Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

WCC Transitional Cycleways Multi Criteria Analysis

Botanic Gardens to City & Newtown to City

25 November 2021

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Version	Date	Author	Approver
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Contents

WCC Transitional Cycleways Multi Criteria Analysis

The WCC Transitional Cycleways proposes interim transitional cycleways to quickly roll out the WCC Cycleway network over months rather than years. These transitional cycleways will be formed with minimal physical works and temporary materials in an interim fashion.

Two projects are proposed as the initial tranche of work:

- Newtown to City, extending for 2.3km along Riddiford St, Adelaide Rd, Cambridge Terrace), and
- Botanic Gardens to City, extending for 1.3km along Tinakori Road, Bowen Street, Whitmore Street.

The two projects are shown below in Figure 1

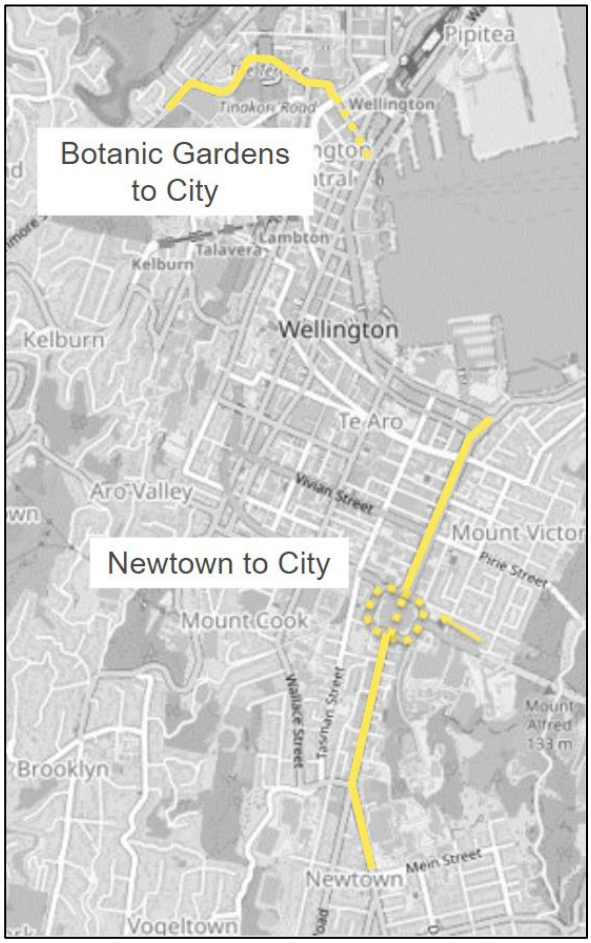

Figure 1 Project extents

Newtown to City

The Newtown to City Transitional Cycleway extends along Riddiford Street, Adelaide Road and Cambridge Terrace between Newtown (Mein Street) and the waterfront at Waitangi Park.

There is no current provision for cyclists between Newtown and the city; cyclists are currently required to share traffic lanes with vehicles. This suppresses cycling demand that could start to be unlocked with a suitable facility.

LGWM works on this corridor have not yet been confirmed and are not scheduled to occur for several years (maybe up to 10). WCC has an opportunity to implement some interim measures until these future works are completed.

This road corridor has limited width and a cycle facility would occupy space currently used for other modes of transport. For past projects this has meant that affected stakeholders are concerned of the impact of the changes and sceptical of the benefits. This interim project will record the outcomes to quantify the benefits and compromises of such a facility for consideration in the LGWM design, as well as providing improved cycling opportunities for people travelling between Newtown and the city.

The project scope includes:

- Connections to Mt Victoria Tunnel (path), Hospital, Memorial Park & Courtney Place
- Monitoring before and during implementation
- Evaluation
- Signalised intersection upgrades
- Robust communications
- Integration with LGWM intersection changes along SH1
- The extent of the project is provided in the attachment.
- Interim pedestrian facility upgrades
- Interim bus facility improvements
- Considering where the cycle facility is within the road cross-section
- Liaison with Newtown Festival
- Coordinate with other works on this corridor (e.g. scheduled maintenance)
- Consider Newtown E-petition and bus priority in design

Newtown to City has been divided into two sub-projects ‘south’ and ‘north’ of the Basin respectively to reflect the significant difference in road layout and design between Adelaide Road and Cambridge Terrace.

