

Stage 1 - 2010:

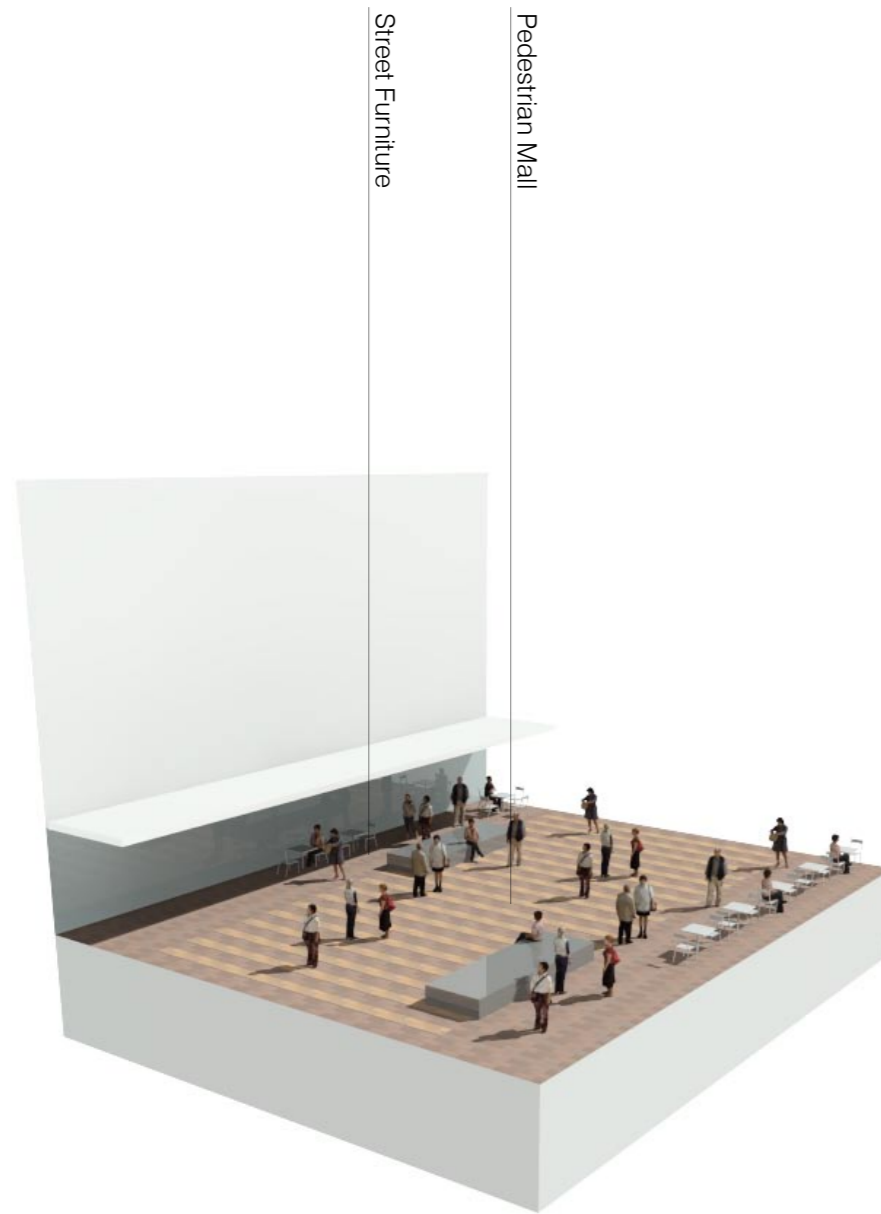
- (M1) New Bus lanes through Manners Mall. A 30km/ph zone with low 50mm kerbs. Upgrade of existing footpaths to reinforce Golden Mile treatments and new street furniture and lighting.
- (M2) Alterations to Willis/Manners intersection to improve pedestrian movement and accommodate buses.
- (M3) Pedestrian priority improvements to Manners/Victoria Street intersection including improved pedestrian connection to Manners Street
- (M4) Removal of right turn from Victoria Street and provision of bus priority to Manners street (west)
- (M5) Footpath upgrades to Manners street (east) and bus priority measures between lower Cuba and Taranaki Streets
- (M6) Loading bays for Cuba Street/Manners Street businesses
- (M7) New Manners Street bus stop and shelter for north bound services
- (M8) New Manners Street bus stop and shelter for south bound services

Stage 2 - 2011:

- (D1) New footpath treatments to Dixon Street, angle parking to provide additional parking spaces.
- (C1) Signalised crossing at Cuba Manners intersection with raised table to facilitate pedestrian crossing and connect lower and upper Cuba Streets
- (C3) Provide new 'shared space' in lower Cuba Street with pedestrian priority areas. Provide a wide pedestrian zone (7.5m) on eastern side of street. This zone enables continuation of Cuba Mall character to Wakefield Street
- (C4) Provide pedestrian priority/gathering spaces at north and south ends of street (no parking spaces) to connect with Michael Fowler Centre (MFC)/Civic Square and Cuba Mall respectively.
- (C5) Extend lower Cuba treatment across Wakefield Street to connect with MFC entry and forecourt to reinforce civic nature of this location, improve prominence of MFC and Town Hall within the urban context and provide a more legible physical and visual connection to Civic Square.

