

# WCC Transitional Cycleways Multi Criteria Analysis

Aro Valley

29 July 2022



# Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

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# Introduction

## Background

The Transitional Cycleways Programme, led by Wellington City Council (WCC), will take a new approach to community engagement and installation of cycleways to help increase the pace of change. By using lower-cost materials that can be adjusted once they are in place, WCC can install an interim bike network and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

This report sets out the options analysis process for the Aro Valley cycleway.

## Project area

The proposed Aro Valley cycleway extends 2.9km along Aro Street, Raroa Road and Raroa Crescent. There is currently no provision for cyclists along this route, so cyclists are required to share lanes with vehicles. This suppresses cycling demand that could be unlocked with a suitable facility.

For ease of assessment the route has been split into sections to reflect the differing road environments as shown in Figure 1.



Figure 1: Project scope

The section environments are described below:

1. Edge of city centre, wide corridor, three lanes of one-way traffic, plus parking
2. Village centre, narrow corridor, constrained by parking on both sides
3. Residential area, narrow and torturous corridor, steep uphill northbound climb with limited width available for on street parking
4. Residential area, narrow and winding corridor, limited width available for on street parking
5. Residential area, very narrow and winding corridor, southbound uphill climb with space for traffic lanes only
6. Off-road paths, quiet streets and property access lanes

The Aro Valley corridor has very limited width and any cycle facilities will occupy space that is currently used for parking. The removal of parking is always contentious, and stakeholders are often sceptical of any benefits. This transitional project will record the outcomes to quantify the benefits and compromises of such a facility for consideration in any permanent improvements, as well as providing improved cycling opportunities for people travelling along Aro Valley into the city.

# Multi criteria analysis process

## Criteria, considerations and weightings

The multi criteria analysis (MCA) was developed with WCC utilising the design objectives and considerations developed for the Brooklyn Hill project with a few minor modifications.

The project criteria were weighted based on relative importance, with the Criteria 1, the safety of cyclists, weighted the highest and Criteria 6, improved amenity being weighted the lowest. The individual considerations within each criterion were weighted in a similar fashion.

The objectives, considerations and their associated weightings are given in Table 1.

Table 1: Criteria, considerations, and weightings

Criteria	Weight	Consideration	Weight
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	40%	Improved safety for people cycling and using micro-mobility devices	20%
		Improved convenience for people cycling and using micro-mobility devices	20%
2. Improve safety, accessibility and convenience for people walking and using mobility devices	15%	Improved safety for people walking and using mobility devices	10%
		Improved convenience for people walking and using mobility devices	5%
3. Improve bus speed and reliability	15%	Improved travel time of public transport compared with private vehicles	15%
4. Retain high priority parking and mitigate parking impact	15%	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	7.5%
		Mitigate parking impact (ie, provide car share, etc)	7.5%
5. Enable benefits to be delivered quickly with minimal disruption	10%	Alignment with other planned works in the road corridor	5%
		Ability to deliver quickly / less disruption compared to a typical project	5%
6. Improve place amenity in the area	5%	Provides opportunities for improved urban amenity	5%

## Scoring

A seven-point scale was used for the scoring, -3 to +3. The project team identified how each consideration would be assessed and the specific application of each score through a combination of qualitative and quantitative assessment.

The score results showed relatively little difference between the options. This is because the long list assessment prior to the MCA considered a wider range of options and ruled out those that were not appropriate. The options progressed to the MCA phase proposed similar facilities for cyclists, hence the closeness of the scores.

# Options considered in long list assessment

The long list to short list analysis can be found in Appendix A. Options that were not considered appropriate for sections of this route and not progressed to the short list and MCA include:

- **Alternate routes:** The route described has been identified by the Wellington Cycle Network Plan which has been consulted on and approved in a separate process which considered alternate route options. Our assessment is not intended to repeat this. The one exception to this is an alternate route which has been considered for section 3.
- **Shared path where the existing footpath is not wide enough:** The route is intended to form a key part of the cycle network with high cyclist volumes. A narrow shared path would not be compliant with Austroads and Waka Kotahi guidance due to the lack of adequate space for both pedestrians and cyclists. The one exception to this is a short length of an alternate route which has been considered for section 3.
- **Shared zones:** These roads are arterial routes with high traffic volumes and are not compliant with Austroads and Waka Kotahi guidance for shared roads. This option would only be considered for Section 2 through the Aro Valley village centre or where no other feasible options exist
- **Change in road space through kerb realignment:** The transitional cycleways are intended to require minimum physical works and ability to amend or reinstate if required. Extensive kerb realignment or similar works will result in permanent changes not suitable for this programme.
- **Bi-directional facility:** A bi-directional separated cycle lane was considered but not included in the short list options because it was considered counterintuitive and potentially unsafe given the large speed differential between uphill and downhill cyclists. Downhill cyclists are typically able to cycle at the same speed as general downhill traffic.

During the long list to short list process the route from Aro Park to Buller Street was identified by WCC (Figure 2). This route (Section 6) is currently used by cyclists who may not be confident using Willis Street and Victoria Street and provides a more direct route particularly in the southbound direction. The Aro Park to Buller Street section is considered an opportunity for wayfinding and safety improvements to provide an alternative connection to the city.