Botanic Gardens to City

The Botanic Gardens to City Transitional Cycleway extends along Tinakori Road, Bowen Street and Whitmore Street between Thorndon at the Botanic Gardens and the waterfront at Customhouse Quay.

The corridor from the Botanical Gardens to the Waterfront has been identified as a key route in the cycle network, with great opportunity for low cost interim solutions.

LGWM is expected to implement works along this corridor in 2023-mid 2024, and WCC has an opportunity to implement some interim measures until these future works are completed.

City Centre Pedestrian Improvements which include 1 intersection improvements on Bowen St (installation March 2022) and 2 intersection improvements for Whitmore Street (planned for installation before end of December 2021) providing an opportunity to optimise any further improvements for this interim cycleway i.e. changes to signals. This interim project also provides the opportunity to test proposed bus improvements from City Streets ahead of the final design.

The project scope includes:

- The flexibility to adjust the interim solution throughout the lifespan.
- This project is planned to be delivered through the Innovating Streets approach
- Installation of a low cost cycleway from the Botanical Gardens through to the Waterfront via Bowen Street and Whitmore Street.
- Interim parking management scheme of the site (including immediate side streets) along Bowen Street and Whitmore Street.

- The extent of the project is provided in the attachment.
- Interim pedestrian facility upgrades
- Interim bus facility improvements
- Integration with the CCPI intersection improvements.
- Coordinate with other works on this corridor (e.g. scheduled maintenance)
- Consider bus priority in design

Multi Criteria Analysis (MCA) Process

Summary provided below. For detailed breakdown refer Appendix A

Criteria and considerations

The MCA has utilised the project criteria and considerations developed by Lets Get Welly Moving (LGWM) to ensure consistency across the two programmes.

For Newtown to City South the MCA also considered the community objectives identified through consultation for the Newtown Connections project also operating in parallel.

Scoring

The project team identified how each consideration would be assessed 'Facilities Measure' and the specific application of each score through a combination of qualitative and quantitative assessment.

Several considerations were duplication of other considerations. These were not used to avoid double counting of benefits and dis-benefits.

The score results showed relatively little difference between the options. Reasons for this include:

- A long list assessment prior to the MCA considered a wider range of cycle facilities and ruled out those that were not appropriate. This meant that the four options assessed for the MCA proposed similar protected facilities for cyclists.
- The LGWM criteria and considerations assess the project impact on all road users, however this project is primarily aimed at providing a cycle facility which limited the range options proposed. All four options scored the similar for many of the considerations.

Scoring scale

The project criteria were given equal weighting. The weighting for each consideration varies depending of the number of considerations in each criteria.

An additional 5% is added for the Newtown to City (South) route to include the Newtown Connections considerations. As this is applied equally across the options assessed no value was seen in re-balancing to 100%

Adjusting the weightings was considered to increase the score range and highlight the difference between options. This did not change the ranking or MCA outcome and was not considered necessary.

Alternatives considered in long list assessment

The projects considered one and two way separated cycleway and shared bus/cycle lanes for width constrained locations as options along each route.

Other alternatives not considered appropriate for these routes and not assessed include;

- Alternate routes. These routes are identified in the Wellington Cycle Network Plan which has been consulted and approved in a separate process which considered alternate route options. Our assessment is not intended to repeat this.
- Sealed shoulders
- Shared path. These routes are intended to form key parts of the cycle network with high cyclists volumes, not compliant with Austroads and Waka Kotahi guidance for shared paths.
- Shared zones. These roads are arterial routes with high traffic volumes, not compliant with Austroads and Waka Kotahi guidance for shared roads
- 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.

