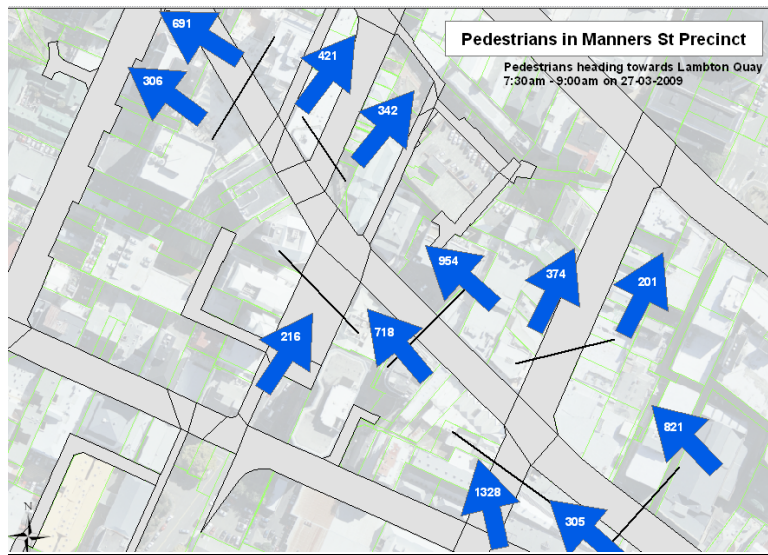
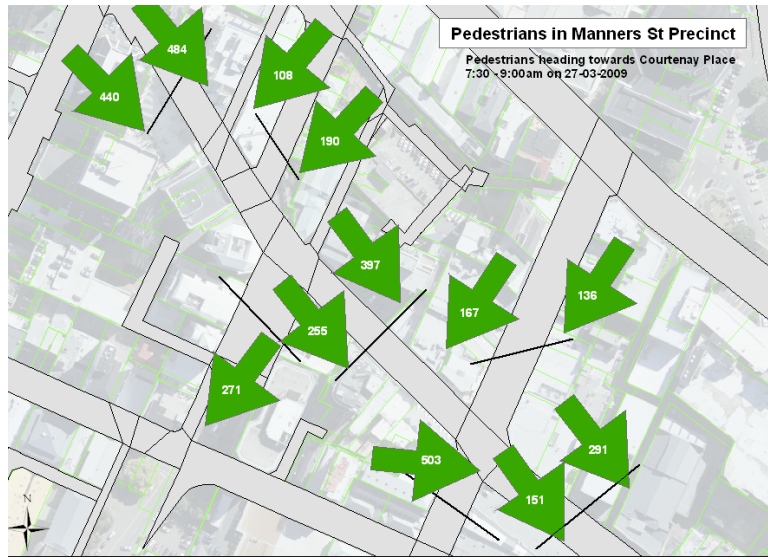


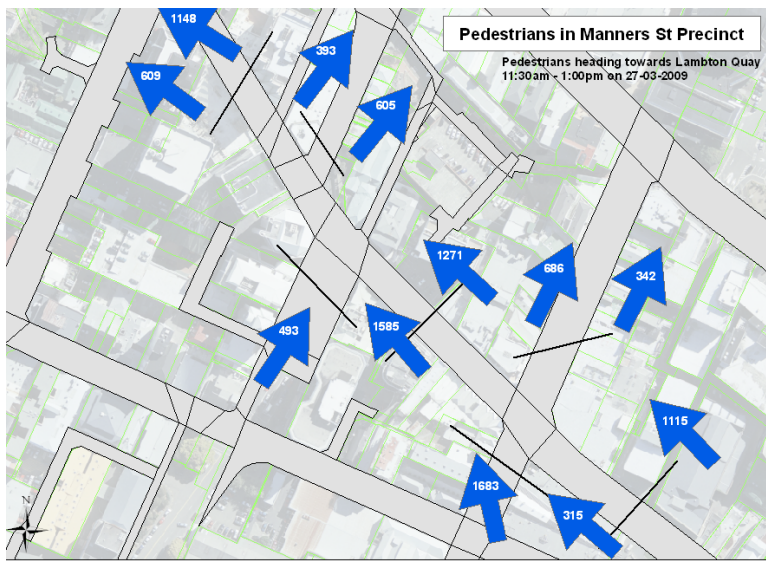
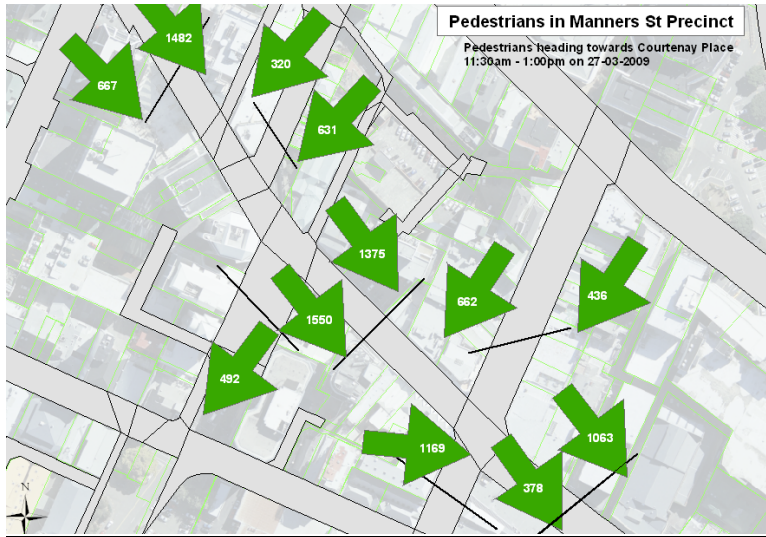
PEDESTRIAN EFFECTS OF RESTORING THE GOLDEN MILE