Possible Future Improvements:

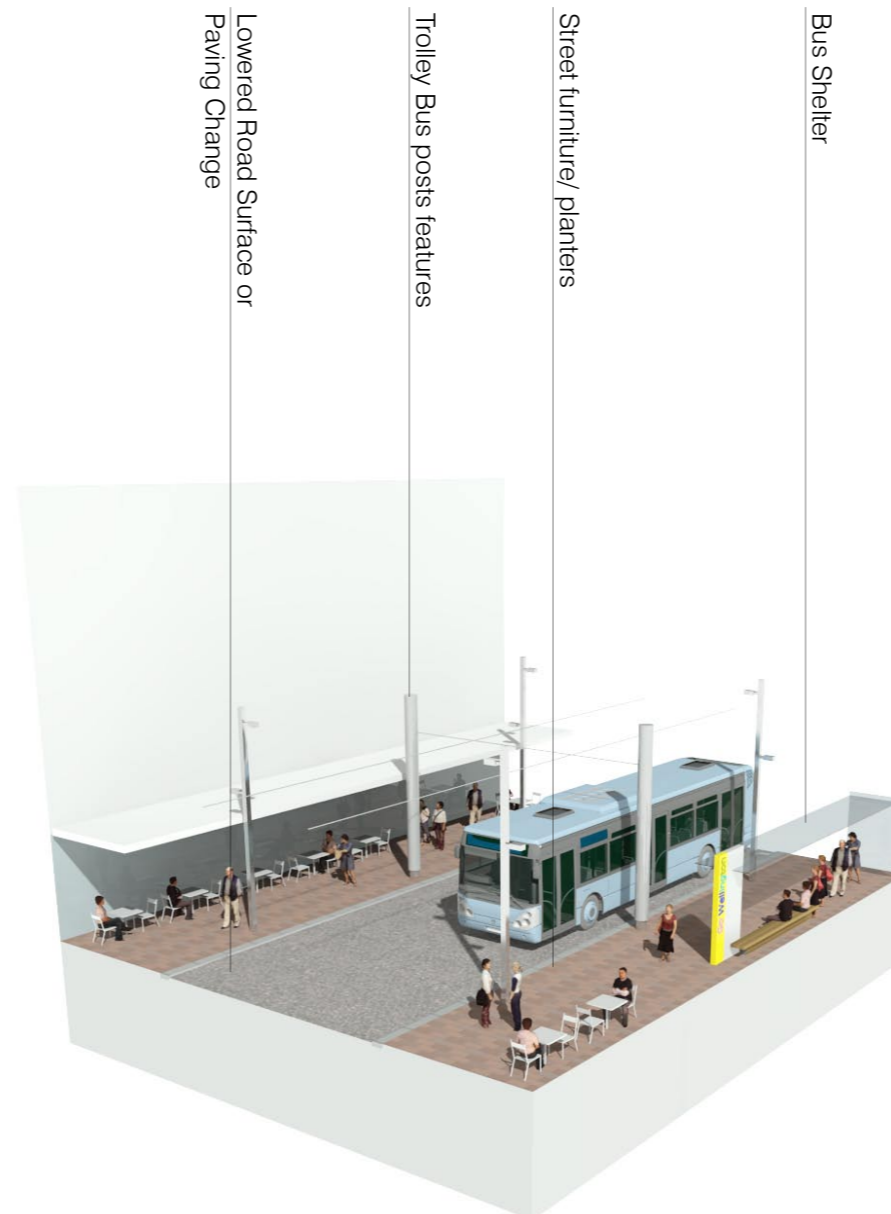
- (C6) Upgrade MFC forecourt to match lower Cuba Street treatments and establish pedestrian priority/'shared space' at entry.
- (C7) Upgrade existing lane connection to Civic Square by removing clutter/obstacles and provide a new pedestrian connection and sight line to the City-to-Sea bridge that facilitates a more legible connection between Cuba Street and the waterfront.
- (W1) Explore options for parking in Wakefield Street
- (W2) Widened footpaths on southern side of Wakefield Street between Cuba and Mercer Streets from 3m to 6m to support pedestrian movements and occupation.
- (W3) Pedestrian improvements to Wakefield/Victoria Street intersection to improve legibility and connectivity to Mercer Street
- (X1) Narrow existing crossing to improve visual and physical connection to Civic Square from Mercer Street
- (X2) Establish a new 'shared space' in Mercer Street on axis to Civic Square with outdoor seating and occupation zones on southern (sunny) side of the street. Including additional parking spaces.
- (X3) New pedestrian crossing at Willis/Mercer Street intersection
- (B1) Explore options for converting Bond Street to one-way (east to west)
- (V1) Upgrade footpaths and rationalise parking in Victoria Street



Existing Condition (Manners Mall):

- currently street is configured as a pedestrian mall with a continuous surface treatment running from building edge to building edge
- furniture elements are located in groups on the sides of the street defining a central pedestrian movement zone

