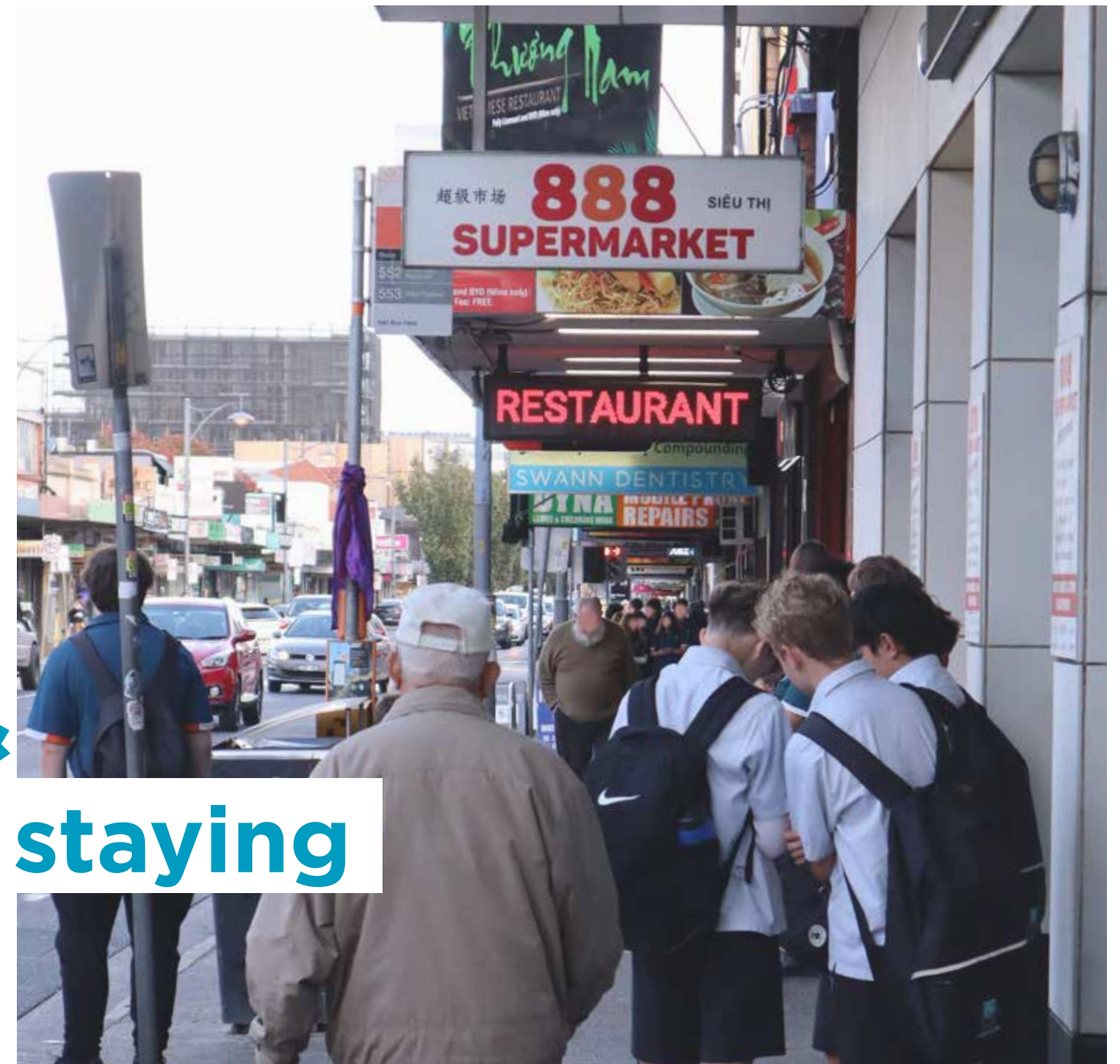
6:00am-10:00pm
Saturday,
7 December 2024
Weekend

“...each day the scene of an intricate Sidewalk ballet...”²



Moving
along,
across
&

staying



We observed how people **stay** in the public realm and how High Street invites a range of activities along the footpaths.

A public realm that has ability to sustain pedestrian volumes (moving) and enable people spending time (staying) indicates the success of the public space. This is reflected in the count of people observed, revealing the connectedness, comfort and safety of the street.

We counted people **moving along** High Street along four strategic sections of the street, across both sides amounting to eight locations of pedestrian counts

We also counted people **moving across** over between the eastern and western footpaths along four sections of High Street which are non-signalised on a weekday and a weekend day.

² *The Death and Life of Great American Cities* by Jane Jacobs, 1961

3.1 PEOPLE MOVING ALONG AND ACROSS HIGH STREET

The following section describes the findings of people **moving along and across** High Street.



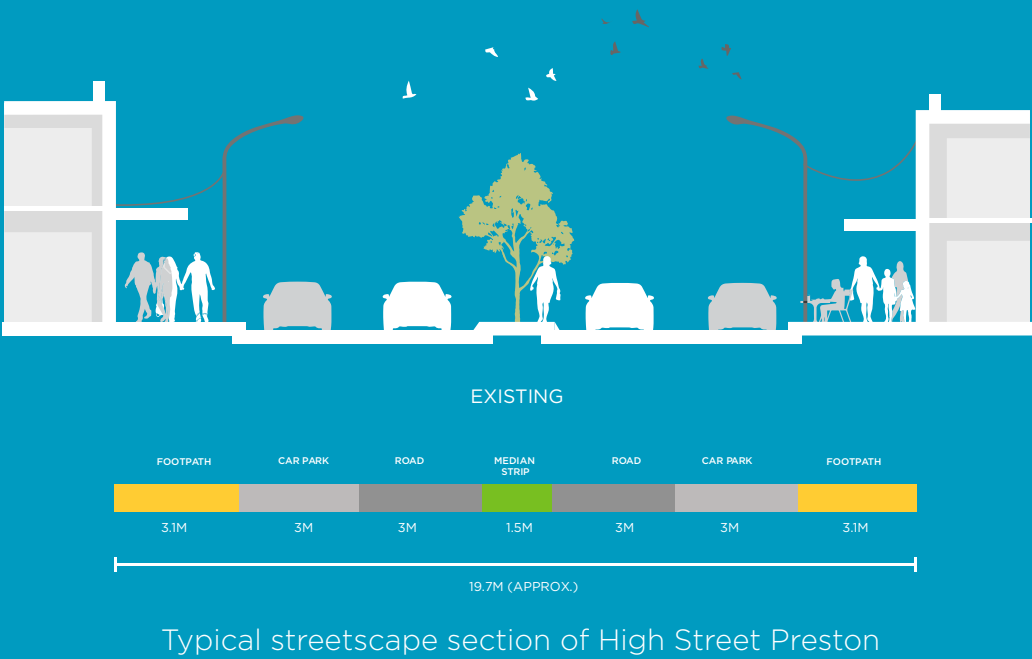
Selecting survey locations:

- The focus of the study was to quantify public life on the footpaths of High Street.
- The locations to count pedestrian movement were selected to give a representative sampling of the study area.

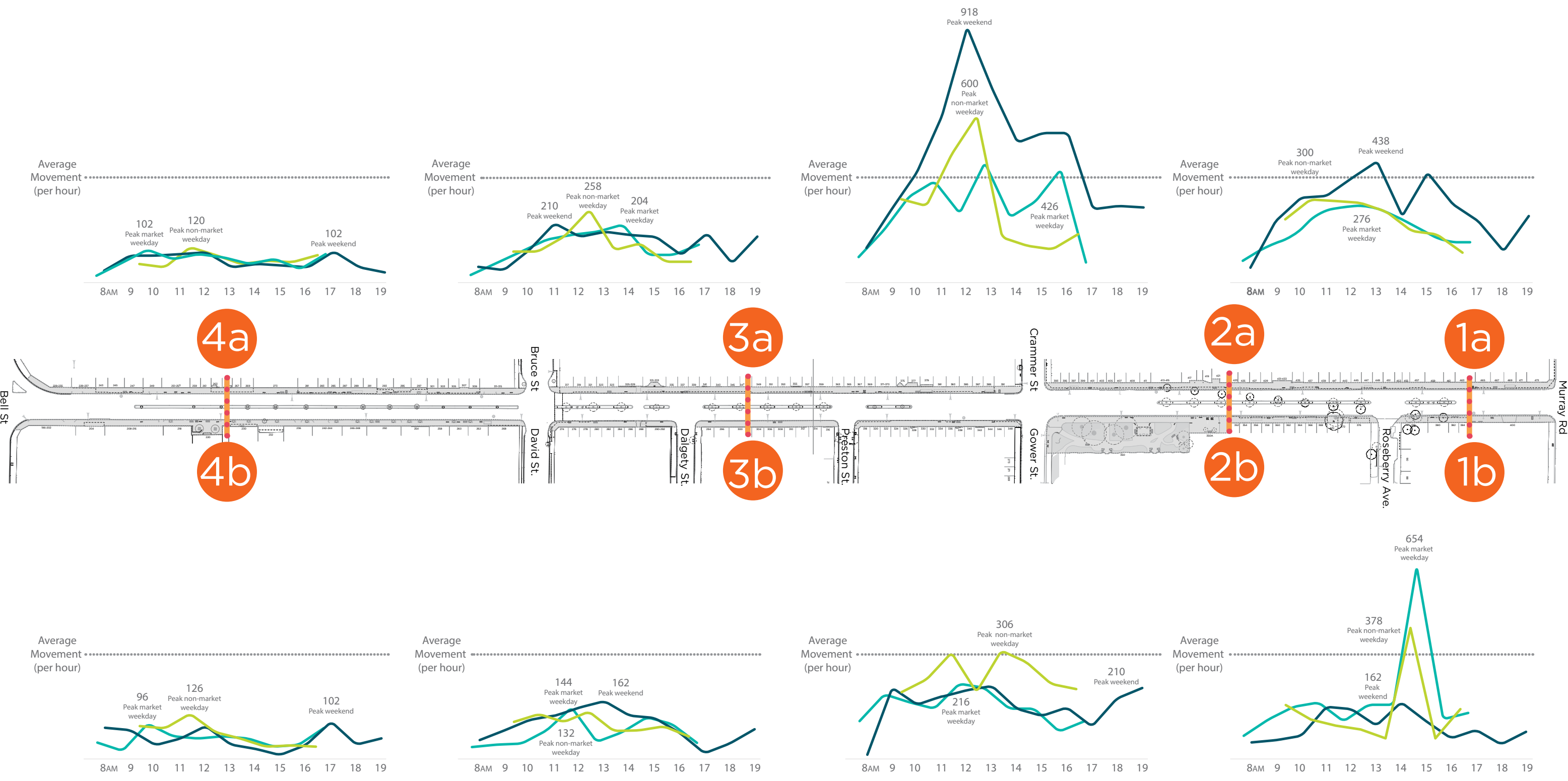
People Moving were counted **ALONG** as well as **ACROSS** High Street

High Street has a vibrant public domain with traffic speeds at 40kmh, and an elevated median strip, which allows for informal pedestrian crossing across High Street.

The pedestrian comfort to cross streets without signalised intersections is a celebrated success of High Street, creating evidence that the people along High Street feel safe crossing without an intersection and the road design and traffic speeds have affordances to allow pedestrians a priority right to the streets.



PEOPLE MOVING **ALONG** HIGH STREET - SUMMARY



Average movement (per hour) is median value of the highest and lowest number of pedestrians counted across the entirety of high street. It is a benchmark to assess how busy a location is compared to the average pedestrian movement along the rest of High Street. At locations 1 and 2 the pedestrian movement is observed to be higher than the average number of pedestrians along High Street. And at locations 3 and 4 the pedestrian movement is significantly lower. The pedestrian counts are further detailed for each individual location on pages 12-15.

