

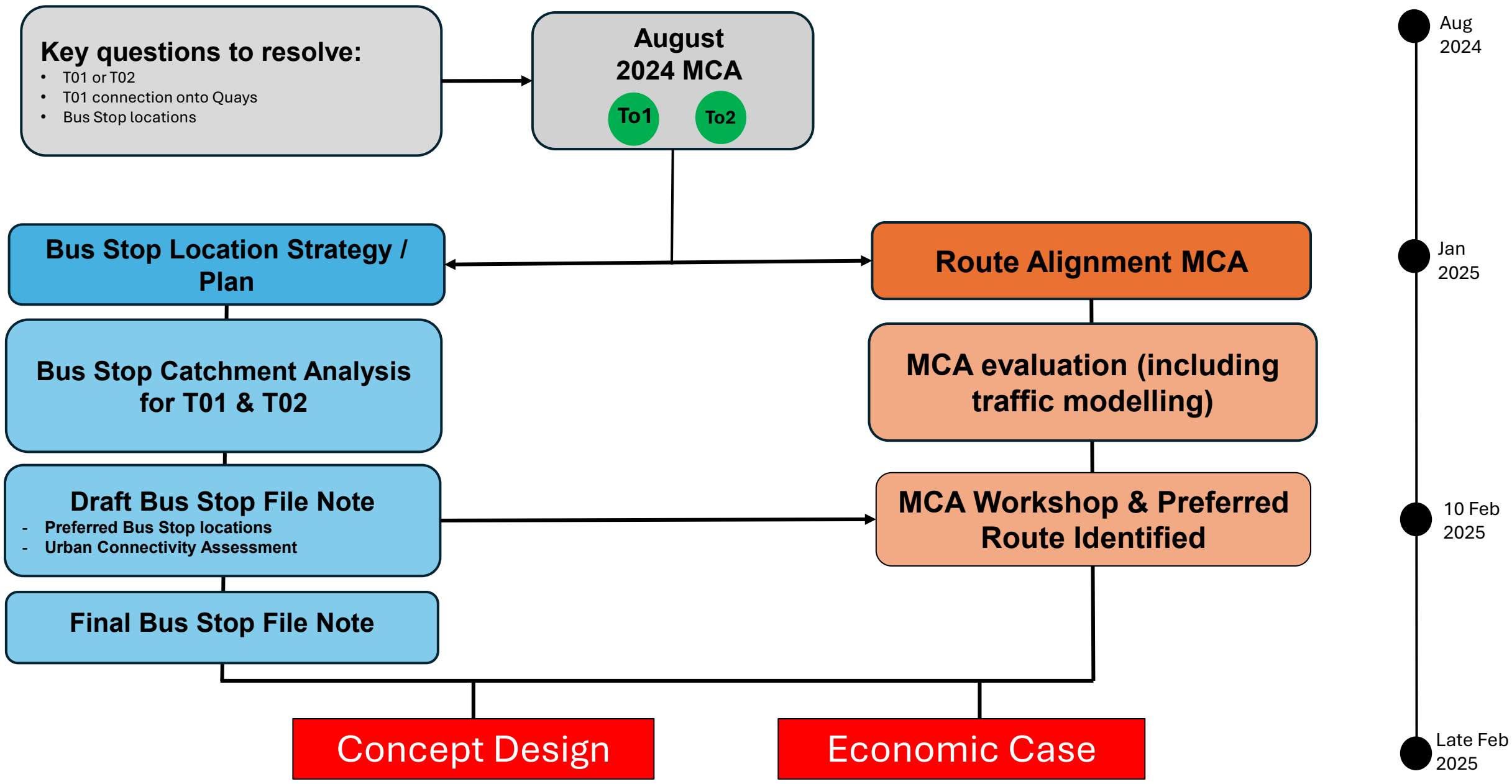
# Harbour Quays: MCA Update Process

January 2025



Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke





# August 2024 MCA Report Options

## 2.1.1 T01 - SPLIT BUS ROUTE

The T01 - Split Bus Route option has northbound buses travelling along the Harbour Quays, with southbound buses travelling via the Featherston route. Bike facilities are provided for along the Harbour Quays. Figure 2-2 shows the indicative alignment and cross-section of this option.