- total width = 16m

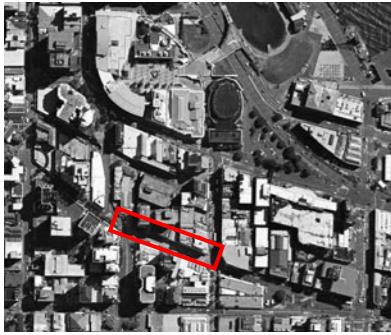


Proposed Option: Revoke pedestrian status and allow bus travel

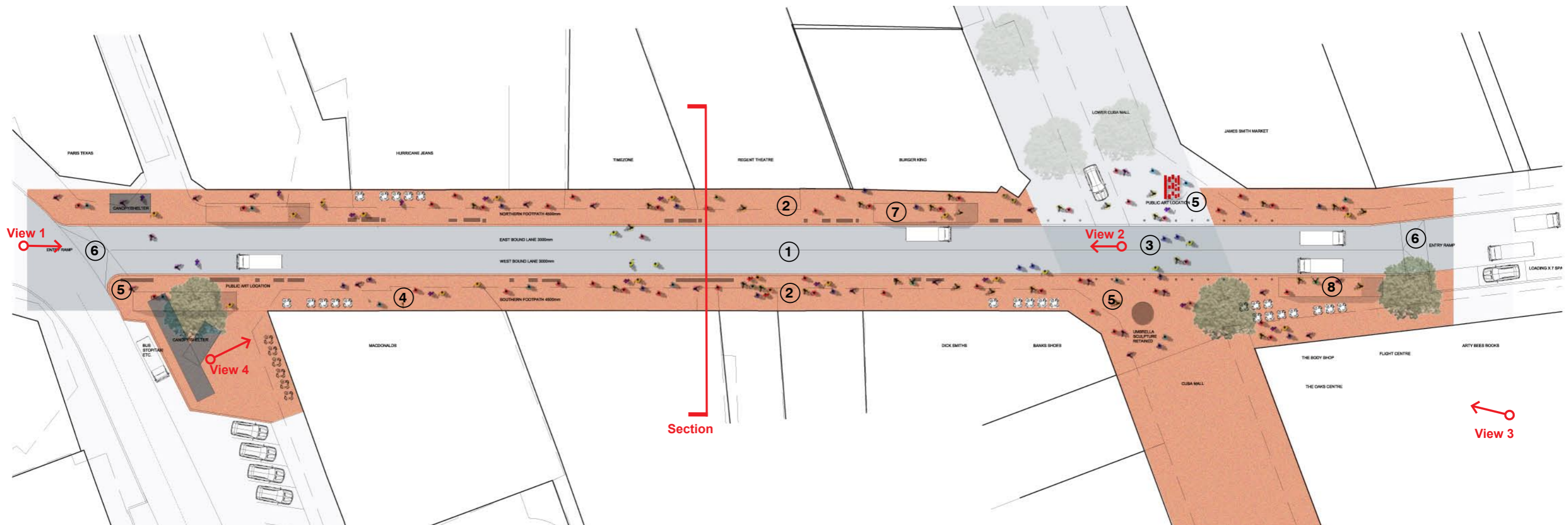
- Pavements and carriageway differentiated by material change and low (50mm) kerb
- new surface treatments and street furniture to match Golden Mile suite of elements
- slow speed zone implemented for buses of 30 km/ph
- furniture elements provided along footpath edges but priority given to pedestrian movements and clear sight lines
- bus frequency: typically 1 every 2 minutes (higher in peak periods)