Non market day (people/hr)

Weekday market day (people/hr)

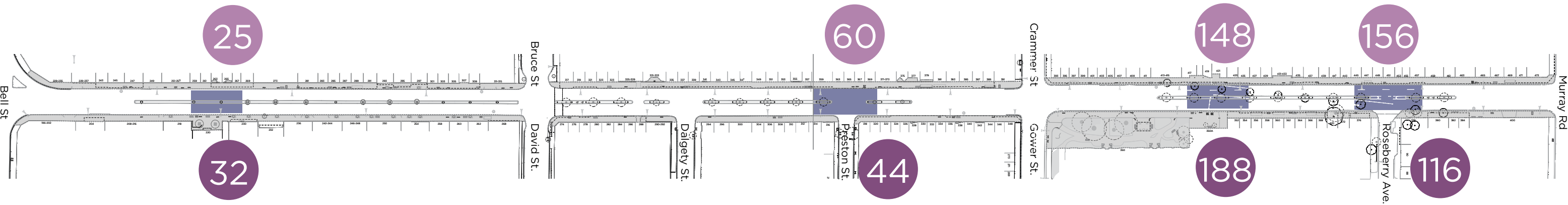
Weekend market day (people/hr)

Subject site

n

 Pedestrian counts (Along)

PEOPLE MOVING **ACROSS** HIGH STREET - SUMMARY

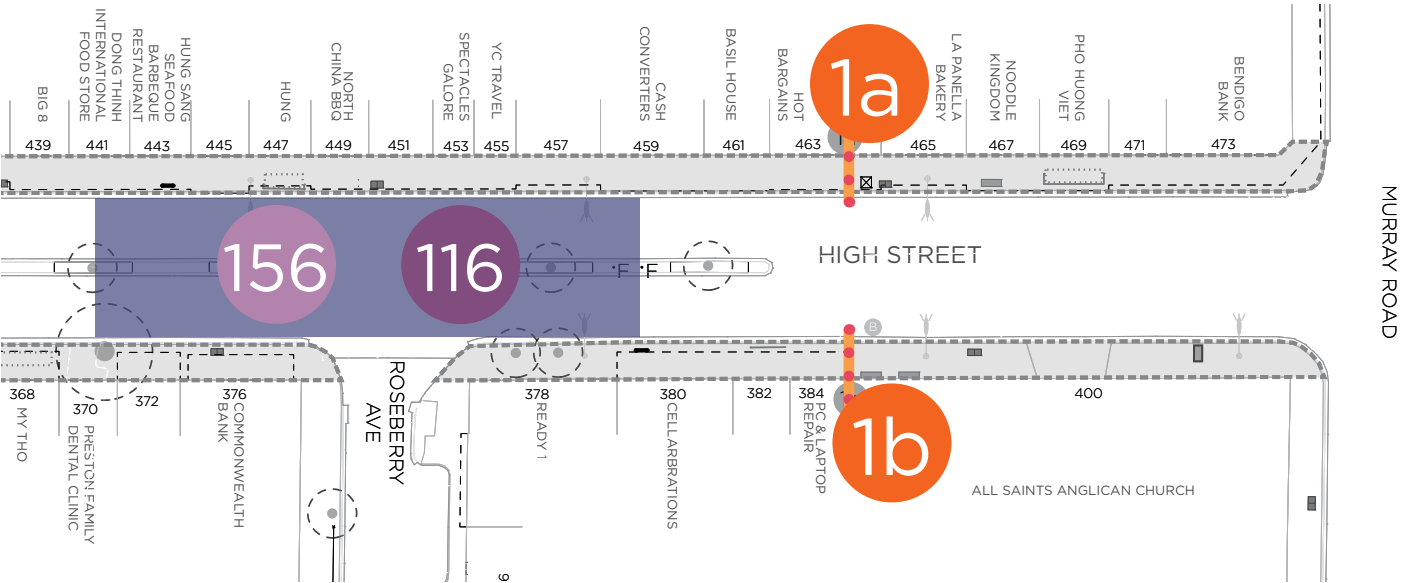
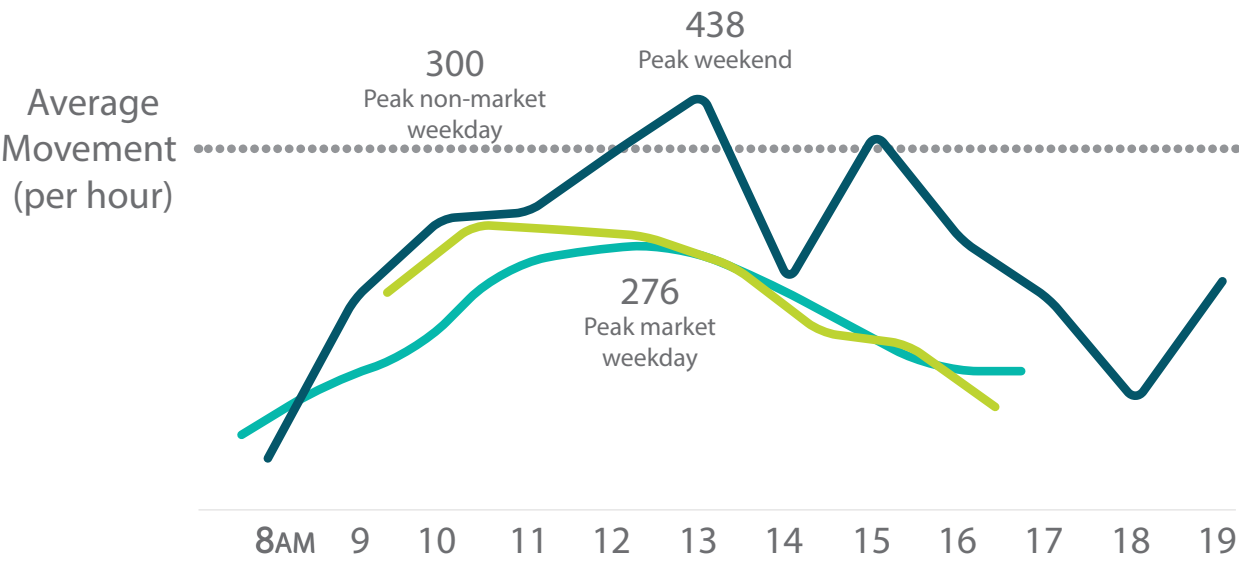


- Peak weekend cross-overs (people/hr)
- Peak weekday cross-overs (people/hr)
- Subject site
- Pedestrian counts (Along)
- Pedestrian counts (Across)

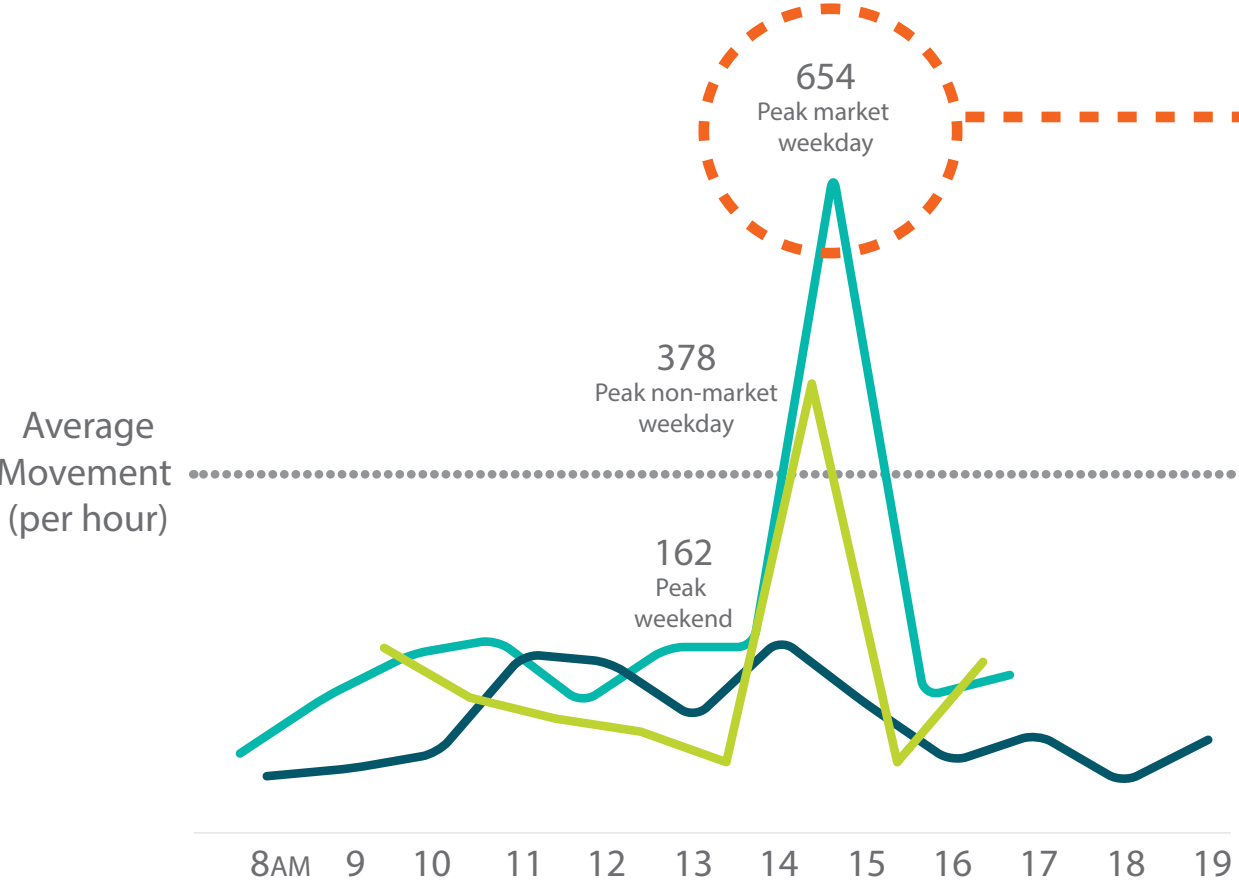


PEOPLE MOVING **ALONG AND ACROSS** HIGH STREET SITE 1 A&B

1a



1b



Peak pedestrian counts (Along)

- At location 1b, on average pedestrian counts were higher on weekdays than weekends. This primarily comprises school students heading home from schools nearby that rely on the bus stops along Murray Rd for daily commute.
- At location 1b, pedestrian flows are considerably higher on weekends with more than 400 people per hour were counted at 1pm and 3pm.

Peak pedestrian counts (Across)

- There is a considerably high number of pedestrian crossovers across High Street.

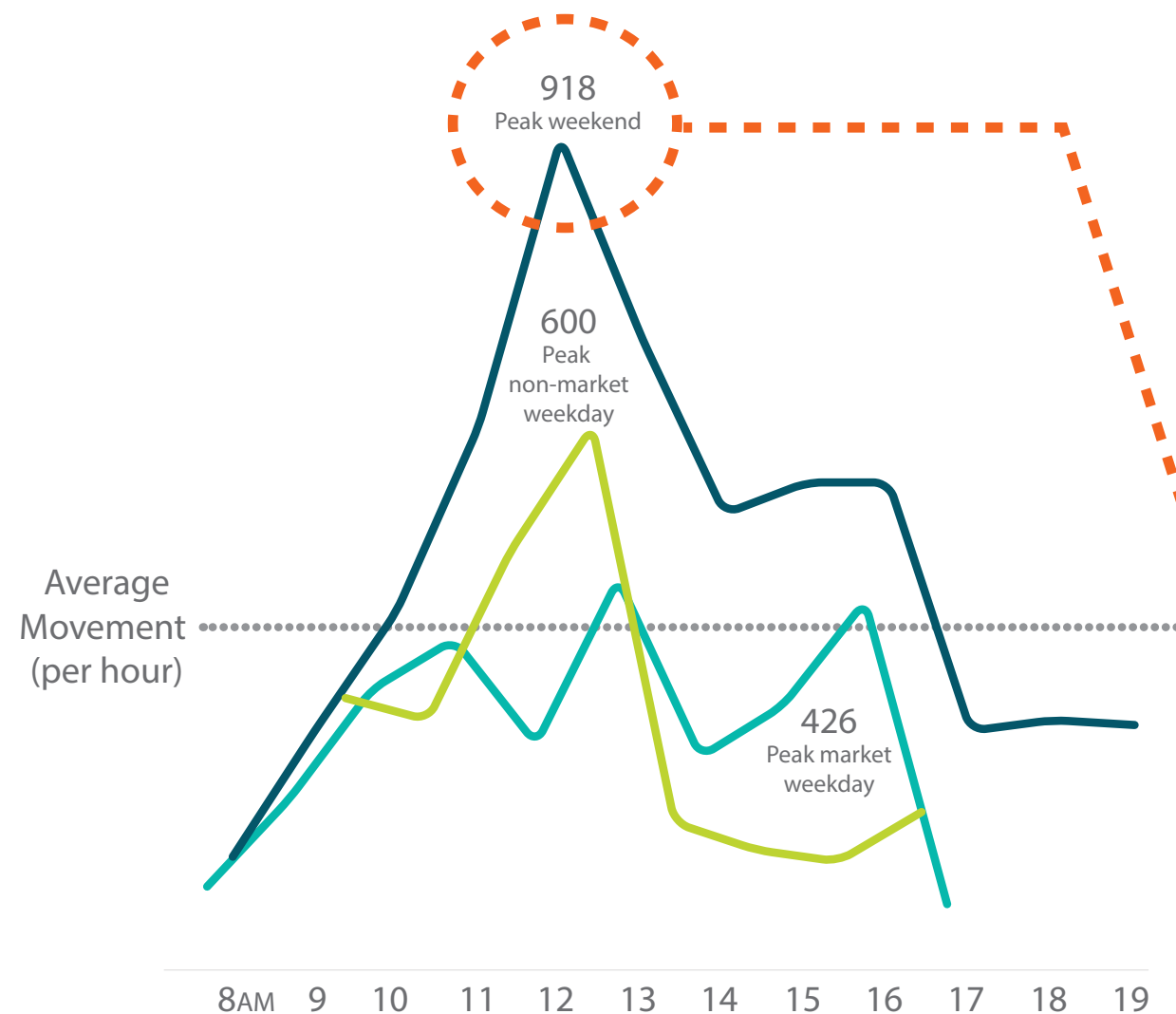
Features and Landmarks

- This section of High Street facilitates connections to Preston Market and big box retails to the west along Murray Road.
- There is a busy bus corridor along Murray Road that school students, visitors and residents rely on.