Where a feasible option was identified, a do-nothing option was not considered as the purpose of the project is to provide improvements for people on bikes.

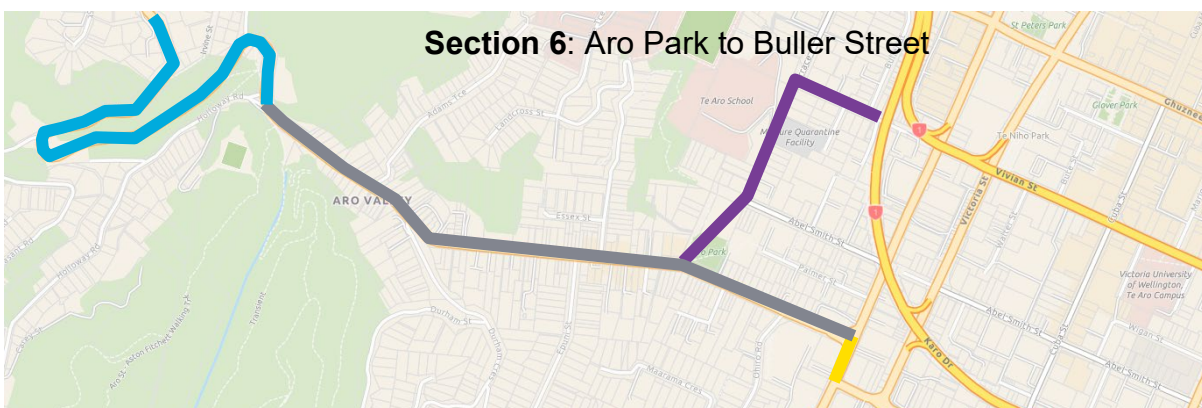


Figure 2: Section 6: Aro Park to Buller Street

# Multi criteria analysis outcomes

Summary for each section is provided in the following Sections. For detailed breakdown refer scoring tables attached in Appendix B.

## Section 1: Willis Street from Webb Street to Aro Street

The current situation for Willis Street between Webb Street and Aro Street is shown in Figure 3. Two options were assessed in the MCA for Section 1, and a summary of results is provided in Table 2. The options considered are:

- Option 1B: Shared path on east side for southbound bikes (Figure 4)
- Option 1C: Contraflow cycle lane on the east side for southbound bikes (Figure 5)

