

Courtenay Place Assessment Form

Score	Provide any commentary relevant to the do minimum.	Courtenay Place Do Minimum								Score	Provide an explanation of the rational behind the score.	Provide a description of how the scoring may change if loading bays were to be retained on the Golden Mile	Provide a description of how the scoring may change if taxi's and loading bays were to be retained on the Golden Mile	Courtenay Place Option 1								Score	Provide an explanation of the rational behind the score.	Provide a description of how the scoring may change if loading bays were to be retained on the Golden Mile	Provide a description of how the scoring may change if taxi's and loading bays were to be retained on the Golden Mile	Courtenay Place Option 2								Score	Provide an explanation of the rational behind the score.	Provide a description of how the scoring may change if loading bays were to be retained on the Golden Mile	Provide a description of how the scoring may change if taxi's and loading bays were to be retained on the Golden Mile	Courtenay Place Option 3										
		A	B	C	D	E	F	G	H					A	B	C	D	E	F	G	H					A	B	C	D	E	F	G	H					A	B	C	D	E	F	G	H			
0		0	0	0	0	0	0	0	0	1	Slight increase in reliability and improved journey time.	Likely to slightly degrade journeytime, depending on location and configuration of loading vehicles.	Taxis are a significant issue for bus side friction interaction, however they form an important part of the nighttime economy.	0.25	0.15	0.15	0.1	0.2	0.2	0.2	0.21	2	Removal of general traffic, and improvements to signals provide significant improvement.	Likely to slightly degrade journeytime, depending on location and configuration of loading vehicles.	Taxis are a significant issue for bus side friction interaction, however they form an important part of the nighttime economy. My be harder to enforce and degrade 'exclusivity' of Courtenay for buses.	0.5	0.3	0.7	0.2	0.4	0.4	0.4	0.42	2	Removal of general traffic, and improvements to signals provide significant improvement, however some bus stops will introduce a risk/problem particularly for 18 buses.	Likely to slightly degrade journeytime, depending on location and configuration of loading vehicles.	Taxis are a significant issue for bus side friction interaction, however they form an important part of the nighttime economy. My be harder to enforce and degrade 'exclusivity' of Courtenay for buses. Significant risk with reduced carriageway.	0.5	0.3	0.7	0.2	0.4	0.4	0.4	0.42			
0		0	0	0	0	0	0	0	0	2	Slight improvement to wait times, with additional space provided to both stops. Courtenay Place west (NB) improved on both sides through addition of pavement space and closure of Blair provides significant improvement to Courtenay East.	n/a	Side roads could be used for dedicated uber pick up points (similar to airport). Taxi's should be separated from bus stops wherever possible.	0.5	0.3	0.2	0.2	0.4	0.4	0.4	0.42	3	Significant improvement in wait times, coupled with additional space for stop infrastructure provided by additional pavement and Blair Closure. Removal of Courtenay West not considered a huge issue. Rounded up from 2.5.	Side roads could be used for dedicated uber pick up points (similar to airport). Taxi's should be separated from bus stops wherever possible.	Side roads could be used for dedicated uber pick up points (similar to airport). Taxi's should be separated from bus stops wherever possible.	0.75	0.45	0.3	0.3	0.6	0.6	0.6	0.6	2	Significant improvement in wait times, coupled with additional space for stop infrastructure. Stop placement could be improved. Removal of Courtenay West not considered a huge issue. Rounded down from 2.25.	n/a	Side roads could be used for dedicated uber pick up points (similar to airport). Taxi's should be separated from bus stops wherever possible.	n/a	Side roads could be used for dedicated uber pick up points (similar to airport). Taxi's should be separated from bus stops wherever possible.	n/a	0.5	0.3	0.2	0.2	0.4	0.4	0.4	0.42
0		0	0	0	0	0	0	0	0	1	Turn conflicts removed. Some general traffic restrictions	Negative impact if within pedestrianised areas otherwise negligible change.	Subject to location of taxi ranks.	0.2	0.2	0.1	0.4	0.2	0.2	0.2	0.21	-1	Multiple lanes of buses vs pedestrians crossing and impaired pedestrians.	Likely lower score subject to loading zone locations.	Likely lower score subject to loading zone locations.	0.2	0.2	0.1	0.4	0.2	0.2	0.2	0.21	2	Greater provision for pedestrians. Single lane buses.	Likely lower score subject to loading zone locations.	Likely lower score subject to loading zone locations.	Negligible change expected	0.4	0.4	0.2	1.2	0.4	0.4	0.4	0.42		