MCA Outcomes

Summary for each route provided below. For detailed breakdown refer scoring tables attached in Appendix A

Botanic Gardens to City

Four options were assessed in the MCA:

- Option 1A – 1 way separated cycleways
- Option 1B – Uphill separated cycleway, downhill shared bus lane
- Option 2A – Bi-directional – removal of parking
- Option 2B – Bi-directional – retain some parking

Table 1 Botanic Gardens to City MCA scores

	Option 1A	Option 1B	Option 2A	Option 2B
Key differentiating factors	Cyclists are protected and in a familiar space for other road users improving safety, also contributes to higher LOS and uptake Less changes to the road corridor making it quicker and cheaper to deliver	Less space for urban amenity Downhill bus lane improves public transport reliability Lower LOS for cyclists as protected facility only one direction Less changes to the road corridor making it quicker and cheaper to deliver	More space for urban amenity	Low priority parking provided but compromises other spaces. Low priority parking not considered in MCA
Weighted Score	0.82	0.60	0.63	0.57
Rank	1	3	2	4

Option 1A received the highest score during the MCA and was identified as the preferred option to proceed to concept design. A few areas had constrained width not suitable for Option 1A, which were agreed could have a compromised solution of 1B to enable the cycle facility to proceed

Newtown to City (North)

Four options were assessed in the MCA:

- Option 1A – Median kerbside cycle lanes with peak hour bus lanes
- Option 1B – Median kerbside cycle lanes with full-time bus lanes
- Option 2A – Bi-directional cycle path on Cambridge (median side) with peak hour bus lanes
- Option 2B – Bi-directional cycle path on Cambridge (median side) with full-time bus lanes

Table 2 Newtown to City (North) MCA scores

	Option 1A	Option 1B	Option 2A	Option 2B
Key differentiating factors	Some parking demand not accommodated in remaining spaces Higher general traffic capacity reducing relative bus travel time improvement	High level of parking removal impacting high priority parking Full time bus lanes improve reliability Higher general traffic capacity reducing relative bus travel time improvement	More space for urban amenity Two-way facilities create connectivity issues when sequenced taking longer to deliver	More space for urban amenity High level of parking removal impacting high priority parking Full time bus lanes improve reliability Two-way facilities create connectivity issues when sequenced taking longer to deliver
Weighted Score	0.75	0.88	1.00	1.00
Rank	4	3	1	2

Options 2A and 2B received the highest scores during the MCA. Further review by the project team identified the preferred option as a combination with a full-time bus lane on Kent Terrace and a peak hour bus lane on Cambridge Terrace. This combined option has proceeded to concept design

Newtown to City (South)

Four options were assessed in the MCA for Adelaide Road as the most constrained part of the corridor:

- Option 1A – full time shared cycle/ bus lanes
- Option 1B – Kerbside protected cycle lanes + full time bus lanes
- Option 2A – bi-directional cycleway, east side of road full time bus lane - one direction only
- Option 2B – narrow bi-directional cycleway, east side of road full time bus lanes

Table 3 Newtown to City (South) MCA scores

	Option 1A	Option 1B	Option 2A	Option 2B
Key differentiating factors	Less space for urban amenity Cyclists required to share road space reducing safety, also contributes to lower LOS and uptake Less changes to the road corridor making it quicker and cheaper to deliver	Cyclists are protected and in a familiar space for other road users improving safety Bus stop bypasses occupy existing pedestrian footpath space reducing safety	More space for urban amenity Bus priority removed in one direction reducing reliability and offsetting other travel time improvements Two-way facilities create connectivity issues when sequenced taking longer to deliver	Bus stop bypasses occupy existing pedestrian footpath space reducing safety Two-way facilities create connectivity issues when sequenced taking longer to deliver
Weighted Score	0.60	1.03	0.65	0.93
Rank	4	1	3	2

Options 1B received the highest score during the MCA and was identified as the preferred option to proceed to concept design.

Options 1C and 1D apply for Riddiford Street and were considered to have the same score as 1A & 1B noting a minor safety issue for cars turning right into/ out of driveways for options 1C & 1D which do not have a wide median. These will be further considered during concept design

Appendix A – MCA tables

- MCA criteria and scoring application
- Scoring scale
- Botanic Gardens to City MCA ranking
- Newtown to City (North) MCA ranking
- Newtown to City (South) MCA ranking

