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Dear David

475 – 501 Victoria Ave, Chatswood Site – Pedestrian Movement Analysis

This letter is a summary of our findings on pedestrian movements along Victoria Avenue and Brown Street from the Pacific Highway to Railway Street as well as on the pedestrian through links in 475-501 Victoria Ave, Chatswood (the site).

Pedestrian survey counts were conducted on the 3rd of September 2019 at the locations shown in Figure 1. The pedestrian movements recorded for each one hour period are presented in Table 1. The AM peak survey was undertaken during 8:00 am – 9:00 am, the Mid-day survey was conducted during 12:30 pm – 1:30 pm and the PM peak pedestrian count was undertaken during 17:00 pm – 18:00 pm.

Table 1: Summary of pedestrian movements (hourly values)

		AM		Mid-day		PM	
Road	Survey Location	East	West	East	West	East	West
Victoria Avenue	1	255	435	444	441	420	228
Brown Street	2	81	120	147	84	78	45
Victoria Avenue	3	534	825	192	231	186	354
Victoria Avenue	4	132	135	135	162	96	102
Pedestrian through link	5 north	438		324		96	
Pedestrian through link	6 south	141		180		123	

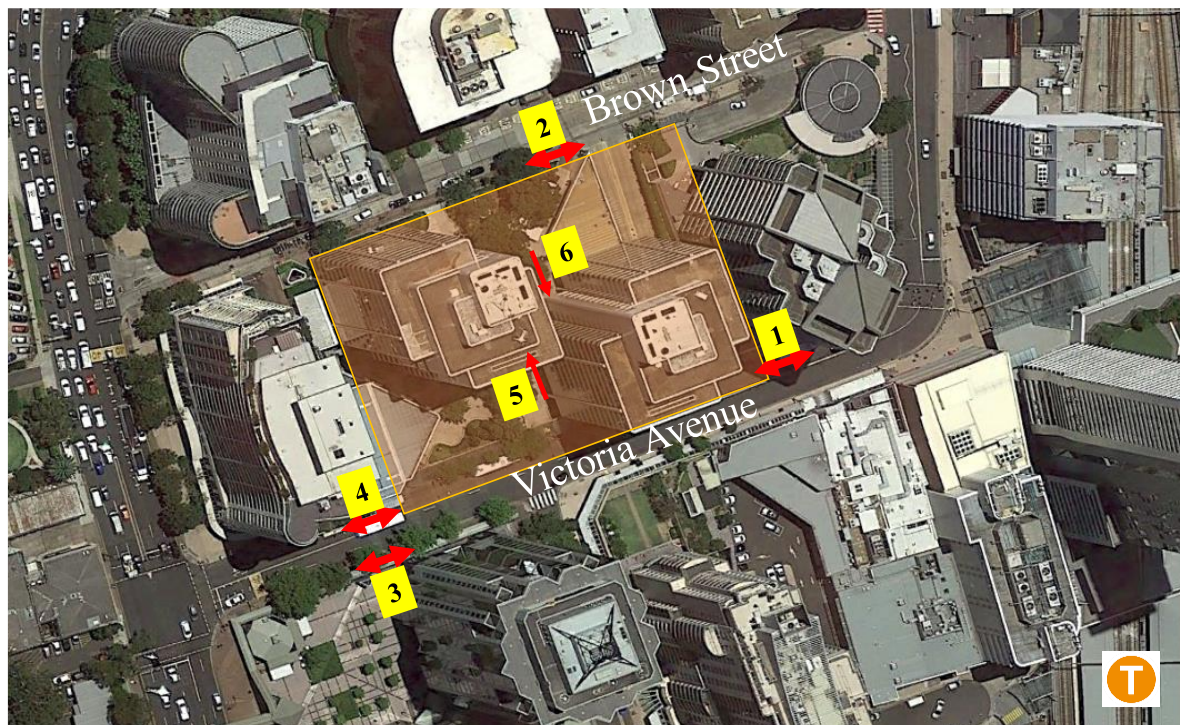


Figure 1: Pedestrian count survey locations

The pedestrian links through the site which provide pedestrian access from/to Brown Street to/from Victoria Road are also shown in Figure 2.