0	No changes to available footpath width or pedestrian crossings	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	Improvements to portions of Courtenay Place footpath will improve ped LoC and reduced signal timings reduce pedestrian delays	0.2	0.2	0.15	0.1	0.2	0.2	0.2	0.18	2	Will reduce Level of Comfort closer to Option 1 due to reduced space available for pedestrians	Will reduce Level of Comfort closer to Option 1 due to reduced space available for pedestrians	Will reduce Level of Comfort closer to Option 1 due to reduced space available for pedestrians	0.2	0.2	0.15	0.1	0.2	0.2	0.2	0.18	2	Will reduce Level of Comfort closer to Option 1 due to reduced space available for pedestrians	Will reduce Level of Comfort closer to Option 1 due to reduced space available for pedestrians	Will reduce Level of Comfort closer to Option 1 due to reduced space available for pedestrians	Increase in ped delay due to additional crossing. Little change to pedestrian comfort level	0.4	0.4	0.7	0.2	0.4	0.4	0.4	0.36			
0		0	0	0	0	0	0	0	0	0	Minimal change to space allocation for public realm	would remain same score	would remain same score	0	0	0	0	0	0	0	0	1	side streets and other spaces generate better activation and connectedness	minimal change	minimal change	0.1	0.3	0.1	0.1	0.2	0.2	0.2	0.19	3	significant additional areas of public space allow better comfort, security.	vehicle frequency and space allocation would be a consideration - likely to reduce	vehicle frequency and space allocation would be a consideration - likely to reduce		0.3	0.5	0.3	0.3	0.6	0.6	0.6	0.57		
0		0	0	0	0	0	0	0	0	1	greater PT efficiency but little public realm effects	No change in score	Taxi stands on CP could improve access for mobility impaired people	0.124	0.082	0.12	0.08	0.08	0.12	0.08	0.082	1.4	greater PT efficiency but little public realm effects	No change in score	Taxi stands on CP could improve access for mobility impaired people	0.124	0.082	0.12	0.08	0.08	0.12	0.08	0.082	2.2	improved public realm for day & night, greater accessibility & social opportunities. Greater	No change in score	Taxi stands on CP could improve access for mobility impaired people	No change in score		0.282	0.276	0.282	0.188	0.088	0.284	0.088	0.284	
0	Noticeable decrease in area character in Courtenay Place compared to other areas of the GM (daytime). Already lower levels of pedestrian traffic and less desirable/secondary retail outlets. Considering 'do minimum', it would be	0	0	0	0	0	0	0	0	1	Increased foot traffic and pedestrian activity from 30% more footpath space, however loss of efficiency/higher goods damage/theft risk for businesses from relocation of loading bays. Additionally, 2 side streets would be	Based on the results from the loading bay survey, the 4 taxi stands are occupied between 2-11% on weekdays and 1-5% on weekends. Utilisation of these taxi stands are very low and hence retaining them would provide little benefit for	0.187	0.167	0.167	0.1	0.1	0.167	0.25	0.2	1	In addition to Option 1, two bus lanes in each direction would improve transport networks, but no general traffic would limit access. However, observed little private transit hence the impact of limited access could be marginal.	7 loading bays which are highly utilised during weekdays. CP has the second most loading zones. Retailers would face less risk and receive goods faster if loading bays were directly on the GM. Also, magnitude of benefit is not expected to have	Based on the results from the loading bay survey, the 4 taxi stands are occupied between 2-11% on weekdays and 1-5% on weekends. Utilisation of these taxi stands are very low and hence retaining them would provide little benefit for	0.17	0.17	0.17	0.1	0.1	0.167	0.25	0.2	1	Benefits from 75% more footpath space with provision for bikes and scooters outweighs the same magnitude of negative impacts from Options 1 and 2. However, whether these changes are enough to enhance the area	7 loading bays which are highly utilised during weekdays. CP has the second most loading zones. Retailers would face less risk and receive goods faster if loading bays were directly on the GM. Also, magnitude of benefit is not expected to have	Based on the results from the loading bay survey, the 4 taxi stands are occupied between 2-11% on weekdays and 1-5% on weekends. Utilisation of these taxi stands are very low and hence retaining them would provide little benefit for	0.167	0.167	0.167	0.1	0.1	0.167	0.25	0.2				