MCA criteria and scoring application

Criteria	Consideration	Facilities Measure	Comment	Example of scoring application						
				-3	-2	-1	0	1	2	3
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	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 sur-plus 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 intented 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"
	Improved pedestrian level of service	Assessment of available pedestrian space		Removal of existing pedestrian path, removal of pedestrian crossing facility, shared bike and pedestrian paths		Bus stop bypasses impact footpath width at some locations	No change			Wider footpaths, increased pedestrian crossing priority and reduced delays at crossings
	Provides high priority parking and loading to improve accessibility	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			Removal of existing priority parking provisions	Removal of existing priority parking provisions	Existing provision relocated or change of use to better serve the needs they are in place for	Increases quantity of provision where there is a need. currently underserviced	
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	Inclusion of reliability opportunities identified in the bus priority action plan. Bus stop design and provision of bus lanes. In-lane stops that mean the bus is not so affected by congestion through queuing or trying to re-enter traffic		Recessed stops at all locations + existing full time PT priority removed. Project works prevent future implementation of reliability improvements in the bus priority action plan included	Recessed stops at all locations + existing part time PT priority removed. Project works make future implementation of reliability improvements in the bus priority action plan more difficult	Recessed stops at all locations	No change. No reliability changes from the bus priority action plan included	In-lane stops at all locations. Some reliability improvements from the bus priority action plan included	In-lane stops at all locations + part time PT priority provided. Most reliability improvements from the bus priority action plan included	In-lane stops at all locations + full time PT priority provided. All reliability improvements from the bus priority action plan included
	Improved travel time of PT compared with private vehicles	Inclusion of travel time opportunities identified in the bus priority action plan. 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. Project works prevent future implementation of travel time improvements in the bus priority action plan included	Project works make future implementation of travel time improvements in the bus priority action plan more difficult		No change or equal reduction in travel time	Some travel time improvements from the bus priority action plan included	Bus priority at intersections, reduced traffic capacity. Most travel time improvements from the bus priority action plan included	Bus stop rationalisation, bus priority at intersections, reduced traffic capacity. All travel time improvements from the bus priority action plan included
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	Austroads LOS Framework for cyclists					No change			
	Increased uptake of cycling	Extent of protcted facility and how well the type of facility aligns to any existing and planned adjacent cycle infrastructure (including access to facilities)		Removal of existing cycling infrastrucutre			No change	Continuous cycle infrastrucutre	Continuous protected cycle infrastrucutre	Continuous protected cycle infrastrucutre + connecting existing facilities
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT		Duplication of 1(b), 2 and 3	not used	not used	not used	not used	not used	not used	not used
	Improves safety for cyclists	Austroads Safe Systems Assessment cycling product		Reduction in SSA of >36	Reduction in SSA of 17-35	Reduction in SSA of 4-16	No change	Improvement in SSA of 4-16	Improvement in SSA of 17-35	Improvement in SSA of >36
	Improves safety for pedestrians	Austroads Safe Systems Assessment pedestrian product		Reduction in SSA of >36	Reduction in SSA of 17-35	Reduction in SSA of 4-16	No change	Improvement in SSA of 4-16	Improvement in SSA of 17-35	Improvement in SSA of >36
	Improves safety for public transport users	Austroads Safe Systems Assessment other 'public transport users' product		Reduction in SSA of >36	Reduction in SSA of 17-35	Reduction in SSA of 4-16	No change	Improvement in SSA of 4-16	Improvement in SSA of 17-35	Improvement in SSA of >36
	Improves safety for vehicles	Austroads Safe Systems Assessment run-off road, head on, intersection & motocyclist product		Reduction in SSA of >36	Reduction in SSA of 17-35	Reduction in SSA of 4-16	No change	Improvement in SSA of 4-16	Improvement in SSA of 17-35	Improvement in SSA of >36
5. Enables benefits to be delivered faster with higher quality community engagement and 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 continous cycle provision during construction			No change			Changes will make it easier to implement other planned works along the corridor whilst maintaining good LOS for sustainable modes
	Reduced disruption during construction	Efficiency of people flow during construction with minimal impact on travel times		Closure of full-time transport facilities during construction (e.g. stop-go operation during daytime hours)	Closure of part-time transport facilities during construction (e.g. peak hour bus lanes)		No change	not used	not used	not used
	Ability to deliver quickly, or sequenced for elements to deliver early	Scale of works required, any consenting or external approval requirements, lead times for key components or contracting staff		Requires formal consultation or approval from other organisations. Significant signal changes. Specialist materials requiring long lead times.		Unable to be delivered in sections without creating connectivity issues for cyclists	No change	Able to be delivered in sections without creating connectivity issues for cyclists		No changes to signal infrastrucutre or bus stops, able to be delivered in sections without creating connectivity issues for cyclists
	Can be delivered within available budget	Yes/No		No	not used	not used	not used	not used	not used	Yes
Newtown Connections community objectives	Improve the safety of facilities for people walking through and around the area	Assessed above in 'Improves safety for pedestrians'	Assessed above in 'Improves safety for pedestrians'	not used	not used	not used	not used	not used	not used	not used
	Make it easier and safer for people to cross roads in the area	Assessed above in 'Improves safety for pedestrians' and 'Improve pedestrian level of service'	Assessed above in 'Improves safety for pedestrians' and 'Improve pedestrian level of service'	not used	not used	not used	not used	not used	not used	not used
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Assessed above in 'Increase uptake of cycling'	Assessed above in 'Increase uptake of cycling'	not used	not used	not used	not used	not used	not used	not used
	Minimise the impact on parking, especially for residents and businesses	Assessed above in 'Provides high priority parking and loading to improve accessibility'	Assessed above in 'Provides high priority parking and loading to improve accessibility'	not used	not used	not used	not used	not used	not used	not used
	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	Assessed above in 'Improved reliability for public transport' and 'Improved travel time of PT compared with private vehicles'	Assessed above in 'Improved reliability for public transport' and 'Improved travel time of PT compared with private vehicles'	not used	not used	not used	not used	not used	not used	not used
	Create opportunities to improve safe access, seating and shelter at bus stops	Amount of space available at bus stop locations to achieve the objective	Assessed above in 'Improved urban amenity'	not used	not used	not used	not used	not used	not used	not used
	Preserve, or create opportunities to enhance the special character of the Newtown, Berhampore, and Mount Cook areas	The special characters of the areas are preserved or improved in alignment with the District Plan Design Guides (Centres Design Guide, Centres Design Guide Appendix 1: Newtown, and Mount Cook Precinct Design Guide)		Identified key locations are neglected in their own sense of place/character features, proposal weakens the character and community function of that space			No change			Enhances the special character of place. Requires a deep understanding of the context and individuals around the opportunity area. This will ensure the character of place is reflected in the design.
	Create opportunities to improve the key locations identified in the data analysis from the Newtown Connections community engagement	Number of identified key locations that the network passes through; • The Basin Reserve roundabout • The Adelaide/Riddiford/John St intersection • Around the Wellington Regional Hospital • Newtown town centre including the intersections of Mein Street, Rintoul Street and Constable Street • Berhampore town centre	Route for all options is the same. Route is as identified on the WCC Cycle network map and corresponds with three of the five key locations in Newtown Connections area	not used	not used	not used	not used	not used	not used	not used
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Number of identified key streets that are part of the network; • Adelaide Road • Riddiford Street • Mein Street • Rintoul Street • Constable Street	Route for all options is the same. Route is as identified on the WCC Cycle network map and corresponds with two of the five key streets in Newtown Connections area	not used	not used	not used	not used	not used	not used	not used