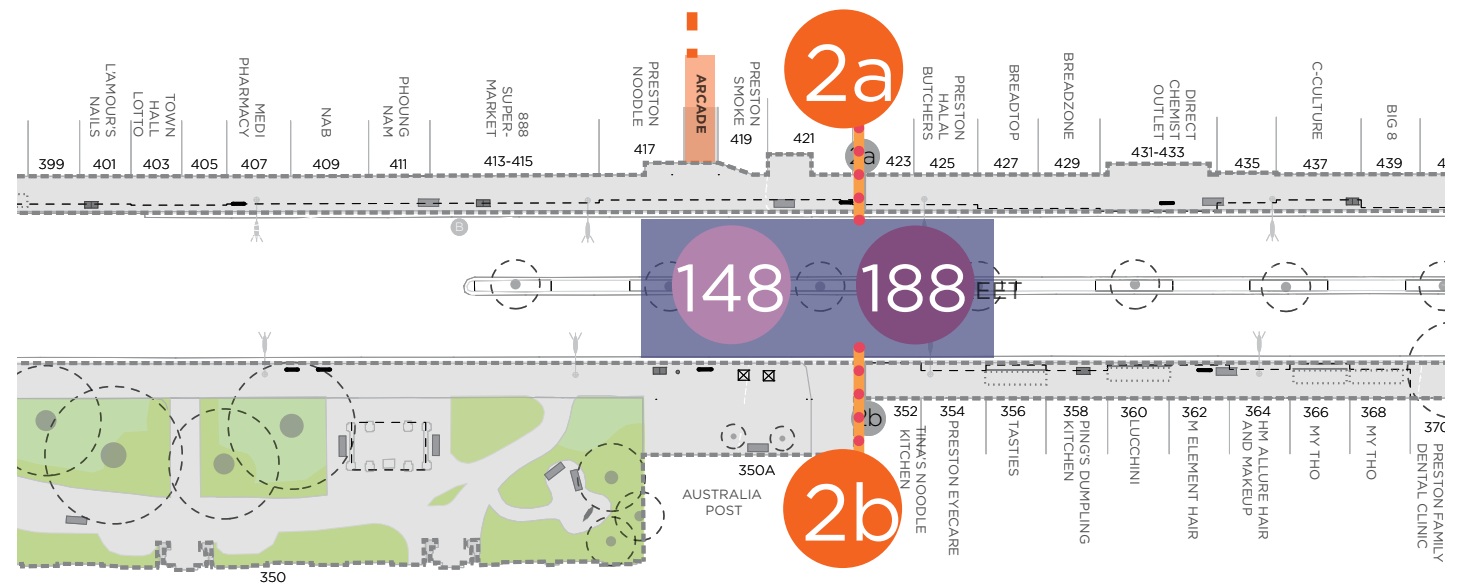
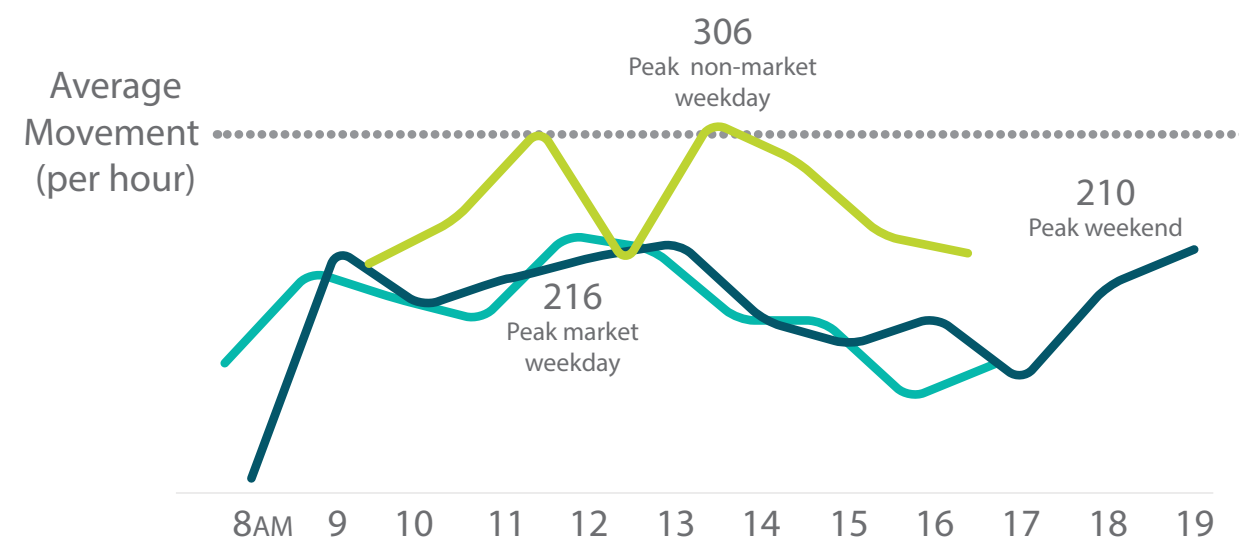


PEOPLE MOVING ALONG AND ACROSS HIGH STREET SITE 2 A&B

2a



2b



Peak pedestrian counts (Along)

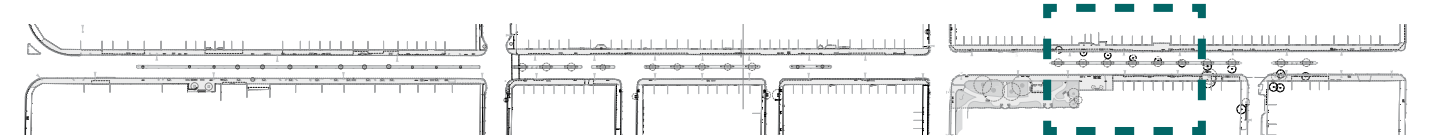
- At location 2a, more than 900 pedestrians per hour were counted at midday on the weekend. Peak pedestrian flows are seen along this key node connecting to what is popularly called the “Hairdressers Arcade”.

Peak pedestrian counts (Across)

- This location has the highest number of pedestrians crossing the street of all the count locations. This is due to the proximate location of the Preston Market and train station as well as a higher mix of businesses, civic uses and shops along this section of High Street.

Features and Landmarks

- The “Hairdressers Arcade” is the key pedestrian connection between High Street and both the Preston Market and train station. It is privately owned and controlled “laneway” offering public thoroughfare between 8am to 11pm.
- This arcade is well-located right across from the post office and Darebin’s civic precinct.
- A strong pedestrian desire line from the post office to the arcade entrance can be seen in the high number of people crossing across High Street along this section of the street.



Peak weekend cross-overs (people/hr)

Peak weekday cross-overs (people/hr)

Non market day (people/hr)

Weekday market day (people/hr)

Weekend market day (people/hr)

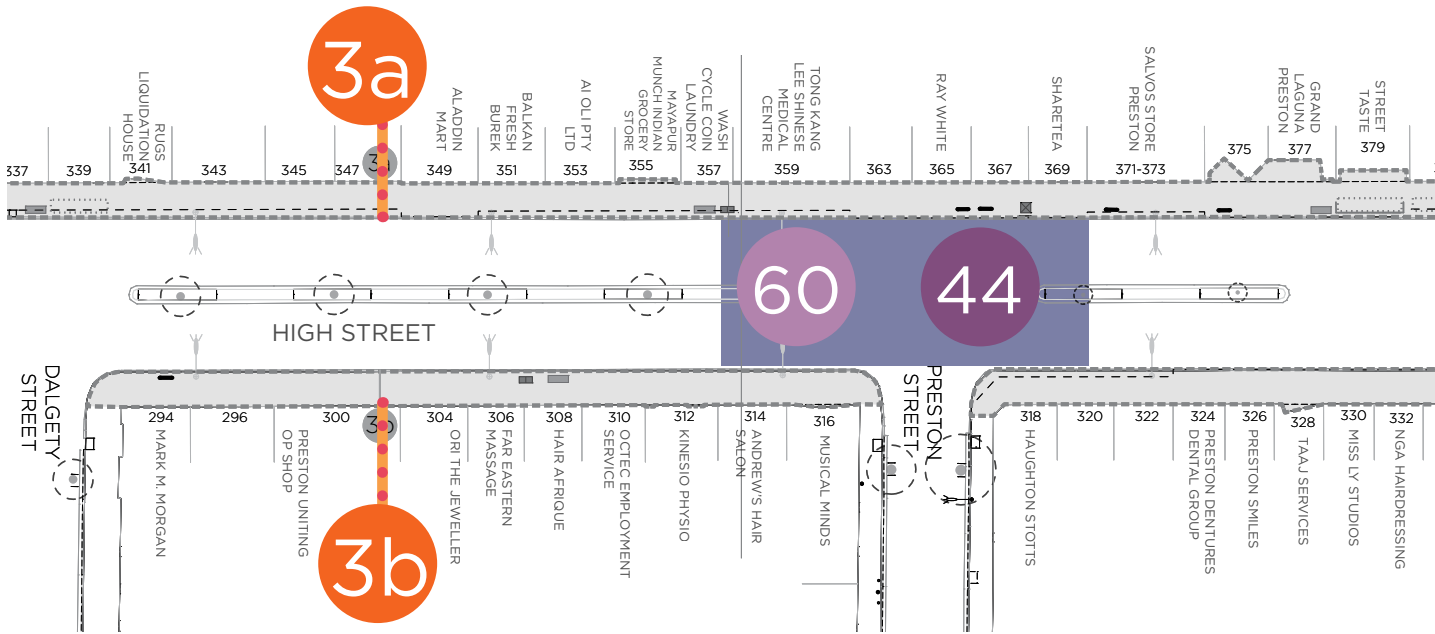
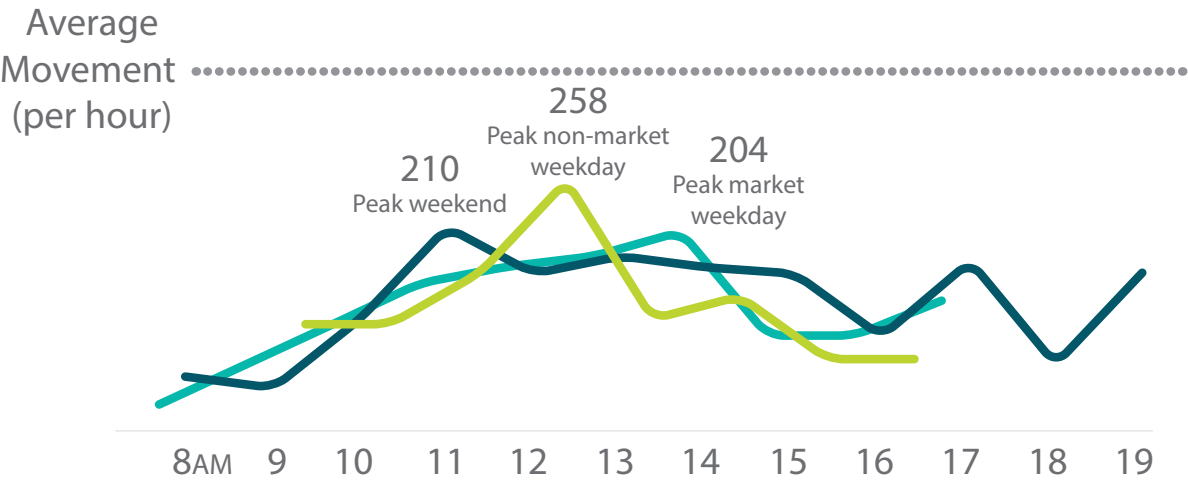
Subject site

Pedestrian counts (Along)

Pedestrian counts (Across)

PEOPLE MOVING **ALONG AND ACROSS** HIGH STREET SITE 3 A&B

3a



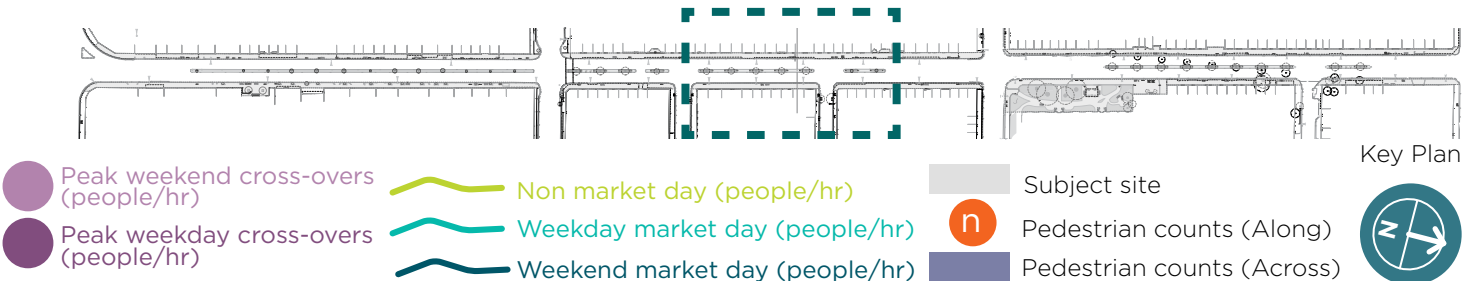
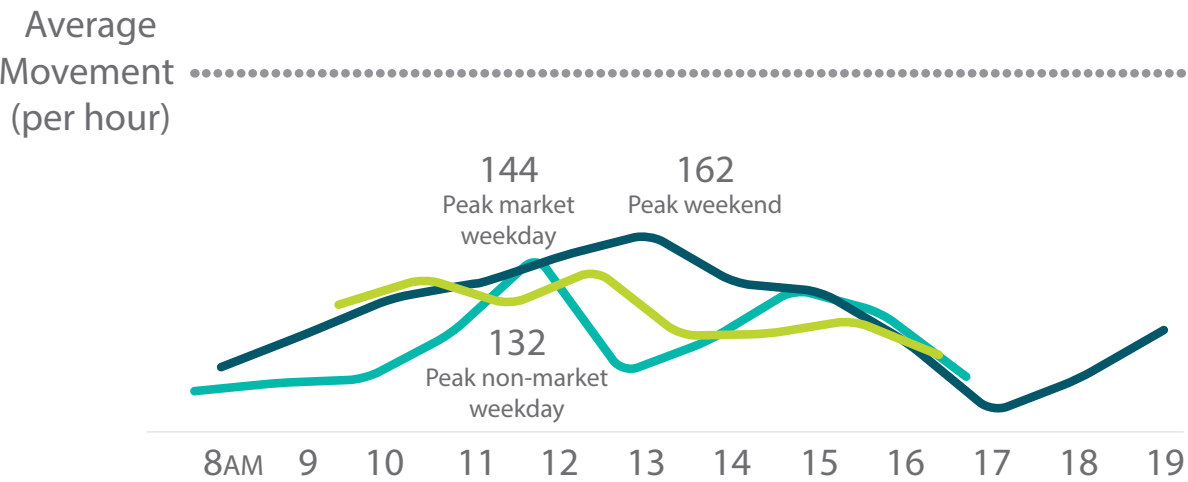
Peak pedestrian counts (Along & Across)

- At location 3, pedestrian flows reduces considerably compared to the northern part of the study area.

