**Lambton Quay Assessment Form** 

Lambton Quay Do Minimum	Lambton Quay Do Minimum					Lambton Quay Option 1								Lambton Quay Option 2									Lambton Quay Option 3									
	Questions	Score Provide any commentary relevant to the do minimum.	А В	C D E	E F G	H Score	Provide an explanation of the rational behind the score.		Provide a description of how the scoring may change if taxi's and loading bays were to be retained on the Golden Mile	A B	С	) E	F	g н	Score	Provide an explanation of the rational behind the score.		Provide a description of how the scoring may change if taxi's and loading bays were to be retained on the Golden Mile	А В	с	D E	F	G H	Score	Provide an explanation of the rational behind the score.		Provide a description of how the scoring may change if taxi's and loading bays were to be retained on the Golden Mile	A	ВС	D f	E F	G H
IO - Bus Travel time and reliability	What are bus travel times along each segment? What the variance of travel time / reliability of services along the segment? What is the business throughout one comparing the segment?	0	0 0	0 0 0	0 0	0 1	Slight improvement to trave1 time and realiability only.	Loading bays would need to be indented and may marginally decrease reliabilyt or jt.		0.25 0.15	0.25 0:	1 02	62	0.2 0.21	2	Removal of general traffic regulates and improves IT and reliability. Reliability accounts for biggest scoring factor (rounded from 1.5)	Loading bays would need to be indented and may marginally decrease reliabilyt or jt.	Taxi's are a bigger concern for buses, due to difficulties inregulating behaviour. Increased side friction will reduce JT improvements.	0.5 0.3	0.7	0.2 0.4	0.4	0.4 0.42	1	Inline bus stops at northern end are significant issue. Inline bus stops in general degrade reliability (rounded down from 1.25)	Loading assumed on ped area outside of hours - no impact to buses	Taxi's would severely impact bus operations.	0.25	0.15 0.25	0.1	12 02	0.2 0.21
IO - Bus passenger boarding and alighting comfort and convenience	Now many passengers may be cleared from bus steps?  See the control of the contro	0	٥٥	0 0 0		0 1	Multiple flag boarding will improve customer expreience. Poor score for bus delay offset by marignal improvement in location and available space. (rounded up from 0.5)	Unlikely to impact bus customer convenience	Taxi's use bus stops illegally and may impact bus customers.	0.25 0.15	0.1 0.1	1 02	0.2	0.2 0.21	3	Larger bus bays at north end and johnston st closure offer significant improvements to customer experience. This is offset by in line stop and bus bunching associated with reduced stop frontage (rounded up from 2.5)	Unlikely to impact bus customer convenience	Taxi's use bus stops illegally and may impact bus customers.	0.75 0.45	0.3	0.3 0.6	. 0.5	0	2	Smaller bus stops will crowd passengers.	Loading on ped areas may reduce safety of customers at bus stops.	Taxi's use bus stops illegally t and may impact bus customers.	o.s	03 02	62 (	1.4 0.4	0.4 0.42
IO - Pedestrian safety	What is the potential for pedestrian accidents to be reduced?	0	0 0	0 0 0	0 0	0 1	Reduced general traffic SB, removal of parking / loading	Subject to locations of loading zones - potential slight reduction in score	Subject to locations of taxi ranks - potential slight reduction in score	02 02	0.1 0.0	6 02	0.2	0.21	0	General traffic removed, Parking and Loading removed, side roads closed.	Subject to locations of loading zones - potential slight reduction in score	Subject to locations of taxi ranks - potential slight reduction in score	0 0	0	0 0	• (		2				0.4	0.4 0.2	12 (	1.4 0.4	0.4 0.42
IO - Pedestrian capacity	steen many pudestrian crussing are along the context? Which is the preference of the processing? Steen many pudestrian crussing per across the cerefor? Which is the pudestrian crussing per across the cerefor? Which is the level of frincipally reduction desirably acrossing. Which is the level of frincipally reduction desirably secured programmer amonthly coloning VIVITI	No changes to available footpath width or signal times	0 0	0 0 0	ı a a	0 1	Improved footpath widths will improve ped LoC, reduced signal timings and pedestrainised sideroad will reduce pedestrain delays	Improvements to portions of Lambton Quay footpath will improve ped LoC and reduced signal timings reduce pedestrain delays	Improvements to portions of Lambton Quay footpath will improve ped LoC and reduced signal timings reduce pedestrain delays	0.2 0.2	0.25 0:	1 02	0.2	0.2 0.38	2	signal timings and	Improvements to portions of Lambton Quay footpath will still offer improved ped LoC and reduced signal timings reduce pedestrain delays	Improvements to portions of Lambton Quay footpath will still offer improved ped LoC and reduced signal timings reduce pedestrain delays	0.4 0.4	0.7	62 64	a.	04 03E	2	Improved footpath widths will improve ped LoC, reduced signal timings and pedestrainised sideroad will reduce pedestrain delays	Improvements to portions of Lambton Quay footpath will still offer improved ped LoC and reduced signal timings reduce pedestrain delays	Lambton Quay footpath will still offer improved ped LoC	0.4	0.4 0.7	62 (	1.4 0.4	0.4 0.36