Scoring scale

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

Objective weightings

Criteria	Consideration	Weight	Weight
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	6.6%	20%
	Improved pedestrian level of service	6.7%	
	Provides high priority parking and loading to improve accessibility	6.7%	
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	10.0%	20%
	Improved travel time of PT compared with private vehicles	10.0%	
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	10.0%	20%
	Increased uptake of cycling	10.0%	
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	0.0%	20%
	Improves safety for cyclists	5.0%	
	Improves safety for pedestrians	5.0%	
	Improves safety for public transport users	5.0%	
	Improves safety for vehicles	5.0%	
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	5.0%	20%
	Reduced disruption during construction	5.0%	
	Ability to deliver quickly, or sequenced for elements to deliver early	5.0%	
	Can be delivered within available budget	5.0%	
Newtown Connections community objectives	Improve the safety of facilities for people walking through and around the area	0.0%	5%
	Make it easier and safer for people to cross roads in the area	0.0%	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	0.0%	
	Minimise the impact on parking, especially for residents and businesses	0.0%	
	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	0.0%	
	Create opportunities to improve safe access, seating and shelter at bus stops	0.0%	
	Preserve, or create opportunities to enhance the special character of the Newtown, Berhampore, and Mount Cook areas	5.0%	
	Create opportunities to improve the key locations identified in the data analysis from the Newtown Connections community engagement	0.0%	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	0.0%	
	Total weights	100%	100%

