

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.										A	B	C	D	E	F	G	H	Score	Provide an explanation of the rational behind the score.										A	B	C	D	E	F	G	H	Score	Provide an explanation of the rational behind the score.										A	B	C	D	E	F	G	H
<p><b>ID - Bus Travel time and reliability</b></p> <p>What are bus travel times along each segment? What is the variance of travel time / reliability of services along the segment? What is the bus volume throughput along the segment?</p>	0											1	Slight improvement to travel time and reliability only.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	Removal of general traffic regulates and improves JT and reliability. Reliability accounts for biggest scoring factor (rounded from 1.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	In-line bus stops at northern end are significant issue. In-line bus stops in general decrease reliability (rounded down from 1.25)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
<p><b>ID - Bus passenger boarding and alighting comfort and convenience</b></p> <p>How many passengers may be checked from bus stops? What is the worst time of bus stop? How much bus stop crowding is there?</p>	0											1	Multiple flag boarding will improve customer experience. Poor score for bus delay offset by marginal improvement in location and available space. (rounded up from 0.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	Smaller bus stops will crowd passengers.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
<p><b>ID - Pedestrian safety</b></p> <p>What is the potential for pedestrian accidents to be reduced?</p>	0											1	Reduced general traffic, SL, removal of parking / loading	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	Subject to locations of loading zones - potential slight reduction in score	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	Subject to locations of loading zones - potential slight reduction in score	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
<p><b>ID - Pedestrian capacity</b></p> <p>How many pedestrian crossings are along the corridor? What is the pedestrian delay per crossing? How many pedestrian crossings are across the corridor? What is the level of footpath pedestrian density? What is the level of safety perceived? Level of pedestrian amenity (using VERT)</p>	0	No changes to available footpath width or signal times	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	Improved footpath widths will improve ped LoC, reduced signal timings and pedestrianised sidewalk will reduce pedestrian delays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	Improvements to portions of Lambton Quay footpath will still offer improved ped LoC and reduced signal timings reduce pedestrian delays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	Improved footpath widths will improve ped LoC, reduced signal timings and pedestrianised sidewalk will reduce pedestrian delays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
<p><b>ID - Improve Place quality</b></p> <p>Composition and readability of buildings and space How connected does the place feel? What is the level of safety perceived? How comfortable does the place feel?</p>	0	Minimal change overall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	Minimal change overall	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	allocates enough width to public realm to enable a range of positive outcomes	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
<p><b>E - Social</b></p> <p>What is the range of relevant stakeholder and community feedback</p>	0	minimal change overall for target groups	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	minimal change overall for target groups	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	improved PT and some increase in space, but more bus movements may make for a less sociable pedestrian environment and reduced	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	PT & AT as more viable modes for all, greater ease of movement, more space for social opportunities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
<p><b>E - Retail Impact Assessment</b></p> <p>What is the likely impact/exposure to retailers and businesses?</p>	0	Increased pedestrian congestion from population growth, but QSO will always attract people and patronage, not deter especially for IQ which is the main "high end" retail precinct along with Willis Street. Hence, in the event of 'do minimum', it would be expected to see growing levels of patronage as this is Wellington's premier retail precinct.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	Greater increase of foot traffic and pedestrian activity from 30% more footpath space. Serves the working population during weekdays increasing their options for walking and public transit and the cost of general traffic accessibility. Potential loss of efficiency/higher goods	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	1	In addition to Option 1, two bus lanes in each direction would improve transport networks, but no general traffic would limit access resulting in net nil benefit. Hence, the score is the same as Option 1.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	Significantly 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	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0																
<p><b>E - Cycling Level of Service</b></p> <p>What is the effect to cycling level of service? What is the effect on pedestrian safety and comfort of cycling on the segment?</p>	0	Heavily used by northbound cyclists as there is no parallel northbound route on Featherston St and cycling LoS is poor along the quays.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	Minor improvements as some side streets movements by motorised vehicles are being restricted. Removal of loading bay and taxi stands also provide improvement.	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	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 vehicles will result in slight improvement of cycling level of service.	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	3	Significant improvements for people on bikes as there is opportunity for separated cycle facility to be provided. Also see comments in 'Fit with LGWM Programme' below.	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0																
<p><b>E - General Safety</b></p> <p>What is the general effect to road safety on the segment? What is the general effect to road safety on adjacent streets?</p>	0	Removal of parking / loading - reduced manoeuvring crash potential	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	Reduction in score due to manoeuvring of service vehicles.	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	1	General traffic removed. Parking and loading removed, side roads closed.	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	2	Reduction in score due to manoeuvring of service vehicles.	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0																
<p><b>E - Sustainability</b></p> <p>To what extent does the option deliver against sustainability issues and targets relevant and important to Wellington and Auckland?</p>	0	Continued PMV preference, growth, and bus congestion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	Minor improvement on key sustainability criteria	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	1	Minor improvement on key sustainability criteria	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0	3	Potentially significant improvement on key sustainability criteria	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0																
<p><b>E - Fit with LGWM Programme</b></p> <p>What is the alignment with linked projects such as MBT or central city cycling network? How much flexibility is there to integrate with linked projects?</p>	0	no conflict with other LGWM packages	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	no conflict with other LGWM packages	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	Closing side road connections in Lambton Quay creates more opportunity to locate bus stops closer to waterfront	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	Advantages of Option 2 Ability to accommodate separated cycling facilities	0.007	0.007	0.007	0.0	0.0	0.007	0.0	0.0																
<p><b>DM&amp;O - Delivery</b></p>	0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0	-1	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0	-2	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0																
<p><b>DM&amp;O - Operations and Maintenance</b></p>	0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0	-2	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0	-3	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0																
<p><b>DM&amp;O - Timeframe for Delivery</b></p>	0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0	2	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0	2	No change in score	0.000	0.000	0.000	0.000	0.0	0.000	0.000	0.0																
	0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.46667		0.13023	0.10643	0.13023	0.12533	0.08533	0.13827	0.067	0.1131	2.43333333	0.2		0.2	0.1907	0.2327	0.11513	0.19067	0.2087	0.1268	0.22617	3.66667	0.24431	0.28031	0.23231	0.2534	0.18667	0.24231	0.2484	0.28197																

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