

GOLDEN MILE

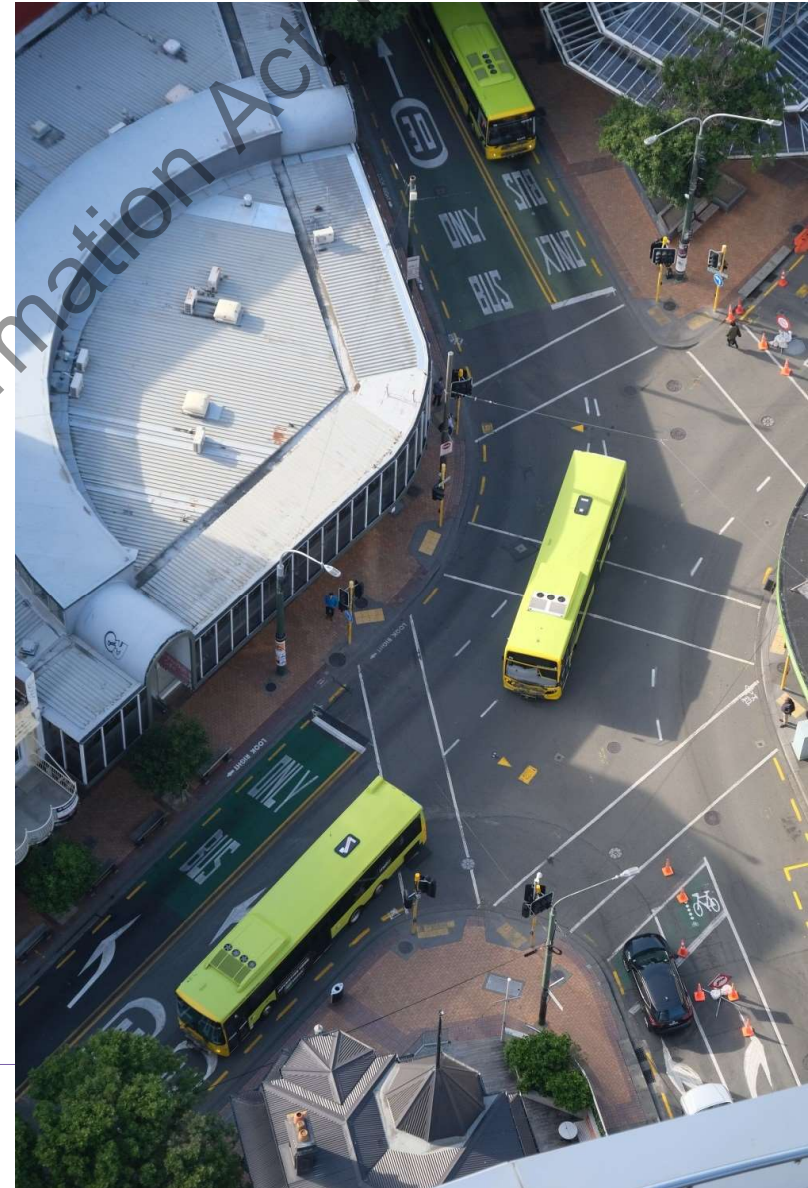
Options Comparison – Fit with LGWM Programme



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Possible Considerations

- Alignment with GM outcomes signalled in PBC?
- Alignment with GM outputs signalled in PBC?
- Alignment with need for early benefits realisation?
- Project Interface? e.g.
 - MRT Alignment
 - MRT Interchange
 - City Streets
 - Other
- Flexibility / ability to integrate / potential scale of rework?



Outcomes for the Golden Mile Signalled in PBC

- improve the reliability / attractiveness of bus services
- increase capacity of bus service (by enabling increased bus frequency)
- improved pedestrian access
- enhanced amenity (i.e. urban environment, attractiveness)

Each of these outcomes is reflected in the project investment objectives.

If an option delivers against the project investment objectives then it will deliver against the PBC.

To avoid duplication, not assessed as part of Fit with Programme.