Botanic Gardens to City MCA ranking

Criteria	Consideration	Option Title				Comments	Comments	Comments
	OPTION SKETCHES	Option 1A – 1 way separated cycleways	Option 1B – uphill separated cycleway, downhill shared bus lane	Option 2A – Bi-directional – removal of parking	Option 2B – Bi-directional – retain some parking			
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	2	1	3	2	Comments Isthmus. Bi-directional cycling requires high attention and understanding of both vehicle drivers as well as cyclists, might be less safe as high speeds of going downhill can risk uphill cyclists being slower and maybe less confident, urban space connections/POI's along route need to be considered	shouldn't Option2A be a 2? Wider delineation can incorporate more greening than Option 2B that can only accommodate bollard delineation	I feel current options havent really looked to identify opportunities to improve the public realm e.g widen footpaths, or identify the public space improvement areas. so how can we assess this
	Improved pedestrian level of service	0	0	0	0	is there opportunity within any of the options to widen footpaths for pedestrians? I would have thought changes to slip lane and island crossing at the Terrace intersection would improve level of service to pedestrians.	The project plans include a new signalised pedestrian crossing across the northern leg of the Terrace/Bowen Street intersection that is proposed as part of the Central City Pedestrian Improvements (CCPI) project happening over a similar timeframe. It is not reflected in the scoring of this criteria as part of this separate project	
	Provides high priority parking and loading to improve accessibility	-1	-1	-1	-1	Bowen St: Large amount of parking loss, but this loss is either low priority or can be mitigated with relocation. Large amount of parking loss on Bowen St, but this commuter parking which has a low priority in this area as per the Parking Policy. A few higher priority spaces will be lost. These include P10 outside a dairy on Tinakori, but these can be relocated to St Mary St. Similarly, P10 parking at Bowen/the Terrace can be relocated ot the Terrace so has a minimal impact on access. Some P120 parking outside the Botanic Gardens will be lost, but alternative parking is located inside the Gardens so the impact on access to recreational facilities is low to moderate. Whitmore St: Existing taxi parking on south side must be removed or relocated to side streets. On north side, short-term parking can likely be retained outside of morning/evening peak with a clearway during peak times. As impact can be mitigated by relocating Taxi rank to side streets where there is a large amount of parking available and by retaining short term parks at midday when there is high demand, impact on access is expected to be minimal.	There is no mention of the resident parks that will be lost along Glenmore Street . Also Question - will the removal of parks also remove the need for clearways that operate at both ends of the day?	Provides high priority parking and loading to improve accessibility. isnt 'provides loading' rather to improve operations and servicing rather than accessibility? Mobility parking is accessiblity in my mind. maybe be more explicity about what priority parking refers to: P10, P15, drop off areas, loading zones and mobility parking?
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	0	1	0	0	Only significant change for 1B	Nadine - The BPAP indicates that there is no benefit of providing a downhill bus lane as downhill bus speeds are already 50+ km/h. Suggest changings score for 1B to 0. Nadine - Reduced side friction with parked vehicles and reduced conflict with bikes likely to improve conditions for buses.	
	Improved travel time of PT compared with private vehicles	1	1	1	1	Assumes bus jumps at Bowen Terrace for all options, 1B also provides limited bus priority on approach to Bowen Tinakori		
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	2	1	1	1	Refer 'Bike LOS' tab		
	Increased uptake of cycling	3	2	3	3	Continuous protected facilities in 1A, 2A and 2B. Shared with buses in one direction in 1B. Provides connections to waterfront and future Golden Mile facility		
	Increased mode share of walking, cycling and PT	not used	not used	not used	not used			
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Improves safety for cyclists	2	1	1	1	Refer SSA tab - all options provide safety improvement for people on bikes		
	Improves safety for pedestrians	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for public transport users	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for vehicles	0	0	0	0	Refer SSA tab - no significant changes		
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	0	0	0	0	Short term works on corridor include WWL upgrades and building construction (both underway) - city streets project in short term (scope unknown)	Could be a good opportunity to test how well downhill gradient cycle lanes work for permament city streets work.	
	Reduced disruption during construction	-1	-1	-1	-1	Focus on Bowen Street section - Whitmore Street section more disruptive but similar across all options	Would the one way facilities be more disruptive as work has to occur on both sides of the road?	
	Ability to deliver quickly, or sequenced for elements to deliver early	-1	-1	-2	-2	Two-way facilities create connectivity issues when sequenced, signals changes required for all options	Yes - let's use the criteria to put in the 'intersection complexity/level of change' aspect for each option.	
	Can be delivered within available budget	3	3	2	2	All options considered can be delivered in a transitional cycleway framework with limited physical changes, although increased signals changes for Options 2A and 2B. To be reviewed as project progresses		
	Weighted Score	**0.82**	**0.60**	**0.63**	**0.57**			
	Rank	**1**	**3**	**2**	**4**			