- footpath = 5m
- carriageway = 6m (2 x 3m carriageways for buses)

- total width = 16m



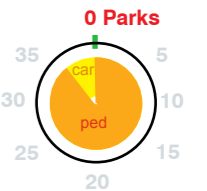
Location Plan

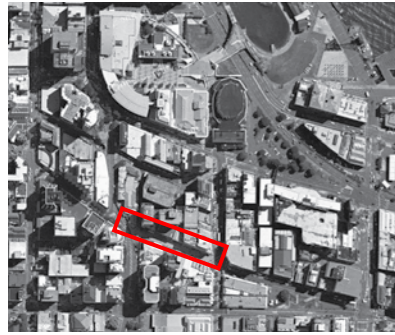


Design Features

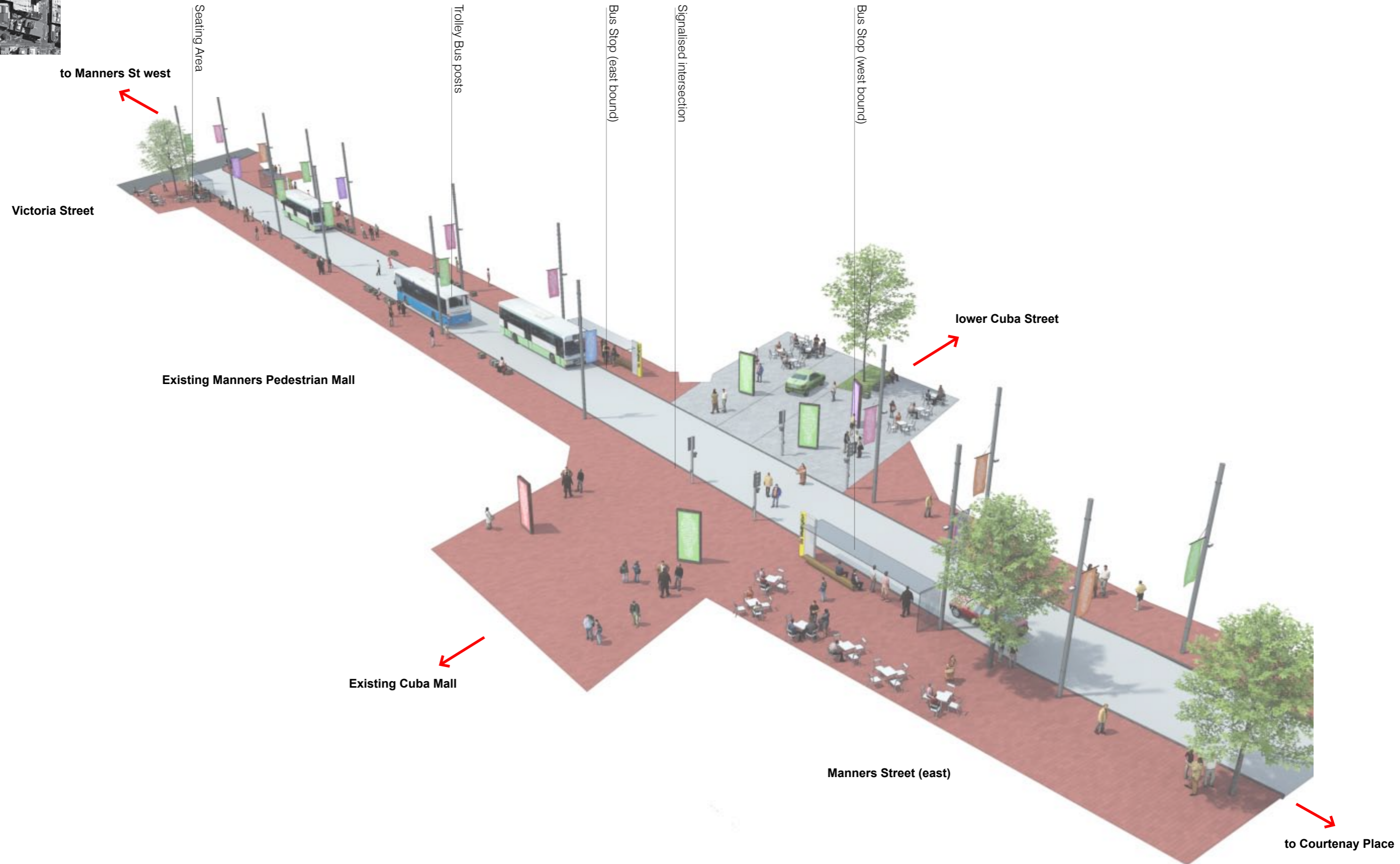
1. Bus Zone (asphalt treatment)
2. Pedestrian Zone (clay pavers to match Golden Mile)
3. Signalised crossing connecting Cuba Mall and lower Cuba Streets
4. New street furniture to match Golden Mile suite
5. Potential Artwork Locations
6. Ramped Vehicle Threshold to slow buses
7. New bus stop (east bound)
8. New bus stop (west bound)

