

Appendix F – Treatments: Assessment Criteria Scoring

Included in this appendix is the assessment rationale for the MCA assessment of the treatment options. The table describes the following:

- A description of what each criterion is assessing and the desired outcome;
- The measure a source material used to assess the effectiveness of an option at achieving the desired outcome; and
- An explanation of why an option would receive an assessment rating of –3 to +3 for each of the criterion.

The desired outcomes and measures of assessment included in this appendix are unique to the first stage of assessment.

Criteria	Consideration	Desired Outcome/Description of Consideration	Facility Measure	3	2	1	0	-1	-2	3	
Effectiveness meeting WCC Cycling Investment Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Benhamope	The provided facility achieves a level of service rating of C or higher using the Danish LOS assessment.	Danish LOS rating	Level of Service A	Level of Service B	Level of Service C	N/A	Level of Service D	Level of Service E	Level of Service F	
				Typical cyclist operating speeds are largely unconstrained and cyclists are unimpeded to choose their speed.	Typical cyclist operating speeds are mostly unconstrained and cyclists are only slightly restricted to choose their speed.	Typical cyclists operating speeds are slightly constrained and cyclists are somewhat impeded in their choice of speed.	Cyclist operating speeds are unaltered.	Typical cyclists operating speeds are somewhat constrained and cyclists' choice of speed is somewhat dictated by others.	Low speed, shared environment which permits only hindered travel by bicycle. Typical cyclist operating speeds are often constrained and cyclists are somewhat restricted and their choice of speed is often dictated by others.	Low speed, shared environment which permits only hindered travel by bicycle. Typical cyclist operating speeds are often constrained and cyclists are restricted and their choice of speed is dictated by others.	
				Austrorads LOS Framework for cyclists: Mobility (travel speed and congestion)	Cycling highly suitable as in one of the following environments: • Off road facility for use by bicycles only Bicycle parking facilities can be accessed directly from the bicycle facility.	Cycling suitable as in one of the following environments: • Off road shared-use path with low pedestrian numbers • On-road bicycle lane separated from car parking • On-road shared traffic environment marked as low-speed and low-volume road (i.e. Quiet Road)	Cycling moderately suitable as in one of the following environments: • Off road shared-use path with medium pedestrian numbers • On-road bicycle lane shared with minimal or no parking • On-road shared traffic environment on medium-volume road and low-speed road	Cyclists are in a high-speed environment with no buffer between cyclists and parked vehicles. Motor vehicles need to cross the path of cyclists when parking.	Low risk • Some cyclists slowing down for pedestrians • Low speed differential between cyclists with little opportunity to pass	Medium risk • Some abounding of cyclists and pedestrians slowing down for opportunity to pass	High risk • Crashes can result in several upstream cyclists to brake abruptly or crash • High speed differential with no opportunity to pass
				The provided cycling facility is highly suitable for the surrounding environment.	Cycling is appealing to all three cyclist types: strong and fearless, interested but concerned.	Cycling is appealing to the strong and fearless, the enthused and confident, and some of the interested but concerned.	Cycling is appealing to only the strong and fearless (i.e. no improvement from existing road conditions with no cycling facility).	N/A	N/A	N/A	N/A
				Austrorads LOS Framework for cyclists: Access (access and suitability)	There is no on-road parking or a buffer between cyclists and parked vehicles. Motor vehicles need to cross the path of cyclists when parking.	There is parking in a low-speed environment where cyclists have the ability to move out of the path of parked vehicles and car	There are two lanes of on-road parking and a buffer between cyclists and parked vehicles. Motor vehicles need to cross the path of cyclists when parking.	Cyclists are in a high-speed environment with no buffer between cyclists and parked vehicles. Motor vehicles need to cross the path of cyclists when parking and there is a dooring risk for cyclists (i.e. existing station).	N/A	N/A	N/A
				The crash rate involving people on bikes with stationary hazards is reduced.	The crash rate involving people on bikes with stationary hazards, pedestrians, other cyclists, and motor vehicles is reduced.	Austrorads LOS Framework for cyclists: Safety (risk of cyclist-pedestrian crash)	N/A	N/A	N/A	N/A	N/A
				The crash rate involving people on bikes with motor vehicles is reduced.	The crash rate involving people on bikes with motor vehicles is reduced.	Austrorads LOS Framework for cyclists: Safety (risk of cyclist-motor vehicle crash or mid-bus)	N/A	N/A	N/A	N/A	N/A
				Austrorads LOS Framework for cyclists: Safety (crash risk)	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%	A weighted average of the reduction in crash rates, as follows: • Reduction in crashes involving stationary hazards: 30% • Reduction in crashes involving pedestrians/other cyclists: 20% • Reduction in crashes involving motor vehicles: 50%
				The provided cycling facility caters to uptake in cyclists from all cyclist types: • Strong and fearless • Enthused and confident • Interested but concerned	The provided cycling facility caters to uptake in cyclists from all cyclist types: • Strong and fearless • Enthused and confident • Interested but concerned	Cyclist types: the facility caters to as per the call (2009) method, which focuses on people's willingness to cycle for transportation as a function of perceived safety of cycling conditions (i.e. risk tolerance)	Cycling is appealing to all three cyclist types: strong and fearless, interested but concerned.	Cycling is appealing to the strong and fearless, the enthused and confident, and some of the interested but concerned.	Cycling is appealing to only the strong and fearless (i.e. no improvement from existing road conditions with no cycling facility).	N/A	N/A
				PASS WCC OBJECTIVE SCREEN?							

Objectives

Criteria	Consideration	Desired Outcome/Description of Consideration	Facility Measure	3	2	1	0	-1	-2	3				
Effectiveness meeting Community Objectives	Provide safe cycle facilities	The crash rate involving people on bikes with stationary hazards, pedestrians, other cyclists, and motor vehicles is reduced.	<ul style="list-style-type: none"> Austrroads LOS Framework for cyclists: Safety (crash risk) A weighted average of the reduction in crash rates, as follows: <ul style="list-style-type: none"> Reduction in crashes involving stationary hazards: 30% Reduction in crashes involving pedestrians/other cyclists: 20% Reduction in crashes involving motor vehicles: 50% 	The weighted average of the crash rate reduction ratings is 3.	The weighted average of the crash rate reduction ratings is 2.	The weighted average of the crash rate reduction ratings is 1.	The weighted average of the crash rate reduction ratings is 0.	The weighted average of the crash rate reduction ratings is -1.	The weighted average of the crash rate reduction ratings is -2.	The weighted average of the crash rate reduction ratings is 3.				
				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
				There is significant encouragement for mode shift from motor vehicles to walking, cycling, and public transport.	Average of effects assessment for cyclists, pedestrians, and public transport users	N/A	The average of pedestrian, public transport, and cycling effects is 3.	The average of pedestrian, public transport, and cycling effects is 2.	The average of pedestrian, public transport, and cycling effects is 1.	The average of pedestrian, public transport, and cycling effects is 0.	There is up to a 33% reduction in the number of parking spaces.	There is a 33% to 66% reduction in the number of parking spaces.	There is a 66% to 100% reduction in the number of parking spaces.	
				Minimise the impact on parking, especially for residents and businesses	There is no impact on the existing number of parking spaces.	Percentage of parking spaces removed	N/A	Two additional lanes of parking are provided.	One additional lane of parking is provided.	The number of available parking spaces remains the same.	N/A	N/A	N/A	
				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	There is an efficient exclusive bus facility provided.	Bus lanes are provided on the route corridors	An exclusive, permanent bus facility with infrequent delays from cyclists is provided.	An exclusive, peak-hour bus facility with infrequent delays from cyclists is provided or an exclusive, permanent bus facility with some delays is provided.	An exclusive, peak-hour bus facility with some delays from cyclists is provided.	There is no exclusive bus facility provided.	N/A	N/A	N/A	
				Create opportunities to improve safe access, seating and shelter at bus stops	Space is available at bus stop locations to provide improved seating and shelter. There is safe access to bus stops for public transport users (i.e. no conflict).	Amount of space available at bus stop locations to provide improved seating and shelter, and levels of conflict between public transport users and cyclists	There is 2.7 m or more of carriageway width available for bus stop improvements, and public transport users do not need to cross a cycle facility to access bus stops.	There is 2.0 m – 2.7 m of carriageway width available for bus stop improvements, and public transport users do not need to cross a cycle facility to access bus stops.	There is 1.3 m – 2.0 m of carriageway width available for bus stop improvements, and public transport users do not need to cross a cycle facility to access bus stops.	There is no additional width available for improvements to bus stops, and public transport users do not need to cross a cycle facility to access bus stops.	There is no additional width available for improvements to bus stops, and public transport users do not need to cross a cycle facility to access bus stops.	N/A	N/A	
				Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
				Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
				PASS COMMUNITY OBJECTIVE SCREEN?										
					Alignment of option to any existing adjacent cycle infrastructure	The facility improves upon the alignment to existing adjacent cycle infrastructure.	How well the facility aligns to any existing adjacent cycle infrastructure	The facility significantly improves upon the alignment to existing adjacent cycle infrastructure.	The facility moderately improves upon the alignment to existing adjacent cycle infrastructure.	The facility slightly improves upon the alignment to existing adjacent cycle infrastructure.	The facility neither improves nor worsens the existing alignment to adjacent cycle infrastructure.	The facility slightly worsens the alignment to existing adjacent cycle infrastructure.	The facility moderately worsens the alignment to existing adjacent cycle infrastructure.	The facility significantly worsens the alignment to existing adjacent cycle infrastructure.
Transport Network Fit	Alignment to transport corridor/function	<ul style="list-style-type: none"> Collector Roads: <ul style="list-style-type: none"> Distribute the vehicular traffic between and within local areas and form a link between principal roads and secondary roads Local Roads: <ul style="list-style-type: none"> Provide direct access to properties fronting the road and through which only locally travel will pass 	How well the facility aligns to the transport corridor function as per the District Plan (as per WCC Code of Practice for Land Development, Section C.1.1)	The facility aligns to the intended function of the road.	The facility moderately improves upon the intended function of the road.	The facility slightly improves upon the intended function of the road.	The facility neither improves nor improves upon the intended function of the road.	The facility slightly detracts from the intended function of the road.	The facility moderately detracts from the intended function of the road.	The facility significantly detracts from the intended function of the road.				