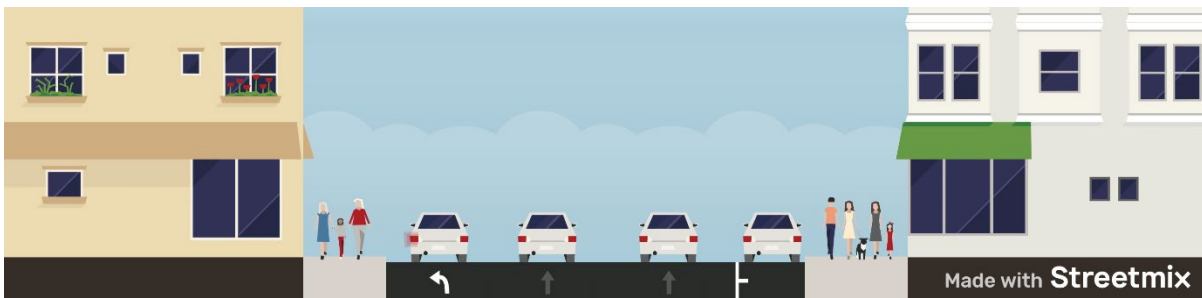


Figure 3: Section 1 - existing cross section

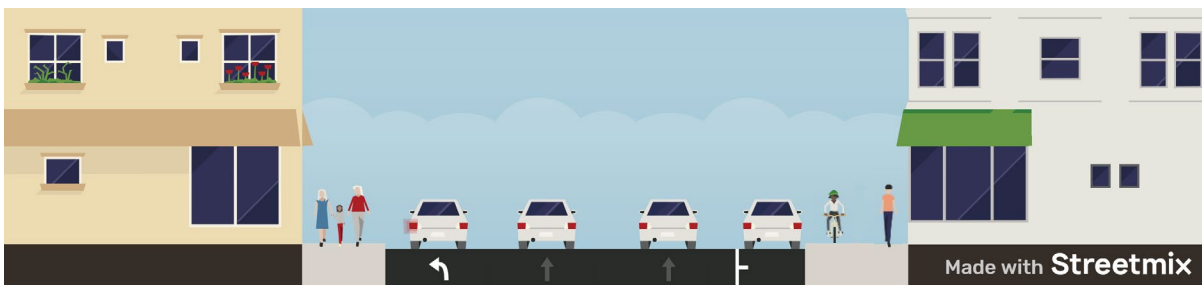


Figure 4: Option 1B - shared path cross section

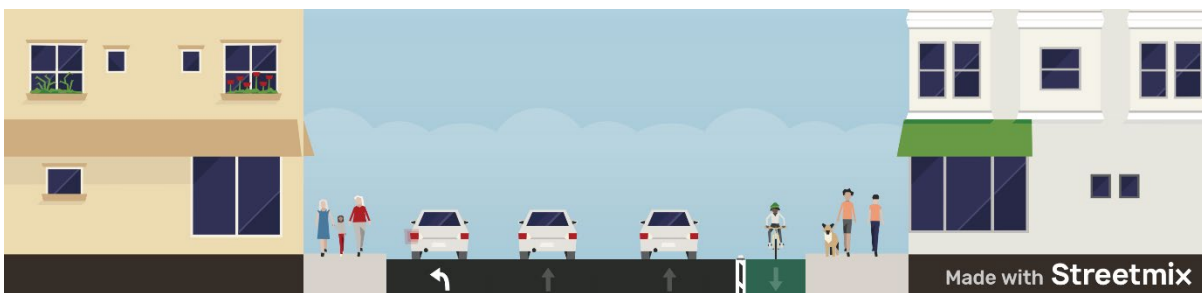


Figure 5: Option 1C - contraflow cycle lane cross section

Table 2: Multi criteria analysis summary for Section 1

	Option 1B	Option 1C
<b>Description</b>	Shared path for pedestrians and cyclists utilising the existing ~3m footpath on the eastern side of the road.	Contraflow cycle lane on eastern side for cyclists, removal / relocation of existing parking on that side (two commuter parks, taxi rank, and one P5/ loading zone)
<b>Weighted Score</b>	0.25	0.45
<b>Rank</b>	2	1



Option 1C received the best score during the MCA and was identified as the preferred option. However, since completing the MCA this section of road has been picked up as part of Let's Get Welly Moving and will not be progressed further as part of the WCC Transitional Cycleway project.

## Section 2: Aro Street from Willis Street to Holloway Road

The current situation for Aro Street between Willis Street and Holloway Road is shown in Figure 6.

Three options were assessed in the MCA for Section 2. A summary of results is provided in Table 3. The options considered are:

- Option 2B: uni-directional cycle lanes on both sides (Figure 7)
- Option 2C: uphill cycle lane only (Figure 8)
- Option 2D: Extend the 30km/h zone (retain existing cross section as per Figure 6)



Figure 6: Section 2 - existing cross section and Option 2D

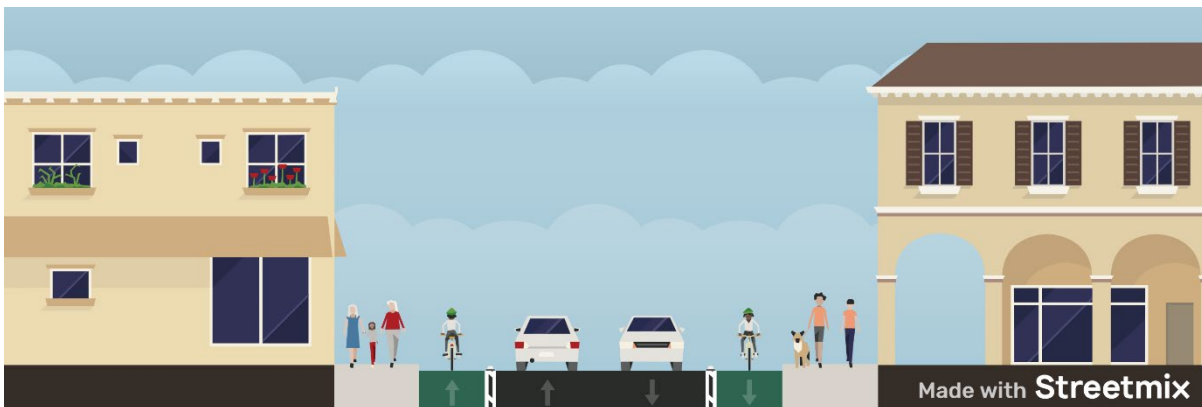


Figure 7: Option 2B - cycle lanes on both sides cross section



Figure 8: Option 2C - uphill cycle lane cross section

Table 3: Multi criteria analysis summary for Section 2

	Option 2B	Option 2C	Option 2D
<b>Description</b>	Cycle lanes on both sides of the road. All parking would need removed, interactions with bus stops to be designed	Cycle lane for uphill direction. Parking on that side removed, interactions with bus stop to be designed.	Extend the 30km/h zone to cover whole section. No changes to parking.
<b>Weighted Score</b>	0.78	0.65	0.60
<b>Rank</b>	1	2	3

Option 2B received the best score during the MCA and was identified as the preferred option to proceed to concept design. However, following discussions with business owners, WCC agreed to not remove any car parks outside of businesses unless the business owner agreed. This means that the uni-directional cycle lanes will likely stop/ start at the village centre thresholds due to space constraints.

### Section 3: Raroa Road from Holloway Road to Plunket Street

The current situation for Raroa Road between Holloway Road and Mount Plunket Street is shown in Figure 7. While there are no marked car parks in this area, residents do park on the roadside when there is sufficient space.