Pedestrian Count Data

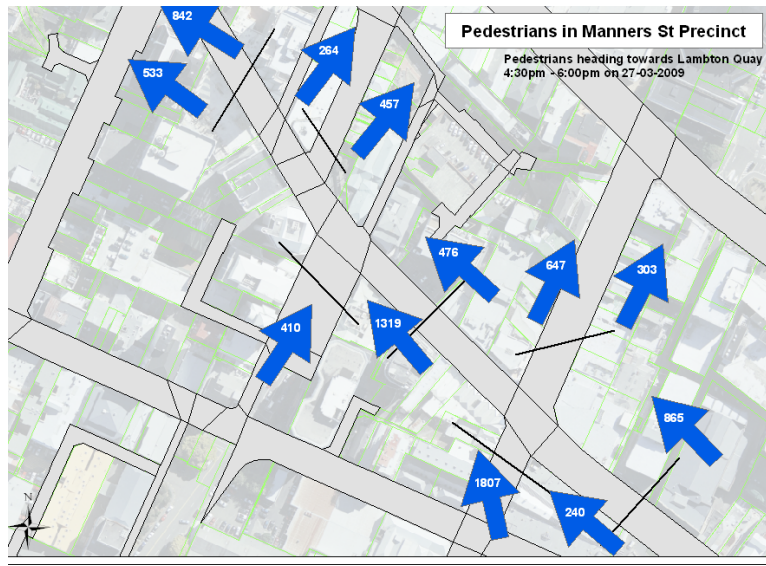
Pedestrian count surveys were conducted in the Manners Mall area on 27 March 2009. Pedestrian flows were observed over three one and half hour periods; 7:30am – 9:00am, 11:30am – 1:00pm and 4:30pm – 6:00pm. There were twelve observation sites in the survey as shown by the arrows and lines on the maps below:



APPENDIX 3



APPENDIX 3



Pedestrian count surveys from the Manners St Precinct show that pedestrian flows are at their highest during the middle of the day between 11:30am and 1:00pm with 5781 pedestrians (3854 ped/hr) through the mall in both directions. While this is a large number of pedestrians a second survey which investigated the number of people that were using the mall as a place to linger, rather than a foot path, showed that an insignificant number (237) spent time in the mall. This survey counted people who spent over 5 minutes in one location. This is only 4% of the number that move through the mall, albeit the surveys were conducted on different days. These numbers show that Manners St Mall is a route choice of a large number of people rather than a final destination in itself. The volumes of pedestrians through Manners Mall can be accommodated within regular foot path widths as seen in other sections of Manners St and Lambton Quay which has even higher pedestrian flows.

The below table shows the pedestrian flows through Manners Mall in comparison to the number of people spending 5 or more minutes in the mall. In each period of the day the relative percentage is very low.

	Northwest Pedestrian Flow	Southeast Pedestrian Flow	Total Pedestrian Flow	Users of the mall + 5 minutes	Percentage
Morning	1672	652	2324	56	2.41
Lunch	2856	2925	5781	237	4.10
Afternoon	1795	3097	4892	244	4.99
Total	6323	6674	12997	537	4.13

Foot path width and Level of Service

The proposed widths of the foot paths along Manners St Mall are yet to be confirmed, but are expected to be 4.0 – 4.5 metres on each side of the street (8.0 – 9.0 metres in total) to carry 3854 pedestrians in the peak hour. The Lambton Quay foot path is 5.7 wide and carries pedestrian flows of 3668 in one hour (2006 count from Jones Lang Lasalle report), which illustrates that the proposed foot paths in Manners St will have the capacity to carry peak pedestrian flows to a level of service equal to or better than the foot paths in Lambton Quay. Manners Mall opened up for bus traffic and Lambton

APPENDIX 3

Quay would be comparable as they both carry high number of buses and pedestrians along the golden mile and contain similar traffic environments.

	Pedestrian Flow	Foot path width in Metres	Pedestrians per metre width
Lambton Quay	3668	5.7	644
Manners Mall (8m)	3854	8	482
Manners Mall (9m)	3854	9	428

As the usage of the area changes the pedestrian flows may also change. If lower Cuba St were converted to a pedestrian priority space, pedestrians are likely to be drawn away from Manners St and down Cuba St reducing the number of pedestrians using the Manners St Mall section. Many pedestrians, however, are likely to continue to use their established routes, which are likely to be chosen based on being the quickest and most convenient route. If pedestrians were drawn down lower Cuba St there would be an increase of pedestrians along Wakefield St, which has plenty of spare capacity along its foot paths for increased flows.

Pedestrian desire lines show that people will commonly take the shortest most convenient route despite infrastructure provided such as foot paths. The general pedestrian flow is moving north down Cuba Mall to Manners Mall then west towards Lambton Quay, and, west from Courtenay Place towards Lambton Quay in the A.M and reverse in the P.M. This strong pattern is evident despite the marginal difference in distance in each of the route options. Many pedestrians that were counted passed through the intersection of Manners St and Cuba St; a majority choose to walk through Manners Mall rather than lower Cuba St. This trend may change if the streetscape and priority of Manners St and Cuba St are reversed, as the map below depicts.