IO - Improve Place quality	Composition and ministrantips of buildings and space which is the level of activity promoted there confircted deep the confircted there confircted see the dates that	•	٥٥	0 0 0		. 0	Minimal change overall	No change	No change	0 0	0 0	0	0	0 0	1	side street closures and some footpath extensions give some opportunity to make better dwell space and activation	crossing then it would reduce	If sides streets and lanes llocated would reduce score as it takes aaway opportbuity	a. a	>		: 62	0.2 0.19	3	allocates enough width to public realm to enable a range of positive outcomes	depends on vehicles frequency more than the bays these could 'read' as part of public realm if needed to		0.3	G9 G3	0.3	LE Q.E	0.6 0.57
E - Social	What is the range of relevant stakeholder and community feedback	0	0 0	0 0 0	0 0	0.8	minimal change overall for target groups	No change	No change	0.108 0.284 (	0 0	0 0	0.096 0	0 0	0	Improved PT and some increase in space, but more bus movements may make for a less sociable pedestrian environment and reduced	Ontential decrease in sonra if t	_	0.21 0.274	0	0 0	0.192	0.064 0.256	3	PT & AT as more viable modes for all, greater ease of movement, more space for social opportunititues	Detection descense in secre if	th Potential decrease in soons if the	0.222	0.5001 0.5001	0.36 0.0	0.5001	0.08 0.336
E - Retail Impact Assessment	when it has depth or manifest assessment of commonly research.  When is the Blicky impact (opportunity to retailms and businesses?)	Increased pedestrian congestion from population growth, but CBO will always attract people and patronage, not deter especially for IQ which is the main liber and retail precinct along with Willis Street. Hence, in the event of do minimum, it would be expected to see promise levels of patronage at the St Wellington's premier retail precinct.	0 0	0 0 0	0 0	0 1	the cost of general traffic accessibility. Potential loss of	Highly utilised during weekdays and relevant stakeholders note as crucial for businesses on the GM. Uch as the most loading bays (11) on the GM. Retailers would face less risk and receive goods faster if loading bays were retained. However, many large retailers are reliables are released.	customers trying to access retailers, this would be more convenient however would not be seen as a deterrant to accessing retailers if taxi	0.1967 0.1967 0	0.1967 0.1	1 01	0.1667	025 02	1		Assuming loading bays on the	Taxis on the GM would allow for easier access to retailers intend of on side streets. However tax stands are currently located toward the bads of tight accessibility benefits from retaining are minor/almost immaterials, hence the score would be unchanged.	0.1847	0.1667	01 01	0.3667	0.25 0.2	2	Signigicantly increasing amenity with 75% more footpath space and provisions for bikes and scooters outweigh the same magnitude of negative impacts from Options 1 and 2. Modal shift allowances create medium to long term benefits. Hence the higher score. But questions	Assuming loading bays on the GM can be accessed while all else remains constant, retailers would benefit. However, the magnitude of benefits received from more footpath space and scoot may outweigh loading bay benefits	Taxis on the GM would allow for easier access to retailers instead of on side streets. However taxi stands are currently located on the ends of LQ so accessibility benefits from retaining are injunifor/almost immaterial,	0.2234	0.2234	62 0.	0.2224	QS Q.4