Two options were assessed in the MCA for Section 3. A summary of results is provided in Table 4. The options considered are:

- Option 3C: Uphill cycle lane (Figure 8)
- Option 3F: Norway Street alternative (Figure 9)

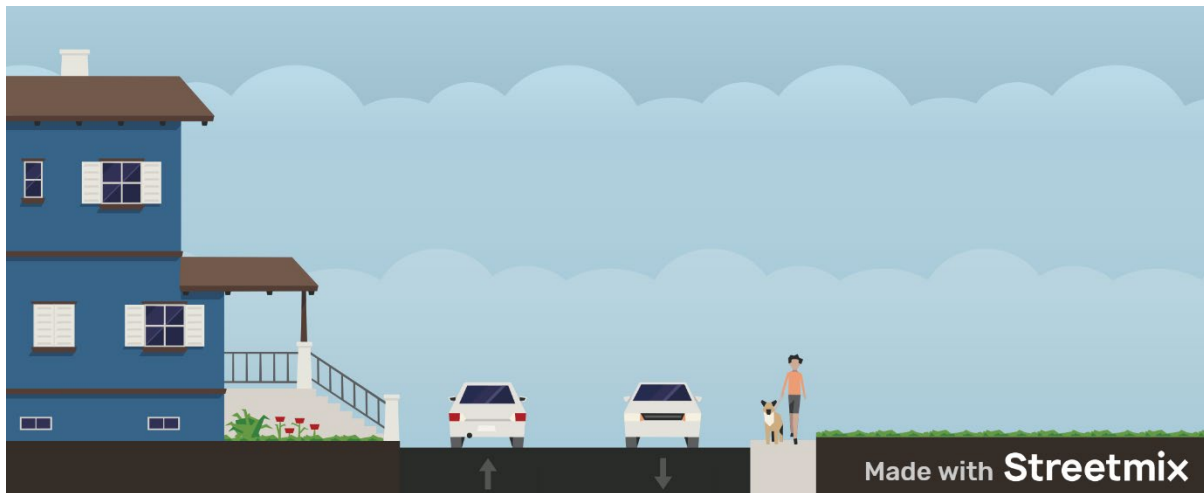


Figure 9: Section 3 – existing cross section



Figure 10: Option 3C – uphill cycle lane cross section

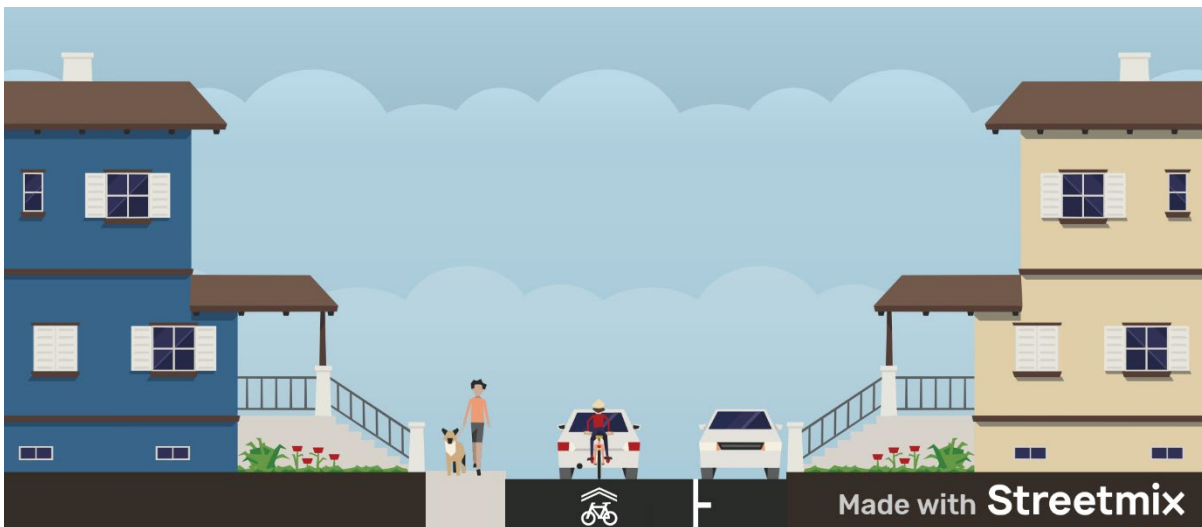


Figure 11: Option 3F – Norway Street cross section (note Norway Street is currently two-way and would remain so under this option)

Table 4: Multi criteria analysis summary for Section 3

	Option 3C	Option 3F
<b>Description</b>	Raroa Road, uphill cycle lane, parking reduced	Narrow, local access road with section of tight, steep switch backs shared with pedestrians at the top
<b>Weighted Score</b>	0.10	-0.60
<b>Rank</b>	1	2

Option 3C received the best score during the MCA and was identified as the preferred option to proceed to concept design.