Carpark numbers	ex.	prop.	change
Car Parks	0	0	0
Motorcycle parks	0	0	0
Loading bays	0	0	0
Taxi	0	0	0
Total	0	0	0





Location Plan



Pedestrian Zone

Vehicle Zone

Feature Trolley Poles

Street Furniture

Pedestrian Zone



Perspective View 1

Pedestrian Zone

Feature Trolley Poles

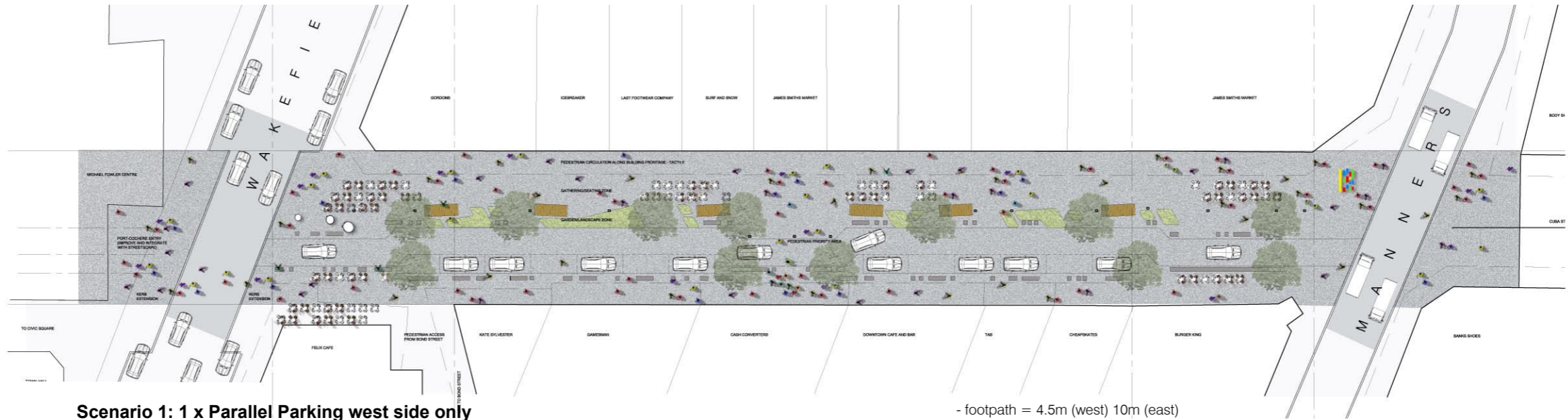
Vehicle Zone

Street Furniture

Pedestrian Zone

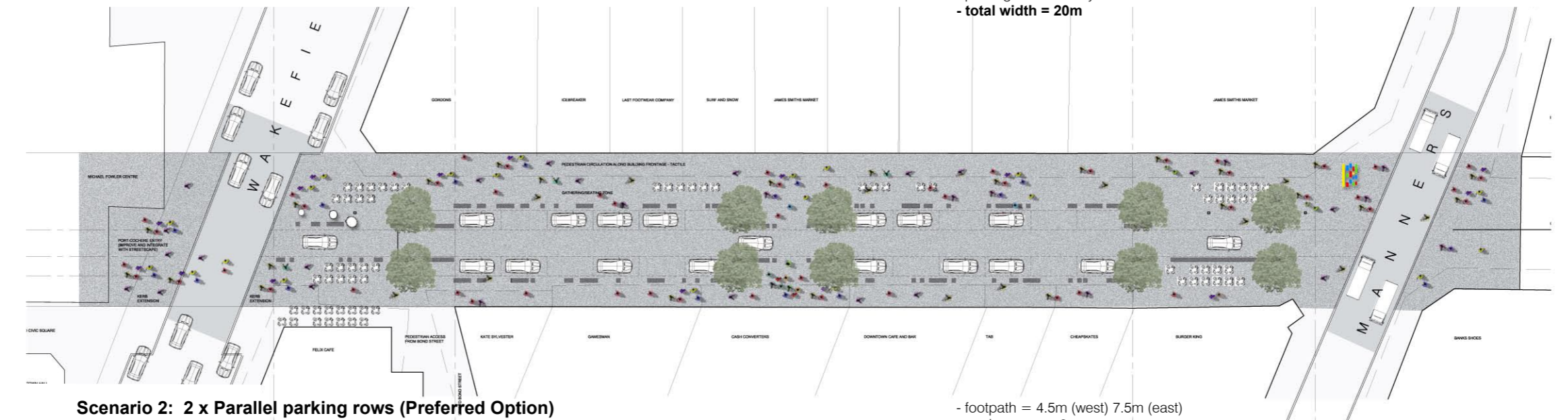


Perspective View 2



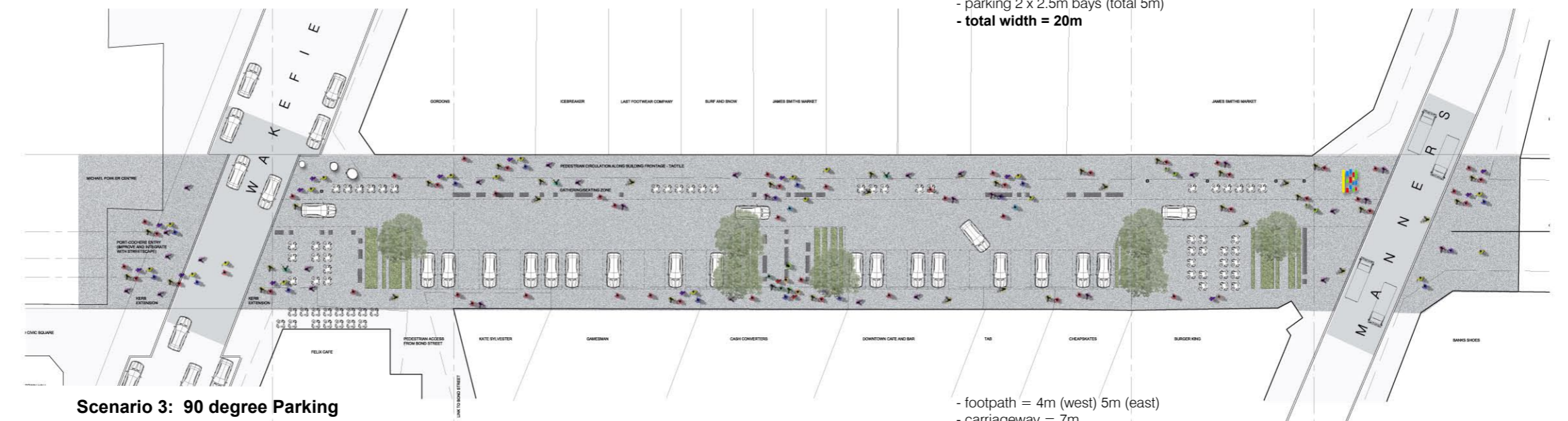
Scenario 1: 1 x Parallel Parking west side only

- footpath = 4.5m (west) 10m (east)
- carriageway = 3m
- parking 1 x 2.5m bays
- **total width = 20m**



Scenario 2: 2 x Parallel parking rows (Preferred Option)

- footpath = 4.5m (west) 7.5m (east)
- carriageway = 3m
- parking 2 x 2.5m bays (total 5m)
- **total width = 20m**



Scenario 3: 90 degree Parking

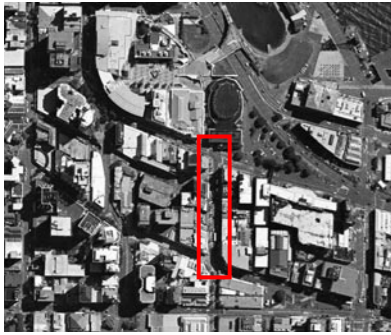
- footpath = 4m (west) 5m (east)
- carriageway = 7m
- parking 1 x 5m bays
- **total width = 20m**