Figure 2-2: T01 - Split Bus Route interim option indicative layout

## 2.1.2 T02 - KERBSIDE BUS

The T02 - Kerbside Bus option provides for buses travelling in both directions along the Harbour Quays. Bike facilities are provided via the Featherston route. Figure 2-3 shows the indicative alignment and cross-section of this option.



Figure 2-3: T02 -Kerbside Bus option

### HARBOUR QUAYS OPTIONS ASSESSMENT



# August 2024 MCA Report Options

## 4.1 PREFERRED INTERIM OPTION

The preferred interim option is T01 - Split bus route. This option avoids the need for bus passengers to cross the Quays to access Golden Mile or nearby destinations. It allows both the Featherston and Quays routes to be tested for traffic and bus travel time impacts. It also avoids the added costs of providing a contra-flow bike facility along the Featherston route.

This option can proceed to the design stage. It is anticipated that this interim option will be implemented in two stages. The first stage will be to implement the bus improvements, given the urgency of having an alternative during Golden Mile construction. Improvements for people on bikes will be implemented during the second stage.

Key areas of focus for the initial stage of design should include:

- Analysis of preferred southbound route between Hunter Street and Jervois Quay (route variants identified in Figure 2-2)
- Confirm connectivity and provision of dedicated bus facilities on and north / west of Whitmore Street
- Confirm connectivity and provision of dedicated bus facilities south / east of Taranaki Street
- Consider low-cost future proofing for future bike improvements
- Consider opportunities for modal filters to remove turning traffic conflicts with buses.

## 3.2 INTERIM OPTIONS ASSESSMENT

Table 3-2 shows the agreed scoring for the two interim options. Option T01 scores better for bus and implementability criteria, while Option T02 scores better for bikes, pedestrians, and effects criteria. There is no score differentiation for place and strategic alignment criteria. Both options score negatively for pedestrian, effects, and implementability criteria.

A more detailed scoring matrix with scoring rationale is provided in Appendix A.

Table 3-2: Scoring matrix for interim options

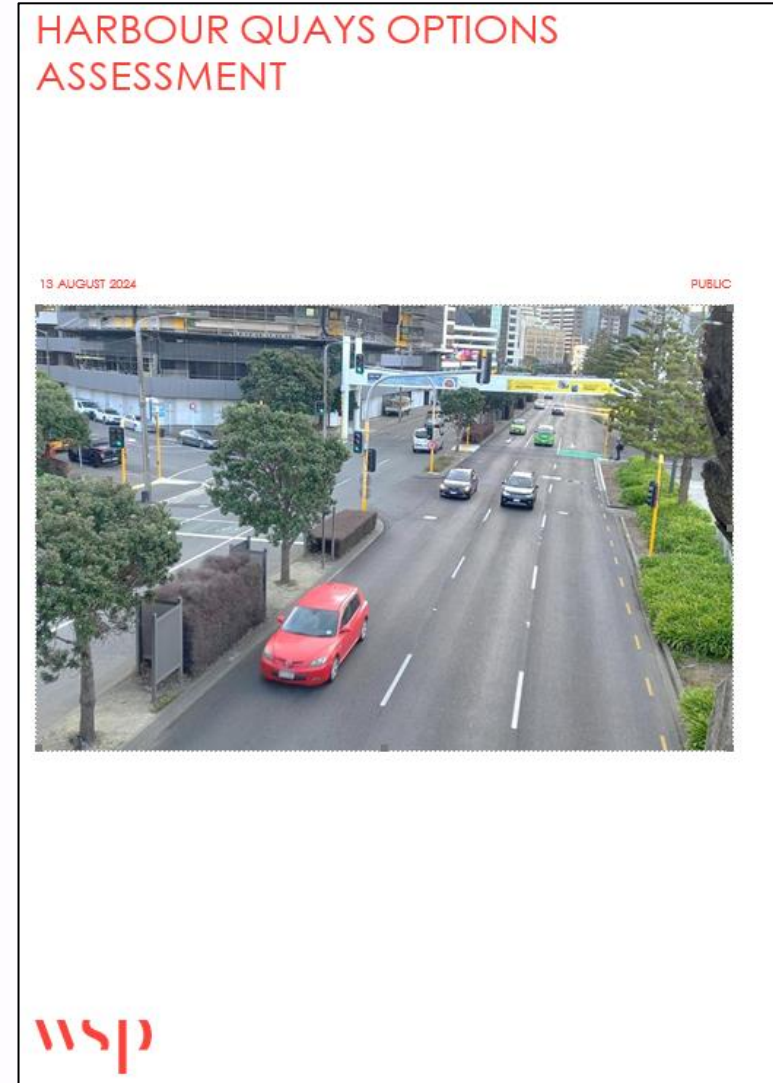
| SCORING CRITERIA CATEGORIES | OPTION T01 | OPTION T02 |
|-----------------------------|------------|------------|
| Bus                         | 0.2        | -0.1       |
| Bike                        | 0.7        | 1.0        |
| Pedestrian                  | -0.2       | -0.1       |
| Place                       | 0.5        | 0.5        |
| Strategic alignment         | 0.6        | 0.6        |
| Effects                     | -1.2       | -1.0       |
| Implementability            | -1.3       | -1.9       |