Newtown to City (North) MCA ranking

Criteria	Consideration	Option Title				Comments		
	R	Option 1A – Median kerbside cycle lanes with peak hour bus lanes	Option 1B – Median kerbside cycle lanes with full-time bus lanes	Option 2A – Bi-directional cycle path on Cambridge (median side) with peak hour bus lanes	Option 2B – Bi-directional cycle path on Cambridge (median side) with full-time bus lanes			
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	2	2	3	3	Kerb buildout at Vivian St pushes cyclists onto road, median green spaces to be incorporated into POI's/urban space enhancements, full-time bus lane supports a few principles of livability/15 min city - improvements to bus network needed, as per previous comment bi-directional movements need change in mindset and need a rise in awareness	Increased buffer width for cycleway good for urban amenity as there is more space for things like planters, artwork, beautified deliniation, so this would apply to 1A + 2A + 2B	
	Improved pedestrian level of service	0	0	0	0	Couldnt option 2B include widening of footpaths or increased greening in sectiona along the corridor mixed in with retention of some parking? also opportunity in Option2 (Vivian St intersection) to implement greening or more public space where the cycle lane is pushed out leaving vacant space between cycle lane and median walkway		
	Provides high priority parking and loading to improve accessibility	-2	-3	0	-3	Option 1A - both median parking lanes removed, kerbside lanes remain. Some demand likely will not be accomodated. Option 1B - Cambridge kerbside lane remains, around 3/4 of parking removed. High impact on ability to access local destinations by car. Remaining parking is easy to access from local destinations. Option 2A - 1 middle lane removed. Remaining parking is likely to accomodate demand at most times of day Option 2B - Around 3/4 of parking removed. Parking on median on Kent side remains. Large parking impact, remaining parking is relatively difficult to access as it is against the median.	Option 1- current drop off area for busses etc in front of the Embassy is removed. is this not -3? or is this currently underutilised or being used for other unsuitable purposes (e.g taxi standby)?	Options 2A and 2B - southbound cyclists will are likely to find it difficult to proceed if traffic signals are not operating as less anticipated by other road users in this location
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	0	2	0	2	No change for 1A and 2A, 1B and 2B have full time priotity but tempered as part time priority already exists		
	Improved travel time of PT compared with private vehicles	1	1	2	2	Reduced traffic capacity for all options, currently expect bi-directional to have more significant impact on traffic capacity - **to be confirmed through modelling**		
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	2	2	2	2	Refer 'Bike LOS' tab		
	Increased uptake of cycling	3	3	3	3	Continuous protected facilities in all options, provides connections to waterfront and other facilities east and west of Basin		
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	not used	not used	not used	not used			
	Improves safety for cyclists	2	2	2	2	Refer SSA tab - all options provide safety improvement for people on bikes	Place to Waterfront maps. New world servicing entry/exit and vehicle U Turn locations just before the intersection.	
	Improves safety for pedestrians	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for public transport users	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for vehicles	0	0	0	0	Refer SSA tab - no significant changes		
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	0	0	0	0	No known short term works on corridor - city streets project in medium term - once further certainty around MRT		
	Reduced disruption during construction	-1	-1	-1	-1	Similar levels of disruption for all options		
	Ability to deliver quickly, or sequenced for elements to deliver early	-1	-1	-2	-2	Two-way facilities create connectivity issues when sequenced, signals changes required for all options		
	Can be delivered within available budget	3	3	3	3	All options considered can be delivered in a transitional cycleway framework with limited physical changes. To be reviewed as project progresses		
	Weighted Score	**0.75**	**0.88**	**1.00**	**1.00**			
	Rank	**4**	**3**	**1**	**2**			