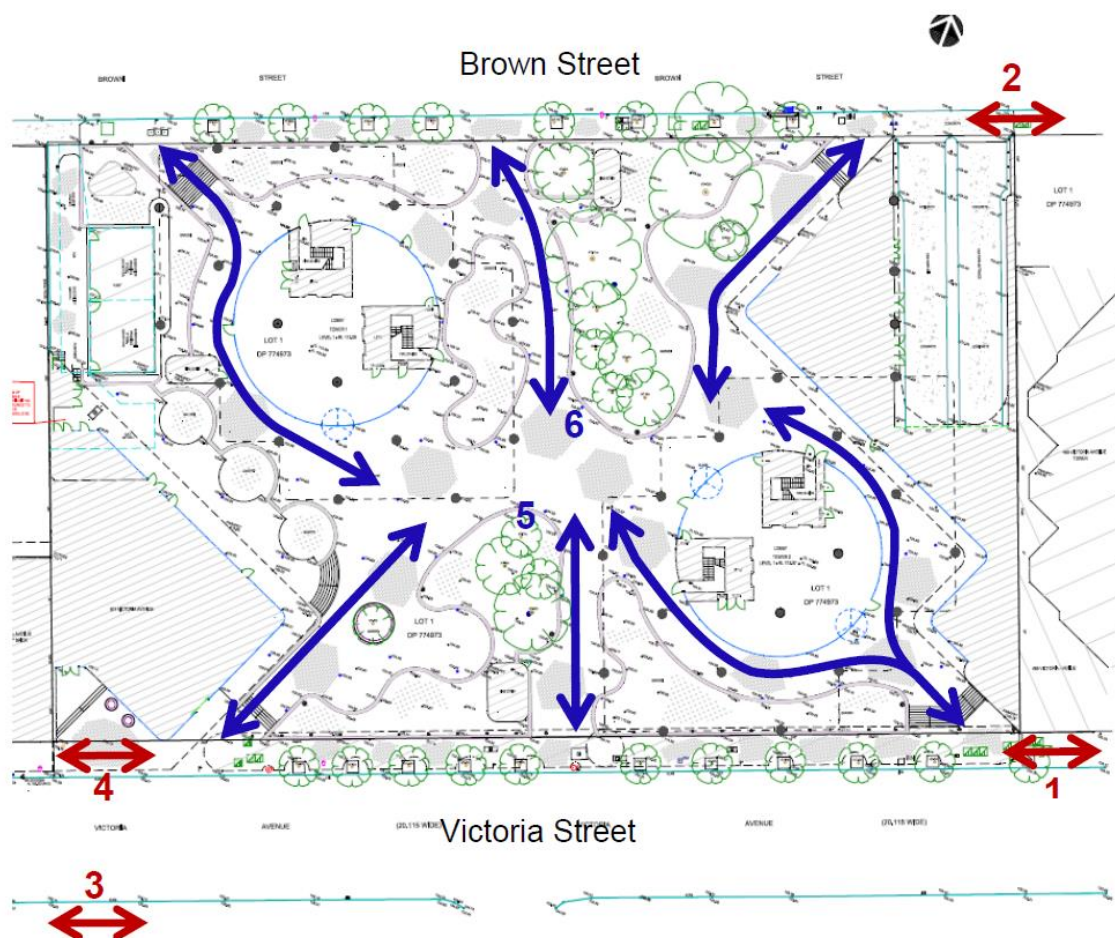


Figure 2: Pedestrian links through the site

The **morning peak hour** pedestrian volumes are shown in Figure 3.