# LTP Project Scope Changes following August 2024 MCA

- Interim option will now be permanent
- Construction cost: 6M - \$8M
- Needs to be in place before Golden Mile's construction starts on Lambton Quay (2027)
- Project to address longer term bus capacity on Golden Mile (likely to be in place for the next 10-15 years)

# Approach to the Route MCA

- Elements of the August 2024 MCA require further investigation before a final decision could be made between TO1 and TO2.
- The approach to the final MCA builds on the August 2024 MCA process; however, only the assessment criteria that are significant and help differentiate between the options will be evaluated.



# MCA Process Assumptions

- MCA evaluations will be conducted by LocalGroup and WCC
- Weighting scenarios yet to be defined
- Evaluations will use a 7-point scoring scale
- A "0" score reflects the current situation in 2025.
- A "do minimum" score is needed, considering future demands (note modelling provided will be for 2033).
- Scores for T01 and T02 are also needed, considering future demands

| Magnitude         | Score | Definition   |
|-------------------|-------|--|
| Large Positive    | +3    | Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.  |
| Moderate Positive | +2    | Moderate positive impact, possibly of short-, medium- or long-term duration. Positive impacts may be in terms of new opportunities and outcomes of enhancement or improvement.   |
| Slight positive   | +1    | Minimal positive impact, possibly only lasting over the short term. May be confined to a limited area.   |
| Neutral           | 0     | Neutral – no discernible or predicted positive or negative impact. Counterfactual could be the do-minimum or do-nothing,   |
| Slight negative   | -1    | Minimal negative impact, possibly only lasting over the short term, and definitely able to be managed or mitigated. May be confined to a small area.   |
| Moderate Negative | -2    | Moderate negative impact. Impacts may be short-, medium- or long term and are highly likely to respond to management actions.  |
| Large Negative    | -3    | Impacts with serious, long-term and possibly irreversible effect leading to serious damage, degradation or deterioration of the physical, economic, cultural or social environment. Required major rescope of concept, design, location and justification, or requires major commitment to extensive management strategies to mitigate the effect. |