Features and Landmarks

- The landuse in this section of High Street is predominantly retail and shopping.
- The rhythm of the buildings is fine grain, however the east-west connectivity is limited owing Preston Street being a no through road.

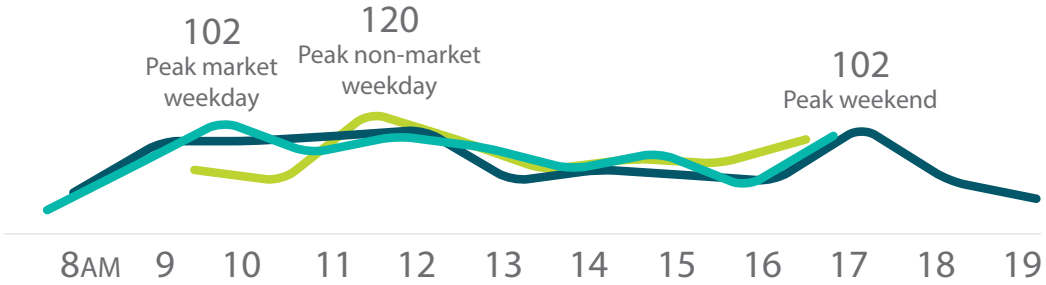
3b



PEOPLE MOVING **ALONG AND ACROSS** HIGH STREET SITE 4 A&B

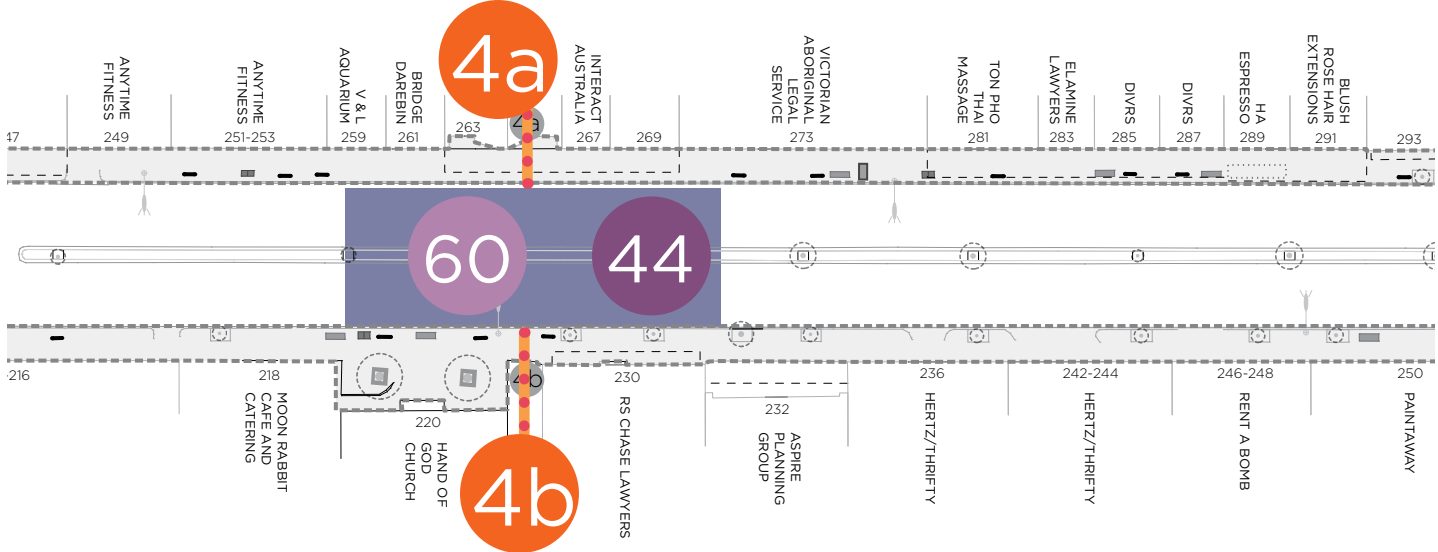
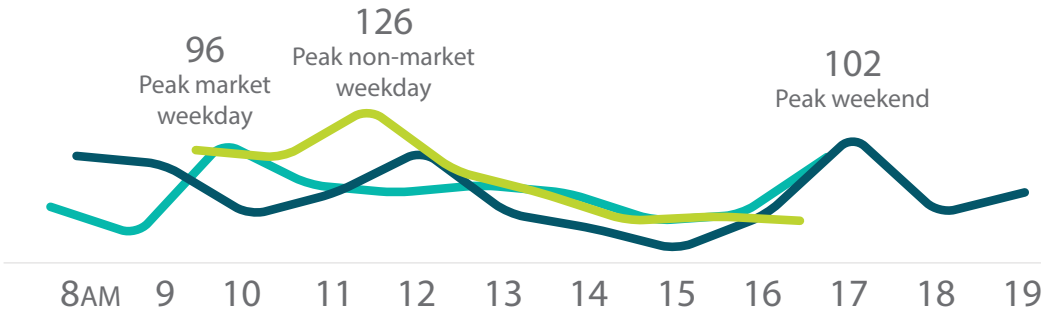
4a

Average
Movement
(per hour)



4b

Average
Movement
(per hour)



Peak pedestrian counts (Along & Across)

- Pedestrian activity is the lowest at locations 4a and 4b in comparison to other points.

Features and Landmarks

- The larger grain of lot sizes, high vacancy rates, lack of active frontages and proximity to high-speed Bell Street combine to reduce the amenity of the street experience, offering little reason for people to move or stay along this southern part of High Street.



3.2 PEOPLE STAYING ON HIGH STREET

The following section describes the findings of people **staying** on High Street.

Observational mapping offers an insight into what invitations the street offers for people to stay within the public realm.

Mapping reveals that parts of High Street offer a vibrant and diverse public realm experience.

Areas with high numbers of one particular activity such as standing also offer insight into the need for seating and weather protection in those areas.



Standing ●

Standing freely in space or leaning against a wall or object.



Seated on benches ●

Sitting on the fixed benches along the footpath and along the bus stops.



Seated in Outdoor Cafes ●

Sitting on furniture that is owned by the commercial establishments such as cafes and restaurants, with a general understanding that the seating is reserved for paying customers.



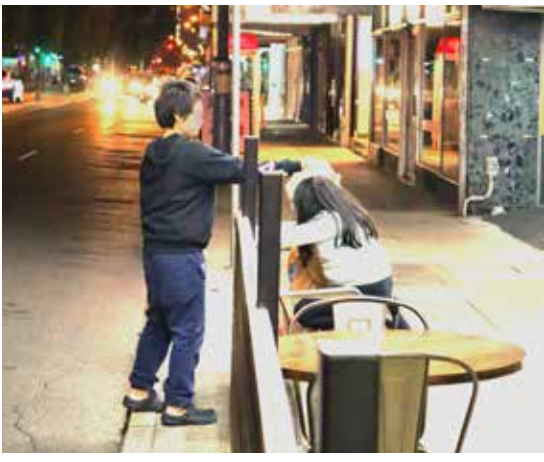
Seated on Secondary Seats ●

Sitting on an object not designed as seating. Could be steps, boundary fences or the ground.



Lying down ●

Lying down on the ground or on furniture and with most of the body in contact with the ground or furniture (Also includes rough sleeping).



Children/ Teens Playing ●

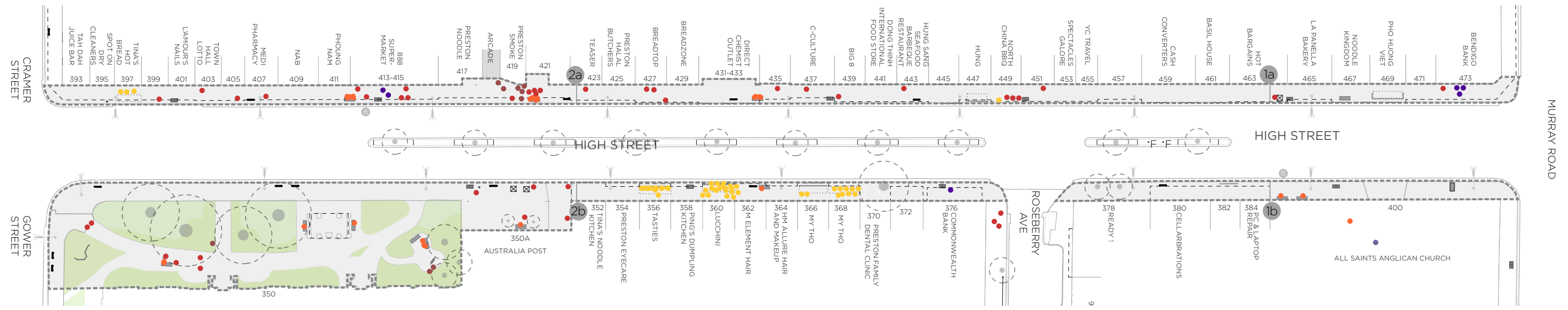
Children and students spending time in the public space with others in the same age group.



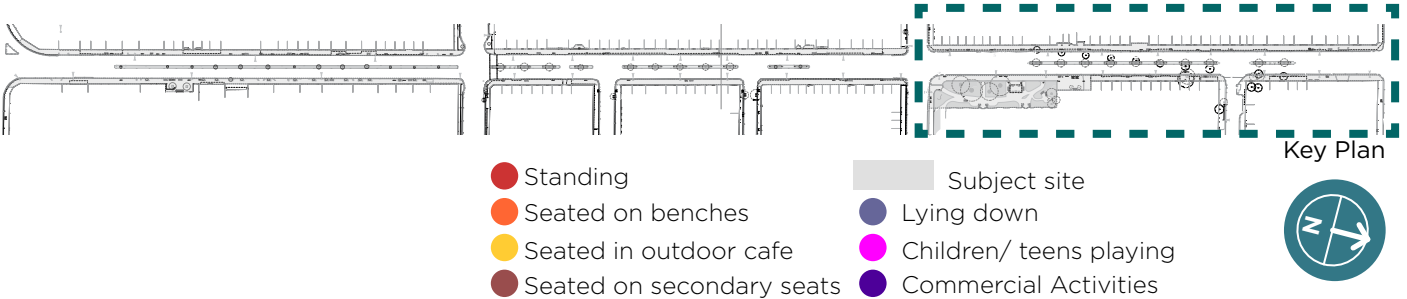
Commercial Activity ●

Including vendors, kiosk operators, outdoor cafe staff, street cleaners, inspectors, security persons, police, workers in high vis and protective gear performing activities on the footpath etc.

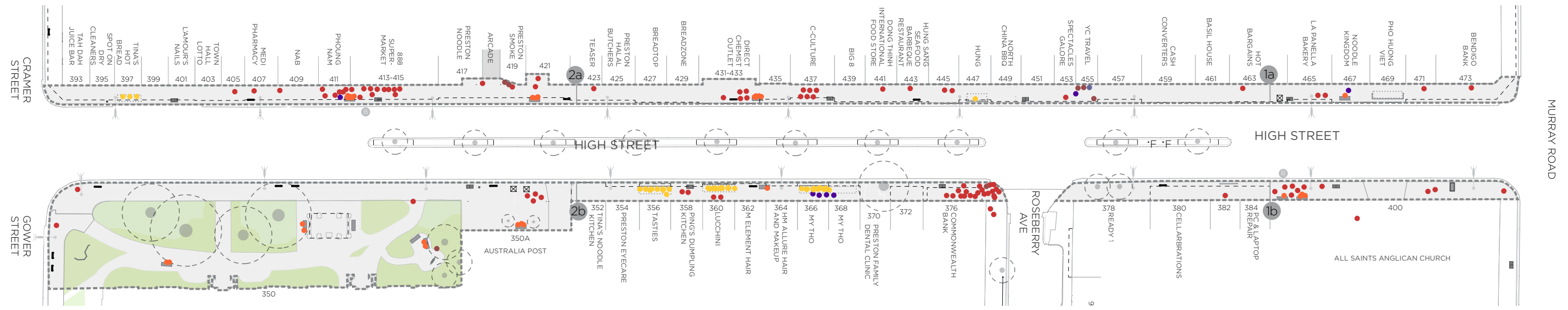
MURRAY TO GOWER/CRAMER - TUESDAY 10am to 6pm



