

Manners Street Assessment Form

	Manners Steet Do Minimum										Manners Street All Options													
	Justification	Score	Provide any commentary relevant to the do minimum.	A	B	C	D	E	F	G	H	Score	Provide an explanation of the rationale behind the score.	Provide a description of how the 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	A	B	C	D	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 bus volume throughput along the segment?	0		0	0	0	0	0	0	0	0	1	Removal of general traffic and closure of Cuba street will provide some improvements to journey time and reliability.	Unlikely to impact journey times.	n/a	0.25	0.15	0.35	0.1	0.2	0.2	0.2	0.2	0.21
IO - Bus passenger boarding and alighting comfort and convenience	How many passengers may be cleared from bus stops? What is the wait time at buses? How much bus stop crowding is there?	0		0	0	0	0	0	0	0	0	1	Small increase in footpath area and removal of traffic provides some marginal improvements to stop comfort and convenience.	Retention of loading bays will reduce any amenity improvements or space gains on Manners St stops.	n/a	0.25	0.15	0.1	0.1	0.2	0.2	0.2	0.2	0.21
IO - Pedestrian safety	What is the potential for pedestrian accidents to be reduced?	0		0	0	0	0	0	0	0	0	1				0.2	0.2	0.1	0.6	0.2	0.2	0.2	0.21	
IO - Pedestrian capacity	How many pedestrian crossing are along the corridor? What is the pedestrian delay per crossing? How many pedestrian crossings are across the corridor? What is the pedestrian delay per crossing? What is the level of footpath pedestrian density? What is the level of bus stop overspill? Level of pedestrian amenity (using VURT)	0	No changes to available footpath width or pedestrian crossings	0	0	0	0	0	0	0	0	1	Reduced signal timings will reduce pedestrian delay	Reduced signal timings provide the highest benefit to pedestrians and will reduce pedestrian delay. Changes to footpath widths are minimal in all options	Reduced signal timings provide the highest benefit to pedestrians and will reduce pedestrian delay. Changes to footpath widths are minimal in all options	0.2	0.2	0.35	0.1	0.2	0.2	0.2	0.2	0.18
IO - Improve Place quality	Composition and relationship of buildings and space How connected does the place feel? What is the level of activity promoted How comfortable does the place feel?	0	not a lot of opportunity - best at Te Aro park in concert with MRT, city streets	0	0	0	0	0	0	0	0	0	little change	minimal - would not make it negative	minimal - would not make it negative	0	0	0	0	0	0	0	0	0
IO subtotal				0	0	0	0	0	0	0	0	0.8				0.108	0.08	0.11	0.07	0.032	0.096	0.032	0.1296	
E - Social	What is the range of relevant stakeholders and community feedback	0	No change	0	0	0	0	0	0	0	0	0	minimal change	minimal change	minimal change	0	0	0	0	0	0	0	0	0
E - Retail Impact Assessment	What is the likely impact/opportunity to retailers and businesses?	0	Noticeable decrease in area character/atmosphere for the second half of the GM. Already lower levels of pedestrian traffic and less desirable/secondary retail outlets. Considering 'do minimum', it would be expected to see decreasing levels of patronage as retailers would prefer to be on Lambton	0	0	0	0	0	0	0	0	0	Increased footpath space and the closure of the end of Cuba Street could lead to enhancement of the area bringing in more pedestrian traffic. However, whether these benefits bring changes to	Only 1 loading bay, hence the retention of this would provide minor benefits to retailers, but not enough to increase the score.	NA as no taxi stands on Manners Street.	0	0	0	0	0	0	0	0	0
E - Cycling Level of Service	What is the effect to cycling level of service? What is the effect on perceived safety and comfort of cycling on the segment?	0	No cycle provision apart from a short section between Taranaki St and Lower Cuba St	0	0	0	0	0	0	0	0	-1	No cycle provision on the entire Manners St. The short section of cycle provision between Taranaki St and Lower Cuba St is being removed.	minimal impact for this section of GM	minimal impact for this section of GM	-0.17	-0.2	-0.17	-0.1	-0.1	-0.1667	-0.1	-0.16	
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				0.167	0.17	0.17	0.5	0.1	0.1667	0.1	0.19	
E - Sustainability	To what extent does the option deliver against sustainability issues and aspects relevant and important to Wellington and Aotearoa?	0	No change	0	0	0	0	0	0	0	0	0	minimal change	minimal change	minimal change	0	0	0	0	0	0	0	0	0
E - Fit with LGWM Programme	What is the alignment with linked projects such as MRT or central city cycling network? How much flexibility is there to integrate with linked projects?	0		0	0	0	0	0	0	0	0	0	no conflict with other LGWM packages	minimal change	minimal change	0	0	0	0	0	0	0	0	0
E subtotal				0	0	0	0	0	0	0	0	0				0	0	0	0.03	0	0	0	0.0005	
DM&O - Delivery		0		0	0	0	0	0	0	0	0	-1		No change in score	No change in score	-0.33	-0.3	-0.33	-0.33	-0.4	-0.333	-0.333	-0.4	
DM&O - Operations and Maintenance		0		0	0	0	0	0	0	0	0	-1		No change in score	No change in score	-0.33	-0.3	-0.33	-0.33	-0.2	-0.333	-0.333	-0.55	
DM&O - Timeframe for Delivery		0		0	0	0	0	0	0	0	0	2		No change in score	No change in score	0.666	0.67	0.67	0.67	0.8	0.666	0.666	0.1	
DM&O subtotal				0	0	0	0	0	0	0	0	0				0	0	0	0.02667	0	0	0	-0.02833333	
Grand Total				0	0	0	0	0	0	0	0	0.8				0.108	0.08	0.11	0.1	0.05867	0.096	0.032	0.101766667	

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