Criteria	Consideration	Desired Outcome/Description of Consideration	Facility Measure	3	2	1	0	-1	-2	3
Pedestrian Effects	Pedestrian Safety	The crash rate involving pedestrians is reduced.	Austroads LOS Framework for pedestrians: Safety (Crash Risk)	There is a distinct separation between pedestrians and motor vehicles, such as a nature strip or bike path, and the separation does not meet the clear zone requirement. Pedestrians are separate from bicycles.	There is a distinct separation between pedestrians and motor vehicles, such as a nature strip or bike path, however the separation does not meet the clear zone requirement. Pedestrians are separate from bicycles.	There is a distinct separation between pedestrians and motor vehicles, such as a nature strip or bike path, on one side of the road only. A parking lane separates pedestrians from moving vehicles on the other side of the road. Pedestrians are separate from bicycles.	There is a distinct separation between pedestrians and motor vehicles, such as a nature strip or bike path, on one side of the road only. Nothing separates pedestrians from moving vehicles on the other side of the road (i.e. Quiet Route).	There is no separation between pedestrians and motor vehicles within a local road environment. Or Pedestrians share a limited space with cyclists (i.e. Shared Path).	There is no separation between pedestrians and motor vehicles within a collector road environment.	There is no separation between pedestrians and motor vehicles within a principal road environment.
				<p>Pedestrians are completely separated from motor vehicles (i.e. Pedestrian- and Cyclist-Only Street)</p> <p>Or</p> <p>Pedestrians are completely removed from motor vehicles (i.e. Pedestrian- and Cyclist-Only Street)</p>	<p>Pedestrians are on low-speed road (i.e. Shared Zone)</p> <p>Or</p> <p>The road a low-speed, low-volume shared environment (i.e. Shared Street)</p>	<p>Pedestrians are on moderate-speed road (i.e. Quiet Route)</p> <p>Or</p> <p>Pedestrians are next to parking on high-speed (50 km/h) roads.</p>	<p>Pedestrians are next to a cycle lane/path on high-speed roads.</p> <p>Or</p> <p>Pedestrians are next to a cycle lane/path on one side of the road and next to moving vehicles on the other on high-speed roads.</p>	<p>Pedestrians share restricted space with cyclists.</p> <p>Or</p> <p>Pedestrians are directly next to moving vehicles on high-speed roads.</p>	<p>Pedestrians share restricted space with cyclists and are directly next to moving vehicles on high-speed roads.</p>	
Public Transport Effects	Public Transport Safety	There is minimal conflict between public transport users and other modes of transport.	Austroads LOS Framework for public transport: Safety (Crash Risk)	an exclusive public transport corridor is provided (i.e. bus lanes separated from motor vehicles and cyclists). Public transport users do not need to cross a cycle facility to access bus stops.	Conflict between buses and motor vehicles is minimized (i.e. cycle lanes). Public transport users do not need to cross a cycle facility to access bus stops.	Conflict between buses and cyclists is minimized (i.e. cycle facility provided to remove cyclists from the vehicle movement lane). Public transport users do not need to cross a cycle facility to access bus stops.	There is no separation between buses and motor vehicles or cyclists. Public transport users do not need to cross a cycle facility to access bus stops.	There is no separation between buses and motor vehicles or cyclists. Public transport users need to cross a cycle facility to access bus stops.	N/A	N/A
				<p>Buses have exclusive right of way with no delays from cyclists.</p>	<p>Buses have exclusive right of way with frequent delays from cyclists.</p>	<p>Buses do not have exclusive right of way but do not have delays from cyclists.</p>	<p>The existing situation for public exclusive right of way.</p>	N/A	N/A	
Public Transport Effects	Public Transport Experience	Public transport users experience minimal delay from cyclists and infrequent stops.	Austroads LOS Framework for public transport: Mobility (operating speed and exclusive right of way)	The facility significantly improves upon the intended function of the road.	The facility mostly improves upon the intended function of the road.	The facility slightly improves upon the intended function of the road.	The facility neither detracts from nor improves upon the existing function of the road.	The facility slightly detracts from the intended function of the road.	The facility mostly detracts from the intended function of the road.	The facility significantly detracts from the intended function of the road.
				<p>How well the facility delivers to the transport corridor function as per the District Plan (as per WCC Code of Practice for Land Development, Section C.1.1)</p>	<p>There is slight conflict between motor vehicles and cyclists. Cyclists are separated from motor vehicles and there is turning conflict on only one side of the road. There is no crossover of the cycle facility for vehicles to park.</p> <p>Or</p> <p>Motor vehicles and cyclists share a low-speed, low-volume environment.</p>	<p>There is moderate conflict between motor vehicles and cyclists. Cyclists are separated from motor vehicles and there is turning conflict on both sides of the road. There is crossover of the cycle facility for vehicles to park.</p>	<p>There is significant conflict between motor vehicles and cyclists. Cyclists and motor vehicles share a movement lane.</p>	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety	There is no conflict between motor vehicles and cyclists.	Level of conflict between motor vehicles and cyclists	The average of ratings for transport alignment and level of conflict is 3.	The average of ratings for transport alignment and level of conflict is 2.	The average of ratings for transport alignment and level of conflict is 1.	The average of ratings for transport alignment and level of conflict is 0.	The average of ratings for transport alignment and level of conflict is -1.	The average of ratings for transport alignment and level of conflict is -2.	The average of ratings for transport alignment and level of conflict is -3.
				<p>Austroads LOS Framework for motor vehicles: Safety (Crash Risk); an average of ratings for the alignment to corridor function and level of conflict.</p> <p>How well the facility delivers to the transport corridor function as per the District Plan (as per WCC Code of Practice for Land Development, Section C.1.1)</p>	<p>Motor vehicles and cyclists share a moderate-speed, moderate-volume environment.</p>	<p>Motor vehicles and cyclists share a moderate-speed, moderate-volume environment.</p>	<p>Motor vehicles and cyclists share a moderate-speed, moderate-volume environment.</p>	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Experience	Motor vehicles are able to turn freely without conflict from cyclists or pedestrians.	Ability for motor vehicles to turn	There is no turning conflict between motor vehicles and cyclists.	Motor vehicle turning movements are only slightly hindered by cyclists (i.e. cycle facilities on only one side of the road may hinder motor vehicle turning movements).	Motor vehicle turning movements are moderately hindered by cyclists (i.e. cycle facilities on both sides of the road may hinder motor vehicle turning movements).	Motor vehicle turning movements are moderately hindered by cyclists sharing the vehicle movement lane.	Motor vehicle turning movements are significantly hindered by cyclists and turning movements are restricted at times (i.e. cycle road restricts turning movements of some decisions).	Motor vehicle turning movements are significantly hindered by cyclists and pedestrians to motor vehicles must always give cyclists and pedestrians priority.	Motor vehicles are completely prohibited from using the facility.
				<p>Driving stress is reduced and motor vehicles can easily complete turning movements.</p>	<p>The average of ratings for transport alignment and level of turning conflict is 3.</p>	<p>The average of ratings for transport alignment and level of turning conflict is 2.</p>	<p>The average of ratings for transport alignment and level of turning conflict is 1.</p>	<p>The average of ratings for transport alignment and level of turning conflict is 0.</p>	<p>The average of ratings for transport alignment and level of turning conflict is -1.</p>	<p>The average of ratings for transport alignment and level of turning conflict is -2.</p>
Parking Effects	Removal of existing parking spaces	There is no impact on the existing number of parking spaces.	Percentage of parking spaces removed	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				<p>Austroads LOS Framework for motor vehicles: Amenities, includes driving stress and ability to turn</p>	<p>Two additional lanes of parking are provided.</p>	<p>One additional lane of parking is provided.</p>	<p>The number of available parking spaces remains the same.</p>	<p>There is up to a 33% reduction in the number of parking spaces.</p>	<p>There is a 33% to 66% reduction in the number of parking spaces.</p>	<p>There is a 66% to 100% reduction in the number of parking spaces.</p>
Parking Effects	Location of parking spaces	No property acquisition is required to accommodate the facility.	Level of property acquisition required for the facility	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				<p>Effect on adjacent land-use and access to adjacent properties</p>	<p>There is a significantly positive effect on the existing adjacent land use.</p>	<p>There is a moderately positive effect on the existing adjacent land use.</p>	<p>There is a slightly positive effect on the existing adjacent land use.</p>	<p>no property acquisition is required to accommodate the facility.</p> <p>There is no change to the existing impact on adjacent land-use.</p>	<p>Some property acquisition is required to accommodate the facility.</p> <p>There is a slightly negative effect on the existing adjacent land use.</p>	<p>Moderate property acquisition is required to accommodate the facility.</p> <p>There is a moderately negative effect on the existing adjacent land use.</p>
Parking Effects	Effect of acquisition on residual land	There is no effect or a positive effect on the existing adjacent land use.	Effect on adjacent land-use and access to adjacent properties	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				<p>Effect on adjacent land-use</p>	<p>There is a significantly positive effect on the existing adjacent land use.</p>	<p>There is a moderately positive effect on the existing adjacent land use.</p>	<p>There is a slightly positive effect on the existing adjacent land use.</p>	<p>no property acquisition is required to accommodate the facility.</p> <p>There is no change to the existing impact on adjacent land-use.</p>	<p>Some property acquisition is required to accommodate the facility.</p> <p>There is a slightly negative effect on the existing adjacent land use.</p>	<p>Moderate property acquisition is required to accommodate the facility.</p> <p>There is a moderately negative effect on the existing adjacent land use.</p>

Effects

Criteria	Consideration	Desired Outcome/Description of Consideration	Facility Measure	3	2	1	0	-1	-2	-3
Property Effects	Effect on access to businesses for cyclists	Cyclists can easily access business on both sides of the road.	Cyclists have easy access to businesses from the cycle facility	pedestrian and cycle-only facilities allow cyclists easy access to businesses on both sides of the road.	Low-speed and low-volume shared facilities allow cyclists easy access to businesses on both sides of the road.	Exclusive cycle facilities are provided on both sides of the road.	Cyclists access businesses from an on-road facility shared with motor vehicles/buses (i.e. no change to the existing environment).	Exclusive cycle facilities are provided on one side of the road only.	Exclusive cycle facilities are provided in the centre of the street.	N/A
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Businesses can be easily and efficiently accessed with minimal interruptions or impacts.	Number of parking spaces available for motor vehicles close to businesses	N/A	N/A	N/A	There is no change to the number of available parking spaces in business areas.	There is up to a 33% reduction in the number of parking spaces in business areas.	There is a 33% to 65% reduction in the number of parking spaces in business areas.	There is a 65% to 100% reduction in the number of parking spaces in business areas.
Environmental Effects	Light pollution	There is no effect on the existing light pollution.	Change in existing level of light pollution	N/A	N/A	N/A	There is no effect on the existing light pollution.	There is a slight increase in the level of light pollution.	There is a moderate increase in the level of light pollution.	There is a significant increase in the level of light pollution.
	Effect on existing vegetation	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Urban Design Effects	Opportunity for urban design enhancements	There is 1.8 m or more of carriageway width available for urban design enhancements.	Available width for urban design enhancements	There is 1.8 m or more of carriageway width available for additional urban design enhancements.	There is 1.2 m – 1.8 m of carriageway width available for additional urban design enhancements.	There is 0.6 m – 1.2 m of carriageway width available for additional urban design enhancements.	There is no opportunity for urban design enhancements.	Some of the existing width for urban design features are removed.	Most of the existing width for urban design features are removed.	All of the existing width for urban design features are removed.
	PASS EFFECTS SCREEN?									
Planning Feasibility	Plan alignment (District, Reserves, Other)	The proposed facility aligns with the relevant planning provisions and Council management plans.	How well the facility aligns with the relevant planning provisions and Council management plans (District Plan, Objectives and Policies, Town Belt Management Plan, Open Space Access Plan)	N/A	N/A	N/A	There is no risk of the proposed facility not aligning with the relevant planning provisions and Council management plans	There is a slight negative risk of the proposed facility not aligning with the relevant planning provisions and Council management plans	There is a moderate negative risk of the proposed facility not aligning with the relevant planning provisions and Council management plans	There is a significant negative risk of the proposed facility not aligning with the relevant planning provisions and Council management plans
	Approvals Risk (consents etc)	The proposed facility represents the best outcome for the applicant, wider Council and public.	How well the facility represents the best outcome for the applicant, wider Council and public (District Plan, NES for Assessing and Managing Contaminants in Soils to Protect Human Health Town Belt Management Plan)	N/A	N/A	N/A	There is no negative effect on the route area. The level of assessment likely required is low.	There is a slight negative effect on the route area. The level of assessment likely required is low to medium.	There is a moderate negative effect on the route area. The level of assessment likely required is medium to high.	There is a significant negative effect on the route area. The level of assessment likely required is high.
	Traffic disruption during construction	Traffic can flow efficiently during construction with minimal impact on travel times.	Efficiency of traffic flow during construction with minimal impact on travel times	N/A	N/A	N/A	There is no effect on the existing traffic and travel times during construction.	Traffic and travel times are slightly impacted during construction. Impacted works are minimal and mostly involve repainting road markings.	Traffic and travel times are moderately impacted during construction. Impacted works are mostly limited to one side of the road.	Traffic and travel times are significantly impacted during construction. Works are required on both sides of the road.
Delivery Feasibility	Business disruption during construction	Businesses are not negatively impacted during construction.	Impact on businesses during construction	N/A	N/A	N/A	There is no effect on businesses during construction.	Businesses are slightly impacted during construction.	Businesses are moderately impacted during construction.	Businesses are significantly impacted during construction.
	Cost indication	N/A	High-level cost indication per metre of facility	N/A	N/A	N/A	There is no cost to providing the facility.	The per metre cost of the facility is minor.	The per metre cost of the facility is moderate.	The per metre cost of the facility is significant.
PASS MCA SCREEN?										

Appendix G – Treatments: MCAs

This appendix includes the 81 MCAs completed as part of the treatments assessment. A summary of the outputs following the MCA assessment is included in Appendix H.

Criteria	Consideration	PASS/FATAL/LAWS/SCREEN?																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the street	4 Separated Cycle Lane/Path: One through downhill	5 Separated Cycle Lane/Path: Centriflow lane	6 Cycle lane	7 Cycle Lane: Two way	8 Cycle Lane: Two way down the street	9 Cycle Lane: One tone uphill downhill	10 Cycle Lane: Centriflow lane	11 Cycle Lane: Peak priority cycle lane	12 Cycle Lane: Peak cycle time off-peak	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide parking cycle lane	16 Shared Path	17 Quiet/Route	18 Shared Zone	19 Pedestrian- and Cyclist Only Street
Effectiveness meeting MCC Cycling Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	PASS	FAIL	PASS	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	B	A	B	D		B	B	D		B	D					A	B	B	A
	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, flexibility and attractiveness of Wellington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES/SCREEN?		PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																				
Minimize the impact on parking, especially for residents and businesses																				
Encourage more people to use their bikes by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
Create opportunities to improve safe access, seating and shelter at bus stops																				
Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area																				
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																				
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																				
PASS COMMUNITY OBJECTIVES/SCREEN?		PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Pedestrian Effects	Alignment to transport corridor function																			
	Pedestrian Safety																			
	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
Parking Effects	Removal of existing parking spaces																			
	Location of parking spaces	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Property Effects	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution																			
	Effect on existing vegetation	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Urban Design Effects	Opportunity for urban design enhancements																			
PASS EFFECTS/SCREEN?		PASS	PASS	FAIL	PASS		PASS	FAIL	PASS		PASS	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS	
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Funding Feasibility	Cost indication	\$55	\$55		\$5			\$								\$5	\$5	\$55	\$55	

Criteria	Consideration	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		Separated Cycle Lane/Path	Separated Cycle Lane/Path Two way	Separated Cycle Lane/Path: Two way/one centre of the street	Separated Cycle Lane/Path: One direction downhill	Separated Cycle Lane/Path: Contraflow Bus	Cycle lane	Cycle Lane: Two way	Cycle Lane: Two way/down the street	Cycle Lane: One way uphill downhill	Cycle Lane: Contraflow lane	Cycle Lane: Peak off-peak/shoulder Cycle lane	Cycle Lane: Peak off-peak/parking	Dedicated Bus Lane: Permanent narrow lane	Dedicated Bus Lane: Permanent wide lane	Dedicated Bus Lane: Peak wide parking Cycle lane	Shared Path	Quiet Route	Shared Zone	Pedestrian- and Cyclist Only Street
		FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL

Effectiveness meeting WCC Cycling Investment Objectives	ACHIEVE a high level of service for cyclists within an integrated transport network	
	improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	
Cycling Investment Objectives	Cycling is viable and attractive transport choice	
	The crash rate, number and severity of crashes involving people on bikes is reduced	
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, health and effectiveness of Wellington	
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?		

Objectives	Consideration	Effectiveness meeting Community Objectives
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	
	Provide safe cycle facilities	
	Improve the safety of facilities for people walking through and around the area	
	Make it easier and safer for people to cross roads in the area	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	
	Minimize the impact on parking, especially for residents and businesses	
	Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	
	Create opportunities to improve safe access, seating and shelter at bus stops	
	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	
PASS COMMUNITY OBJECTIVES SCREEN?		