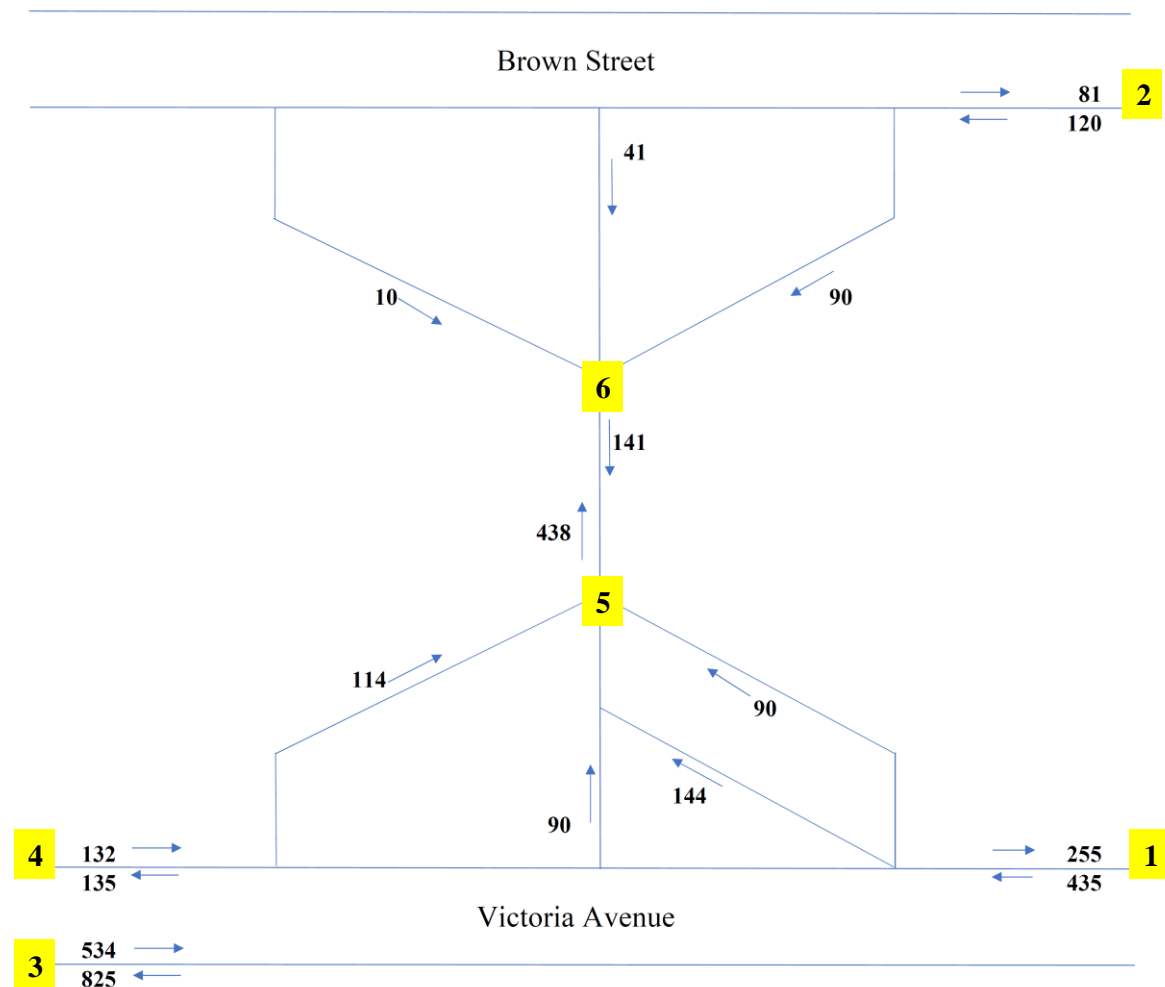


Figure 3: AM peak hour pedestrian volumes

Key findings for the AM site visit are:

Victoria Avenue

- A total of 255 and 435 pedestrians were recorded travelling east and west respectively along Victoria Avenue, the northern footpath (Location 1);
- Approximately 135 pedestrians were recorded travelling both east and west along Victoria Avenue (Location 4);
- From 567 people travelling on Victoria Road, 438 pedestrians (approximately 77%) turned into the plaza via the stairs rather than continue westwards or eastwards. This suggests most walking trips along Victoria Avenue in the morning peak were to office buildings in the study area;
- It was observed that there were some people informally crossing Victoria Avenue at the middle of the study area (between location 1 and 4), therefore they weren't captured at location no.4;
- A total of 534 and 825 pedestrians were recorded travelling east and west respectively along Victoria Avenue, the southern footpath (Location 3);

- The southern footpath on Victoria Avenue was significantly busier than the northern side in the AM peak. This was due to the presence of bus stops along the southern kerb of Victoria Street, Chatswood Public School to the west of the Pacific Highway and the pedestrian bridge to the south-west of the study area (see Figure 6);
- The presence of coffee shops also had an influence on pedestrian activity, people stopping at these premises on their way to work or specifically walking to get a coffee;

Brown Street

- A total of 81 and 120 pedestrians were recorded travelling east and west respectively along Brown Street (at Location 2);
- Brown Street was significantly less busy at AM peak in comparison to Victoria Ave;
- It was also observed a very large number of people would cross from the southside of Brown Street to access the pedestrian laneways on the other side (mid-block laneway connections running north-south along the 10 Help Street building);
- In the morning, a larger number of pedestrians at location 2 turned into the plaza via the stairs rather continue Westwards on Brown Street. This suggests most walking trips along Brown Street in the morning peak were to office buildings in the study area;

The **mid-day peak** hour pedestrian volumes are shown in Figure 4.