## Section 4: Raroa Road from Plunket Street to Moana Road

The current situation for Raroa Road between Mount Plunket Street and Moana Road is shown in Figure 10. Two options were assessed in the MCA for Section 4. A summary of results is provided in Table 5. The options considered are:

- Option 4B: Cycle lane one-direction (Figure 11)
- Option 4E: Cycle lanes in both directions (Figure 12)



Figure 12: Section 4 – existing cross section



Figure 13: Option 4B – cycle lane in one direction

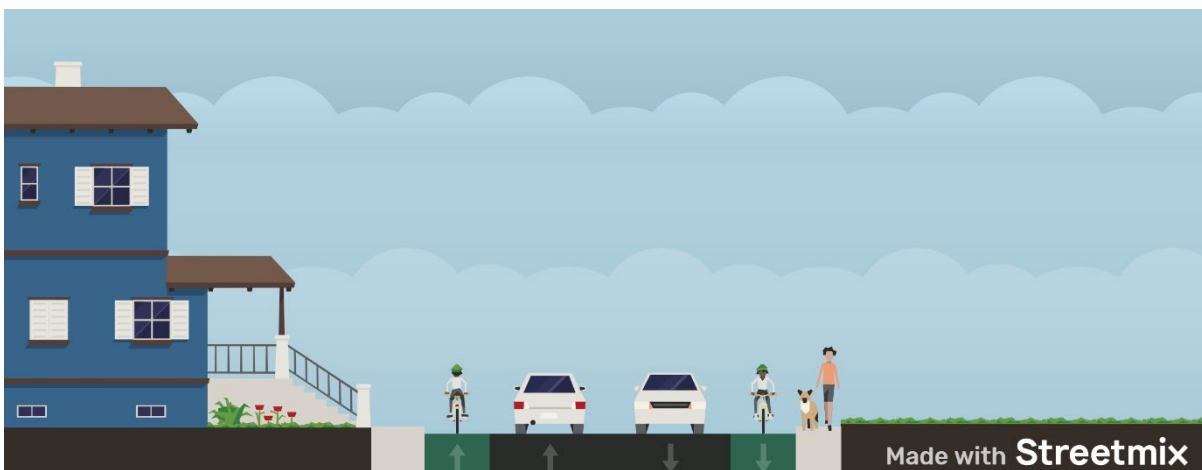


Figure 14: Option 4E – cycle lanes in both directions

Table 5: Multi criteria analysis summary for Section 4

	Option 4B	Option 4E
<b>Description</b>	Painted cycle lane in one direction	Painted cycle lanes in both directions, this will entail the removal of all parking
<b>Weighted Score</b>	0.08	0.00
<b>Rank</b>	1	2

Option 4B received the best score during the MCA and was identified as the preferred option to proceed to concept design.

## Section 5: Raroa Crescent from Moana Road to Chaytor Street

An MCA was not completed for Section 5, as only one option made it through the long list to short list process: Option 5B minor safety improvements. The other options were discounted due to the insufficient width of the existing corridor. For further information please see Appendix A.

## Section 6: Aro Park to Buller Street

An MCA was not completed for this route, as only one option was proposed that made it through the long list to short list process: wayfinding and minor safety improvements.

## Summary of outcomes

Table 6 provides a summary of the preferred options from the MCA.

Table 6: Summary of multi criteria analysis outcomes

Section	Preferred option
Section 1: Willis Street from Webb Street to Aro Street	Options 1C: contraflow cycle lane. This section coincides with Lets Get Welly Moving, so will not be progressed further as part of this project.
Section 2: Aro Street from Willis Street to Holloway Road	Option 2B: uni-directional cycle lanes WCC has agreed not to remove parking outside of businesses unless the owner agrees, so the cycle lanes will likely stop/ start at the village centre thresholds.
Section 3: Raroa Road from Holloway Road to Mount Plunket Street	Option 3C: uphill cycle lane
Section 4: Raroa Road from Mount Plunket Street to Moana Road	Option 4B: cycle lane in the one direction
Section 5: Raroa Crescent from Moana Road to Chaytor Street	Minor safety improvements
Section 6: Aro Park to Buller Street	Wayfinding and minor safety improvements

# **Appendix A – Long list to short list**

<b>Section</b>	<b>Long list option</b>	<b>Progressed to short list and MCA?</b>
Section 1: Willis Street from Webb Street to Aro Street	1A: Do nothing	Not an option, not progressed
	1B: Shared path on east side for southbound bikes	Yes
	1C: Contraflow bike lane on east side for southbound bikes	Yes
Section 2: Aro Street from Willis Street to Holloway Road	2A: Do nothing	Not an option, not progressed
	2B: Cycle lanes on both sides of road	Yes
	2C: Uphill cycle lane	Yes
	2D: Extend the 30km/h zone	Yes
Section3: Raroa Road from Holloway Road to Mount Plunket Street	3A: Do nothing	Not an option, not progressed
	3B: Shared path for uphill bikes	Does not meet minimum standard, path not continuous, not progressed
	3C: Uphill cycle lane	Yes
	3D Cycle lanes on both sides of road	Insufficient width available, not progressed
	3E: Uphill cycle passing bays / non-continuous uphill cycle lane	No – subset of 3C
	3F: Norway Street	Yes
Section 4: Raroa Road from Mount Plunket Street to Moana Road	4A: Do nothing	Not an option, not progressed
	4B: Cycle lane one-direction only	Yes
	4C: Speed management	Not consistent with the rest of the route, environment not conducive to speed management, not progressed
	4D: Cycle passing bays / non-continuous cycle lane	No – subset of 4B
	4E: Cycle lane both-directions	Yes
Section 5: Raroa Crescent from Moana Road to Chaytor Street	5A: Do nothing	Not an option, not progressed
	5B: Minor safety improvements	Yes
	5C: Cycle lane in one direction	Insufficient width available, not progressed
	5D: Speed management	Environment not conducive to speed management, not progressed
	5E: Uphill cycle passing bays / non-continuous uphill cycle lane	Insufficient width available, not progressed
Section 6: Aro Park to Buller Street	6A: Do nothing	Not progressed
	6B: Wayfinding and minor safety improvements	Yes