Effects	Consideration
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure
Pedestrian Effects	Alignment to transport corridor function
	Pedestrian Safety
	Pedestrian Experience
Public Transport Effects	Public Transport Safety
	Public Transport Experience
Motor Vehicle Effects	Motor Vehicle Safety
	Motor Vehicle Experience
Parking Effects	Removal of existing parking spaces
	Location of parking spaces
Property Effects	Effect of acquisition on residual land
	Effect on adjacent land use
	Effect on access to businesses for cyclists
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)
Environmental Effects	Light pollution
	Effect on existing vegetation
Urban Design Effects	Opportunity for urban design enhancements
PASS EFFECTS SCREEN?	
Planning Feasibility	Plan alignment (District, Reserves, Other)
	Approvals Risk (consents etc.)
Delivery Feasibility	Traffic disruption during construction
	Business disruption during construction
Funding Feasibility	Cost indication

Criteria	Consideration	PASS/FATAL/LAWS/SCREENZ																							
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the Street	4 Separated Cycle Lane/Path: One Shoulder	5 Separated Cycle Lane/Path: Contiguous Lane	6 Cycle Lane	7 Cycle Lane: Two Way	8 Cycle Lane: Two Way Down the Street	9 Cycle Lane: One Lane/Shoulder	10 Cycle Lane: Contiguous Lane	11 Cycle Lane: Peak Off-Street	12 Cycle Lane: Peak Lane: Off-Street	13 Dedicated Bus Lane: Permanent	14 Dedicated Bus Lane: Permanent with Lane	15 Dedicated Bus Lane: Peak Side Parking Cycle Lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian- and Cyclist-Only Street					
Effectiveness meeting MCC Community Objectives	Achieve a high level of service for cyclists within an integrated transport network	A	A	B	C	FAIL	B	A	B	C	FAIL	FAIL	FAIL	C	FAIL	FAIL	FAIL	FAIL	FAIL	A	B	B	A		
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience																								
	Cycling is viable and attractive transport choice																								
	The crash rate, number and severity of crashes involving people on bikes is reduced																								
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, usability and attractiveness of Wellington																								
	PASS WCC CYCLING INVESTMENT OBJECTIVES/SCREENZ																								
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																								
	Provide safe cycle facilities																								
	Improve the safety of facilities for people walking through and around the area																								
	Make it easier and safer for people to cross roads in the area																								
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																									
Minimize the impact on parking, especially for residents and businesses																									
Encourage more people to use trunks by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																									
Create opportunities to improve safe access, seating and shelter at bus stops																									
Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area																									
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																									
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																									
PASS COMMUNITY OBJECTIVES/SCREENZ																									
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Pedestrian Effects	Pedestrian Safety																								
	Pedestrian Experience																								
	Public Transport Safety	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Motor Vehicle Safety																								
	Motor Vehicle Experience																								
	Removal of existing parking spaces																								
	Location of parking spaces																								
	Effect of acquisition on residual land																								
	Effect of acquisition on residential land																								
	Effect on adjacent land use																								
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Effect on access to businesses for motorists (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Light pollution																								
	Effect on existing vegetation																								
	Opportunity for urban design enhancements																								
PASS EFFECTS/SCREENZ																									
Urban Design Effects	Urban Design Effects																								
	Opportunity for urban design enhancements																								
	Urban Design Effects																								
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Criteria	Consideration	PASS/FATAL/LAWS/SCREEN?																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the street	4 Separated Cycle Lane/Path: One through downHill	5 Separated Cycle Lane/Path: Contiguous Side	6 Cycle Lane	7 Cycle Lane: Two way down the street	8 Cycle Lane: Two way down the street	9 Cycle Lane: One way uphill downHill	10 Cycle Lane: Contiguous Lane	11 Cycle Lane: Peak period Cycle Lane	12 Cycle Lane: Peak cycle time off-peak parking	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide parking cycle lane	16 Shared Path	17 Quiet/Route	18 Shared Zone	19 Pedestrian- and Cyclist-Only Street
Effectiveness meeting MCC Solving Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	B	A	A	E		B	A	B	E			E				B	C	B	A
	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, usability and attractiveness of Washington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES/SCREEN?		PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL			FAIL				PASS	PASS	PASS	PASS
	Provide facilities for people biking through and around Newtown, Mt Cook and Benhamore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																				
Minimize the impact on parking, especially for residents and businesses																				
Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
Create opportunities to improve safe access, seating and shelter at bus stops																				
Preserve, or create opportunities to enhance, the special character of the Newtown, Benhamore, and Mount Cook area																				
Create opportunities to improve the key locations identified in data analysis from the Newtown connections community engagement																				
Create opportunities to improve the key streets identified in data analysis from the Newtown connections community engagement																				
PASS COMMUNITY OBJECTIVES/SCREEN?		PASS	PASS	PASS		PASS	PASS	PASS								PASS	PASS	PASS	PASS	
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	N/A	
Pedestrian Effects	Alignment to transport corridor function																			
	Pedestrian Safety																			
	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
Parking Effects	Removal of existing parking spaces																			
	Location of parking spaces	N/A	N/A	N/A		N/A	N/A	N/A												
Property Effects	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution																			
	Effect on existing vegetation	N/A	N/A	N/A		N/A	N/A	N/A												
Urban Design Effects	Opportunity for urban design enhancements																			
PASS EFFECTS/SCREEN?		PASS	PASS	FAIL		PASS	PASS	PASS	FAIL							PASS	PASS	PASS	PASS	
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction																			
Funding Feasibility	Cost indication	\$5	\$5			\$5	\$5									\$5	\$5	\$5	\$5	

Criteria	Consideration	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		Separated Cycle Lane/Path	Separated Cycle Lane/Path Two way	Separated Cycle Lane/Path: Two way/one centre of the street	Separated Cycle Lane/Path: One direction downhill	Separated Cycle Lane/Path: Contraflow Bus	Cycle lane	Cycle Lane: Two way	Cycle Lane: Two way/down the street	Cycle Lane: One way uphill downhill	Cycle Lane: Contraflow lane	Cycle Lane: Peak period/ Cycle lane	Cycle Lane: Peak period/ Cycle lane	Dedicated Bus Lane: Permanent narrow lane	Dedicated Bus Lane: Permanent wide lane	Dedicated Bus Lane: Peak side parking/ Cycle lane	Shared Path	Quiet Route	Shared Zone	Pedestrian- and Cyclist Only Street
		FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL

PASS/FATAL LAWS SCREEN?

Effectiveness meeting WCC Cycling Investment Objectives	<p>improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience</p> <p>Cycling is viable and attractive transport choice</p> <p>The crash rate, number and severity of crashes involving people on bikes is reduced</p> <p>Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, health and effectiveness of Wellington</p>	
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PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?

Objectives	<p>provide facilities for people biking through and around Newtown, Mt Cook and Berhampore</p> <p>provide safe cycle facilities</p> <p>improve the safety of facilities for people walking through and around the area</p> <p>Make it easier and safer for people to cross roads in the area</p> <p>Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus</p> <p>Minimize the impact on parking, especially for residents and businesses</p> <p>Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights</p> <p>Create opportunities to improve safe access, seating and shelter at bus stops</p> <p>Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area</p> <p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement</p> <p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement</p>	
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PASS COMMUNITY OBJECTIVES SCREEN?

Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	
Pedestrian Effects	Alignment to transport corridor function	
Pedestrian Experience	Pedestrian Safety	
Public Transport Effects	Public Transport Safety	
Public Transport Experience	Public Transport Experience	
Motor Vehicle Effects	Motor Vehicle Safety	
Motor Vehicle Experience	Motor Vehicle Experience	
Parking Effects	Removal of existing parking spaces	
	Location of parking spaces	
Property Effects	Effect of acquisition on residual land	
	Effect on adjacent land use	
	Effect on access to businesses for cyclists	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	
Environmental Effects	Light pollution	
	Effect on existing vegetation	
Urban Design Effects	Opportunity for urban design enhancements	
	PASS EFFECTS SCREEN?	
Planning Feasibility	Plan alignment (District, Reserves, Other)	
	Approvals Risk (consents etc.)	
Delivery Feasibility	Traffic disruption during construction	
	Business disruption during construction	
Funding Feasibility	Cost indication	

Criteria	Consideration	R44.52 Herald Street Rimoldi St to 855 Herald St Treatment																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
		Separated Cycle Lane/Path	Separated Cycle Lane/Path Two way	Separated Cycle Lane/Path: Two center of the street	Separated Cycle Lane/Path: One through downhill	Separated Cycle Lane/Path: Centriflow lane	Cycle lane	Cycle Lane: Two way down the street	Cycle Lane: Two way down the street	Cycle Lane: One lane uphill downhill	Cycle Lane: Centriflow lane	Cycle Lane: Peak off-peak cycling lane	Cycle Lane: Peak cycle time off-peak parking	Dedicated Bus Lane: Permanent narrow lane	Dedicated Bus Lane: Permanent wide lane	Dedicated Bus Lane: Peak bike parking cycle lane	Shared Path	Quiet Route	Shared Zone	Pedestrian- and Cyclist Only Street	
<p>Effectiveness meeting MCC</p> <p>Spring Investment Objectives</p> <p>The crash rate, number and severity of crashes involving people on bikes is reduced</p> <p>Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, usability and attractiveness of Washington</p> <p>PASS MCC CYCLING INVESTMENT OBJECTIVES SCREEN</p>	<p>Provide facilities for people biking through and around Newtown, Mt Cook and Benhamore</p> <p>Provide safe cycle facilities</p> <p>Improve the safety of facilities for people walking through and around the area</p> <p>Make it easier and safer for people to cross roads in the area</p> <p>Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus</p> <p>Minimize the impact on parking, especially for residents and businesses</p> <p>Encourage more people to use trunks by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights</p> <p>Create opportunities to improve safe access, seating and shelter at bus stops</p> <p>Preserve, or create opportunities to enhance, the special character of the Newtown, Benhamore, and Mount Cook area</p> <p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement</p> <p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement</p>	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	
	<p>Align of option to an existing adjacent cycle infrastructure</p> <p>Alignment to transport corridor function</p> <p>Pedestrian Safety</p> <p>Pedestrian Experience</p> <p>Public Transport Safety</p> <p>Public Transport Experience</p> <p>Motor Vehicle Safety</p> <p>Motor Vehicle Experience</p> <p>Removal of existing parking spaces</p> <p>Location of parking spaces</p> <p>Effect of acquisition on residual land</p> <p>Effect on adjacent land use</p> <p>Effect on access to businesses for cyclists</p> <p>Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)</p> <p>Light pollution</p> <p>Effect on existing vegetation</p> <p>Opportunity for urban design enhancements</p>	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
	<p>Urban Design Effects</p> <p>Opportunity for urban design enhancements</p> <p>PASS EFFECTS SCREEN</p>	PASS	PASS	FAIL	PASS		PASS	PASS	FAIL	PASS		FAIL	FAIL	PASS	FAIL		PASS	PASS	PASS	PASS	PASS
	<p>Planning Feasibility</p> <p>Plan alignment (District, Reserves, Other)</p> <p>Approvals Risk (consents etc.)</p>	PASS	PASS	FAIL	PASS		PASS	PASS	FAIL	PASS		FAIL	FAIL	PASS	FAIL		PASS	PASS	PASS	PASS	PASS
	<p>Delivery Feasibility</p> <p>Traffic disruption during construction</p> <p>Business disruption during construction</p>	FAIL	FAIL	FAIL	FAIL		FAIL	FAIL	FAIL	FAIL		FAIL	FAIL	FAIL	FAIL		FAIL	FAIL	FAIL	FAIL	FAIL
	<p>Funding Feasibility</p> <p>Cost indication</p>	\$5	\$5	\$5	\$5		\$5	\$5	\$	\$		\$	\$	\$	\$		\$5	\$5	\$5	\$5	\$5

Criteria	Consideration	PASS/FATAL/LAWS/SCREENZ																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the street	4 Separated Cycle Lane/Path: One Shoulder downhill	5 Separated Cycle Lane/Path: Centreflow Lane	6 Cycle Lane	7 Cycle Lane: Two Way Down the street	8 Cycle Lane: Two Way Down the street	9 Cycle Lane: One Lane uphill downhill	10 Cycle Lane: Centreflow Lane	11 Cycle Lane: Peak period Cycle Lane	12 Cycle Lane: Peak cycle time off-peak parking	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide parking cycle lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian- and Cyclist Only Street
Effectiveness meeting MCC Screening Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	B	A	A	D		B	A	B	D			D				A	B	B	A
	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, usability and attractiveness of Wellington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES/SCREENZ		PASS	PASS	PASS	PASS		PASS	PASS	PASS			FAIL				PASS	PASS	PASS	PASS
	Provide facilities for people biking through and around Newtown, Mt Cook and Benhamore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																				
Minimize the impact on parking, especially for residents and businesses																				
Encourage more people to use trunks by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
Create opportunities to improve safe access, seating and shelter at bus stops																				
Preserve, or create opportunities to enhance, the special character of the Newtown, Benhamore, and Mount Cook area																				
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																				
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																				
PASS COMMUNITY OBJECTIVES/SCREENZ		PASS	PASS	PASS	PASS		PASS	PASS	PASS							FAIL	PASS	PASS	PASS	
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	
Pedestrian Effects	Alignment to transport corridor function																			
	Pedestrian Safety																			
	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
Parking Effects	Removal of existing parking spaces																			
	Location of parking spaces	N/A	N/A	N/A	N/A		N/A	N/A	N/A											
Property Effects	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A		N/A	N/A	N/A								N/A	N/A	N/A	
Environmental Effects	Light pollution																			
	Effect on existing vegetation	N/A	N/A	N/A	N/A		N/A	N/A	N/A											
Urban Design Effects	Opportunity for urban design enhancements																			
PASS EFFECTS/SCREENZ		PASS	PASS	FAIL	PASS		PASS	FAIL	PASS								PASS	PASS	PASS	
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction	N/A	N/A																	
Funding Feasibility	Cost indication	\$55	\$55		\$5		\$5		\$								\$5	\$55	\$55	