# Assessment Criteria

| August 2024 MCA Assessment Category | Sub Criteria Assessment   | Matters to be considered  |  | Assessment Method   | Key Assessment Inputs  | Lead MCA Assessor   | Council SME Review   |
|-------------------------------------|---|---|--|---|--|---|--|
| <b>Bus</b>                          | <ul style="list-style-type: none"> <li>Bus Travel Times and Reliability</li> </ul> <p>(Note this is a proxy for investment objective 1)</p>         | <ul style="list-style-type: none"> <li>Travel time and reliability on the new route</li> <li>Travel time and reliability on Golden Mile</li> <li>Wider bus network impacts</li> </ul>   |  | <ul style="list-style-type: none"> <li>Traffic modelling results</li> <li>Professional Judgement</li> </ul> | <ul style="list-style-type: none"> <li>Aimsun Model</li> <li>VivaCity Results from SuperWeek (6 Jan GM closure)</li> </ul>                     | <ul style="list-style-type: none"> <li>Rowan Schwynn</li> </ul> | <ul style="list-style-type: none"> <li>Alex Campbell</li> </ul>  |
|                                     | <ul style="list-style-type: none"> <li>Route Legibility</li> </ul>  | <ul style="list-style-type: none"> <li>Likely passenger experience of network with two spines</li> </ul>  |  | Professional Judgment   |  | <ul style="list-style-type: none"> <li>Rowan Schwynn</li> </ul> | <ul style="list-style-type: none"> <li>Alex Cambell</li> <li>David Boyd</li> </ul>                             |
|                                     | <ul style="list-style-type: none"> <li>Network Capacity</li> </ul> <p>(Note this is a proxy for investment objective 2)</p>                         | <ul style="list-style-type: none"> <li>Ability to cater for higher-capacity public transit in the future</li> <li>Ability to provide for disruption from planned and unplanned events on the Golden Mile</li> <li>Overall bus network capacity</li> <li>Passing ability at bus stops</li> <li>Bus performance during Golden Mile construction</li> </ul>                        |  | Professional Judgement  | <ul style="list-style-type: none"> <li>VivaCity Results from SuperWeek (6 Jan GM closure)</li> <li>Golden Mile Capacity Report 2024</li> </ul> | <ul style="list-style-type: none"> <li>Rowan Schwynn</li> </ul> | <ul style="list-style-type: none"> <li>Alex Campbell</li> </ul>  |
| <b>Pedestrians</b>                  | <ul style="list-style-type: none"> <li>Safe and Convenient Pedestrian Access and Movement</li> </ul> <p>(Note proxy for investment objective 3)</p> | <ul style="list-style-type: none"> <li>Safe and convenient access between the route and city destinations</li> <li>Safe and convenient access between the route and waterfront destinations</li> <li>Pedestrian level of service along and across Featherston Street</li> <li>Pedestrian level of service along and across the Quays (including Wakefield and Cable)</li> </ul> |  | Professional Judgement  | <ul style="list-style-type: none"> <li>Urban and Landscape Assessment</li> <li>Aimsun Model</li> </ul>   | <ul style="list-style-type: none"> <li>Andrew Burns</li> </ul>  | <ul style="list-style-type: none"> <li>David Boyd</li> <li>Emily Alleway</li> <li>Daniel Cairncross</li> </ul> |
|                                     | <ul style="list-style-type: none"> <li>Pedestrian LoS at Bus Stops</li> </ul>   | <ul style="list-style-type: none"> <li>Pedestrian level of service at new bus stop locations</li> </ul> <p>(Comments to be made on ped LoS</p>  |  | Professional Judgement  | <ul style="list-style-type: none"> <li>Bus Stop Strategy</li> </ul>  | <ul style="list-style-type: none"> <li>Andrew Burns</li> </ul>  | <ul style="list-style-type: none"> <li>David Boyd</li> <li>Emily Alleway</li> </ul>                            |