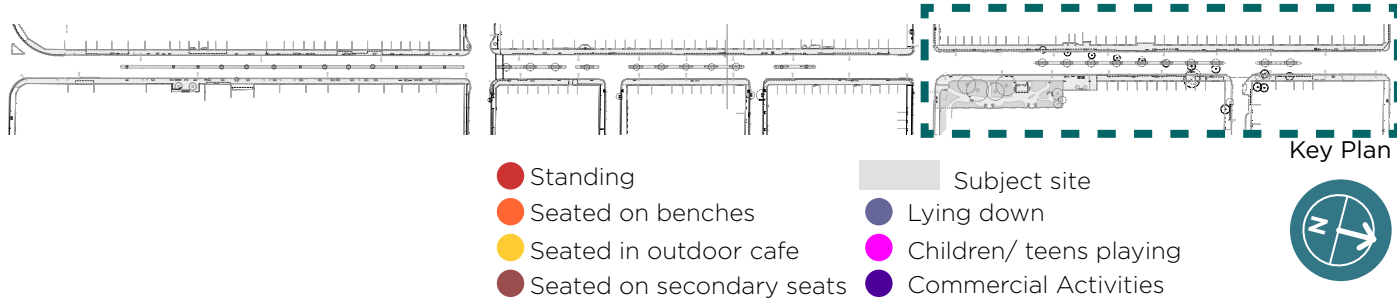
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



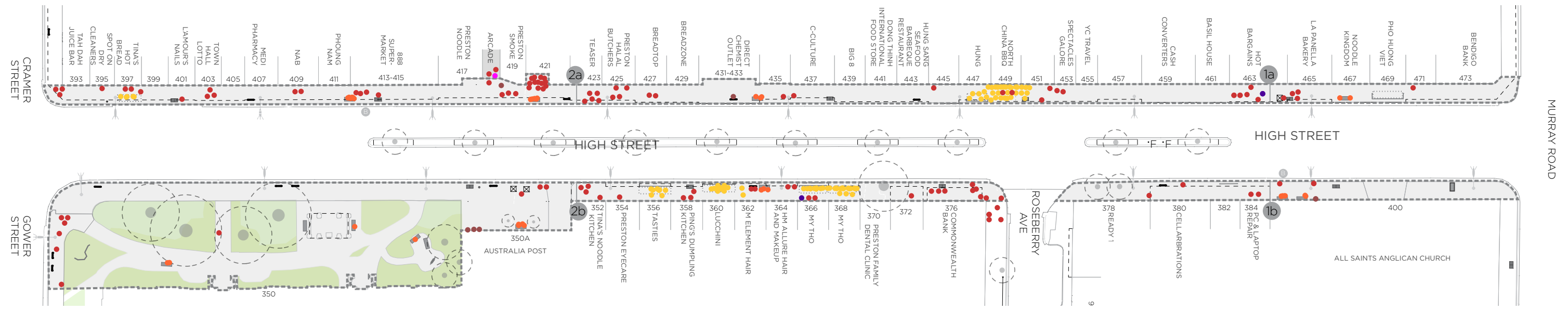
MURRAY TO GOWER/CRAMER - THURSDAY 8am to 6pm



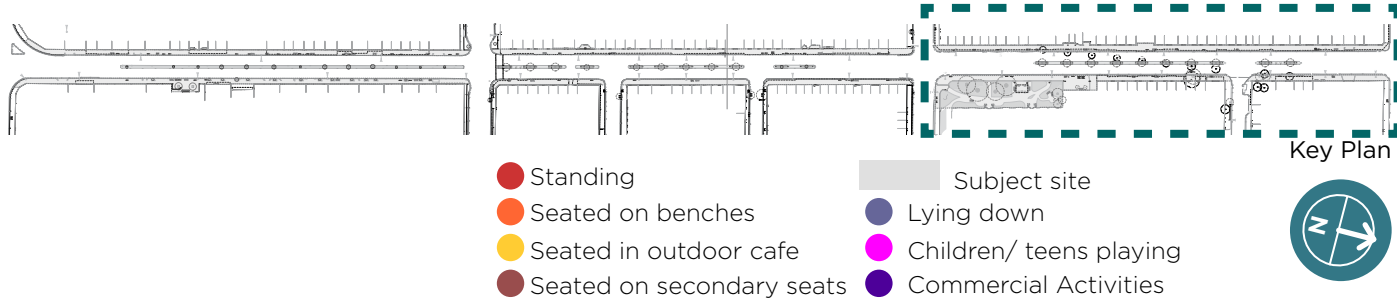
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



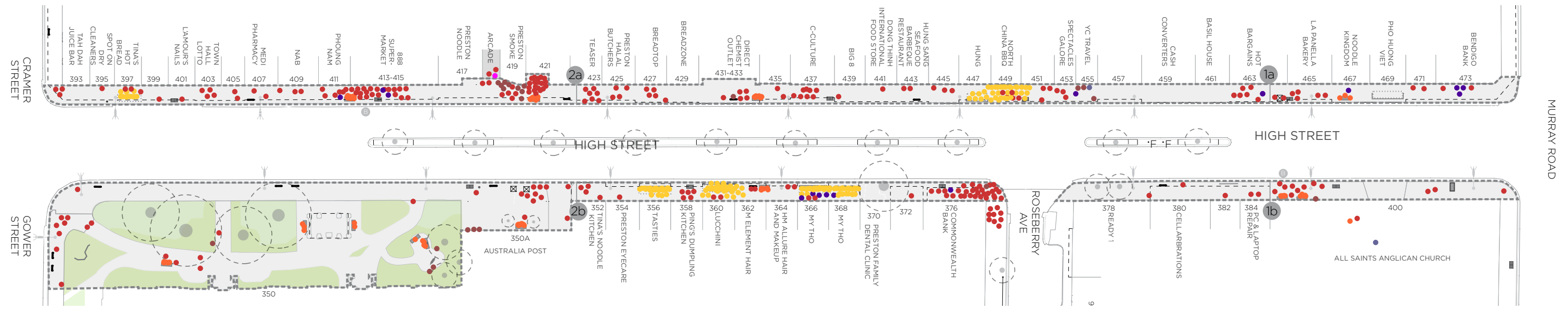
MURRAY TO GOWER/CRAMER - SATURDAY 8am to 8pm



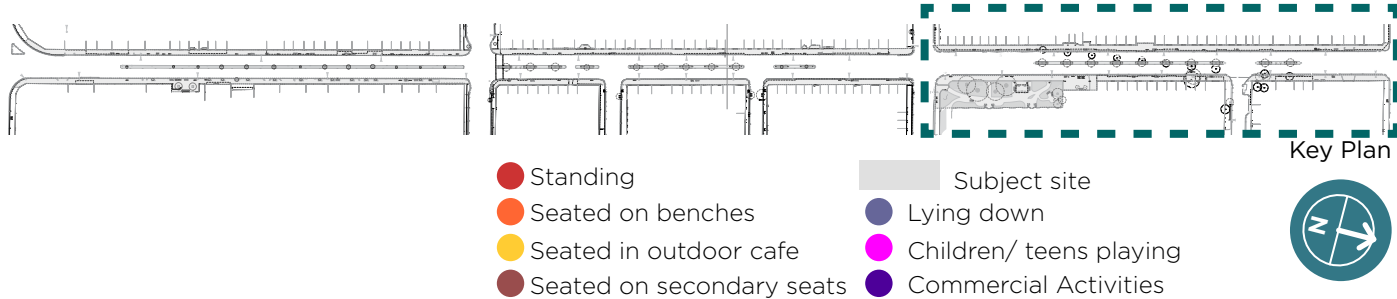
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



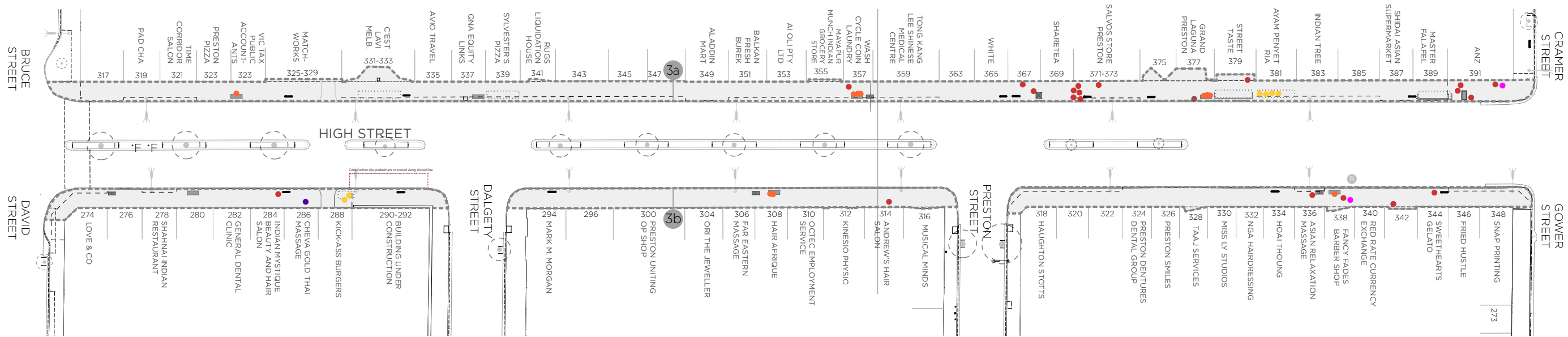
ALL MURRAY TO GOWER/CRAMER



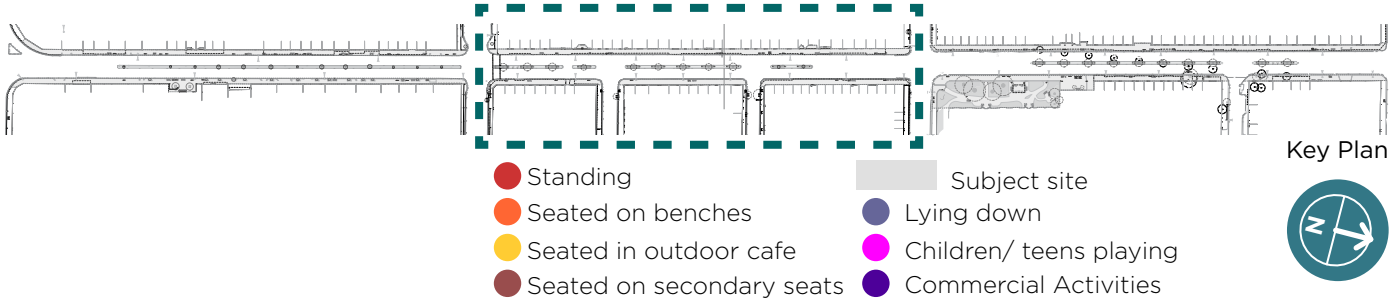
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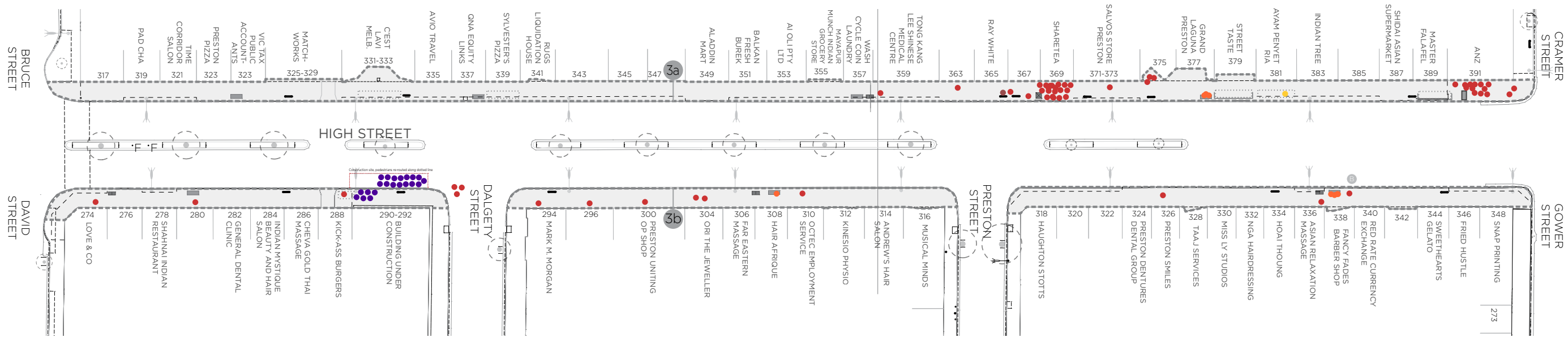
GOWER/CRAMER TO DAVID/BRUCE - TUESDAY 10am to 6pm



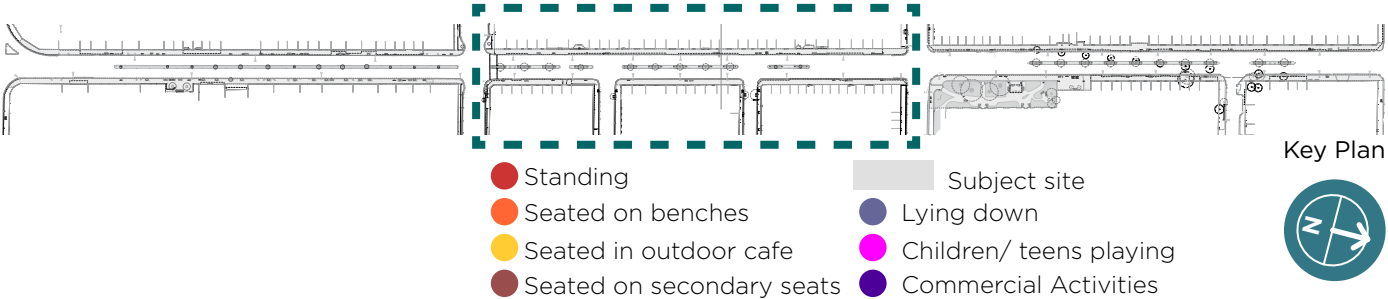
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