Criteria	Consideration	Treatment																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path: Two way	3 Separated Cycle Lane/Path: Two way/one centre of the street	4 Separated Cycle Lane/Path: One through downhill	5 Separated Cycle Lane/Path: Centrifuge lane	6 Cycle lane	7 Cycle Lane: Two way	8 Cycle Lane: Two way/down the street	9 Cycle Lane: One way uphill downhill	10 Cycle Lane: Centrifuge lane	11 Cycle Lane: Peak/valley/grade partial Cycle lane	12 Cycle Lane: Peak cycle time off-peak parking	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide parking Cycle lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian- and Cyclist-Only Street
Effectiveness meeting MCC Spring Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	C	B	C			D						F	E			C			
	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, flexibility and attractiveness of Wellington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?		PASS	PASS	PASS		PASS		PASS				FAIL				PASS			
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area	N/A	N/A	N/A			N/A		N/A								N/A			
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																				
Minimize the impact on parking, especially for residents and businesses																				
Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
Create opportunities to improve safe access, seating and shelter at bus stops																				
Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	N/A	N/A	N/A			N/A		N/A								N/A				
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A			N/A		N/A								N/A				
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																				
PASS COMMUNITY OBJECTIVES SCREEN?		PASS	PASS	PASS		PASS		PASS								PASS				
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A		N/A		N/A								N/A				
Pedestrian Effects	Alignment to transport corridor function																			
	Pedestrian Safety																			
Public Transport Effects	Pedestrian Experience																			
	Public Transport Safety																			
Motor Vehicle Effects	Public Transport Experience																			
	Motor Vehicle Safety																			
Parking Effects	Motor Vehicle Experience																			
	Removal of existing parking spaces																			
Property Effects	Location of parking spaces	N/A	N/A	N/A		N/A		N/A								N/A				
	Effect of acquisition on residual land																			
Environmental Effects	Effect on adjacent land use																			
	Effect on access to businesses for cyclists	N/A	N/A	N/A		N/A		N/A								N/A				
Urban Design Effects	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A		N/A		N/A								N/A				
	Light pollution																			
PASS EFFECTS SCREEN?		PASS	PASS	PASS		PASS		PASS								PASS				
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
Delivery Feasibility	Approvals Risk (consents etc.)																			
	Traffic disruption during construction																			
Funding Feasibility	Business disruption during construction																			
	Cost indication	\$55	\$55	\$55		\$5		\$5								\$5				

Criteria	Consideration	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two way	3 Separated Cycle Lane/Path: Two way/one centre of the street	4 Separated Cycle Lane/Path: One direction down/hill	5 Separated Cycle Lane/Path: Contraflow Bus	6 Cycle Lane	7 Cycle Lane: Two way	8 Cycle Lane: Two way/down the street	9 Cycle Lane: One way uphill down/hill	10 Cycle Lane: Contraflow Lane	11 Cycle Lane: Peak off-peak/shoulder Cycle Lane	12 Cycle Lane: Peak cycle time off-peak/shoulder	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide parking Cycle Lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian- and Cyclist Only Street
	PASS/ATLAL LAWS/SCREEN?	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL

Effectiveness meeting MCC	improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience																			
Cycling Investment Objectives	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, health and attractiveness of Wellington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES/SCREEN?																			

Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																			
	Minimize the impact on parking, especially for residents and businesses																			
	Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																			
	Create opportunities to improve safe access, seating and shelter at bus stops																			
	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area																			
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																			
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																			
	PASS COMMUNITY OBJECTIVES/SCREEN?																			

Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure																			
	Alignment to transport corridor function																			
	Pedestrian Safety																			
	Pedestrian Experience																			
	Public Transport Safety																			
	Public Transport Experience																			
	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
	Removal of existing parking spaces																			
	Location of parking spaces																			
	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists																			
	Effect on access to businesses for motorists (incl. deliveries and ease of access)																			
	Light pollution																			
	Effect on existing vegetation																			
	Opportunity for urban design enhancements																			
	PASS EFFECTS/SCREEN?																			
Urban Design Effects	Opportunity for urban design enhancements																			
	PASS EFFECTS/SCREEN?																			
Planning Feasibility	Urban alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
	Traffic disruption during construction																			
	Business disruption during construction																			
	Cost indication																			
	PASS EFFECTS/SCREEN?																			

Criteria	Consideration	PASS/FAIL/STATUS/SCREEN?																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the street	4 Separated Cycle Lane/Path: One through downHill	5 Separated Cycle Lane/Path: Centrifuge lane	6 Cycle lane	7 Cycle Lane: Two way	8 Cycle Lane: Two way down the street	9 Cycle Lane: One way uphill downHill	10 Cycle Lane: Centrifuge lane	11 Cycle Lane: Peak cycle lane: parallel Cycle lane	12 Cycle Lane: Peak cycle lane: off-peak parking	13 Dedicated Bus Lane: Remnant narrow lane	14 Dedicated Bus Lane: Remnant wide lane	15 Dedicated Bus Lane: Peak wide parking Cycle lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian- and Cyclist Only Street
Effectiveness meeting MCC Cycling Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	FAIL
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	C	B	C	E		C													
	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, flexibility and attractiveness of Washington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?		PASS	PASS	PASS	FAIL	PASS	FAIL	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	PASS	FAIL	PASS	FAIL	FAIL
	Provide facilities for people biking through and around Newtown, Mt Cook and Benhamore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																				
Minimize the impact on parking, especially for residents and businesses																				
Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
Create opportunities to improve safe access, seating and shelter at bus stops																				
Preserve, or create opportunities to enhance, the special character of the Newtown, Benhamore, and Mount Cook area																				
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																				
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																				
PASS COMMUNITY OBJECTIVES SCREEN?		PASS	PASS	PASS		PASS		PASS		FAIL		PASS		FAIL		PASS		FAIL		
Transport Network Fit	Alignment of option to an existing adjacent cycle infrastructure	N/A	N/A	N/A		N/A		N/A												
Pedestrian Effects	Alignment to transport corridor function																			
	Pedestrian Safety																			
	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety																			
	Public Transport Experience																			
Motor Vehicle Effects	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
Parking Effects	Removal of existing parking spaces																			
	Location of parking spaces																			
Property Effects	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists																			
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)																			
Environmental Effects	Light pollution																			
	Effect on existing vegetation																			
Urban Design Effects	Opportunity for urban design enhancements																			
PASS EFFECTS SCREEN?		PASS	PASS	PASS		PASS		PASS				PASS				PASS		PASS		
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction																			
Funding Feasibility	Cost indication	\$55	\$55	\$55		\$5		\$5				\$5			\$			\$5		

Criteria	Consideration	Treatment																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the Street	4 Separated Cycle Lane/Path: One Sharrow	5 Separated Cycle Lane/Path: Centrifuge Bikes	6 Cycle Lane	7 Cycle Lane: Two Way	8 Cycle Lane: Two Way Down the Street	9 Cycle Lane: One Lane Uplift	10 Cycle Lane: Centrifuge Lane	11 Cycle Lane: Peak Off-peak/Off-peak/Off-peak Cycle Lane	12 Cycle Lane: Peak Cycle Lane Off-peak/Off-peak	13 Dedicated Bus Lane: Permanent Narrow Lane	14 Dedicated Bus Lane: Permanent Wide Lane	15 Dedicated Bus Lane: Peak Wide Parking Cycle Lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian- and Cyclist-Only Street
Effectiveness meeting MCC Spring Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	C	B	C	E		C	B	C	E			E				B	C	B	A
Effectiveness meeting MCC Spring Investment Objectives	Reduce the crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, flexibility and attractiveness of Wellington																			
Effectiveness meeting Community Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL			FAIL					PASS	PASS	PASS	PASS
	Provide safe cycle facilities																			
Effectiveness meeting Community Objectives	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
Effectiveness meeting Community Objectives	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																			
	Minimize the impact on parking, especially for residents and businesses																			
Effectiveness meeting Community Objectives	Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																			
	Create opportunities to improve safe access, seating and shelter at bus stops																			
Effectiveness meeting Community Objectives	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area																			
	Create opportunities to improve the key locations identified in data analysis from the Newtown connections community engagement																			
Effectiveness meeting Community Objectives	Create opportunities to improve the key streets identified in data analysis from the Newtown connections community engagement																			
	NEWTON CONNECTIONS COMMUNITY ENGAGEMENT																			
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	PASS	PASS	PASS		PASS	PASS	PASS	FAIL			FAIL				FAIL	PASS	PASS	PASS	PASS
	Alignment to transport corridor function	N/A	N/A	N/A			N/A	N/A	N/A			N/A					N/A	N/A	N/A	N/A
Pedestrian Effects	Pedestrian Safety																			
	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A		N/A	N/A	N/A									N/A	N/A	N/A	N/A
	Public Transport Experience	N/A	N/A	N/A		N/A	N/A	N/A									N/A	N/A	N/A	N/A
Motor Vehicle Effects	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
Parking Effects	Removal of existing parking spaces																			
	Location of parking spaces																			
Property Effects	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
Environmental Effects	Effect on access to businesses for cyclists	N/A	N/A	N/A		N/A	N/A	N/A									N/A	N/A	N/A	N/A
	Effect on access to businesses for motorists (incl. deliveries and ease of access)	N/A	N/A	N/A		N/A	N/A	N/A									N/A	N/A	N/A	N/A
Urban Design Effects	Light pollution																			
	Effect on existing vegetation																			
Implementation	Opportunity for urban design enhancements																			
	PASS EFFECTS SCREEN?	PASS	PASS	FAIL		PASS	PASS	PASS	FAIL			FAIL				FAIL	PASS	PASS	PASS	PASS
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction																			
Funding Feasibility	Cost indication	\$55	\$55			\$5	\$5										\$5	\$55	\$55	\$55

Criteria	Consideration	Treatment																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the Street	4 Separated Cycle Lane/Path: One Downhill	5 Separated Cycle Lane/Path: Centriflow Lane	6 Cycle Lane	7 Cycle Lane Two Way	8 Cycle Lane Two Way Down the Centre of the Street	9 Cycle Lane: One Downhill	10 Cycle Lane: Centriflow Lane	11 Cycle Lane: Peak Off-peak/Off-peak/Off-peak	12 Cycle Lane: Peak Cycle Time Off-peak/Off-peak	13 Dedicated Bus Lane: Permanent Narrow Lane	14 Dedicated Bus Lane: Permanent Wide Lane	15 Dedicated Bus Lane: Peak Wide Parking Cycle Lane	16 Shared Path	17 Quiet Route	18 Shared Zone	19 Pedestrian and Cyclist Only Street
Effectiveness meeting MCC Solving Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	B	A	B	D		B	B	B	D			D				B	B	B	A
	Cycling is viable and attractive transport choice																			
	The crash rate, number and severity of crashes involving people on bikes is reduced																			
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, usability and attractiveness of Washington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS
	Provide facilities for people biking through and around Newtown, Mt Cook and Benhamore																			
	Provide safe cycle facilities																			
	Improve the safety of facilities for people walking through and around the area																			
	Make it easier and safer for people to cross roads in the area																			
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																				
Minimize the impact on parking, especially for residents and businesses																				
Encourage more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
Create opportunities to improve safe access, seating and shelter at bus stops																				
Preserve, or create opportunities to enhance, the special character of the Newtown, Benhamore, and Mount Cook area																				
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																				
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																				
PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS	
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A		N/A	N/A	N/A							N/A	N/A	N/A	N/A	
Pedestrian Effects	Pedestrian Safety																			
	Pedestrian Experience																			
	Public Transport Safety	N/A	N/A	N/A	N/A		N/A	N/A	N/A							N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A		N/A	N/A	N/A							N/A	N/A	N/A	N/A	
	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
	Removal of existing parking spaces																			
	Location of parking spaces	N/A	N/A	N/A	N/A		N/A	N/A	N/A							N/A	N/A	N/A	N/A	
	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A		N/A	N/A	N/A							N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A		N/A	N/A	N/A							N/A	N/A	N/A	N/A	
	Light pollution																			
	Effect on existing vegetation																			
	Opportunity for urban design enhancements																			
PASS EFFECTS SCREEN		PASS	PASS	FAIL	PASS		PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS	
Urban Design Effects	Urban Design Effects																			
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction																			
Funding Feasibility	Cost indication	\$5	\$5		\$5		\$5	\$5	\$							\$5	\$5	\$5	\$5	