Outputs for the Golden Mile Signalled in PBC

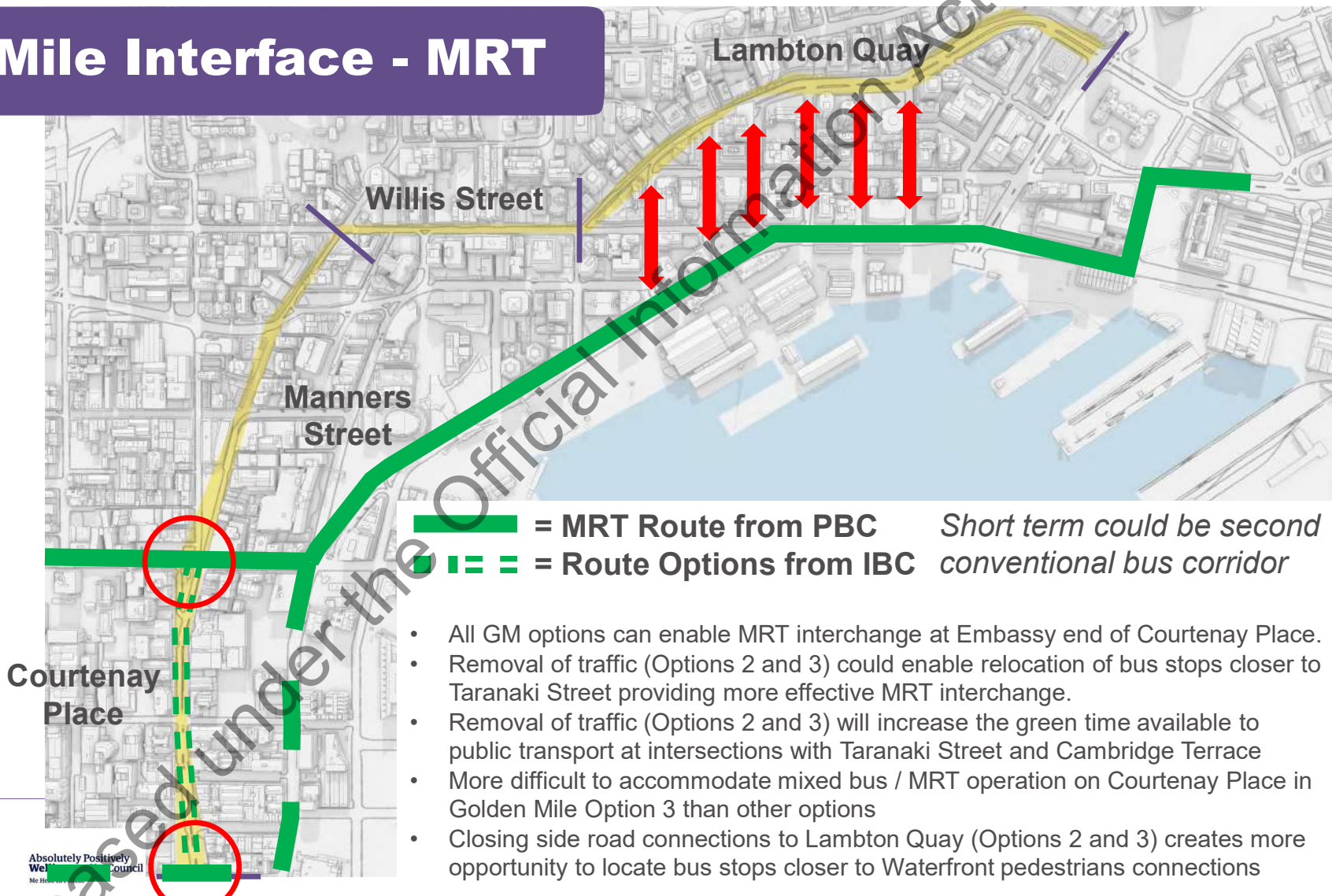
- road space reallocation and increased bus priority
- trial removal of general traffic from the Golden Mile
- improved bus stop layouts that meet modern design standards
- rationalisation of bus stops
- maintain Golden Mile corridor bus capacity in support of a future dual public transport spine

These elements are included in the options to varying degrees.

The extent to which they are included, influences the degree to which the project objectives are achieved.

To avoid duplication, not assessed as part of Fit with Programme.