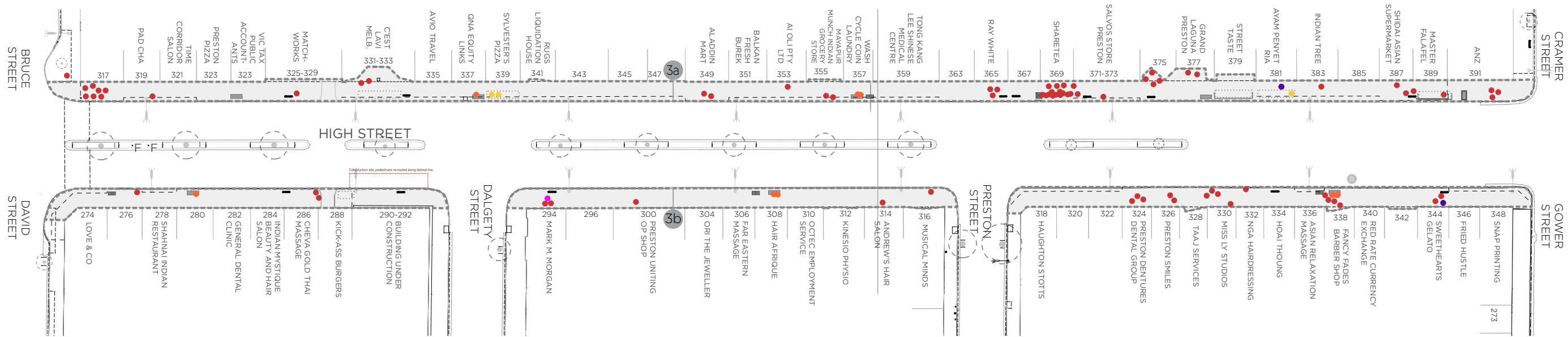
GOWER/CRAMER TO DAVID/BRUCE - THURSDAY 8am to 6pm



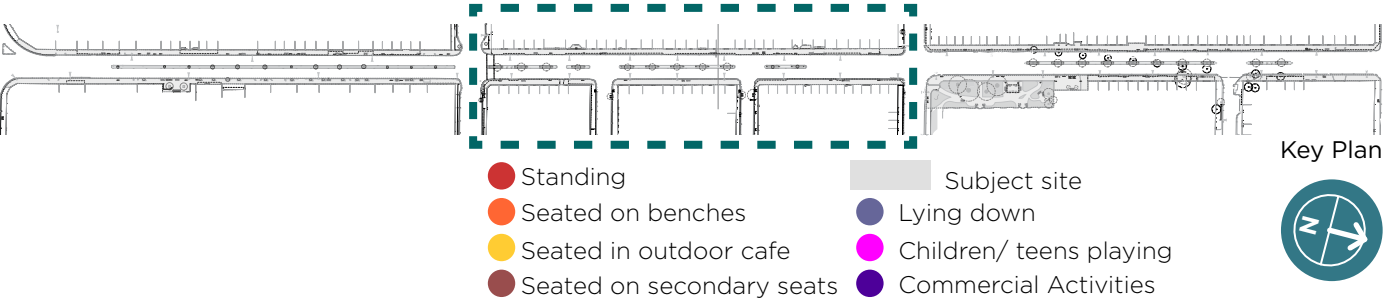
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



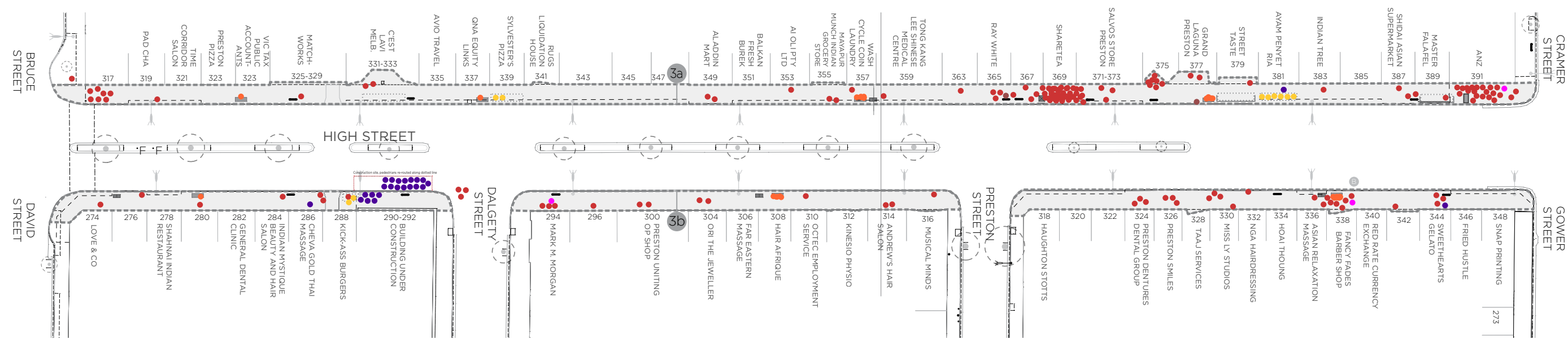
GOWER/CRAMER TO DAVID/BRUCE - SATURDAY 8am to 8pm



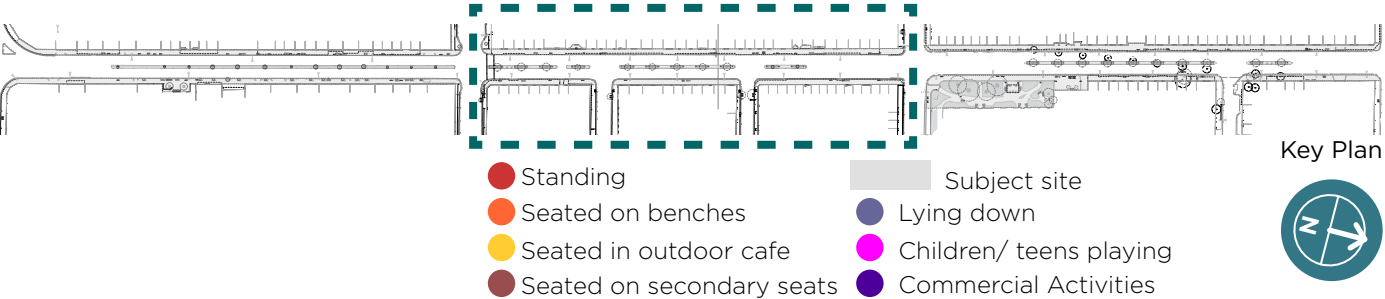
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



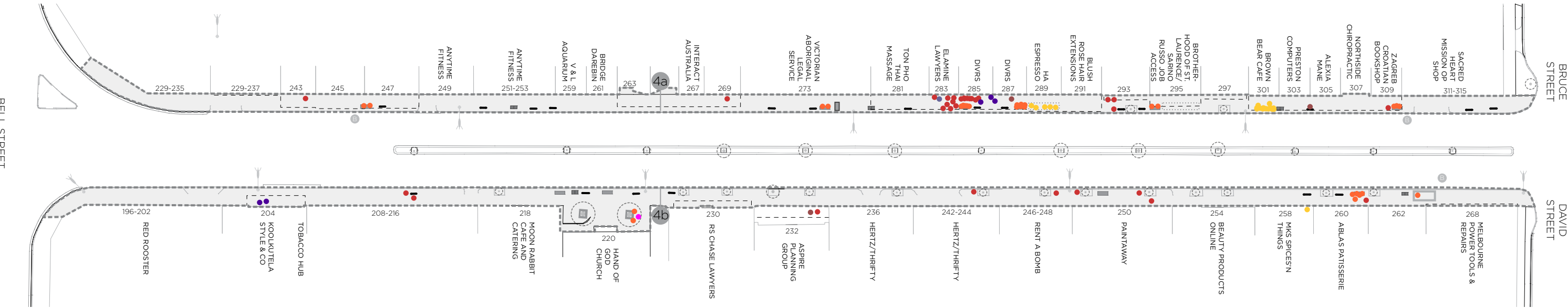
ALL GOWER/CRAMER TO DAVID/BRUCE



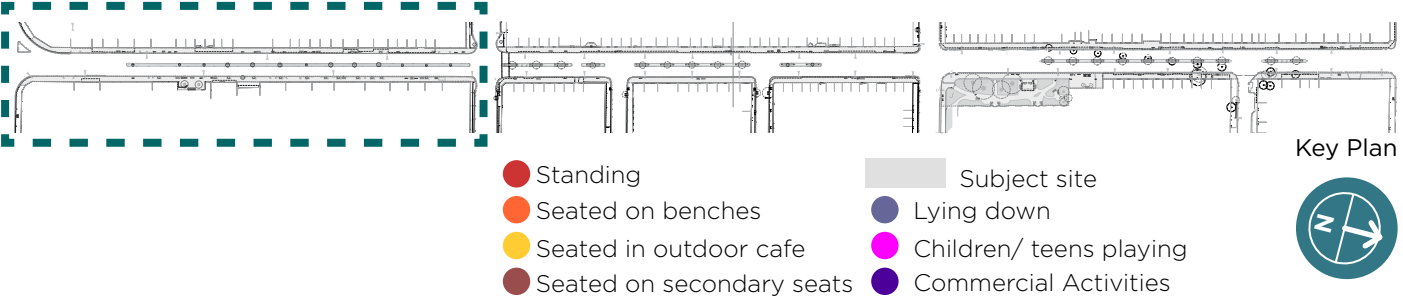
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



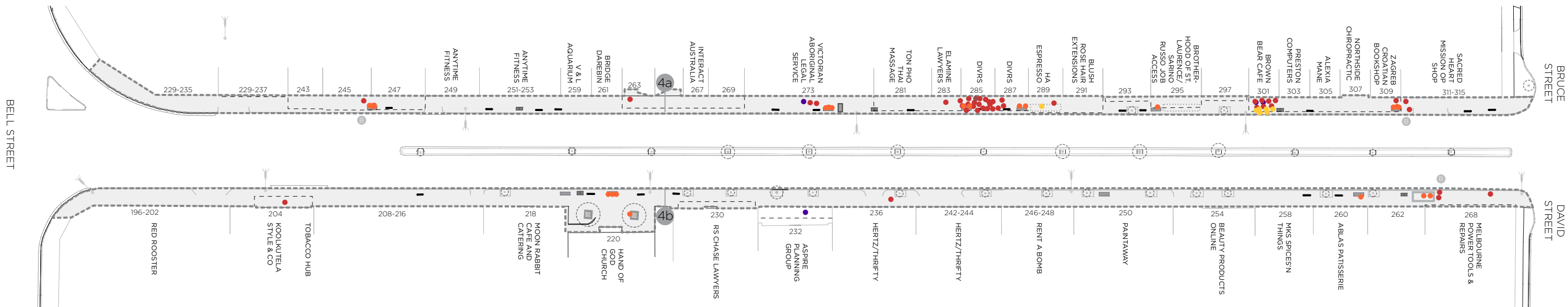
DAVID/BRUCE TO BELL STREET - TUESDAY 10am to 6pm



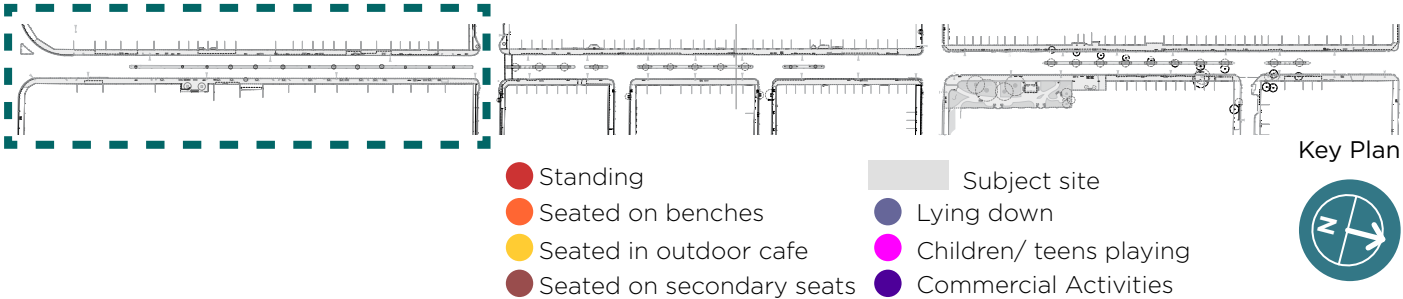
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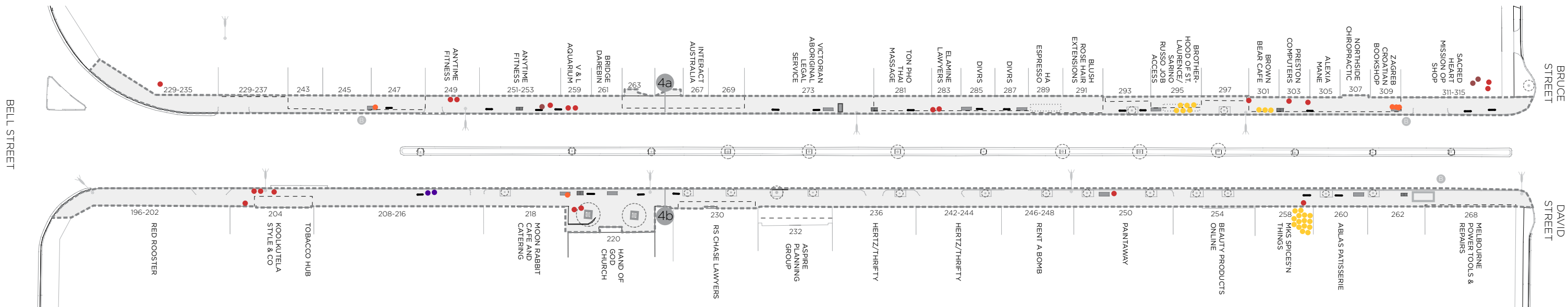
DAVID/BRUCE TO BELL STREET - THURSDAY 8am to 6pm