Criteria	Consideration	Treatment																		
		1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path Two Way	3 Separated Cycle Lane/Path: Two Centre of the street	4 Separated Cycle Lane/Path: One Shoulder downhill	5 Separated Cycle Lane/Path: Centriflow Lane	6 Cycle Lane	7 Cycle Lane: Two Way Down the street	8 Cycle Lane: Two Way Down the street	9 Cycle Lane: One Lane uphill downhill	10 Cycle Lane: Centriflow Lane	11 Cycle Lane: Peak Cycle Lane	12 Cycle Lane: Peak cycle lane off-peak parking	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide parking cycle lane	16 Shared Path	17 Quiet/Route	18 Shared Zone	19 Pedestrian- and Cyclist-Only Street
Effectiveness meeting MCC Cycling Investment Objectives	ACHIEVE a high level of service for cyclists within an integrated transport network	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS
	IMPROVE cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	A	A	B	C		B	A	B	C			C				A	B	B	A
	CRASH rate, number and severity of crashes involving people on bikes is reduced																			
	PROVIDING transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, flexibility and attractiveness of Wellington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?		PASS	PASS	PASS	PASS		PASS	PASS	PASS			PASS				PASS	PASS	PASS	PASS
	PROVIDE facilities for people biking through and around Newtown, Mt Cook and Berhampore																			
	PROVIDE safe cycle facilities																			
	IMPROVE the safety of facilities for people walking through and around the area																			
	MAKE it easier and safer for people to cross roads in the area																			
	CONTRIBUTE to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																			
MINIMIZE the impact on parking, especially for residents and businesses																				
ENCOURAGE more people to use their bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights																				
CREATE opportunities to improve safe access, seating and shelter at bus stops																				
PREVENT, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area																				
CREATE opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement																				
CREATE opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement																				
PASS COMMUNITY OBJECTIVES SCREEN?		PASS	PASS	PASS	PASS		PASS	PASS	PASS			PASS				PASS	PASS	PASS	PASS	
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
Pedestrian Effects	Alignment to transport corridor function																			
	Pedestrian Safety																			
	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety																			
	Motor Vehicle Experience																			
Parking Effects	Removal of existing parking spaces																			
	Location of parking spaces	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
Property Effects	Effect of acquisition on residual land																			
	Effect on adjacent land use																			
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution																			
	Effect on existing vegetation	N/A	N/A	N/A	N/A		N/A	N/A	N/A			N/A				N/A	N/A	N/A	N/A	
Urban Design Effects	Opportunity for urban design enhancements																			
PASS EFFECTS SCREEN?		PASS	PASS	FAIL	PASS		PASS	PASS	PASS			PASS				PASS	PASS	PASS	PASS	
Planning Feasibility	Plan alignment (District, Reserves, Other)																			
	Approvals Risk (consents etc.)																			
Delivery Feasibility	Traffic disruption during construction																			
	Business disruption during construction																			
Funding Feasibility	Cost indication	\$5	\$5		\$5		\$5	\$5	\$							\$5	\$5	\$5	\$5	

		R88-51 Berhampore Golf Course East				
		Adehlide Rd (at Dover St) to Martin Luckie Park (at south side)				
		Treatment				
		20	21	22	23	
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)	
Criteria	Consideration	PASS EXCEL EXCEL				
		PASS	PASS	PASS	PASS	
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice	A	A	A	A	
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington					
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS	
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore					
	Provide safe cycle facilities					
	Improve the safety of facilities for people walking through and around the area					
	Make it easier and safer for people to cross roads in the area	N/A	N/A	N/A	N/A	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
	Minimise the impact on parking, especially for residents and businesses	N/A	N/A	N/A	N/A	
	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	N/A	N/A	N/A	N/A	
	Create opportunities to improve safe access, seating and shelter at bus stops	N/A	N/A	N/A	N/A	
	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
	Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
		Alignment to transport corridor function	N/A	N/A	N/A	N/A
	Pedestrian Effects	pedestrian Safety				
	pedestrian Experience					
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A	
	Motor Vehicle Experience	N/A	N/A	N/A	N/A	
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A	
	Location of parking spaces	N/A	N/A	N/A	N/A	
Property Effects	Effect of acquisition on residual land					
	Effect on adjacent land use	N/A	N/A	N/A	N/A	
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution					
	Effect on existing vegetation	N/A	N/A	N/A	N/A	
Urban Design Effects	Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS	
Implementation		PASS EFFECTS SCREEN				
Planning Feasibility	Plan alignment (District, Reserves, Other)					
	Approvals/Risk (consents, etc.)					
Delivery Feasibility	Traffic disruption during construction	N/A	N/A	N/A	N/A	
	Business disruption during construction	N/A	N/A	N/A	N/A	
Funding Feasibility	Cost indication	\$5	\$5	\$	\$	

		R38-52 Berhampore Golf Course East			
		Martin Liddle Park (at south side) to R36 Leland St			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		PASS	PASS	PASS	PASS
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, livability and attractiveness of Wellington	A	A	A	A
		PASS	PASS	PASS	PASS
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore					
Provide safe cycle facilities					
Improve the safety of facilities for people walking through and around the area					
Make it easier and safer for people to cross roads in the area		N/A	N/A	N/A	N/A
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
Minimise the impact on parking, especially for residents and businesses		N/A	N/A	N/A	N/A
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		N/A	N/A	N/A	N/A
Create opportunities to improve safe access, seating and shelter at bus stops		N/A	N/A	N/A	N/A
Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area		N/A	N/A	N/A	N/A
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Transport Network Fit		N/A	N/A	N/A	N/A
Alignment of option to any existing adjacent cycle infrastructure		N/A	N/A	N/A	N/A
Alignment to transport corridor function		N/A	N/A	N/A	N/A
Pedestrian Safety					
Pedestrian Experience					
Public Transport Effects		N/A	N/A	N/A	N/A
Public Transport Safety		N/A	N/A	N/A	N/A
Public Transport Experience		N/A	N/A	N/A	N/A
Motor Vehicle Effects		N/A	N/A	N/A	N/A
Motor Vehicle Safety		N/A	N/A	N/A	N/A
Motor Vehicle Experience		N/A	N/A	N/A	N/A
Parking Effects		N/A	N/A	N/A	N/A
Removal of existing parking spaces					
Location of parking spaces					
Effect of acquisition on residual land					
Effect on adjacent land use					
Effect on access to businesses for cyclists		N/A	N/A	N/A	N/A
Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)		N/A	N/A	N/A	N/A
Light pollution					
Effect on existing vegetation		N/A	N/A	N/A	N/A
Urban Design Effects					
Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS
Planning Feasibility					
Plan alignment (District, Reserves, Other)					
Approvals/Risk (consents/etc.)					
Delivery Feasibility					
Traffic disruption during construction		N/A	N/A	N/A	N/A
Business disruption during construction		N/A	N/A	N/A	N/A
Funding Feasibility					
Cost indication		\$5	\$5	\$	\$

		R38-53 Berhampore Golf Course East				
		Martin Luchie Park (at south side) to Lavand St (at Russell Tce)				
		Treatment				
		20	21	22	23	
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)	
Criteria	Consideration	PASS EXCEL DLAWS SCREEN				
		PASS	PASS	PASS	PASS	
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice	A	A	A	A	
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington					
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS	
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore					
	Provide safe cycle facilities					
	Improve the safety of facilities for people walking through and around the area					
	Make it easier and safer for people to cross roads in the area	N/A	N/A	N/A	N/A	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
	Minimise the impact on parking, especially for residents and businesses	N/A	N/A	N/A	N/A	
	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	N/A	N/A	N/A	N/A	
	Create opportunities to improve safe access, seating and shelter at bus stops	N/A	N/A	N/A	N/A	
	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
	Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
		Alignment to transport corridor function	N/A	N/A	N/A	N/A
	Pedestrian Effects	pedestrian Safety				
	pedestrian Experience					
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A	
	Motor Vehicle Experience	N/A	N/A	N/A	N/A	
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A	
	Location of parking spaces	N/A	N/A	N/A	N/A	
Property Effects	Effect of acquisition on residual land					
	Effect on adjacent land use	N/A	N/A	N/A	N/A	
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution					
	Effect on existing vegetation	N/A	N/A	N/A	N/A	
Urban Design Effects	Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS	
Implementation	Planning Feasibility	Plan alignment (District, Reserves, Other)				
		Approvals/Risk (consents/etc.)				
	Delivery Feasibility	Traffic disruption during construction	N/A	N/A	N/A	
		Business disruption during construction	N/A	N/A	N/A	
	Funding Feasibility	Cost indication	\$5	\$5	\$	

		R839-51 Benhamore Golf Course West				
		Addiside Rd (at Dover St) to Wakefield Park (at northwest corner)				
		Treatment				
		20	21	22	23	
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)	
Criteria	Consideration	PASS EXCEL EXCEL EXCEL EXCEL				
		PASS	PASS	PASS	PASS	
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice	A	A	A	A	
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington					
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS	
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Benhamore					
	Provide safe cycle facilities					
	Improve the safety of facilities for people walking through and around the area					
	Make it easier and safer for people to cross roads in the area	N/A	N/A	N/A	N/A	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
	Minimise the impact on parking, especially for residents and businesses	N/A	N/A	N/A	N/A	
	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	N/A	N/A	N/A	N/A	
	Create opportunities to improve safe access, seating and shelter at bus stops	N/A	N/A	N/A	N/A	
	Preserve, or create opportunities to enhance, the special character of the Newtown, Benhamore, and Mount Cook area	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
	Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
		Alignment to transport corridor function	N/A	N/A	N/A	N/A
	Pedestrian Effects	pedestrian Safety				
	pedestrian Experience					
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A	
	Motor Vehicle Experience	N/A	N/A	N/A	N/A	
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A	
	Location of parking spaces	N/A	N/A	N/A	N/A	
Property Effects	Effect of acquisition on residual land					
	Effect on adjacent land use					
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution					
	Effect on existing vegetation	N/A	N/A	N/A	N/A	
Urban Design Effects	Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS	
Implementation		PASS EFFECTS SCREEN				
Planning Feasibility	Plan alignment (District, Reserves, Other) Approvals/Risk (consents, etc.)					
Delivery Feasibility	Traffic disruption during construction Business disruption during construction	N/A	N/A	N/A	N/A	
Funding Feasibility	Cost indication	\$5	\$5	\$	\$	

		B39-52 Benthamore Golf Course West			
		#572 Adelaide Rd to Wakefield Park (at northwest corner)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL EXCEL			
		PASS	PASS	PASS	PASS
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	A	A	A	A
		PASS	PASS	PASS	PASS
Objectives	<p>PASS WCC EXCEL EXCEL</p> <p>Provide facilities for people biking through and around Newtown, Mt Cook and Benthamore</p> <p>Provide safe cycle facilities</p> <p>Improve the safety of facilities for people walking through and around the area</p> <p>Make it easier and safer for people to cross roads in the area</p> <p>Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus</p> <p>Minimise the impact on parking, especially for residents and businesses</p> <p>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</p> <p>Create opportunities to improve safe access, seating and shelter at bus stops</p> <p>Preserve, or create opportunities to enhance, the special character of the Newtown, Benthamore, and Mount Cook area</p> <p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement</p> <p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement</p>	PASS	PASS	PASS	PASS
		PASS	PASS	PASS	PASS
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure Alignment to transport corridor function	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Pedestrian Effects	<p> pedestrian safety</p> <p> pedestrian experience</p>				
		N/A	N/A	N/A	N/A
Public Transport Effects	<p> public transport safety</p> <p> public transport experience</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Motor Vehicle Effects	<p> motor vehicle safety</p> <p> motor vehicle experience</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Parking Effects	<p> removal of existing parking spaces</p> <p> location of parking spaces</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Property Effects	<p> effect of acquisition on residual land</p> <p> effect on adjacent land use</p> <p> effect on access to businesses for cyclists</p> <p> effect on access to businesses for motor vehicles (incl. deliveries and ease of access)</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Environmental Effects	<p> light pollution</p> <p> effect on existing vegetation</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Urban Design Effects	<p> opportunity for urban design enhancements</p>				
		PASS	PASS	PASS	PASS
Implementation		PASS EFFECTS SCREEN2			
Planning Feasibility	<p> plan alignment (District, Reserves, Other)</p> <p> approvals/risk (consents etc.)</p>				
		N/A	N/A	N/A	N/A
Delivery Feasibility	<p> business disruption during construction</p> <p> cost indication</p>	N/A	N/A	N/A	N/A
		\$5	\$5	\$	\$

		R39-53 Bentmore Golf Course West			
		Waverfield Park (at northwest corner) to Stanley St (at Duppa St)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		PASS	PASS	PASS	PASS
Effectiveness meeting WCC objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN	A	A	A	A
		PASS	PASS	PASS	PASS
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Bentmore Provide safe cycle facilities Improve the safety of facilities for people walking through and around the area Make it easier and safer for people to cross roads in the area Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses 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 Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown, Bentmore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement PASS COMMUNITY OBJECTIVES SCREEN				
		PASS	PASS	PASS	PASS
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
	Alignment to transport corridor function	N/A	N/A	N/A	N/A
Pedestrian Effects	pedestrian Safety				
	pedestrian Experience				
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A
	Public Transport Experience	N/A	N/A	N/A	N/A
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A
	Motor Vehicle Experience	N/A	N/A	N/A	N/A
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A
	Location of parking spaces				
Property Effects	Effect of acquisition on residual land				
	Effect on adjacent land use				
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A
Environmental Effects	Light pollution				
	Effect on existing vegetation	N/A	N/A	N/A	N/A
Urban Design Effects	Opportunity for urban design enhancements				
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS
Implementation	Plan alignment (District, Reserves, Other)				
	Approvals/Risk (consents, etc.)				
	Traffic disruption during construction	N/A	N/A	N/A	N/A
	Business disruption during construction	N/A	N/A	N/A	N/A
	Cost indication	\$5	\$5	\$	\$

		R839-54 Berhampore Golf Course West				
		Stanley St (at Duppa St) to R139 Broomart St				
		Treatment				
		20	21	22	23	
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)	
Criteria	Consideration	PASS EXCEL EXCEL				
		PASS	PASS	PASS	PASS	
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice	A	A	A	A	
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington					
PASS WCC EXCEL INVESTMENT OBJECTIVES SCREEN2		PASS	PASS	PASS	PASS	
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore					
	Provide safe cycle facilities					
	Improve the safety of facilities for people walking through and around the area					
	Make it easier and safer for people to cross roads in the area	N/A	N/A	N/A	N/A	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
	Minimise the impact on parking, especially for residents and businesses	N/A	N/A	N/A	N/A	
	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	N/A	N/A	N/A	N/A	
	Create opportunities to improve safe access, seating and shelter at bus stops	N/A	N/A	N/A	N/A	
	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
	PASS COMMUNITY OBJECTIVES SCREEN2		PASS	PASS	PASS	PASS
	Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
		Alignment to transport corridor function	N/A	N/A	N/A	N/A
	Pedestrian Effects	pedestrian Safety				
	pedestrian Experience					
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A	
	Public Transport Experience	N/A	N/A	N/A	N/A	
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A	
	Motor Vehicle Experience	N/A	N/A	N/A	N/A	
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A	
	Location of parking spaces					
Property Effects	Effect of acquisition on residual land					
	Effect on adjacent land use					
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A	
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	
Environmental Effects	Light pollution					
	Effect on existing vegetation	N/A	N/A	N/A	N/A	
Urban Design Effects	Opportunity for urban design enhancements					
PASS EFFECTS SCREEN2		PASS	PASS	PASS	PASS	
Implementation	Planning Feasibility	Plan alignment (District, Reserves, Other)				
		Approvals/Risk (consents, etc.)				
	Delivery Feasibility	Traffic disruption during construction	N/A	N/A	N/A	
		Business disruption during construction	N/A	N/A	N/A	
	Funding Feasibility	Cost indication	\$5	\$5	\$	