# Appendix B – Multi criteria analysis tables

- Multi criteria analysis criteria and scoring application
- Scoring scale
- Section 1: Willis Street from Webb Street to Aro Street MCA ranking
- Section 2: Aro Street from Willis Street to Holloway Road MCA ranking
- Section 3: Raroa Road from Holloway Road to Plunket Street MCA ranking
- Section 4: Raroa Road from Plunket Street to Moana Road MCA ranking



**MCA criteria and scoring application**

Criteria	Consideration	Facilities Measure	Comment	Example of scoring application						
				-3	-2	-1	0	1	2	3
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved <b>safety</b> for people cycling and using micro-mobility devices	Austroroads Safe Systems Assessment cycling product		Reduction in SSA of 21 or more	Reduction in SSA of 11-20	Reduction in SSA of 4-10	No change	Improvement in SSA of 4-10	Improvement in SSA of 11-20	Improvement in SSA of 21 or more
	Improved <b>convenience</b> for people cycling and using micro-mobility devices	Austroroads LOS Framework for cyclists and extent of protcted facility and how well the type of facility aligns to any existing and planned adjacent cycle infrastructure (including access to facilities)		Less efficient route, more difficult to pass slow cyclists, significantly slower and less comfortable.			No change			Easier, faster, more enjoyable.
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved <b>safety</b> for people walking and using mobility devices	Austroroads Safe Systems Assessment pedestrian product		Reduction in SSA of 21 or more	Reduction in SSA of 11-20	Reduction in SSA of 4-10	No change	Improvement in SSA of 4-10	Improvement in SSA of 11-20	Improvement in SSA of 21 or more
	Improved <b>convenience</b> for people walking and using mobility devices	Assessment of available pedestrian space		Removal of existing pedestrian path, removal of pedestrian crossing facility		Bus stop bypasses impact footpath width at some locations	No change			Wider footpaths, increased pedestrian crossing priority and reduced delays at crossings
3. Improve bus speed and reliability	Improved travel time of PT compared with private vehicles	Traffic capacity relative to public transport. Improvements such as bus jumps at intersections, bus stop rationalisation, bus stop layout improvements, as well as changes that reduce traffic lanes and increase general traffic time. Where a cycle lane crosses through the bus stop this would likely reduce travel time as bus passengers take longer to alight and disembark.		Traffic capacity increased relative to PT			No change or equal reduction in travel time		Bus priority at intersections, reduced traffic capacity	Bus stop rationalisation, bus priority at intersections, reduced traffic capacity
4. Retain high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	Alignment with WCC Parking policy primary and secondary success measures. Increase or decrease in loading provisions for businesses	Need to assess impact of different type of parking using hierachy from policy. Eg. Removing mobility parking worse than commuter parking	Significant loss of high priority parking.		Loss of low-priority parking only	No change	Not used	Not used	Not used
	Mitigate parking impact (ie, provide car share, etc)	Provide alternatives.	Consider car park sharing, as well as car sharing parks, etc.	Not used	Not used	Not used	No change	Some loss of parking and ability to convert <10 parks from low-priority to high-	Some loss of parking and ability to convert >10 parks from low-priority to high-	No loss of parking and ability to convert low-priority to high-priority parking
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	Considering current and upcoming planned works recorded in open Corridor Access Requests (CARs), within the Wellington Forward Works Viewer and references by the project team.		Cycle priority will have to be removed to allow implementation of other planned works along the corridor with no ability to retain continuous cycle provision during construction			No known works along route			Changes will make it easier to implement other planned works along the corridor whilst maintaining good LOS for sustainable modes
	Ability to deliver quickly / less disruption compared to a typical project	Scale of works required, any consenting or external approval requirements, lead times for key components or contracting staff		Lengthy project duration / high level of disruption for a road-space reallocation project.			Typical project duration / disruption for a road-space reallocation project			Short project duration / minimal disruption for a road-space reallocation project
6. Improve the place amenity in the area	Improved urban amenity	Available space for place function enhancements such as street trees, seating, parklets, cycle parking (avoid hostile architecture) Separation of transportation modes (e.g. footpath, cycle lane, vehicle lane) Increase of biodiversity and habitat improvements for overall climate action response	Needs to be strategically assessed across entire CBD area and demographic development. "Place function enhancements" will differ from sub-urb to sub-urb, and the required space needing changes based on that	Reduction of available pedestrian space and footpaths, no use of surplus car-parks, increase of private vehicle use by increasing enabling structures (e.g. more car parks) and de-creasing public open spaces, increase of carbon footprint by not challenging "status quo", missed opportunities of community engagement and therefore loss of spatial quality	Identifying spatial opportunities (e.g. sur-plus car parks) but not following up on actions,	Identifying spatial opportunities (e.g. sur-plus car parks) but poorly executed spatial arrangement (e.g. min space requirement and accessibility standards) based on national and local govt regulations	No change	Find suitable spaces and improve their function/use and overall access, assess all existing functions, start creating an urban spatial network (e.g. key areas - what is missing, what is required for that space based on demographic and private/public use)	Link spatial elements, have a suite developed that identifies opportunities, Use of GNP (green network plan) and other strategic plans/policies (e.g. WSD, Wellington Design Manual)	Clear functional hierarchy of transportation modes (e.g. footpath, cycle lane, vehicle lane) and their intended use, widen footpaths/pedestrian areas to increase public open space, connect/link public spaces to create POI's, identify and use sur-plus vehicle areas to increase amenity spaces, provide exterior furniture elements for space enhancement, increase use of green elements (e.g. trees) with suitable foliage (provide shadow and cooling in summer, keep warmth during winter), assign clear functions to spaces, locate space enhancements in close proximity to public amenities (e.g. toilets, bus-stops), look at principles of the 15min city, look at principles of "livability"