Golden Mile Interface - MRT

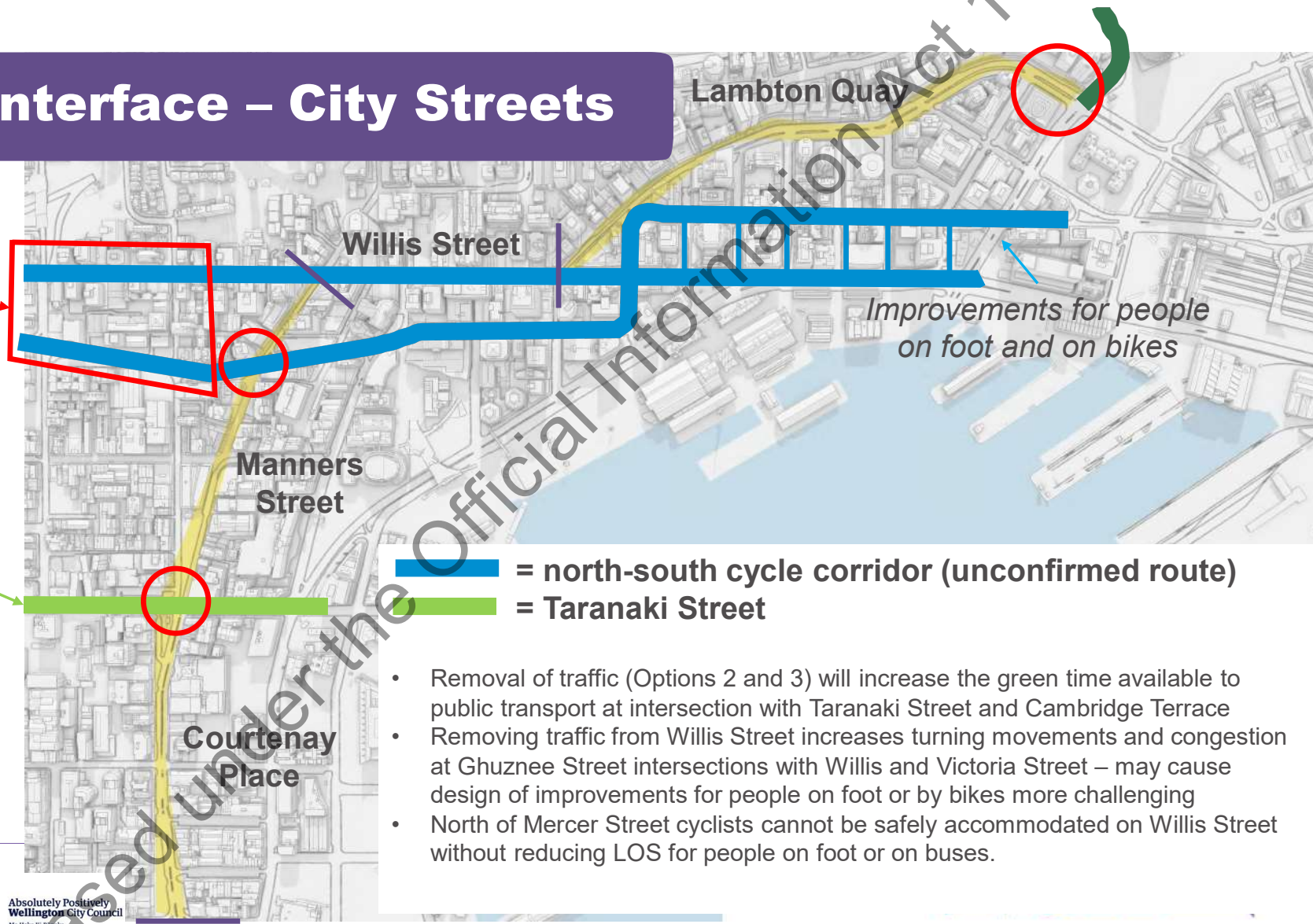


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Project Interface – City Streets

Improvements for people on foot and on bikes

Improvements for people on buses, on foot and on bikes



Blue line = north-south cycle corridor (unconfirmed route)
Green line = Taranaki Street

- Removal of traffic (Options 2 and 3) will increase the green time available to public transport at intersection with Taranaki Street and Cambridge Terrace
- Removing traffic from Willis Street increases turning movements and congestion at Ghuznee Street intersections with Willis and Victoria Street – may cause design of improvements for people on foot or by bikes more challenging
- North of Mercer Street cyclists cannot be safely accommodated on Willis Street without reducing LOS for people on foot or on buses.

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Courtenay Place – Fit with Programme

| | Option 1 | Option 2 | Option 3 |
|---|--|---|--|
| Alignment / Integration <ul style="list-style-type: none"> - City streets - MRT interchange - MRT alignment | <ul style="list-style-type: none"> - Some bus stops closer to intersections and intersecting public transport routes | <ul style="list-style-type: none"> - Removal of traffic <ul style="list-style-type: none"> • releases more green time to be allocated to north south public transport and non-motorised traffic • creates more opportunity to relocate bus stops closer to intersections and intersecting public transport routes | <ul style="list-style-type: none"> - Advantages of Option 2. - Also enables provision of a separated cycling facility - Would be very challenging for this option to accommodate both MRT and Golden Mile bus along Courtenay Place |
| Flexibility to accommodate change | <ul style="list-style-type: none"> - Limited physical work means minimal re-work if change is needed to integrate with other LGWM packages - Ongoing need to accommodate traffic within the corridor prevents roadspace reallocation without disadvantaging people traveling on foot or by bus | <ul style="list-style-type: none"> - Limited physical work means minimal re-work if change is needed to integrate with other LGWM packages | <ul style="list-style-type: none"> - Option 3 would involve more physical work than Options 1 or 2 and is likely to be more expensive to rework. <p><i>(As a mitigation consider ways to deliver Option 3 temporarily in the short term that retain more flexibility)</i></p> |
| Rating | <u>Medium Positive</u> | <u>High Positive</u> | <u>Medium Positive</u> |