# Assessment Criteria

| August 2024 MCA Assessment Category | Sub Criteria Assessment   | Matters to be considered  | Assessment Method      | Key Assessment Inputs  | Lead MCA Assessor | Council SME Review |
|-------------------------------------|---|---|------------------------|--|-------------------|--------------------|
| <b>Bike</b>                         | <ul style="list-style-type: none"> <li>Does not preclude future cycle routes or connections to existing routes</li> </ul> | <ul style="list-style-type: none"> <li>Cross City Connections Project</li> <li>Impacts on cycle LoS</li> </ul>  | Professional Judgement | <ul style="list-style-type: none"> <li>Cross City Connections Project (WSP)</li> </ul> | Nicola Mitchell   | Daniel Cairncross  |
| <b>Effects</b>                      | <ul style="list-style-type: none"> <li>Impact on general traffic</li> </ul>   | <ul style="list-style-type: none"> <li>Impact on general traffic travel times</li> <li>Impact on traffic network which could affect adjacent multi-modal routes</li> </ul>                          | Traffic modelling      | <ul style="list-style-type: none"> <li>Aimsun model</li> </ul>                         | Bob Hu            | Andy Ford          |
|                                     | <ul style="list-style-type: none"> <li>On-street parking impact</li> </ul>  | <ul style="list-style-type: none"> <li>Net loss per option</li> <li>Location of location, taxi, accessible and diplomatic parks</li> </ul>  | On street parking loss | <ul style="list-style-type: none"> <li>PMP Parking Stocktake (Stage 1)</li> </ul>      | Bob Hu            | Paul Barker        |
|                                     | <ul style="list-style-type: none"> <li>Business impact</li> </ul>   | <ul style="list-style-type: none"> <li>Short-term retail impact during construction</li> <li>Long-term retail impact – including benefits due to increased activity</li> </ul>                      | Professional Judgement |  | Prak Sritharan    | Hamish Lobb        |
|                                     | <ul style="list-style-type: none"> <li>Construction and Constructability</li> </ul>                                       | <ul style="list-style-type: none"> <li>Ease of construction</li> <li>Transport network impacts during construction</li> <li>Pedestrian/bus user impacts during construction of bus stops</li> </ul> | Professional Judgement |  | Amanda Wolfaardt  | Hamish Lobb        |

# Process and Deliverables

| Task   | Date                      |
|--|---------------------------|
| Assessors receive MCA process and option information                           | Tuesday 28 January        |
| Assessors meet with Council SME Reviewer to discuss draft scores and rationale | W/C Monday 3 February     |
| <b>Draft PowerPoint Scoring Record</b>   | EOB Friday 7 February     |
| MCA Workshop   | Monday 10 February        |
| <b>Final Scoring Record</b>  | EOB Wednesday 12 February |
| <b>MCA Summary Report</b> , reviewed by Council SME Reviewer                   | EOB Wednesday 12 February |

# Options

## Consistent Elements

- Assume routes are not "bus lanes"
- No toll or congestion charge
- Assume Golden Mile is in place, but also consider impacts before and during construction and note these in your reporting.
- No other local or regional projects in place.
- Bus Stop Locations [here](#) and [here](#).

## Elements to be considered later

- If is T01 preferred, we will subsequently decide on Hunter, Willeston or Harris Streets
- Detailed positioning of Bus Stops (within the block)
- Bus priority, including bus lane resolution

# Do Minimum

## Key Assumptions

- The Golden Mile project will be concluded, including the closure of Brandon Street.
- All bus route currently terminating at Brandon Street will be rerouted onto the Golden Mile, including routes 13, 26, 33, 34 and 37.
- Bus volumes in AM and PM peak in excess of 120 vph (TBC).
- Operational performance of buses will be impaired with high incidence of platooning in peak – queue lengths likely to be in excess of 6 bus lengths.
- Bus stops along the Golden Mile will accommodate all patronage from rerouted services.

# Assessment assumptions for T01 and T02

- All services currently terminating in Brandon Street will be rerouted in the new corridor, inclusive of routes 13, 26,33,34 and 37.
- For the purposes of assessment, the corridor is expected to accommodate the following bus volumes:
  - Northbound – 63 buses per peak hour
  - Southbound – 72 buses per peak hour
- The route will predominantly accommodate a mix of standard and double decker vehicles.
- Physical works and infrastructure will be avoided wherever possible.