0	No cycle facility but low speed environment means most commuter cyclists are able to use Courtenay Place without major barrier.	0	0	0	0	0	0	0	0	1	No dedicated cycle facility but improved cycle experience due to the removal of car parking, loading zones and taxi stands.	Negatively impacting on the level of service but not significant enough to change the score as a large number of car parks are still being removed.	Negatively impacting on the level of service but not significant enough to change the score as a large number of car parks are still being removed.	0.187	0.167	0.167	0.1	0.1	0.167	0.1	0.16	1	No dedicated cycle facility but improved cycle experience due to the removal of general traffic, car parking, loading zones and taxi stands.	Negatively impacting on the level of service but not significant enough to change the score as the traffic volume is reducing due to removal of general traffic and a large number of car parks are still being removed.	Negatively impacting on the level of service but not significant enough to change the score as the traffic volume is reducing due to removal of general traffic and a large number of car parks are still being removed.	0.17	0.17	0.17	0.1	0.1	0.167	0.1	0.16	3	Provision of protected cycle facility significantly improve the cycling level of service on Courtenay Place.	Score to move towards a "2" as presence of loading bays may require some service vehicles to travel to/from and undertake unloading on the cycle facility.	Score to move towards a "2" as presence of loading bays may require some service vehicles to travel to/from and undertake unloading on the cycle facility.	No change in score. Intersection treatment may be required but the improved cycling level of service along Courtenay Place can be maintained.	0.5001	0.5001	0.5001	0.3	0.3	0.5001	0.3	0.48		
0		0	0	0	0	0	0	0	0	1	Turn conflicts removed. Manoeuvre type crashes potential removed with deletion of parking	Slight reduction in score if kerbside loading zones retained due to manoeuvring type crashes.	Slight reduction in score if kerbside loading zones retained due to manoeuvring type crashes.	0.187	0.167	0.167	0.1	0.1	0.167	0.1	0.19	0	Multiple lanes of buses.	Likely lower score due to manoeuvring type crashes.	Likely lower score due to manoeuvring type crashes.	0	0	0	0	0	0	0	0	2	Bus v general traffic conflicts removed. Intersection conflicts reduced.	Likely lower score subject to loading zone locations.	Likely lower score subject to loading zone and taxi rank locations.	Reduction in score due to conflicts remaining	0.334	0.334	0.334	1	0.2	0.334	0.2	0.38		
0	Continued PMV preference, growth, and bus congestion	0	0	0	0	0	0	0	0	1	Minor improvement on key sustainability criteria	minimal change	minimal change	0.187	0.167	0.167	0.1	0.1	0.167	0.1	0.16	1	Minor improvement on key sustainability criteria	minimal change	minimal change	0.17	0.17	0.17	0.1	0.1	0.167	0.1	0.16	3	Potentially significant improvement on key sustainability criteria	minimal change	minimal change	reduce the potential for significant sustainability improvement	0.5001	0.5001	0.5001	0.3	0.3	0.5001	0.3	0.48		
0		0	0	0	0	0	0	0	0	2	Some bus stops closer to intersections and intersecting public transport routes	minimal change	minimal change	0.333	0.334	0.334	0.2	1	0.334	0.2	0.2	3	removal of traffic releases more green time to be allocated to north south public transport and non motorised	minimal change	minimal change	0.5	0.5	0.5	0.5	1.5	0.5001	0.3	0.3	2	Advantages of Option 2. Also enables provision of a separated cycling facility. (Would be users who would use it)	minimal change	minimal change	minimal change	0.334	0.334	0.334	0.2	1	0.334	0.2	0.2		
0		0	0	0	0	0	0	0	0	1.1667				0.029	0.039	0.039	0.0725	0.1	0.039	0.1	0.039	1.1667				0.04	0.04	0.04	0.08	0.125	0.039	0.1	0.0403333	2.3333				0.0779	0.0779	0.0779	0.1465	0.1465	0.0779	0.2	0.286			
0		0	0	0	0	0	0	0	0	-1	No change in score	No change in score	No change in score	-0.33	-0.333	-0.333	-0.333	-0.4	-0.333	-0.333	-1	No change in score	No change in score	No change in score	-0.33	-0.33	-0.33	-0.33	-0.4	-0.333	-0.333	-0.4	-2	No change in score	No change in score	No change in score	No change in score	-0.666	-0.666	-0.666	-0.666	-0.8	-0.666	-0.666	-0.8			
0		0	0	0	0	0	0	0	0	-1	No change in score	No change in score	No change in score	-0.33	-0.333	-0.333	-0.333	-0.4	-0.333	-0.333	-2	No change in score	No change in score	No change in score	-0.67	-0.67	-0.67	-0.67	-0.4	-0.666	-0.666	-1.1	-3	No change in score	No change in score	No change in score	No change in score	-0.999	-0.999	-0.999	-0.999	-0.6	-0.999	-0.999	-1.65			
0		0	0	0	0	0	0	0	0	2	No change in score	No change in score	No change in score	0.666	0.666	0.666	0.666	0.8	0.666	0.666	2	No change in score	No change in score	No change in score	0.67	0.67	0.67	0.67	0.8	0.666	0.666	0.1	2	No change in score	No change in score	No change in score	No change in score	0.666	0.666	0.666	0.666	0.8	0.666	0.666	0.1			
0		0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	-0.333				0.00	0	0.00	0.02	0	0.002	0.002	0.00000007	-1					-0.0066	-0.0066	-0.0066	-0.0066	-0.08	-0.0066	-0.0066	0.0783333			
0		0	0	0	0	0	0	0	0	2.1667				0.2	0.24	0.16	0.15	0.17	0.16	0.14	0.15	2.2333				0.2	0	0.2	0	0.18	0.18	0.13	0.192567	3.5333					0.263	0.287	0.263	0.248	0.155	0.275	0.221	0.31057		

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