Manners Street – Fit with Programme

| | Option 1 | Option 2 | Option 3 |
|---|--|----------|----------|
| Alignment / Integration <ul style="list-style-type: none"> - City streets - MRT interchange - MRT alignment | <ul style="list-style-type: none"> - minimal change in any of the options - all options include changes that are aligned with the project objectives - no conflict with other LGWM packages | | |
| Flexibility to accommodate change | <ul style="list-style-type: none"> - minimal opportunity to incorporate more ambitious change within Manners Street without disadvantaging people traveling on foot or by bike | | |
| Rating | <u>Neutral</u> | | |

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Willis Street – Fit with Programme

| | Option 1 | Option 2 | Option 3 |
|--|---|---|---|
| <p>Alignment / Integration</p> <ul style="list-style-type: none"> - City streets - MRT interchange - MRT alignment | <ul style="list-style-type: none"> - minimal change from current - small changes are aligned with the project objectives - would not create the opportunity to provide a safe and convenient cycling movement between Willis Street northbound and Mercer Street | <p>Removing traffic from Willis Street puts traffic pressure on Willis and Victoria intersections with Ghuznee streets – this could make it more challenging to accommodate improvements for people on bikes or buses on these north-south corridors.</p> <p>Preventing traffic from driving northbound ahead across the Boulcott Street intersection will make it difficult to provide a safe cycle movement for people riding to the north.</p> | <p>Removing traffic from Willis Street puts traffic pressure on Willis and Victoria intersections with Ghuznee streets – this could make it more challenging to accommodate improvements for people on bikes or buses on these north-south corridors.</p> <p>Preventing traffic from driving northbound ahead across the Boulcott Street intersection will make it difficult to provide a safe cycle movement for people riding to the north.</p> |
| <p>Flexibility to accommodate change</p> | <ul style="list-style-type: none"> - Corridor width limits opportunities - Minimal flexibility: the ongoing need to accommodate traffic within the corridor prevents roadspace reallocation without disadvantaging people traveling on foot or by bus | <ul style="list-style-type: none"> - Corridor width limits opportunities | <ul style="list-style-type: none"> - Corridor width limits opportunities |
| <p>Rating</p> | <p><u>Low Negative*</u> <i>(but minor positive if cyclist routed via Victoria)</i></p> | <p><u>Low Negative</u> <i>(but minor positive if cyclist routed via Victoria)</i></p> | <p><u>Low Negative</u> <i>(but minor positive if cyclist routed via Victoria)</i></p> |

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Lambton Quay – Fit with Programme

| | Option 1 | Option 2 | Option 3 |
|---|--|--|---|
| Alignment / Integration <ul style="list-style-type: none"> - City streets - MRT interchange - MRT alignment | <ul style="list-style-type: none"> - includes changes aligned to project objectives - no conflict with other LGWM packages | <ul style="list-style-type: none"> - Closing side road connections to Lambton Quay creates more opportunity to locate bus stops closer to Waterfront pedestrian and MRT connections (e.g. Post Office Sq) | <ul style="list-style-type: none"> - Advantages of Option 2 - Ability to accommodate separated cycling facilities if these are not able to be delivered on Featherston Street or the Quays |
| Flexibility to accommodate change | <ul style="list-style-type: none"> - some physical works to create the left turn traffic circulation loops. <p><i>(To retain flexibility / avoid rework consider ways to deliver these temporarily in the short term)</i></p> | <p>Limited physical work means minimal re-work if change is needed to integrate with other LGWM packages</p> | <ul style="list-style-type: none"> - Option 3 would involve more physical work than Options 1 or 2 and is likely to be more expensive to rework. <p><i>(To retain flexibility / avoid rework consider ways to deliver these temporarily in the short term)</i></p> |
| Rating | <u>Neutral</u> | <u>High</u> | <u>High</u> |

Sub-options / Option Variations

Three sub-options

- Retain loading bays?
- Retain loading bays and taxi tanks?
- Retain Tory Street through movement in Option 3?

If it is assumed that retaining either loading bays or taxi ranks on the Golden Mile means that vehicles will be permitted to enter or exit the Golden Mile at Taranaki Street, Boulcott / Willis or Williston Street then this will influence the design of these intersections changing the extent to which:

- bus stops can be safely located close to intersections (enabling interchange with MRT)
- additional green time can be allocated to north south public transport and non motorised movements
- movements for people on bikes can be safely accommodate through some intersections in the corridor (e.g. Boulcott / Willis, Mercer Willis).

These effects are not sufficient to change the ratings.

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