		R40-S1 Central Park Brooklyn Rd (at Bidwell St) to JZZ Brooklyn Rd			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL EXCEL EXCEL EXCEL			
		A	A	A	A
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice				
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington				
PASS WCC EXCEL EXCEL EXCEL EXCEL		PASS	PASS	PASS	PASS
Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore					
Provide safe cycle facilities					
Improve the safety of facilities for people walking through and around the area					
Make it easier and safer for people to cross roads in the area		N/A	N/A	N/A	N/A
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
Minimise the impact on parking, especially for residents and businesses		N/A	N/A	N/A	N/A
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		N/A	N/A	N/A	N/A
Create opportunities to improve safe access, seating and shelter at bus stops		N/A	N/A	N/A	N/A
Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area		N/A	N/A	N/A	N/A
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Transport Network Fit		N/A	N/A	N/A	N/A
Alignment of option to any existing adjacent cycle infrastructure		N/A	N/A	N/A	N/A
Alignment to transport corridor function		N/A	N/A	N/A	N/A
Pedestrian Safety					
Pedestrian Experience					
Public Transport Safety		N/A	N/A	N/A	N/A
Public Transport Experience		N/A	N/A	N/A	N/A
Motor Vehicle Safety		N/A	N/A	N/A	N/A
Motor Vehicle Experience		N/A	N/A	N/A	N/A
Removal of existing parking spaces		N/A	N/A	N/A	N/A
Location of parking spaces		N/A	N/A	N/A	N/A
Effect of acquisition on residual land					
Effect on adjacent land use					
Effect on access to businesses for cyclists		N/A	N/A	N/A	N/A
Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)		N/A	N/A	N/A	N/A
Light pollution					
Effect on existing vegetation		N/A	N/A	N/A	N/A
Urban Design Effects					
Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS
Planning Feasibility					
Plan Alignment (District, Reserve, Other)					
Approvals Risk (consents etc.)					
Delivery Feasibility					
Traffic disruption during construction		N/A	N/A	N/A	N/A
Business disruption during construction		N/A	N/A	N/A	N/A
Funding Feasibility					
Cost Indication		\$5	\$5	\$	\$

		M41-51 Llandaf Street Park Brimont St (at Ffarmham St) to Mardoliner Park (north side of off-leash dog exercise area)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL EXCEL			
		PASS	PASS	PASS	PASS
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network	A	A	A	A
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience				
	Cycling is a viable and attractive transport choice				
	The crash rate, number and severity of crashes involving people on bikes is reduced				
	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington				
	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN				
	Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore				
	Provide safe cycle facilities				
	Improve the safety of facilities for people walking through and around the area				
	Make it easier and safer for people to cross roads in the area	N/A	N/A	N/A	N/A
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
Minimise the impact on parking, especially for residents and businesses	N/A	N/A	N/A	N/A	
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	N/A	N/A	N/A	N/A	
Create opportunities to improve safe access, seating and shelter at bus stops	N/A	N/A	N/A	N/A	
Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area	N/A	N/A	N/A	N/A	
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	N/A	N/A	N/A	N/A	
PASS COMMUNITY OBJECTIVES SCREEN					
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
	Alignment to transport corridor function	N/A	N/A	N/A	N/A
Pedestrian Effects	pedestrian Safety				
	pedestrian Experience				
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A
	Public Transport Experience	N/A	N/A	N/A	N/A
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A
	Motor Vehicle Experience	N/A	N/A	N/A	N/A
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A
	Location of parking spaces	N/A	N/A	N/A	N/A
Property Effects	Effect of acquisition on residual land				
	Effect on adjacent land use				
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A
Environmental Effects	Light pollution				
	Effect on existing vegetation	N/A	N/A	N/A	N/A
Urban Design Effects	Opportunity for urban design enhancements				
PASS EFFECTS SCREEN					
Implementation	Plan alignment (District, Reserve, Other)	PASS	PASS	PASS	PASS
	Approvals/Risk (consents/etc.)				
	Traffic disruption during construction	N/A	N/A	N/A	N/A
	Business disruption during construction	N/A	N/A	N/A	N/A
	Cost indication	\$5	\$5	\$	\$

		M42-51 Macallister Park #18 Palm Grove to #13 Stanley St			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL EXCEL EXCEL EXCEL			
		A	A	A	A
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice				
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington				
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore					
Provide safe cycle facilities					
Improve the safety of facilities for people walking through and around the area					
Make it easier and safer for people to cross roads in the area		N/A	N/A	N/A	N/A
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
Minimise the impact on parking, especially for residents and businesses		N/A	N/A	N/A	N/A
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		N/A	N/A	N/A	N/A
Create opportunities to improve safe access, seating and shelter at bus stops		N/A	N/A	N/A	N/A
Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area		N/A	N/A	N/A	N/A
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Alignment of option to any existing adjacent cycle infrastructure		N/A	N/A	N/A	N/A
Alignment to transport corridor function		N/A	N/A	N/A	N/A
Pedestrian Safety					
Pedestrian Experience					
Public Transport Safety		N/A	N/A	N/A	N/A
Public Transport Experience		N/A	N/A	N/A	N/A
Motor Vehicle Safety		N/A	N/A	N/A	N/A
Motor Vehicle Experience		N/A	N/A	N/A	N/A
Removal of existing parking spaces		N/A	N/A	N/A	N/A
Location of parking spaces		N/A	N/A	N/A	N/A
Effect of acquisition on residual land					
Effect on adjacent land use					
Effect on access to businesses for cyclists		N/A	N/A	N/A	N/A
Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)		N/A	N/A	N/A	N/A
Light pollution					
Effect on existing vegetation		N/A	N/A	N/A	N/A
Urban Design Effects					
Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS
Plan Alignment (District, Reserve, Other)					
Approvals/Risk (consents/etc.)					
Traffic disruption during construction		N/A	N/A	N/A	N/A
Business disruption during construction		N/A	N/A	N/A	N/A
Cost indication		\$5	\$5	\$	\$

		M42-52 Maudslayi Park #1 Stanley St to Maudslayi Park (a north side of off-leash dog exercise area)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		A	A	A	A
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN	A	A	A	A
		PASS	PASS	PASS	PASS
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore Provide safe cycle facilities Improve the safety of facilities for people walking through and around the area Make it easier and safer for people to cross roads in the area Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses 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 Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement PASS COMMUNITY OBJECTIVES SCREEN				
		PASS	PASS	PASS	PASS
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure Alignment to transport corridor function Pedestrian Safety Vegetation Safety Public Transport Safety Public Transport Experience Motor Vehicle Safety Motor Vehicle Experience	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Parking Effects	Removal of existing parking spaces Location of parking spaces Effect of acquisition on residual land Effect on adjacent land use Effect on access to businesses for cyclists Effect on access to businesses for motor vehicles (incl. deliveries and ease of access) Light pollution Effect on existing vegetation Opportunity for urban design enhancements	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Property Effects	Effect on access to businesses for cyclists Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Environmental Effects	Effect on existing vegetation Opportunity for urban design enhancements	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Urban Design Effects	Opportunity for urban design enhancements	PASS	PASS	PASS	PASS
		PASS	PASS	PASS	PASS
Implementation	Planning Feasibility Delivery Feasibility Funding Feasibility	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
	Cost Indication	\$5	\$5	\$	\$

		M22-54 Macalister Park Macalister Park (at north side of off-leash dog exercise area) to Macalister Park (at southwest corner of field)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		A	A	A	A
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, livability and attractiveness of Wellington PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN	PASS	PASS	PASS	PASS
		PASS	PASS	PASS	PASS
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore Provide safe cycle facilities Improve the safety of facilities for people walking through and around the area Make it easier and safer for people to cross roads in the area Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses 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 Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement PASS COMMUNITY OBJECTIVES SCREEN				
		PASS	PASS	PASS	PASS
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure Alignment to transport corridor function Pedestrian Safety Vegetation Safety Public Transport Effects Public Transport Experience Motor Vehicle Safety Motor Vehicle Experience	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Effects	Removal of existing parking spaces Location of parking spaces Effect of acquisition on residual land Effect on adjacent land use Effect on access to businesses for cyclists Effect on access to businesses for motor vehicles (incl. deliveries and ease of access) Light pollution Effect on existing vegetation Opportunity for urban design enhancements PASS EFFECTS SCREEN				
		PASS	PASS	PASS	PASS
Implementation	Plan alignment (District, Reserves, Other) Approvals/Risk (consents, etc.) Traffic disruption during construction Business disruption during construction Cost indication				
Funding Feasibility	Cost indication	\$5	\$5	\$	\$

		M42-55			
		Machilster Park			
		Machilster Park (at north side of off-leash dog exercise area) to			
		Machilster Park (at south end of field)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		PASS	PASS	PASS	PASS
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN	A	A	A	A
		PASS	PASS	PASS	PASS
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore Provide safe cycle facilities Improve the safety of facilities for people walking through and around the area Make it easier and safer for people to cross roads in the area Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses 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 Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement PASS COMMUNITY OBJECTIVES SCREEN				
		PASS	PASS	PASS	PASS
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
	Alignment to transport corridor function	N/A	N/A	N/A	N/A
Pedestrian Effects	pedestrian safety				
	pedestrian Experience				
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A
	Public Transport Experience	N/A	N/A	N/A	N/A
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A
	Motor Vehicle Experience	N/A	N/A	N/A	N/A
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A
	Location of parking spaces				
Property Effects	Effect of acquisition on residual land				
	Effect on adjacent land use				
	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A
Environmental Effects	Light pollution				
	Effect on existing vegetation	N/A	N/A	N/A	N/A
Urban Design Effects	Opportunity for urban design enhancements				
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS
Implementation	Plan alignment (District, Reserves, Other)				
	Approvals/Risk (consents, etc.)				
	Traffic disruption during construction	N/A	N/A	N/A	N/A
	Business disruption during construction	N/A	N/A	N/A	N/A
	Cost indication	\$5	\$5	\$	\$

		M42-56 Mandlister Park Mandlister Park (at southwest corner of field) to Mandlister Park (at south end of field)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		PASS	PASS	PASS	PASS
Effectiveness meeting WCC Objectives	<p>Achieve a high level of service for cyclists within an integrated transport network</p> <p>improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience</p> <p>Cycling is a viable and attractive transport choice</p> <p>The crash rate, number and severity of crashes involving people on bikes is reduced</p> <p>Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington</p>	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN			
		PASS	PASS	PASS	PASS
Objectives	<p>Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore</p> <p>Provide safe cycle facilities</p> <p>Improve the safety of facilities for people walking through and around the area</p> <p>Make it easier and safer for people to cross roads in the area</p> <p>Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus</p> <p>Minimise the impact on parking, especially for residents and businesses</p> <p>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</p> <p>Create opportunities to improve safe access, seating and shelter at bus stops</p> <p>Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area</p> <p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement</p> <p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement</p>	PASS COMMUNITY OBJECTIVES SCREEN			
		PASS	PASS	PASS	PASS
Transport Network Fit	<p>Alignment of option to any existing adjacent cycle infrastructure</p> <p>Alignment to transport corridor function</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Pedestrian Effects	<p> pedestrian safety</p> <p> pedestrian experience</p>				
Public Transport Effects	<p>Public Transport Safety</p> <p>Public Transport Experience</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Motor Vehicle Effects	<p>Motor Vehicle Safety</p> <p>Motor Vehicle Experience</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Parking Effects	<p>Removal of existing parking spaces</p> <p>Location of parking spaces</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Property Effects	<p>Effect of acquisition on residual land</p> <p>Effect on adjacent land use</p> <p>Effect on access to businesses for cyclists</p> <p>Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Environmental Effects	<p>Light pollution</p> <p>Effect on existing vegetation</p>	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A
Urban Design Effects	<p>Opportunity for urban design enhancements</p>	PASS EFFECTS SCREEN			
		PASS	PASS	PASS	PASS
Implementation	<p>Plan alignment (District, Reserves, Other)</p> <p>Approvals/Risk (consents, etc.)</p> <p>Traffic disruption during construction</p> <p>Business disruption during construction</p> <p>Cost indication</p>	PASS EFFECTS SCREEN			
Funding Feasibility	<p>Cost indication</p>	\$5	\$5	\$	\$