Newtown to City (South) MCA ranking

Criteria	Consideration	Option Title				Comments (WSP)		
	OPTION SKETCHES	Option 1A – full time shared cycle/ bus lanes	Option 1B – Kerbside protected cycle lanes + full time bus lanes	Option 2A – bi-directional cycleway, east side of road full time bus lane - one direction only	Option 2B – narrow bi-directional cycleway, east side of road full time bus lanes			
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	0	2	3	2	Comments Isthmus. Sceptical of the bi-directional routes if we can't achieve min width for safe cycling experience. Also, for having bi-directional routes - we shall look at John St intersection and cyclists coming from top of hill Adelaide Rd	Agree need to consider cycling network integration with Adelaide connections	Comments Isthmus. Option 1A shared cycle bus lanes should score 0 for status quo, despite the fact the riddiford section is separated - Options 1C+1D (Riddiford st) would be a 3, but, combined with 1B (Adelaide Rd) this pulls the total down to a 2
	Improved pedestrian level of service	0	0	0	0		We need to look more closely at ped LoS during detailed design - can we get benefits through phasing? (CP)	So much more opportunity not integrated into the Options. Again this is disappointing as could score higher with this benefit
	Provides high priority parking and loading to improve accessibility	-3	-3	-3	-3	Adelaide Road: Almost all parking is removed in all options. Variety of parking on street, much of which is high priority in Parking Policy. Parking outside after hours medical centre retained. Riddiford St: Short term parking facilitates access to local shops and hospital. 1A & 1B: All parking removed 1C & 1D: Parking on one side removed 2A & 2B: All parking removed 2C & 2D: Parking on one side removed		
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	2	2	-1	2	1A, 1B and 2B all have full time priotity in both directions but tempered as part time priority already exists. 2A has full time in one direction but removes part time priority in opposite direction		
	Improved travel time of PT compared with private vehicles	2	2	1	2	Reduced traffic capacity at all locations, bus priority in some locations, no priority in one direction in 2A		
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	1	2	2	2	Refer 'Bike LOS' tab		
	Increased uptake of cycling	1	3	3	3	Continuous protected facilities in 1B, 2A and 2B. Shared with buses in 1A. Provides connections to waterfront and other facilities east and west of Basin		
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	not used	not used	not used	not used			
	Improves safety for cyclists	1	3	2	2	Refer SSA tab - all options provide safety improvement for people on bikes		
	Improves safety for pedestrians	0	-1	0	-1	Refer SSA tab - 1A and 2B assumed to have narrow bus stop bypasses in existing pedestrian footpath space reducing pedestrian safety		
	Improves safety for public transport users	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for vehicles	0	0	0	0	Refer SSA tab - no significant changes		
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	0	0	0	0	No known short term works on corridor - city streets project in medium term - once further certainty around MRT		
	Reduced disruption during construction	0	-1	-1	-1	Similar levels of disruption for all options except 1A where minimal works required		
	Ability to deliver quickly, or sequenced for elements to deliver early	-1	-1	-2	-2	Two-way facilities create connectivity issues when sequenced, signals changes required for all options		
	Can be delivered within available budget	3	3	3	3	All options considered can be delivered in a transitional cycleway framework with limited physical changes. To be reviewed as project progresses		
Newtown Connections community objectives	Improve the safety of facilities for people walking through and around the area	not used	not used	not used	not used			
	Make it easier and safer for people to cross roads in the area	not used	not used	not used	not used			
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	not used	not used	not used	not used			
	Minimise the impact on parking, especially for residents and businesses	not used	not used	not used	not used			
	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	not used	not used	not used	not used			
	Create opportunities to improve safe access, seating and shelter at bus stops	not used	not used	not used	not used			
	Preserve, or create opportunities to enhance the special character of the Newtown, Berhampore, and Mount Cook areas	1	1	1	1	All options provide opportunity to improve the area character through appropriate use of materials and designs. All options along the same corridor with similar space requirements		
	Create opportunities to improve the key locations identified in the data analysis from the Newtown Connections community engagement	not used	not used	not used	not used			
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	not used	not used	not used	not used			
	Weighted Score	**0.60**	**1.03**	**0.65**	**0.93**			
	Rank	**4**	**1**	**3**	**2**			

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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