# T01 – Featherston Street Corridor

## Key Assumptions:

- T01 uses Featherston to move south before using Hunter to join the Quays
- The northbound route is the same for both corridors.
- No dedicated bus lane in either direction
- Some bus priority measures (B phase and/or signal phase adjustments) may be required
- Bus Stop locations provided in separate plans.
- Bus stops will be inline
- Some locations do not require shelters (as indicated)

## Early Assessment

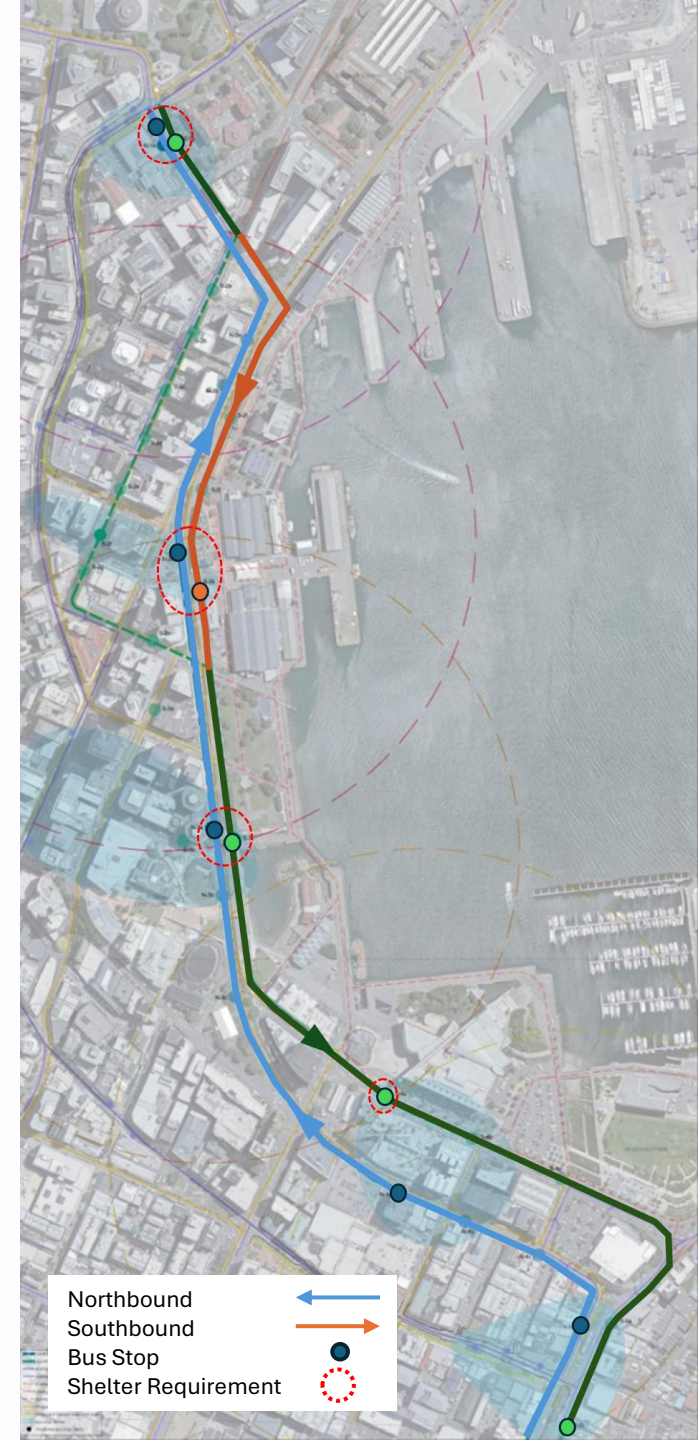
- Performance of Whitmore Street between Featherston and Stout Streets is being assessed in detail
- Performance of Hunter Street is being assessed in detail
- There are additional route sub-options under consideration for T01 which will be investigated if T01 is the preferred route option.



# T02 – The Quays Corridor

## Key Assumptions:

- T02 uses Whitmore and Jervois Quay to travel south
- The northbound route is the same for both corridors.
- No dedicated bus lane in either direction
- Some bus priority measures (B phase and/or signal phase adjustments) may be required
- Bus stops will be inline
- Some locations do not require shelters (as indicated)
- Bus Stop Locations provided in separate plans.
- Only one stop pair is different across the corridors



# Both Options – Bus Stop Locations