E - Cycling Level of Service	What is the effect to cycling-level of service? What is the effect to cycling-level of service? What is the effect on provisive during and conflort of cycling on the	Heavily used by northbound cyclists at there is no parallel northbound route on Featherston St and cycling LS is poor along the query.	٥٥	0 0 0		0 1	Minor improvements as some side streets movements by motorised vehicles are being restricted. Removal of loading bays and tax stands also provide improvement.	Negatively impacting on the level of service but not	Negatively impacting on the level of service and may change the score to "0".	0.1667 0.1667 0	0.1667 0.1	1 0.1	0.1667	0.1 0.36	1	Minor improvements as the general traffic is being removed from this section of GM. Although cyclists will still mix with motorised vehicles (i.e. buses), the reduced volume of motorised which will result in a slight improvement of cycling level of service.)	Negatively impacing on the level of service for qualists but not significant enough to change the score of "1".	Negatively impacting on the level of service for cyclists but not significant enough to change the score of "1".	0.167 0.1667	0.1667	01 01	0.1667	01 016	3	Significant improvements for people on bikes as there is opportunity for seperated cycle facility to be provided. Also see comments in "Fit with	Given the cycle facility is likely to be provided on the eastern side, there will be only one existing loading bay retained on that side of Lambton Quay Will change the score to a "2"	Given the cycle facility is likely to be provided on the eastern side, there will be only one existing loading bay and two taxistands retained on that side of Lambton Quay. Will change the score to a "2" as service vehicles may need to	0.5001	0.5001 0.5001	0.3	L3 0.5001	0.3 0.48
E - General Safety	What is the general effect to road safety on the segment? What is the general effect to road safety on adjacent streets?	0	0 0	0 0 0	0 0	0 1	Remocal of parking / loading = reduced manouevring crash potential	Reduction in score due to manouevring of service wehicles.	Reduction in score due to manouevring of taxis.	0.1667 0.1667 0	0.1967 0.1	5 0.1	0.1667	0.19	1	General traffic removed, Parking and Loading removed, side roads closed.	Reduction in score due to manouevring of service vehicles.	Reduction in score due to manouevring of taxis.	0.167 0.1667	0.1667	05 01	0.1667	01 019	2			nom the loading day.	0.3334	0.3334 0.3334	1 6	1.2 0.2234	0.2 0.38
E - Sustainability	what is the general effect to read savely on adjacent streets?  To what extent does the option deliver against sustainability issues and aspects relevant and important to Wellington and Actearca?	O Continued PMV preference, growth, and bus congenstion	a a	0 0 0	0 0	0 1	Minor improvement on key sustinability criteria	mimimal change	minimal change	0.1667 0.1667 0	0.1667 0.1	1 0.1	0.1667	0.1 0.16	1	Minor improvement on key sustinability criteria	mimimal change	minimal change	0.167	0.1667	0.1 0.1	0.1667	0.1 0.16	3	Potentially significant improvement on key sustinability criteria	mimimal change	minimal change	0.5001	0.5001 0.5001	0.3	1.3 0.5001	0.3 0.48
E - Fit with LGWM Programme	What is the alignment with linked projects such as MHT or central city cyclin network? Now much flexibility is there to integrate with linked projects?	0	0 0	0 0 0	0 0	0	no conflict with other LGWM packages	mimimal change	minimal change	0 0	0 0	٥	٥		W	Closing side road connections to Lambton Quay creates more opportunity to locate bus stoos closer to Waterfront	mimimal change	minimal change	0.5 0.5001	0.5000	03 15	0.5001	03 03	3	Advantages of Option 2 Ability to accommodate separated cycling facilities	mimimal change	minimal change	0.5001	0.5001 0.5001		.5 0.5001	0.1 0.3
Date of the second		0	0 0		0 0	0.66667				022226667 0.022226667 0.02	2223460 0.0532	22222 0.0000000	0.02226667 0	055 0.003877790	1.166666667				0.000 0.000006627	0.03886667 0.07	0.12666	0.000000000	0.085 0.096833333	2.66667				0.088906667 0	-0.666 -0.666	7 0.16 0.1866	0.000906667	0.235 0.0431
DM&O - Delivery			3 0		0 0	- 4		No change in score	No change in score	· · · ·				1	1		No change in score	No change in score	4.60		- 44	4.81	-24	-2		No change in score	No change in score	-0.666				-0.8
DM&O - Operations and Maintenance		0	0 0	0 0 0	0 0	0 -1		No change in score	No change in score	-0.333 -0.333 -	-0.333 -0.3	93 -0.2	(a)	1111 425	-2		No change in score	No change in score	-0.866 -0.866	-0.666 -1	-0.666 -0.4	-0.666	-0.666 -1.1	-3		No change in score	No change in score	-0.999		-0.999 -0		
DM&O - Timeframe for Delivery		0	0 0	0 0 0	0 0	0 2		No change in score	No change in score	0 0 0	0 0	4899444	1	0.1	.n 23232333		No change in score	No change in score	0.666 0.666	-0.0222 -0	0.6222 4	-0.6222	-0.0222 -0.0466665	2 -1		No change in score	No change in score			0.666 0. -0.0666 -0.		
					0 0	-		l	1	.13023 0.10623 0.1											*****	CR 0.0007	0.1268 0.22617	2 00000					0.28031 0.23231	0 0000	2000	