Blue text Changed 19/7/22 as requested by WCC

Purple text Changed 31/5/22 as requested by WCC

Notes: Consideration should be given to fatal flaws, such as removing bus lanes, or causing significant safety issues.

### Scoring scale

Score	Benefits/disbenefits
3	Significantly achieves
2	Moderately achieves
0	Neutral
-1	Slightly reduces
-2	Moderately reduces
-3	Significantly reduces

### Design Objectives

Objectives	Consideration	Weight	Weight
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved safety for people cycling and using micro-mobility devices	20%	40%
	Improved convenience for people cycling and using micro-mobility devices	20%	
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved safety for people walking and using mobility devices	10.0%	15.0%
	Improved convenience for people walking and using mobility devices	5.0%	
3. Improve travel time of public transport	Improved travel time of PT compared with private vehicles	15%	15%
4. Provide high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	7.5%	15.0%
	Mitigate parking impact (ie, provide car share, etc)	7.5%	
5. Enable benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	5%	10%
	Ability to deliver quickly / less disruption compared to a typical project	5%	
6. Improve the place amenity in the area	Improved urban amenity	5.0%	5%
<b>Total weights</b>		<b>100%</b>	<b>100%</b>

### Section 1: Willis Street from Webb Street to Aro Street

Criteria	Consideration	Option Title		Comments
		Option 1B: shared path on east side for southbound bikes	Option 1C: contraflow cycle lane on east side for southbound bikes	
				Assume no signal crossing provided - cyclists dismount to cross road
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved safety for people cycling and using micro-mobility devices	2	2	Improvement in SSA for people on bikes for both options
	Improved convenience for people cycling and using micro-mobility devices	0	1	Rounded score from Bike LOS tab
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved safety for people walking and using mobility devices	-2	0	Reduction in SSA for pedestrians due to shared path
	Improved convenience for people walking and using mobility devices	-1	-1	Reduction in pedestrian space at crossing points with both options,
3. Improve bus speed and reliability	Improved travel time of PT compared with private vehicles	0	0	No change for either option
4. Retain high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	0	-2	1B: no parking removed - no change 1C: 2 commuter parks, taxi rank, P5/ loading zone removed
	Mitigate parking impact (ie, provide car share, etc)	0	0	1B: no parking removed - no change 1C: limited ability to relocate high-priority parking to nearby location
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	0	-1	Uncertainty around future layout of this section of corridor (part of south-west City SSSBC for LGWM)
	Ability to deliver quickly / less disruption compared to a typical project	2	2	Assume both options require some signal changes to cross Webb Street intersection
6. Improve the place amenity in the area	Improved urban amenity	0	0	No differentiators between options
<b>Score</b>		<b>0.25</b>	<b>0.45</b>	
<b>RANK</b>		<b>2</b>	<b>1</b>	