Lower Cuba Street Shared Space Scenario Assessment

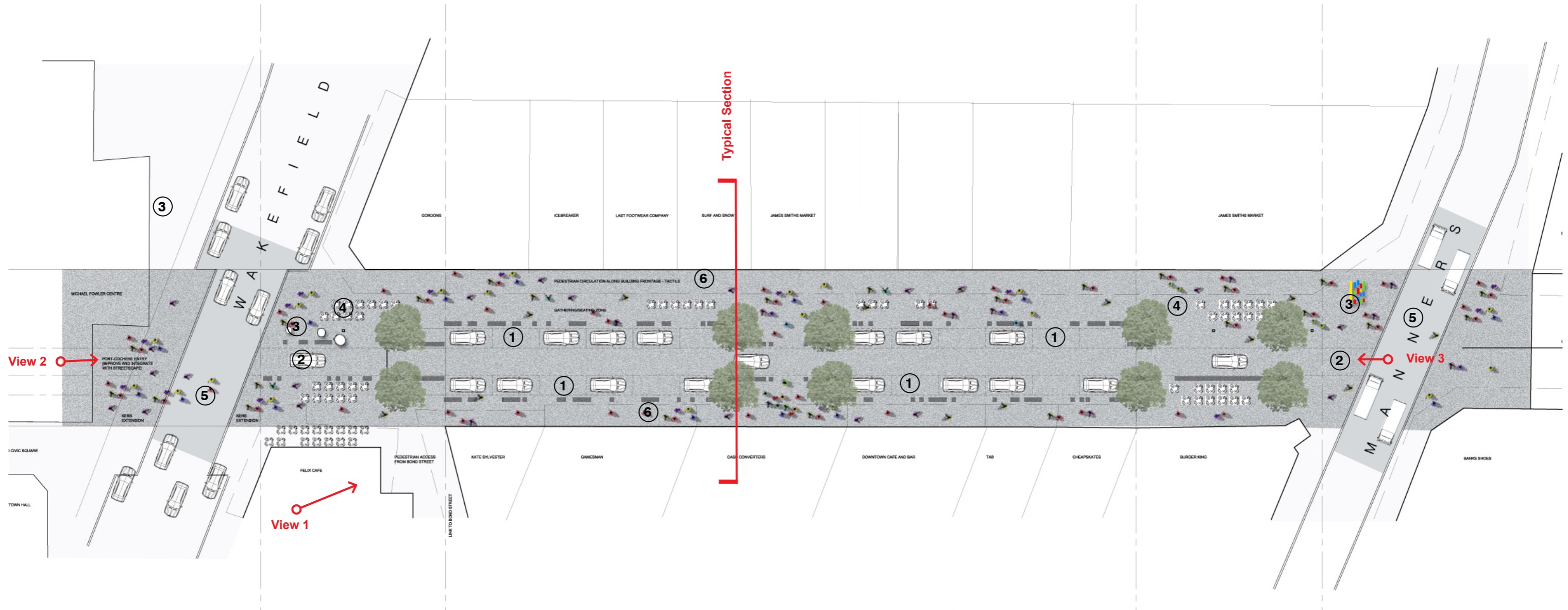
CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3
1. PROVISION OF USEABLE OPEN SPACE	Provides the most pedestrian only space at 2040m ² (60%)	Provides 1836 m ² of pedestrian only space (50%)	Provides the least pedestrian only space of 1574m ² (40%)
2. PROVISION OF PARKING SPACES	10 - 12	20 - 24	30 - 40
3. IMPACTS ON TRAFFIC FLOW	generates least number of vehicle movements	generates additional vehicle movements	generates most number of vehicle movements
4. FLEXIBILITY OF STREET TO OPERATE IN DIFFERENT MODES	Least flexibility	Able to operate as either 2 parking rows (up to 24 spaces) or just one row (up to 12 spaces)	Additional width of trafficable pavement means that different parking configurations (with less parking) could be provided eg. parallel parking
5. IMPACTS ON SIGHT LINES AND VISUAL CONNECTIONS	Cars have least visual impact on street, a-symmetric arrangement indicates pedestrian priority	Arrangement of cars most similar to typical street, divides space into traditional pedestrian spaces, parking spaces and central vehicle zone	90 degree parking has greater visual impact than parallel parking, pedestrians walk adjacent front and rear ends of cars
6. OPPORTUNITY FOR BUSINESSES TO USE STREET IN A DIFFERENT WAY	Provides for street to be used for outdoor seating at each end and along length of street, particularly on eastern side	Similar footpath areas to existing street condition, greatest opportunity provided at north and south ends of street.	Similar to Scenario 1 but additional manoeuvring space for vehicles reduces space available for pedestrian priority activities

Conclusions

Scenario 2 is the preferred option as it meets the councils intent of providing a balance between the needs of pedestrians and the requirements for on street parking.