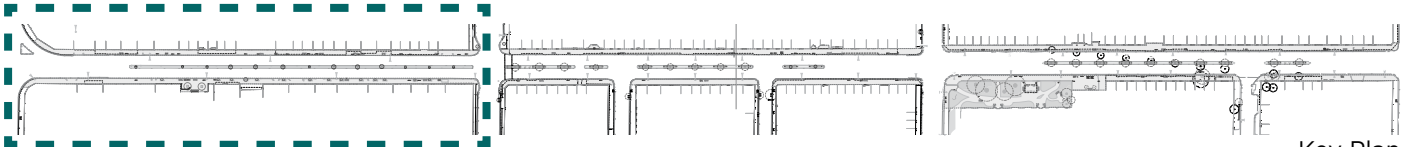
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



DAVID/BRUCE TO BELL STREET - SATURDAY 8am to 8pm



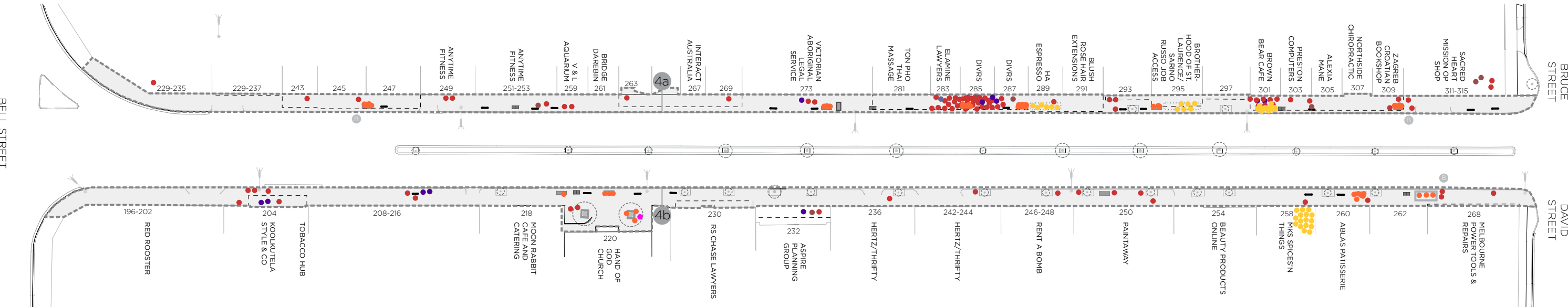
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



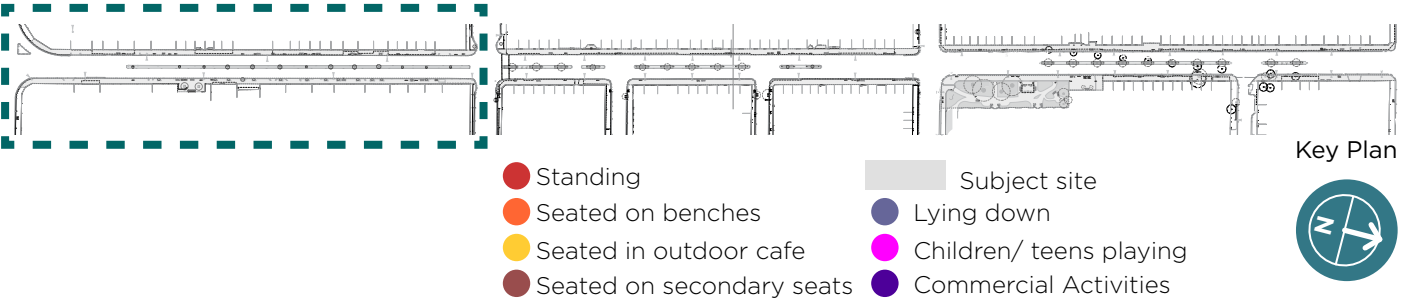
- Standing
- Seated on benches
- Seated in outdoor cafe
- Seated on secondary seats
- Subject site
- Lying down
- Children/ teens playing
- Commercial Activities



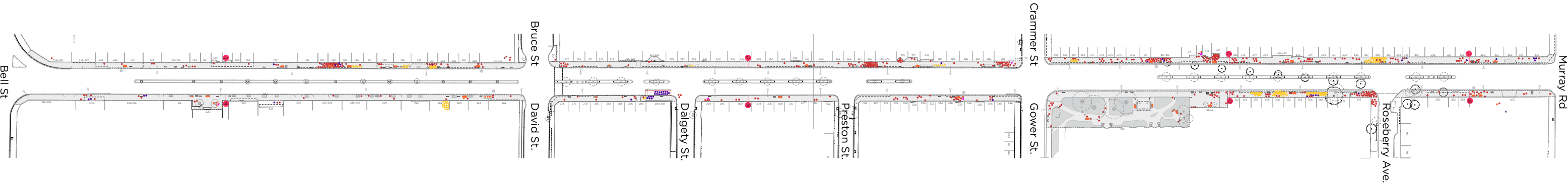
ALL DAVID/BRUCE TO BELL STREET



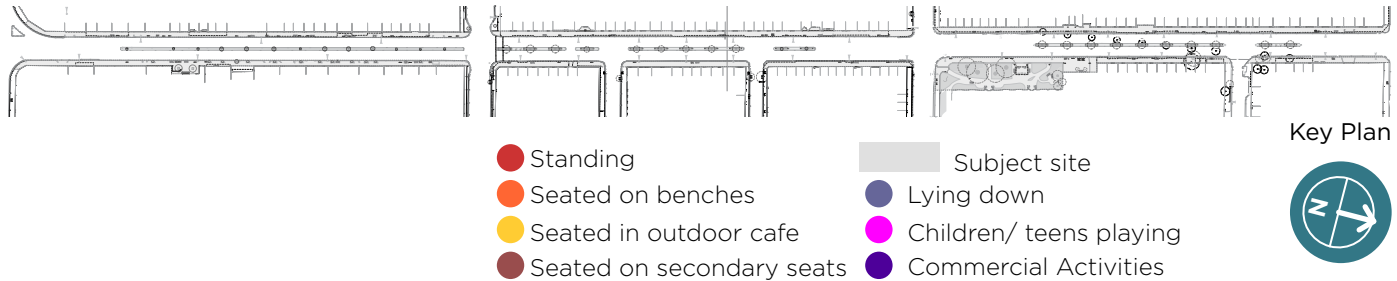
Each dot represents one human forming overlapping clusters where there is high number of stationary activities



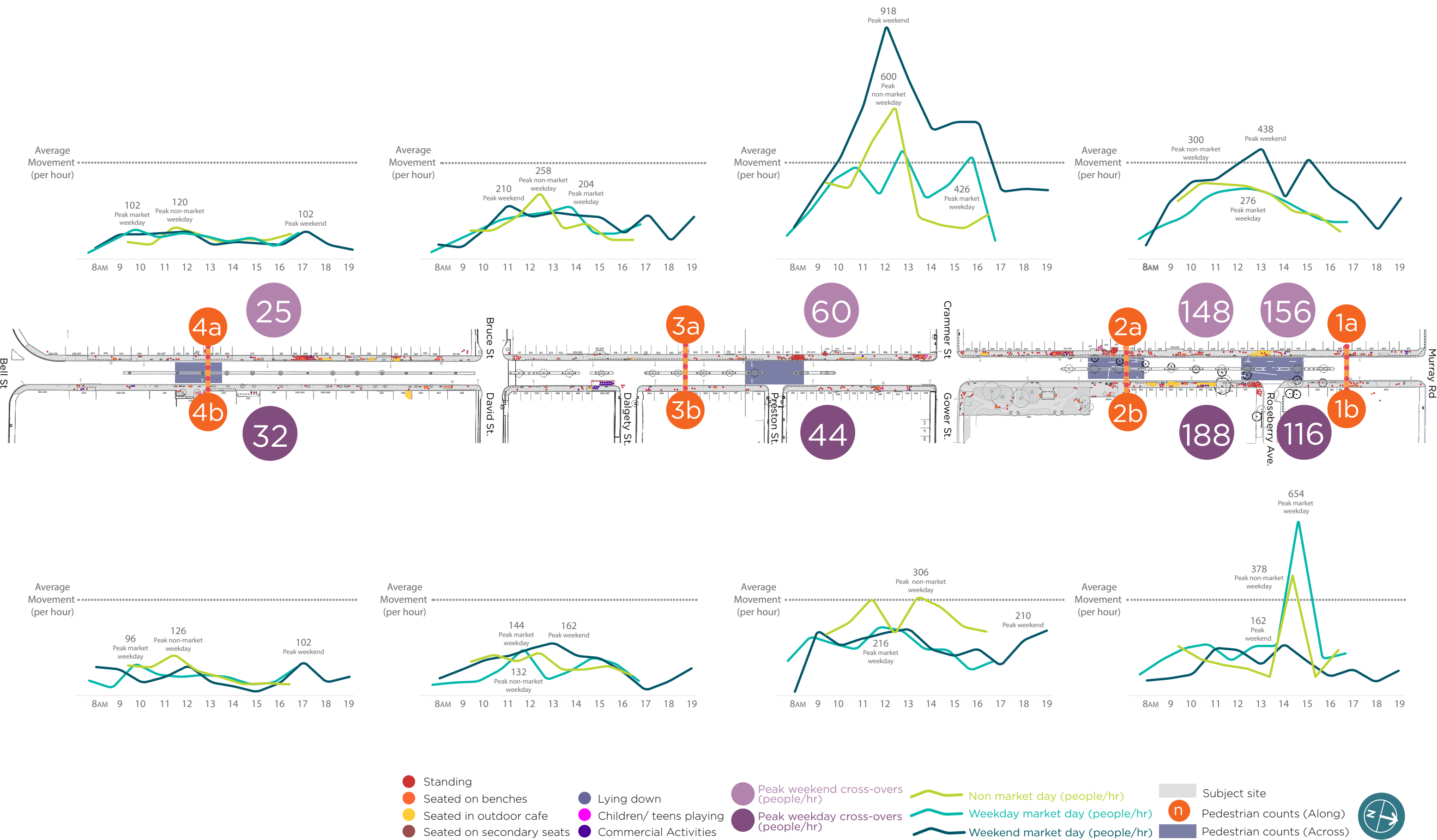
PEOPLE STAYING - ALL OF HIGH STREET



Each dot represents one human forming overlapping clusters where there is high number of stationary activities

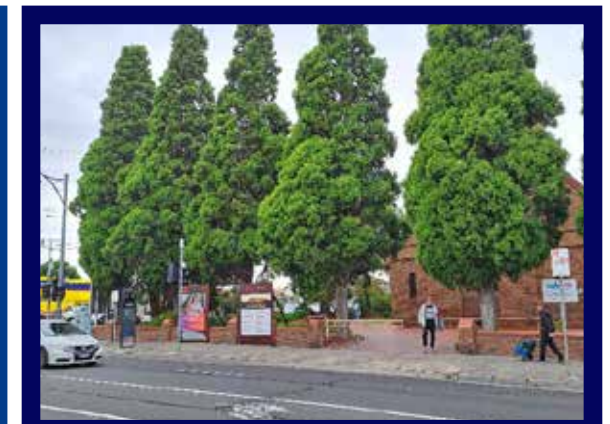
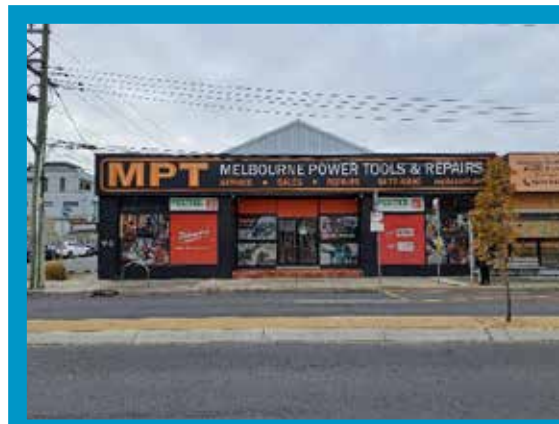


3.3 KEY FINDINGS SNAPSHOT
PEOPLE STAYING/MOVING/CROSSING - ALL OF HIGH STREET



3.4 FACADE QUALITY

FACADE QUALITY TYPES



A-Quality

- More than 15 premises every 100 metres.
- More than twenty-five doors and windows every 100 metres.
- A large range of functions.
- No blind façades and a few passive ones.
- Much depth and relief in the building surface.
- High quality materials and refined details.
- Two way visual permeability at street level.

B-Quality

- Ten to fourteen premises every 100 metres.
- More than fifteen doors and windows every 100 metres.
- A moderate range of functions.
- A few blind or passive façades.
- Some depth and modelling in the building surface.
- •Good quality materials and refined details.
- Some visual permeability into the interior but is obscured by displays, signage or the scale and type of glazing.

C-Quality

- Six to ten premises every 100 metres.
- Some range of functions.
- Less than half blind or passive façades.
- Very little depth and modelling in the building surface.
- Standard materials and few details.
- Little visual permeability.