		M22-57 Mauldisee Park			
		Mauldisee Park (at south end of field) to H437 Adelaide Rd			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		PASS	PASS	PASS	PASS
Objectives	<p>Effectiveness meeting WCC Objectives</p> <p>The crash rate, number and severity of crashes involving people on bikes is reduced</p> <p>Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington</p> <p>PASS WCC EXCEL INVESTMENT OBJECTIVES SCREEN</p> <p>Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore</p> <p>Provide safe cycle facilities</p> <p>Improve the safety of facilities for people walking through and around the area</p> <p>Make it easier and safer for people to cross roads in the area</p> <p>Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus</p> <p>Minimise the impact on parking, especially for residents and businesses</p> <p>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</p> <p>Create opportunities to improve safe access, seating and shelter at bus stops</p> <p>Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area</p> <p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement</p> <p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement</p> <p>PASS COMMUNITY OBJECTIVES SCREEN</p>	PASS EXCEL DLAWS SCREEN			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
Effects	<p>Transport Network Fit</p> <p>Alignment of option to any existing adjacent cycle infrastructure</p> <p>Alignment to transport corridor function</p> <p>Pedestrian Safety</p> <p>Neighbourhood Experience</p> <p>Public Transport Effects</p> <p>Public Transport Safety</p> <p>Public Transport Experience</p> <p>Motor Vehicle Safety</p> <p>Motor Vehicle Experience</p> <p>Parking Effects</p> <p>Removal of existing parking spaces</p> <p>Location of parking spaces</p> <p>Effect of acquisition on residual land</p> <p>Effect on adjacent land use</p> <p>Property Effects</p> <p>Effect on access to businesses for cyclists</p> <p>Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)</p> <p>Light pollution</p> <p>Environmental Effects</p> <p>Effect on existing vegetation</p> <p>Urban Design Effects</p> <p>Opportunity for urban design enhancements</p> <p>PASS EFFECTS SCREEN</p>	PASS EXCEL DLAWS SCREEN			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
		PASS			
PASS					
Implementation	<p>Planning Feasibility</p> <p>Plan alignment (District, Reserves, Other)</p> <p>Approvals/Risk (consents/etc.)</p> <p>Delivery Feasibility</p> <p>Traffic disruption during construction</p> <p>Business disruption during construction</p> <p>Funding Feasibility</p> <p>Cost indication</p>	PASS EXCEL DLAWS SCREEN			
		PASS			
		PASS			
		PASS			
		\$5	\$5	\$	\$

		M42-SB Mauldister Park					
		Mauldister Park (at southwest corner of field) to P220 Hanson St					
		Treatment					
		20	21	22	23		
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)		
Criteria	Consideration	PASS EXCEL EXCEL					
		A	A	A	A		
Objectives	<p>Effectiveness meeting WCC Objectives</p> <p>The crash rate, number and severity of crashes involving people on bikes is reduced</p> <p>Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington</p> <p>PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN</p> <p>Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore</p> <p>Provide safe cycle facilities</p> <p>Improve the safety of facilities for people walking through and around the area</p> <p>Make it easier and safer for people to cross roads in the area</p> <p>Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus</p> <p>Minimise the impact on parking, especially for residents and businesses</p> <p>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</p> <p>Create opportunities to improve safe access, seating and shelter at bus stops</p> <p>Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area</p> <p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement</p> <p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement</p> <p>PASS COMMUNITY OBJECTIVES SCREEN</p>	PASS	PASS	PASS	PASS		
		Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
		Public Transport Effects	Alignment to transport corridor function	N/A	N/A	N/A	N/A
		Pedestrian Effects	pedestrian safety				
			pedestrian experience				
		Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A
			Public Transport Experience	N/A	N/A	N/A	N/A
		Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A
			Motor Vehicle Experience	N/A	N/A	N/A	N/A
		Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A
			Location of parking spaces	N/A	N/A	N/A	N/A
		Property Effects	Effect of acquisition on residual land				
			Effect on adjacent land use				
			Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A
			Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A
Environmental Effects	Light pollution						
	Effect on existing vegetation	N/A	N/A	N/A	N/A		
Urban Design Effects	Opportunity for urban design enhancements						
		PASS EFFECTS SCREEN					
Planning Feasibility	Plan alignment (District, Reserves, Other)	PASS	PASS	PASS	PASS		
	Approvals/Risk (consents, etc.)						
Delivery Feasibility	Traffic disruption during construction	N/A	N/A	N/A	N/A		
	Business disruption during construction	N/A	N/A	N/A	N/A		
Funding Feasibility	Cost indication	\$5	\$5	\$	\$		

		M42-59 Macalister Park 4417 Adelaide Rd to 4366 Adelaide Rd			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		A	A	A	A
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	PASS EXCEL INVESTMENT OBJECTIVES SCREEN			
		PASS	PASS	PASS	PASS
Objectives	Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore Provide safe cycle facilities Improve the safety of facilities for people walking through and around the area Make it easier and safer for people to cross roads in the area Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses 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 Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	PASS COMMUNITY OBJECTIVES SCREEN			
		PASS	PASS	PASS	PASS
Transport Network Fit	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A	N/A
Alignment to transport corridor function		N/A	N/A	N/A	N/A
Pedestrian Safety	pedestrian safety				
pedestrian Experience	pedestrian Experience				
Public Transport Effects	Public Transport Safety	N/A	N/A	N/A	N/A
Public Transport Experience	Public Transport Experience	N/A	N/A	N/A	N/A
Motor Vehicle Effects	Motor Vehicle Safety	N/A	N/A	N/A	N/A
Motor Vehicle Experience	Motor Vehicle Experience	N/A	N/A	N/A	N/A
Parking Effects	Removal of existing parking spaces	N/A	N/A	N/A	N/A
	Location of parking spaces				
	Effect of acquisition on residual land				
	Effect on adjacent land use				
Property Effects	Effect on access to businesses for cyclists	N/A	N/A	N/A	N/A
	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A
Environmental Effects	Light pollution				
	Effect on existing vegetation	N/A	N/A	N/A	N/A
Urban Design Effects	Opportunity for urban design enhancements				
		PASS EFFECTS SCREEN			
		PASS	PASS	PASS	PASS
Planning Feasibility		Plan alignment (District, Reserves, Other)			
		Approvals/Risk (consents/etc.)			
Delivery Feasibility		Traffic disruption during construction			
		Business disruption during construction			
Funding Feasibility		Cost indication			
		\$5	\$5	\$	\$

		M45-51			
		Rugby League Park			
		#220 Hanson St to Hutchison Rd (re Whaea Artificial Turf)			
		Treatment			
		20	21	22	23
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)
Criteria	Consideration	PASS EXCEL DLAWS SCREEN			
		A	A	A	A
Effectiveness meeting WCC Objectives	Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice				
	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington				
PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore					
Provide safe cycle facilities					
Improve the safety of facilities for people walking through and around the area					
Make it easier and safer for people to cross roads in the area		N/A	N/A	N/A	N/A
Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus					
Minimise the impact on parking, especially for residents and businesses		N/A	N/A	N/A	N/A
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		N/A	N/A	N/A	N/A
Create opportunities to improve safe access, seating and shelter at bus stops		N/A	N/A	N/A	N/A
Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area		N/A	N/A	N/A	N/A
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement		N/A	N/A	N/A	N/A
PASS COMMUNITY OBJECTIVES SCREEN		PASS	PASS	PASS	PASS
Transport Network Fit		N/A	N/A	N/A	N/A
Alignment of option to any existing adjacent cycle infrastructure		N/A	N/A	N/A	N/A
Alignment to transport corridor function		N/A	N/A	N/A	N/A
Pedestrian Safety					
Pedestrian Experience					
Public Transport Effects		N/A	N/A	N/A	N/A
Public Transport Safety		N/A	N/A	N/A	N/A
Public Transport Experience		N/A	N/A	N/A	N/A
Motor Vehicle Effects		N/A	N/A	N/A	N/A
Motor Vehicle Safety		N/A	N/A	N/A	N/A
Motor Vehicle Experience		N/A	N/A	N/A	N/A
Removal of existing parking spaces		N/A	N/A	N/A	N/A
Location of parking spaces		N/A	N/A	N/A	N/A
Effect of acquisition on residual land					
Effect on adjacent land use					
Effect on access to businesses for cyclists		N/A	N/A	N/A	N/A
Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)		N/A	N/A	N/A	N/A
Light pollution					
Effect on existing vegetation		N/A	N/A	N/A	N/A
Urban Design Effects					
Opportunity for urban design enhancements					
PASS EFFECTS SCREEN		PASS	PASS	PASS	PASS
Planning Feasibility					
Plan Alignment (District, Reserves, Other)					
Approvals/Risk (consents/etc.)					
Delivery Feasibility					
Traffic disruption during construction		N/A	N/A	N/A	N/A
Business disruption during construction		N/A	N/A	N/A	N/A
Funding Feasibility					
Cost Indication		\$5	\$5	\$	\$

Criteria		Consideration		M46-51 Wellington Regional Hospital				
				Main St to Hospital Rd/Hiddford St				
Objectives		PASS EXCEL EXAM SCREEN		Treatment				
				20	21	22	23	
		Off-Road Bike Path	Off-Road Shared Path	Off-Road Blue Track (upward)	Off-Road Shared Track (upward)			
Effectiveness meeting WCC Objectives		Achieve a high level of service for cyclists within an integrated transport network improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	A	A				
		PASS WCC EXCEL EXAM SCREEN		PASS				
Objectives		Provide facilities for people biking through and around Newtown, Mt Cook and Beithmore Provide safe cycle facilities Improve the safety of facilities for people walking through and around the area Make it easier and safer for people to cross roads in the area Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses 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 Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown, Beithmore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement						
		PASS COMMUNITY OBJECTIVES SCREEN		PASS				
Transport Network Fit		Alignment of option to any existing adjacent cycle infrastructure Alignment to transport corridor function	N/A	N/A	N/A	N/A	N/A	
Pedestrian Effects		pedestrian safety pedestrian experience						
Public Transport Effects		Public Transport Safety Public Transport Experience	N/A	N/A	N/A	N/A	N/A	
Motor Vehicle Effects		Motor Vehicle Safety Motor Vehicle Experience	N/A	N/A	N/A	N/A	N/A	
Parking Effects		Removal of existing parking spaces Location of parking spaces	N/A	N/A	N/A	N/A	N/A	
Property Effects		Effect of acquisition on residual land Effect on adjacent land use Effect on access to businesses for cyclists Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)						
Environmental Effects		Light pollution Effect on existing vegetation	N/A	N/A				
Urban Design Effects		Opportunity for urban design enhancements						
		PASS EFFECTS SCREEN		PASS				
Implementation		Plan alignment (District, Reserves, Other) Approvals/Risk (consents, etc.) Traffic disruption during construction Business disruption during construction Cost indication						
Funding Feasibility		Cost indication	\$5	\$5				

Appendix H – Treatments: MCAs Summary

This appendix includes two tables that summarise the options that passed and failed following the 81 treatment MCA assessments. One table summarises the 59 on-road MCAs and the second table summarises the 22 on-road MCAs. The table distinguish between the options that failed due a fatal flaw and the ones that failed because they did not pass the MCA assessment. The full MCAs are included in Appendix G.

Section Identifier	Route	Section Description	Treatment Option																		
			1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path: Two way	3 Separated Cycle Lane/Path: Two way down the centre of the street	4 Separated Cycle Lane/Path: One lane uphill, sharrow downhill	5 Separated Cycle Lane/Path: Contraflow lane	6 Cycle Lane	7 Cycle Lane: Two way	8 Cycle Lane: Two way down the centre of the street	9 Cycle Lane: One lane uphill, sharrow downhill	10 Cycle Lane: Contraflow lane	11 Cycle Lane: Peak clearance/ cycle lane off-peak/ parking/ cycle lane	12 Cycle Lane: Peak cycle lane off-peak parking	13 Dedicated Bus Lane: Permanent narrow lane	14 Dedicated Bus Lane: Permanent wide lane	15 Dedicated Bus Lane: Peak wide lane off-peak parking/ cycle lane	16 Shared path	17 Quiet route	18 Shared Zone	19 Pedestrian- and Cyclist- Only Street
R1-S1	Adelaide Road	Dee St to #498 Adelaide Rd (north of Chikka St)	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R1-S2	Adelaide Road	#498 Adelaide Rd (north of Chikka St) to #511 Adelaide Rd (north of Palm Grove)	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R1-S3	Adelaide Road	#511 Adelaide Rd (north of Palm Grove) to Stoke St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R1-S4	Adelaide Road	Stoke St to John St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R1-S5	Adelaide Road	John St to Basin Reserve roundabout	PASS	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R2-S1	Belfast Street	Douglas St to Basin Reserve roundabout	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R3-S1	Britomar Street	Farnham St to #148 Britomar St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R3-S2	Britomar Street	#148 Britomar St to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R4-S1	Chikka Street	Stanley St to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R5-S1	Colombo Street	Rintoul St to Adelaide Rd	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R6-S1	Constable Street	Coromandel St to Daniell St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R6-S2	Constable Street	Daniell St to Riddiford St	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R7-S1	Daniell Street	Roy St to Constable St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R7-S2	Daniell Street	Constable St to Mein St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R8-S1	Donald Mclean Street	Daniell St to Riddiford St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R9-S1	Duppa Street	Stanley St to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R10-S1	Erment Street	#22 Erment St to Riddiford St	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R11-S1	Ferguson Street	Rhodes St to Donald Mclean St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R12-S1	Hall Street	Hanson St to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R12-S2	Hall Street	Adelaide Rd to Riddiford St	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R13-S1	Hanson Street	Stoke St to Hall St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R13-S2	Hanson Street	Hall St to John St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R13-S3	Hanson Street	John St to Drummond St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R14-S1	Herold Street	Russell Tee to Rintoul St	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R14-S2	Herold Street	Rintoul St to #55 Herold St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R14-S3	Herold Street	#57 Herold St to Adelaide Rd	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R15-S1	Hospital Road	Wellington Regional Hospital to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R16-S1	Hutchison Road	Te Whaea Artificial Turf to Wallace St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R17-S1	John Street	Wallace St to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R18-S1	King Street	Drummond St to Myrtle Cres	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R19-S1	Lanard Street	Russell Tee to Rintoul St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R19-S2	Lanard Street	Rintoul St to Adelaide Rd	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R20-S1	Lunford Street	Rintoul St to Adelaide Rd	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	
R21-S1	Mansfield Street	Roy St to Rhodes St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R22-S1	Mein Street	Coromandel St to Daniell St	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	
R22-S2	Mein Street	Daniell St to Riddiford St	PASS	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	