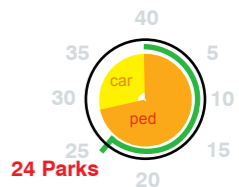
Location Plan

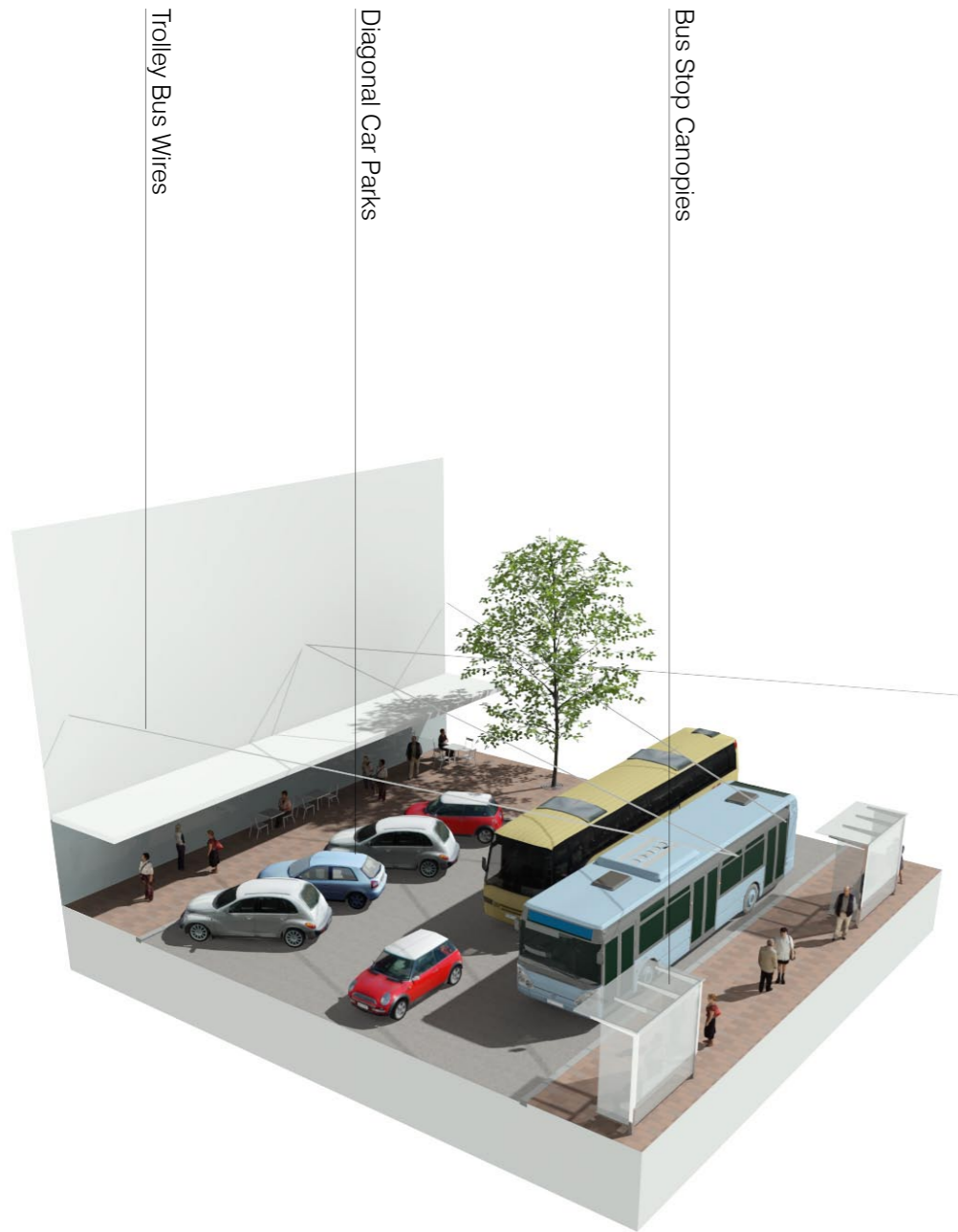


Outline Scope of Works

- 1. Parallel Car Park Zones (max of 24 spaces)
- 2. Pedestrian Priority Zones at street entry points
- 3. Possible Artwork Locations
- 4. Outdoor Seating/Gathering Zones
- 5. Signalised intersections
- 6. Pedestrian Circulation Zone adjacent building with tactile indication

Carpark numbers	ex.	prop.	change
Car Parks	38	20	-18
Motorcycle parks	0	0	0
Loading bays	4	4	0
Taxi	0	0	0
Total	42	24	-18



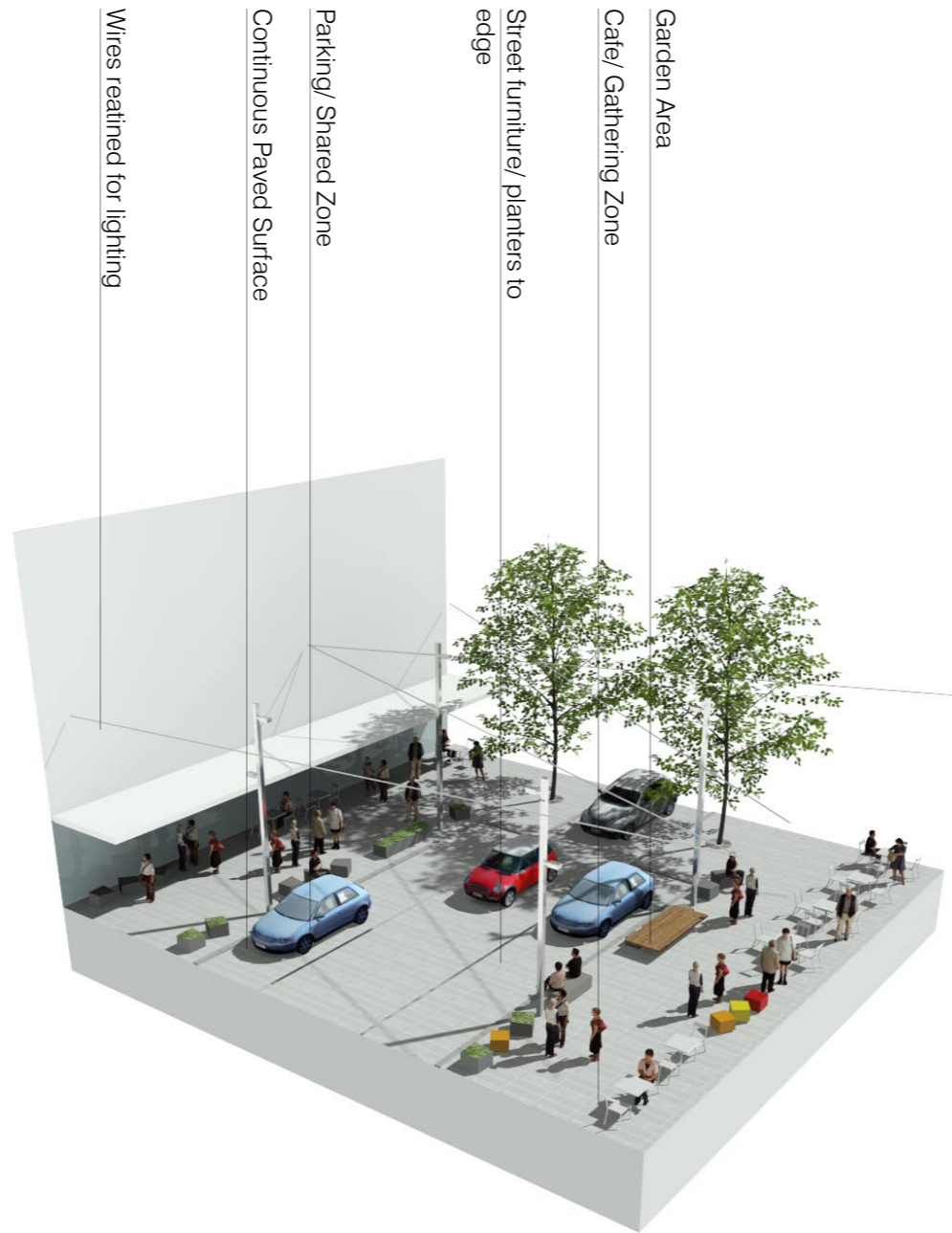


Existing Scenario:

- narrow brick paved footpath (no room for outdoor seating/occupation)
- lack of active edges as a result particularly the east (shady) side
- large numbers of carparks (38) block sight lines through space
- bus canopies block footpaths

- footpath = 3m (west) 5.2m (east)
- carriageway = 7.5m
- parking 4.3m

- total width = 20m

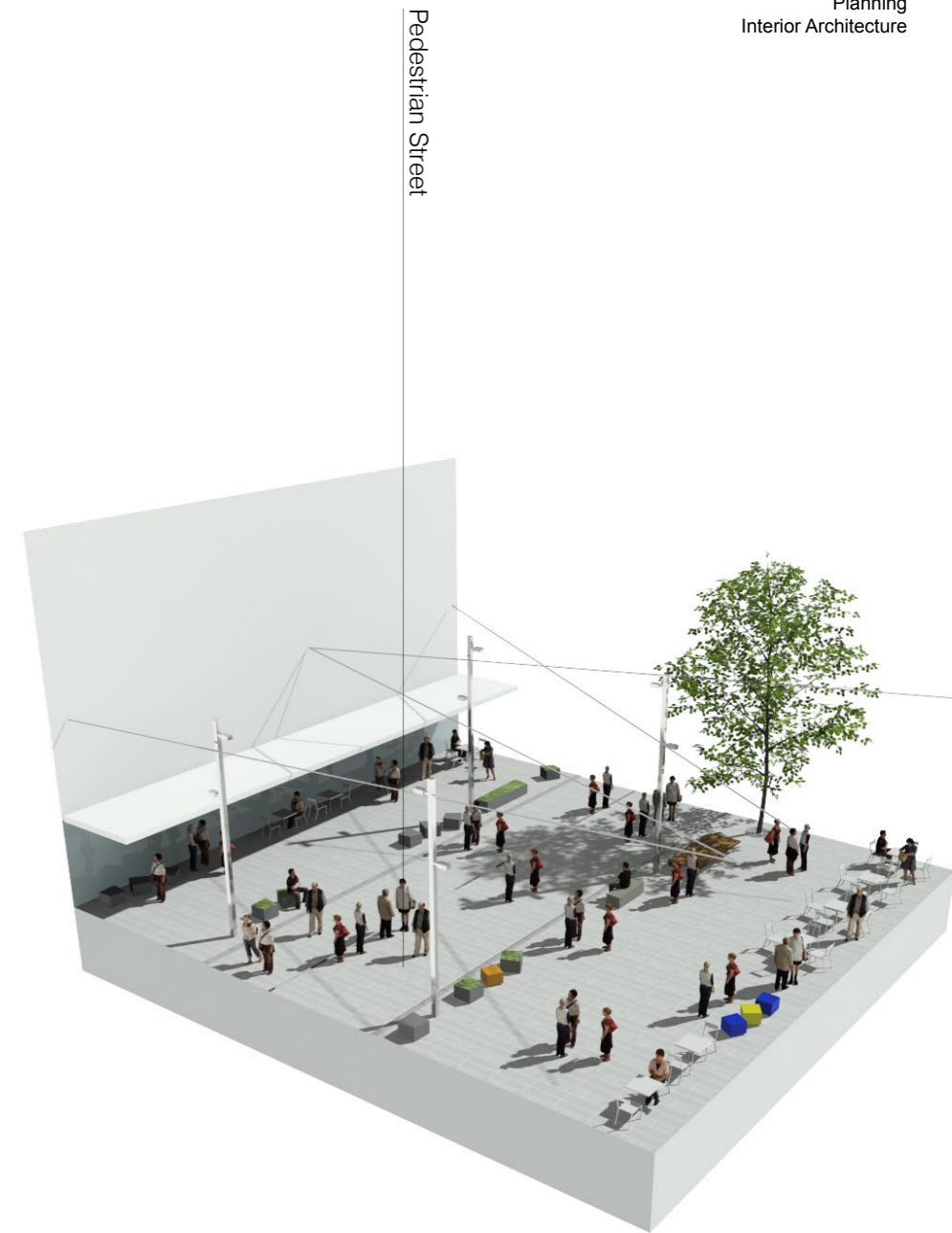


Preferred Scenario in Everyday Mode

- flush surface
- street furniture and surface treatments define pedestrian and trafficable zones

- footpath = 4.5m (west) 7.5m (east)
- carriageway = 3m
- parking 2 x 2.5m bays (total 5m)

- total width = 20m



Preferred Scenario in Event Mode

- street closed for event/market
- no through traffic or servicing access accommodated

- footpath = 20m

- total width = 20m



Location Plan



Potential Artwork Location

Pedestrian Zone

Gathering/ Cafe Area

Vehicle Zone

Parking/ Shared Zone

Pedestrian Zone



Perspective View 1

Gathering/ Cafe Area

Pedestrian Zone

Parking/ Shared Zone

Vehicle Zone

Garden & Seating

Pedestrian Zone



Perspective View 2