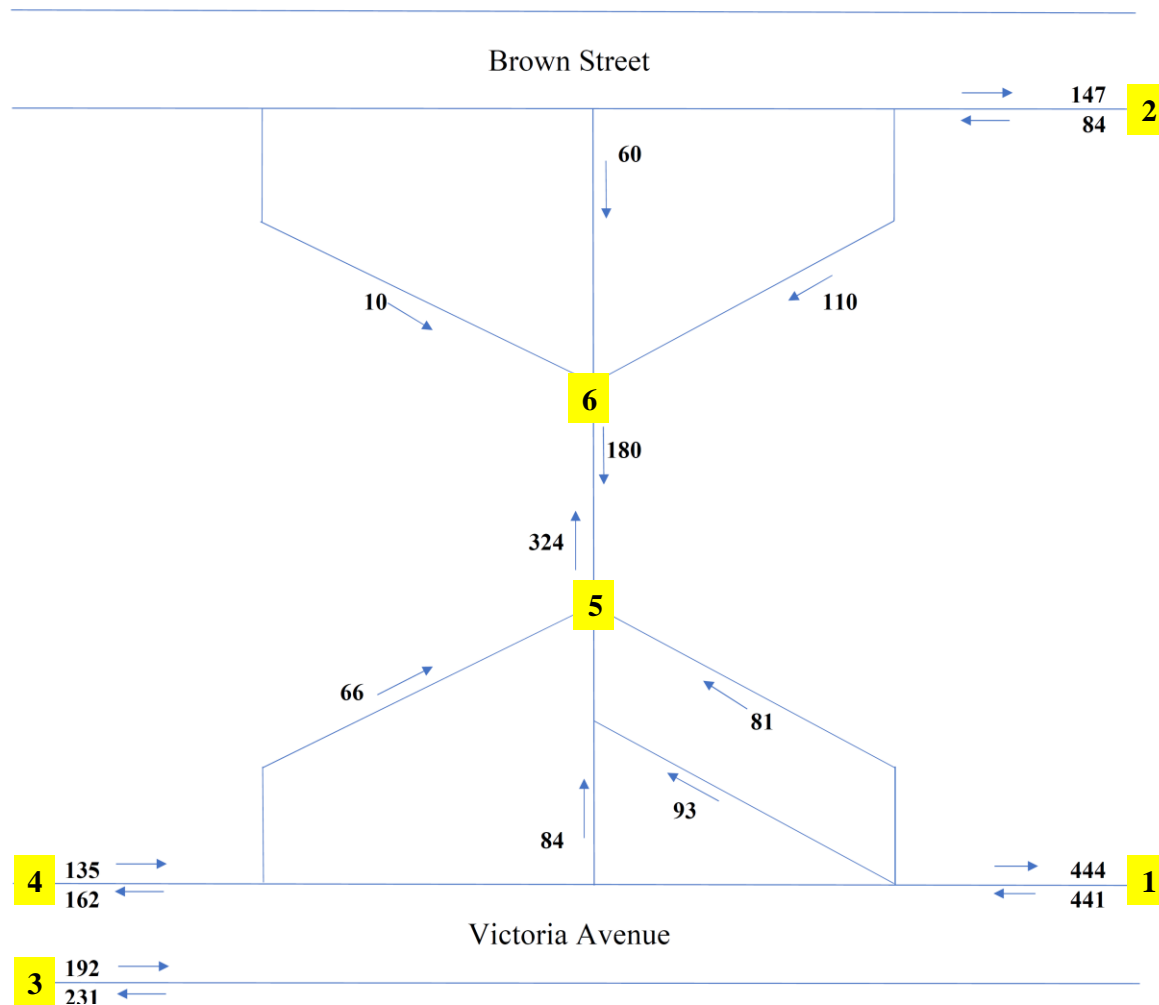


Figure 4: Mid-day peak hour pedestrian volumes

Key findings for the Mid-day site visit are:

- Approximately 440 pedestrians were recorded travelling both east and west along Victoria Avenue (Location 1);
- A total of 135 and 162 pedestrians were observed travelling east and west respectively along Victoria Avenue (Location 4);
- Similar to the AM peak, approximately 55% of pedestrians travelling on Victoria Avenue (northern footpath) turned into the plaza (to office buildings) via the stairs rather continue on this Avenue;
- at lunchtime, a high number of office workers were observed to informally cross Brown Street (directly adjacent to “Secure Parking” Victoria Avenue Car Park driveway) and Victoria Avenue (between Location 1 and 4) on their way to cafes, restaurants or to the station;
- The southern footpath on Victoria Avenue was busier than the northern side. This was due to the presence of several bus stops and the pedestrian bridge to the south-west of the study area;

The **afternoon peak hour** pedestrian volumes are shown in Figure 5.

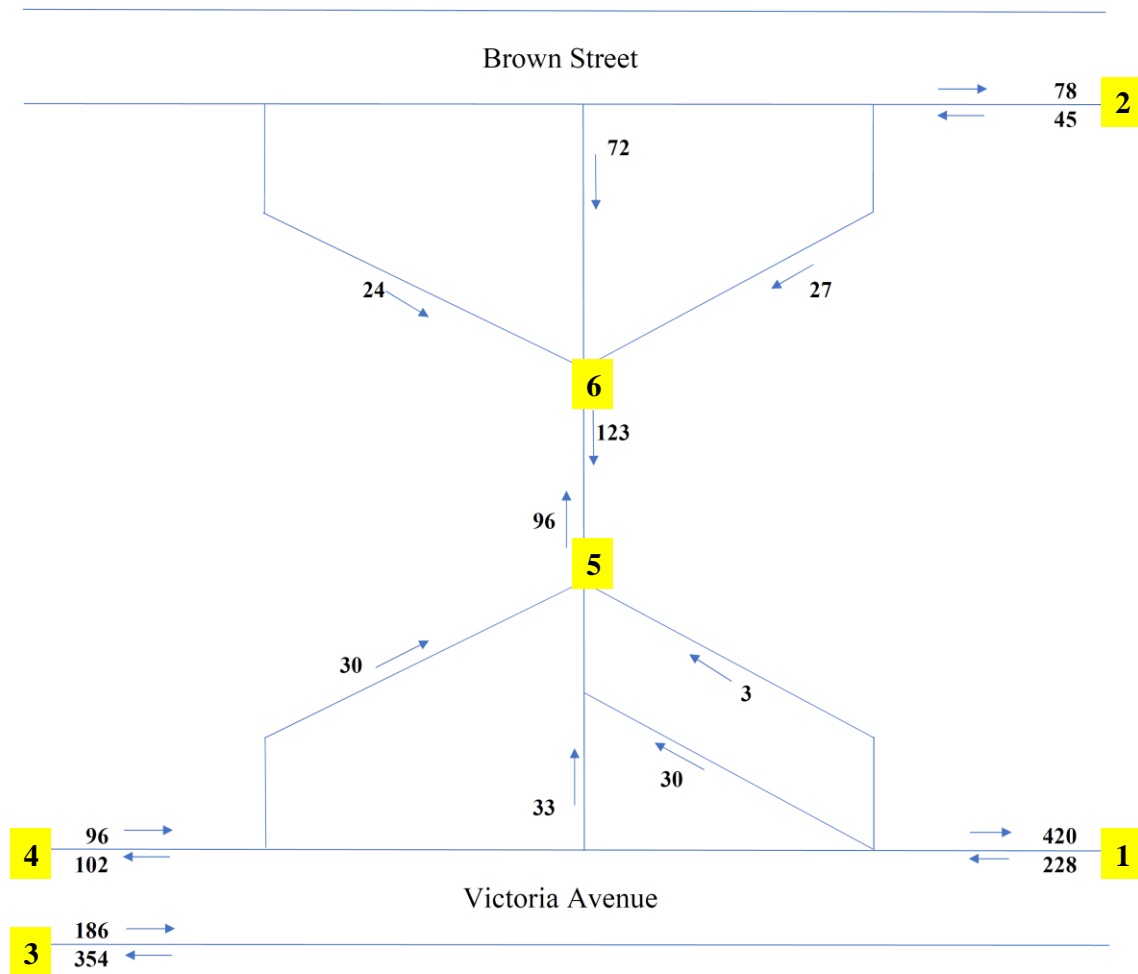


Figure 5: PM peak hour pedestrian volumes

Key findings for the PM site visit are:

- there were a high proportion of people leaving the plaza via the stairs at locations 1, 2 and 4. This suggests the workers in the study area leave to go elsewhere in Chatswood with a predominant movement towards the Railway Station.
- The southern footpath on Victoria Street continued to be the busier footpath for movement towards the Pacific Highway.

Summary:

The key pedestrian desire lines as discussed above are shown in Figure 6. The Victoria Street southern footpath is busier due to the bus stops being located on this side of the street and Chatswood Public School located to the south west of the site. The movement along the northern Victoria Street footpath predominantly serves the subject site and the cross-site movement. There is very little attraction to the west of the subject site towards the Pacific Highway.

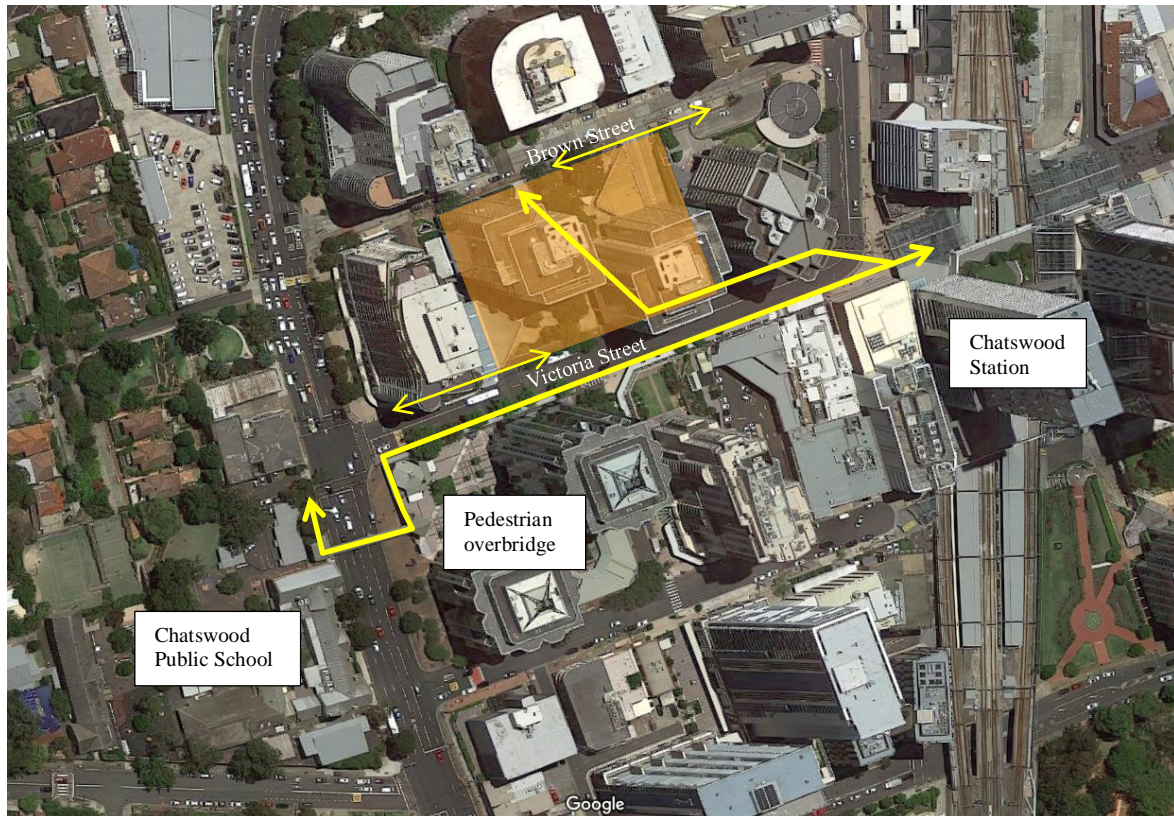


Figure 6: Study area characteristics and pedestrian desire lines

Yours sincerely

Andrew Hulse
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