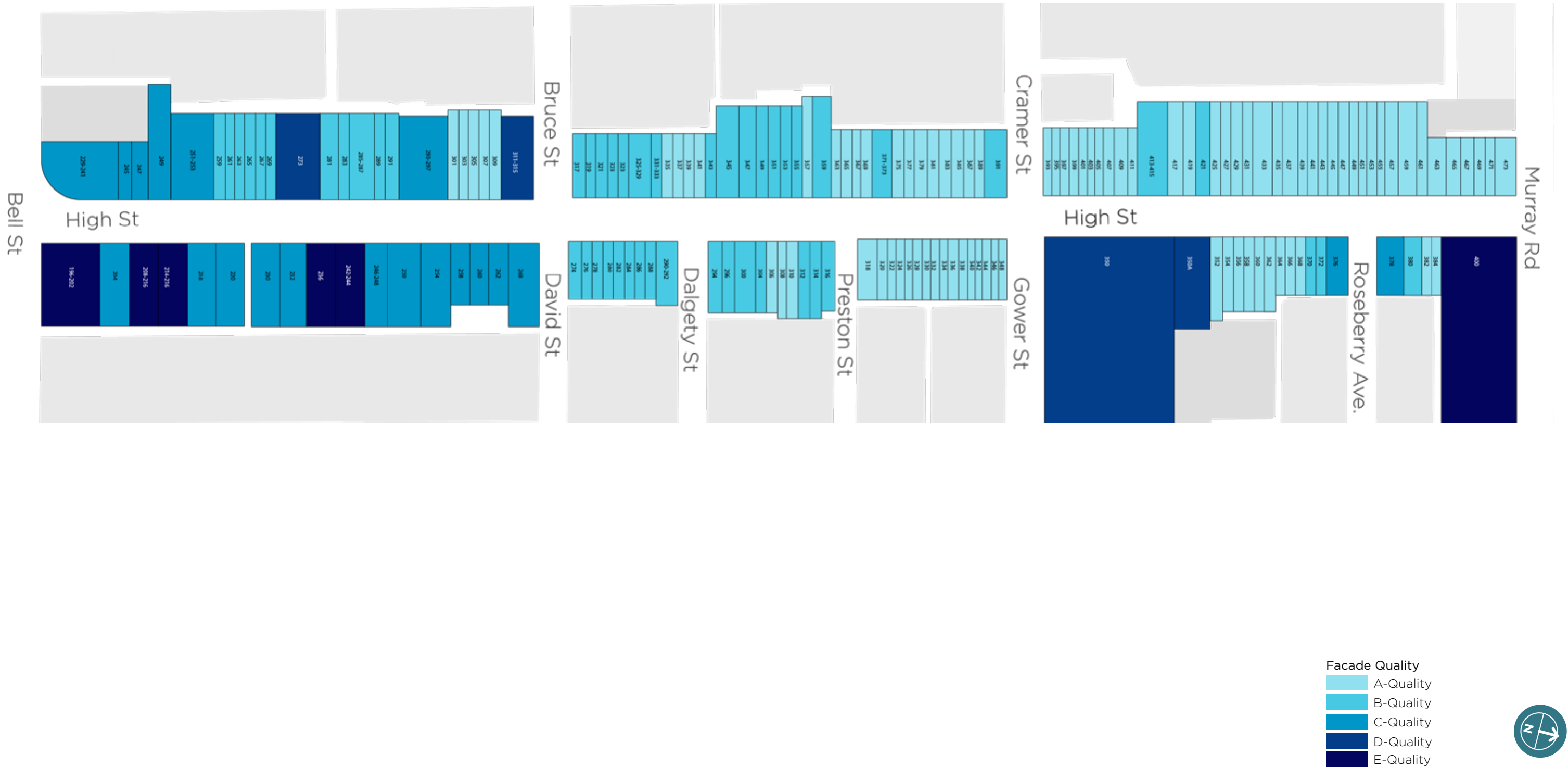
D-Quality

- Three to five premises every 100 metres.
- Little or no range of functions.
- Predominantly blind or passive façades.
- Flat building surfaces.
- Few or no details.
- Little visual permeability due to tinted glazing, raised windows or solid walls.

E-Quality

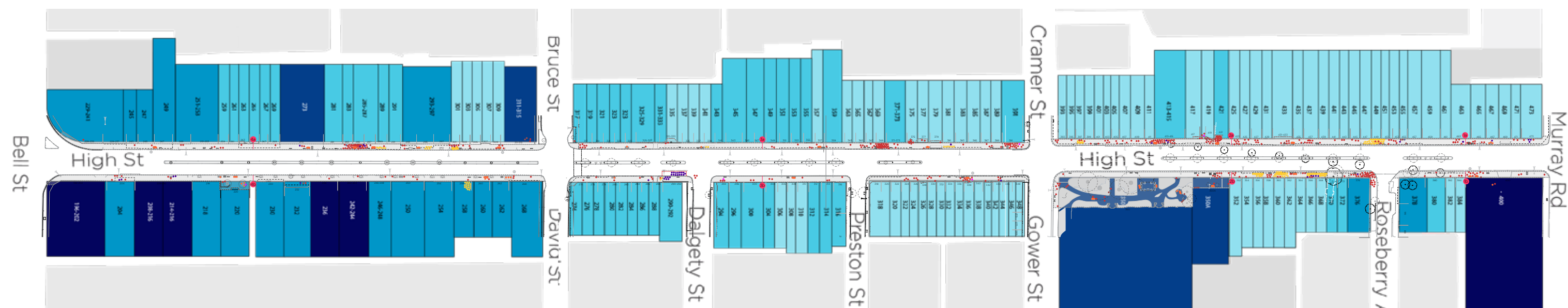
- One to two premises every 100 metres.
- No range of functions.
- Predominantly blind or passive façades.
- Flat building surfaces.
- No details and nothing to look at.
- Large setbacks from the footpath.
- Vacant lots.

FACADE QUALITY MAPPING



OVERLAYING STATIONARY ACTIVITY ON FACADE QUALITY MAP

Overlaying the facade quality study with the stationary activities map reveals a direct interdependence between the quality of the interface to the people “staying” and using the public realm.



Co-relation between facade quality and activation

- Pedestrian activity is low along the southern section of High Street where facade quality drops below C-quality or worse. This area has a limited range of functions, large spans of blank interfaces, low visual permeability between street and building function, vacant lots, car-heavy frontages and little to no articulation and fenestrations.

Co-relation between facade quality and activation

- The interfaces identified as A-quality have an active interface that is vibrant, with high transparency, little to no vacancy and many fenestrations including doors and windows
- There is a high number of pedestrians “staying” on the streets in front of these facades establishing a direct interdependency of high pedestrian activity to the quality of facade articulation and design.

Does Landuse triumph facade quality?

- Do highly interactive facades generate lots of stationary activity, or does the stationary activity generate better quality facades? A public realm full of people attracts retail uses, which benefit from highly interactive facades, which attract more people. As more people live around and use High Street, more retailing can be supported. As more highly interactive facades are built for the retailing, the street will become more interesting to be in and to walk along, and more people will engage in stationary activities. The design of the public space can encourage or hinder this activity.

4. ISSUES AND OPPORTUNITIES

4.1 THINGS THAT WORK WELL



Fine grain

The fine grain rhythm of the northern section of High Street offers more destinations within walking distance which fosters greater street life.



Mix of uses

A diversity of shop types results in a diversity of users visiting the site which in turn adds to the busyness and vibrancy of the street.



Proximity to facilities

High Street is surrounded by a diversity of facilities including Preston Market, Preston City Oval, schools and the Civic Precinct which encourage a diversity of users to the site.



Active and interactive interfaces

Sections of High Street offer a diversity of active, interactive and visually interesting shopfronts which retain people's attention.



Availability of Public Transport

High Street is well serviced by Public Transport including train, tram and buses which provides users with multiple ways to visit the street.



Nighttime economy

As a result of a diversity of restaurants and other nighttime offerings, High Street remains active into the evening.

4.2 THINGS THAT COULD BE IMPROVED



Vacancies

The vhigh vacancy rate along the southern part of the study area creates in poor street life, inactive interfaces and a loss of vibrancy.



Car yards and cross-overs

Some premises facing High Street are used to park cars, and have crossovers cutting through the footpath. These lots have inactive facades and create a poor pedestrian environment.



Transition from high speed traffic on Bell St

Bell Street is a 60kmh road, and the slip lane to turn onto High Street results in high speed traffic entering the 40kmh zone. This results in reduced pedestrian amenity.



Blank interfaces and entrapment areas

Blank interfaces combined with vacancies become canvases for vandalism and entrapment, raising safety concerns.



Trucks and vehicle thoroughfare

Trucks and other vehicles use High Street as a thoroughfare, resulting in noise and traffic impacts, diminishing the amenity of the street.



Insufficient shading and signage

Several sections of High Street lack shading and greenery. Signage along the street which is inconsistent and some is neglected and vandalised.

5. RECOMMENDATIONS

Improvements to a streetscape can result in numerous benefits including increased safety and business activity, and enhanced aesthetics. These benefits are likely to encourage users to stay longer, while also making travel along the street more appealing, leading to a more vibrant and liveable community.

The following recommendations have been developed based on the findings from this public life study and should be used to inform a future streetscape upgrade plan.

Wider public realm:

- The study has revealed a very high pedestrian activity especially during peak hours on weekends and after school hours, especially at locations where outdoor dining operates. Optimizing usage and ensuring the public realm can accommodate higher foot traffic during peak usage times and designing spaces that are flexible enough to support various public activities throughout the day is a priority.
- **Wider footpaths:** Wider footpaths are essential to accommodate the increasing number of pedestrians, provide space for outdoor seating, and improve overall pedestrian safety and comfort.
- **Kerb outstands:** Curb outstands, or extensions of the footpath at intersections or mid-block crossings, improve visibility for both pedestrians and drivers. They shorten crossing distances and can serve as small gathering spots with areas for greenery or seating.
- **Wayfinding:** Provide wayfinding at key locations along the street and include information such as key landmarks and public transport.

Pedestrian crossing:

- Raised crossings, clear signage, and traffic calming measures will ensure pedestrians feel safe and prioritized, encouraging walking as a preferred mode of transport.

Movement across the street:

- **Median strip:** the median strip should be retained as it provides informal opportunity to cross the street.
- **Signalised crossing points:** due to the high numbers of pedestrians crossing the street, and with numbers projected to increase, signalised pedestrian crossings should be provided at key locations to reduce vehicular speeds, improve safety and improve accessibility for all.
- **Movement along the street:** A continuous, engaging streetscape with minimal obstacles and consistent paving will encourage people to explore and enjoy the length of the street. Include raised pedestrian crossing points where side streets intersect with High Street, to prioritise pedestrians and improve safety.
- **Ensure proposed pedestrian crossing at Preston Post Office is future-proofed to accommodate potential pedestrian link at 421 High Street.**

Facade quality:

- **Fine grain:** The study reveals fine grain development, characterized by small-scale, closely spaced shops and buildings, adds variety and a human scale to the street resulting in higher pedestrian activity. Retaining the fine grain, introducing it where there is none, and making more A and B quality facades will create a more engaging, active and walkable environment.
- **Awnings:** Consistent awnings will provide shade and weather protection, making High Street more comfortable in various weather conditions.
- **Activation along Town Hall & Church:** The study reveals pedestrian activity drops along the interfaces of the Town Hall and the All Saints Anglican Church primarily due to lengths of inactive frontages. The landscaped frontages have potential to support outdoor activation if active uses are oriented along these interfaces. Active uses at the frontages and improvements to the public realm will likely result in higher use of these spaces.

Recurring study

- Conducting recurring public life studies will ensure that improvements to High Street are responsive to changing needs and behaviors over time. Continuous monitoring and community engagement will help refine public space interventions and ensure they remain effective and relevant.
- Conduct counts to understand pedestrian usage of the arcade opposite Preston Post Office.

Improved streetscapes lead to increased use. This holds true from large-scale public space upgrades, down to adding a single bench and planting a new tree.

6. GAPS AND LESSONS

The inaugural public life study was conducted specifically as a benchmarking background report for High Street Preston's Streetscape Upgrades.

However, this is a methodology that is useful for more than streetscape upgrades. The evidence based data can help guide and facilitate strategic planning for the area, built form decisions, movement and access policies as well as a broader placemaking strategy for the area.

It also generates the foundation case-study to benchmark against which future changes to the street can be measured and compared.

Further research could be conducted in the following fields:

People profiles

- Study gender and age groups to identify how various user groups behave in public space

Study across seasons

- Melbourne's unpredictable weather results in a daily variation of public space use, however there is also wide variation based on seasons. Mapping season-based public life will reveal how the public realm adapts to heating and lighting during cold winter months and shading and cooling in the summer.

Study intersections and wait times

- Wait times for pedestrian movement along the signalised intersections of High Street are lengthened owing to the turning lanes. The distance between signalised intersections is also far-spaced, this results in pedestrians crossing over non-signalised sections of the street.
- Calculating the number of pedestrians at signalised intersections will help build a strong case study of intersections that are heavily used and help improve intersection quantity, capacity and quality.

Study all of High Street from Northcote to Reservoir

- High Street forms one of the most diverse major N-S streets running through inner Melbourne. The profile, use and quality of the street changes across the activity centres it runs through including Northcote, Thornbury, Preston and Reservoir.
- Studying public life across all the key activity centres will reveal gaps and opportunities to benchmark against each other as well as across time when upgrades and changes impact the City.



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