## Section 2: Aro Street from Willis Street to Holloway Road

Criteria	Consideration	Option Title			Comments
		Option 2B: uni-directional cycle lanes on both sides	Option 2C: uphill cycle lane only	Option 2D: extend 30km/h zone	
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved safety for people cycling and using micro-mobility devices	2	1	0	Improvement in SSA for people on bikes in Option 2B (low crash likelihood in do-min so difficult to differentiate options). <b>Score for 2C manually increased (outside SSA process) to account for safety benefit in uphill direction</b>
	Improved convenience for people cycling and using micro-mobility devices	2	1	0	Rounded score from Bike LOS tab
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved safety for people walking and using mobility devices	2	2	2	Improvement for people walking assuming WCC safety improvements delivered as part of project
	Improved convenience for people walking and using mobility devices	0	0	0	No change for all options
3. Improve bus speed and reliability	Improved travel time of PT compared with private vehicles	0	0	0	No change for all options, 2B / 2C may improve travel speeds for all vehicles due to removal of parking side friction (but no benefit for buses over general traffic)
4. Retain high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	-3	-2	-1	2B: all parking on both sides needs removed (including loss of high-priority short stay parking in a suburban centre) 2C: all parking on one side removed (including loss of high-priority short stay parking in a suburban centre) 2D: minor loss of parking to provide safety improvements
	Mitigate parking impact (ie, provide car share, etc)	0	2	3	2B: no parking mitigations able to be provided 2C: ability to reallocate low-priority parking (residents / commuters in a suburban centre) on downhill side to high-priority parking (short-stay, car share etc) 2C: ability to reallocate low-priority parking (residents / commuters in a suburban centre) to high-priority parking (short-stay, car share etc)
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	-2	-1	2	Opportunity to implement WCC safety improvements as part of project, all safety improvements possible under Option 2D, Option 2B (and 2C to a lesser extent) restrict ability to provide improvements (build-outs and thresholds)
	Ability to deliver quickly / less disruption compared to a typical project	1	1	1	All options expected to include some civil works (buildout removals in 2B and 2C and construction of new buildouts for 2D)
6. Improve the place amenity in the area	Improved urban amenity	1	1	2	WCC have advised opportunities are being investigated with Mana Whenua and an opportunity for a parklet is being investigated (which would only be possible in Option 2D)
<b>SCORE</b>		<b>0.78</b>	<b>0.65</b>	<b>0.60</b>	
<b>RANK</b>		<b>1</b>	<b>2</b>	<b>3</b>	

### Section 3: Raroa Road from Holloway Road to Plunket Street

Criteria	Consideration	Option Title		Comments
		Option 3C: Uphill cycle lane	Option 3F: Norway Street alternative	
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved safety for people cycling and using micro-mobility devices	0	0	No change in SSA
	Improved convenience for people cycling and using micro-mobility devices	0	-2	Rounded score from Bike LOS tab
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved safety for people walking and using mobility devices	0	-1	Reduction in SSA for pedestrians due to shared path
	Improved convenience for people walking and using mobility devices	0	-2	3E - no change, 3F - narrow steep path shared with bikes
3. Improve bus speed and reliability	Improved travel time of PT compared with private vehicles	0	0	No change for either option, 3E may improve travel speeds for all vehicles due to removal of parking from one side (but no benefit for buses over general traffic)
4. Retain high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	-1	0	<b>3E: low priority parking (residents / commuters on a key transport route) will need to be removed along one side for entire length</b> <b>3F: no change to parking</b>
	Mitigate parking impact (ie, provide car share, etc)	1	0	<b>3E: potential to convert parking spaces on downhill side to high-priority parking types for a key transport route (car-share, resident parking?)</b> <b>3F: no change to parking - no mitigation required</b>
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	0	0	Not aware of any planned works
	Ability to deliver quickly / less disruption compared to a typical project	2	0	3E - Minor works only, long length of section, 3F - assume some civil works required to ease switchbacks (poor access for construction and potential closure of path during construction)
6. Improve the place amenity in the area	Improved urban amenity	0	0	No differentiators between options
<b>SCORE</b>		<b>0.10</b>	<b>-0.60</b>	
<b>RANK</b>		<b>1</b>	<b>2</b>	

## Section 4: Raroa Road from Plunket Street to Moana Road

Criteria	Consideration	Option Title		Comments
		Option 4B: cycle lane one-direction only (painted only)	Option 4E: cycle lane both-direction only (painted only)	
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved safety for people cycling and using micro-mobility devices	0	0	No change in SSA
	Improved convenience for people cycling and using micro-mobility devices	0	0	Rounded score from Bike LOS tab
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved safety for people walking and using mobility devices	0	0	No change in SSA
	Improved convenience for people walking and using mobility devices	0	0	No change, would be negative if footpaths shared with bikes at Plunket Street roundabout
3. Improve bus speed and reliability	Improved travel time of PT compared with private vehicles	0	0	No change for either option
4. Retain high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)	-2	-2	4B: low priority parking (residents / commuters on a key transport route) will lane will need to be removed along both sides for majority of length 4E: low priority parking (residents / commuters on a key transport route) will lane will need to be removed along both sides for entire length
	Mitigate parking impact (ie, provide car share, etc)	1	0	4B: potential to convert remaining parking spaces to high-priority parking types for a key transport route (car-share, resident parking?) 4E: no parking mitigations able to be provided
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	0	0	Not aware of any planned works
	Ability to deliver quickly / less disruption compared to a typical project	3	3	Minor works only
6. Improve the place amenity in the area	Improved urban amenity	0	0	No differentiators between options
<b>SCORE</b>		<b>0.08</b>	<b>0.00</b>	
<b>RANK</b>		<b>1</b>	<b>2</b>	

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

<https://wellington.govt.nz/parking-roads-and-transport/transport/cycling>