Option failed during fatal flows assessment

Option failed during MCA assessment








Section Identifier	Route	Section Description	Treatment Option			
			20 Off-Road Bike Path	21 Off-Road Shared Path	22 Off-Road Bike Track (unpaved)	23 Off-Road Shared Track (unpaved)
R38-S1	Berhampore Golf Course East	Adelaide Rd (at Dover St) to Martin Luckie Park (at south side)	PASS	PASS	PASS	PASS
R38-S2	Berhampore Golf Course East	Martin Luckie Park (at south side) to #36 Lavand St	PASS	PASS	PASS	PASS
R38-S3	Berhampore Golf Course East	Martin Luckie Park (at south side) to Lavand St (at Russell Tee)	PASS	PASS	PASS	PASS
R39-S1	Berhampore Golf Course West	Adelaide Rd (at Dover St) to Wakefield Park (at northwest corner)	PASS	PASS	PASS	PASS
R39-S2	Berhampore Golf Course West	#572 Adelaide Rd to Wakefield Park (at northwest corner)	PASS	PASS	PASS	PASS
R39-S3	Berhampore Golf Course West	Wakefield Park (at northwest corner) to Stanley St (at Duppa St)	PASS	PASS	PASS	PASS
R39-S4	Berhampore Golf Course West	Stanley St (at Duppa St) to #135 Britomart St	PASS	PASS	PASS	PASS
R40-S1	Central Park	Brooklyn Rd (at Bidwill St) to #22 Brooklyn Rd	PASS	PASS	PASS	PASS
R41-S1	Liardet Street Park	Britomart St (at Farnham St) to Macalister Park (north side of off-leash dog exercise area)	PASS	PASS	PASS	PASS
R42-S1	Macalister Park	#18 Palm Grove to #1 Stanley St	PASS	PASS	PASS	PASS
R42-S2	Macalister Park	#1 Stanley St to Macalister Park (at north side of off-leash dog exercise area)	PASS	PASS	PASS	PASS
R42-S3	Macalister Park	#95 Waripori St to Macalister Park (at north side of off-leash dog exercise area)	PASS	PASS	PASS	PASS
R42-S4	Macalister Park	Macalister Park (at north side of off-leash dog exercise area) to Macalister Park (at southwest corner of field)	PASS	PASS	PASS	PASS
R42-S5	Macalister Park	Macalister Park (at north side of off-leash dog exercise area) to Macalister Park (at south end of field)	PASS	PASS	PASS	PASS
R42-S6	Macalister Park	Macalister Park (at southwest corner of field) to Macalister Park (at south end of field)	PASS	PASS	PASS	PASS
R42-S7	Macalister Park	Macalister Park (at south end of field) to #417 Adelaide Rd	PASS	PASS	PASS	PASS
R42-S8	Macalister Park	Macalister Park (at southwest corner of field) to #220 Hanson St	PASS	PASS	PASS	PASS
R42-S9	Macalister Park	#417 Adelaide Rd to #366 Adelaide Rd	PASS	PASS	PASS	PASS
R43-S1	Mercy Park	#38 Daniell St to #22 Emmett St	PASS	PASS	FAIL	FAIL
R44-S1	Prince of Wales Park	Westland Rd to Brooklyn Rd (at Bidwill St)	PASS	PASS	PASS	PASS
R45-S1	Rugby League Park	#220 Hanson St to Hutcheson Rd (Te Whaea Artificial Turf)	PASS	PASS	PASS	PASS
R46-S1	Wellington Regional Hospital	Mein St to Hospital Rd/Riddiford St	PASS	PASS	FAIL	FAIL

Appendix I – Networks: Long List

The long list of networks included five families of network options, each with anywhere from three to eight sub-options, for a total of 24 networks. The long list of network options are detailed through map sketches and descriptions of the sub-options. The following table includes the full list of networks considered on the long list.

Network Description	Sub-Option Description
Connected	Adelaide Constable
Connected	Adelaide Emmett
Connected	Adelaide Wilson
Connected	Rintoul Constable
Connected	Rintoul Emmett
Connected	Rintoul Wilson
Direct	Adelaide Constable
Direct	Adelaide Wilson
Direct	Rintoul Constable
Direct	Rintoul Wilson
Least Impact	Off Road Routes
Least Impact	Quiet Routes Hanson
Least Impact	Quiet Routes Tasman
Low Impact	Rintoul Emmett
Low Impact	Russell Emmett
Low Impact	Russell Wilson
Minimal	Adelaide Constable Adelaide
Minimal	Adelaide Constable Tasman
Minimal	Adelaide Emmett Adelaide
Minimal	Adelaide Emmett Tasman
Minimal	Adelaide Wilson Adelaide
Minimal	Adelaide Wilson Tasman
Minimal	Rintoul Emmett Adelaide
Minimal	Rintoul Emmett Tasman

Network Family: CONNECTED

-  All sub-options
-  Other cycle projects
-  Adelaide
-  Rintoul
-  Constable
-  Emmett
-  Wilson

Sub-options:

CONNECTED: **ADELAIDE - CONSTABLE**

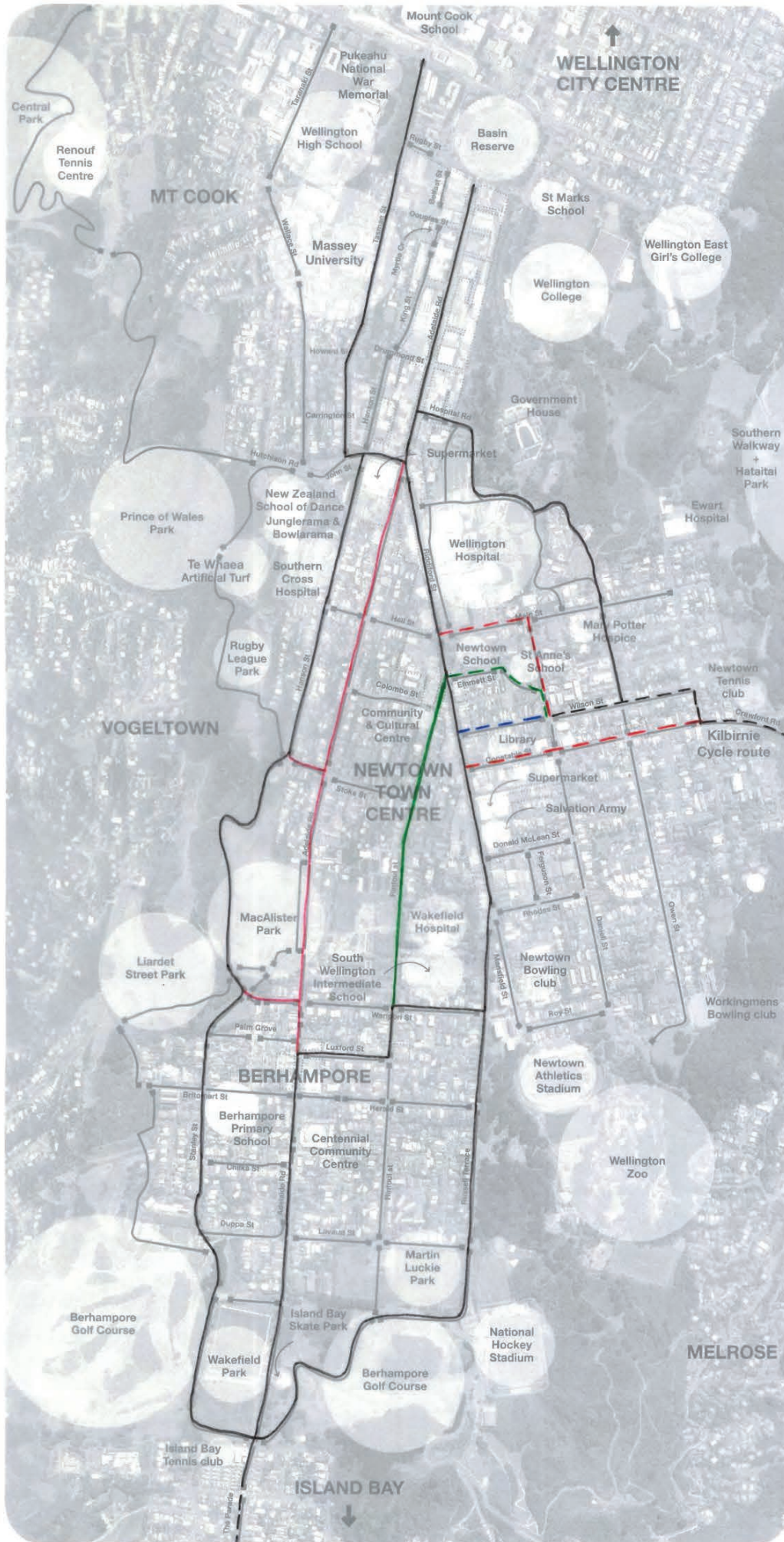
CONNECTED: **ADELAIDE - EMMETT**

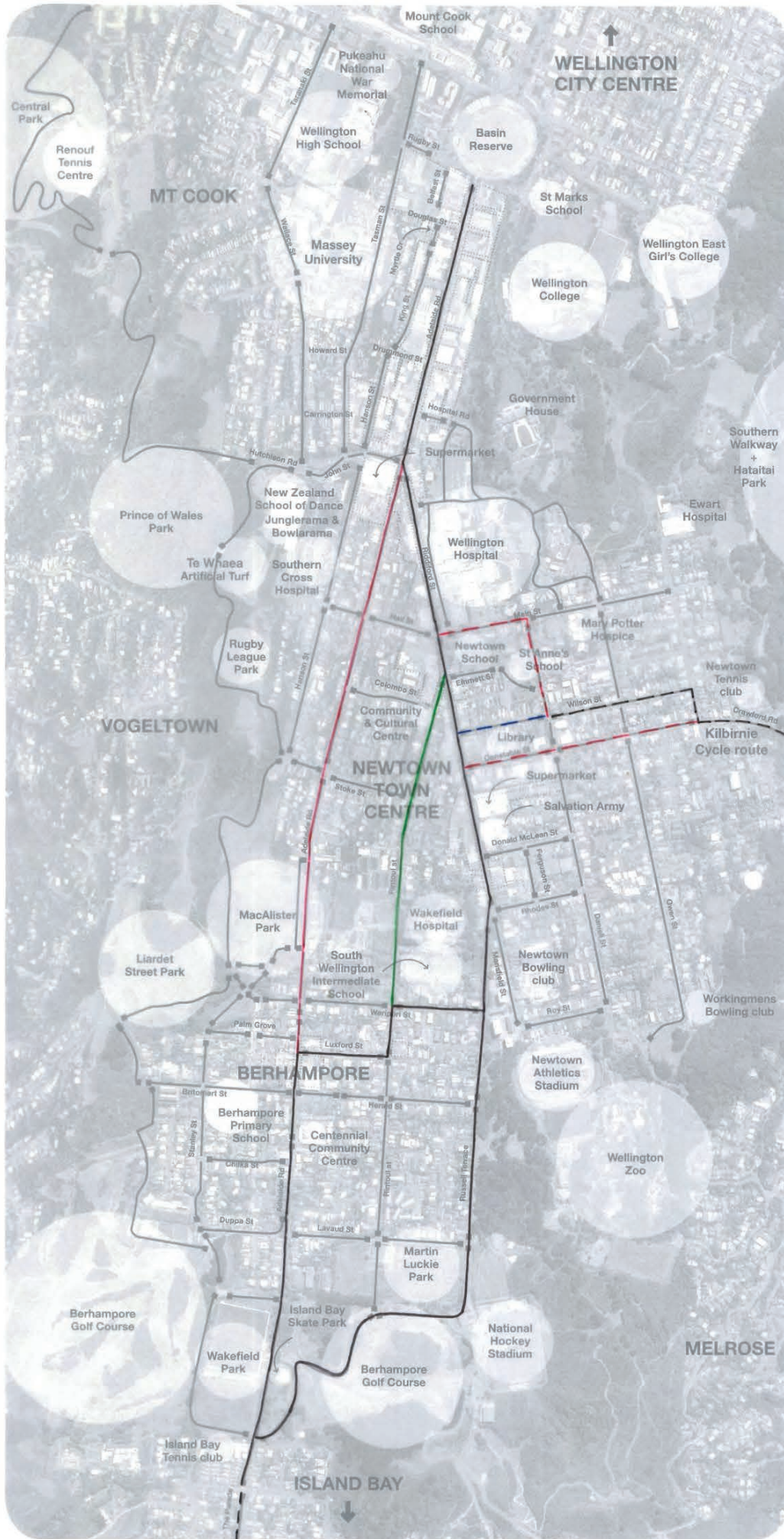
CONNECTED: **ADELAIDE - WILSON**

CONNECTED: **RINTOUL - CONSTABLE**

CONNECTED: **RINTOUL - EMMETT**

CONNECTED: **RINTOUL - WILSON**





Network Family: DIRECT

-  All sub-options
-  Other cycle projects
-  Adelaide
-  Rintoul
-  Constable
-  Wilson

Sub-options:

- DIRECT: **ADELAIDE** - **CONSTABLE**
- DIRECT: **ADELAIDE** - **WILSON**
- DIRECT: **RINTOUL** - **CONSTABLE**
- DIRECT: **RINTOUL** - **WILSON**



Network Family: LEAST IMPACT



- All sub-options
- - - - - Other cycle projects
- Off-Road Routes
- Quiet Routes
- · · · · Hanson
- · · · · Tasman

Sub-options:







LEAST IMPACT: OFF ROAD ROUTES

LEAST IMPACT: QUIET ROUTES - HANSON

LEAST IMPACT: QUIET ROUTES - TASMAN



Network Family: LOW IMPACT

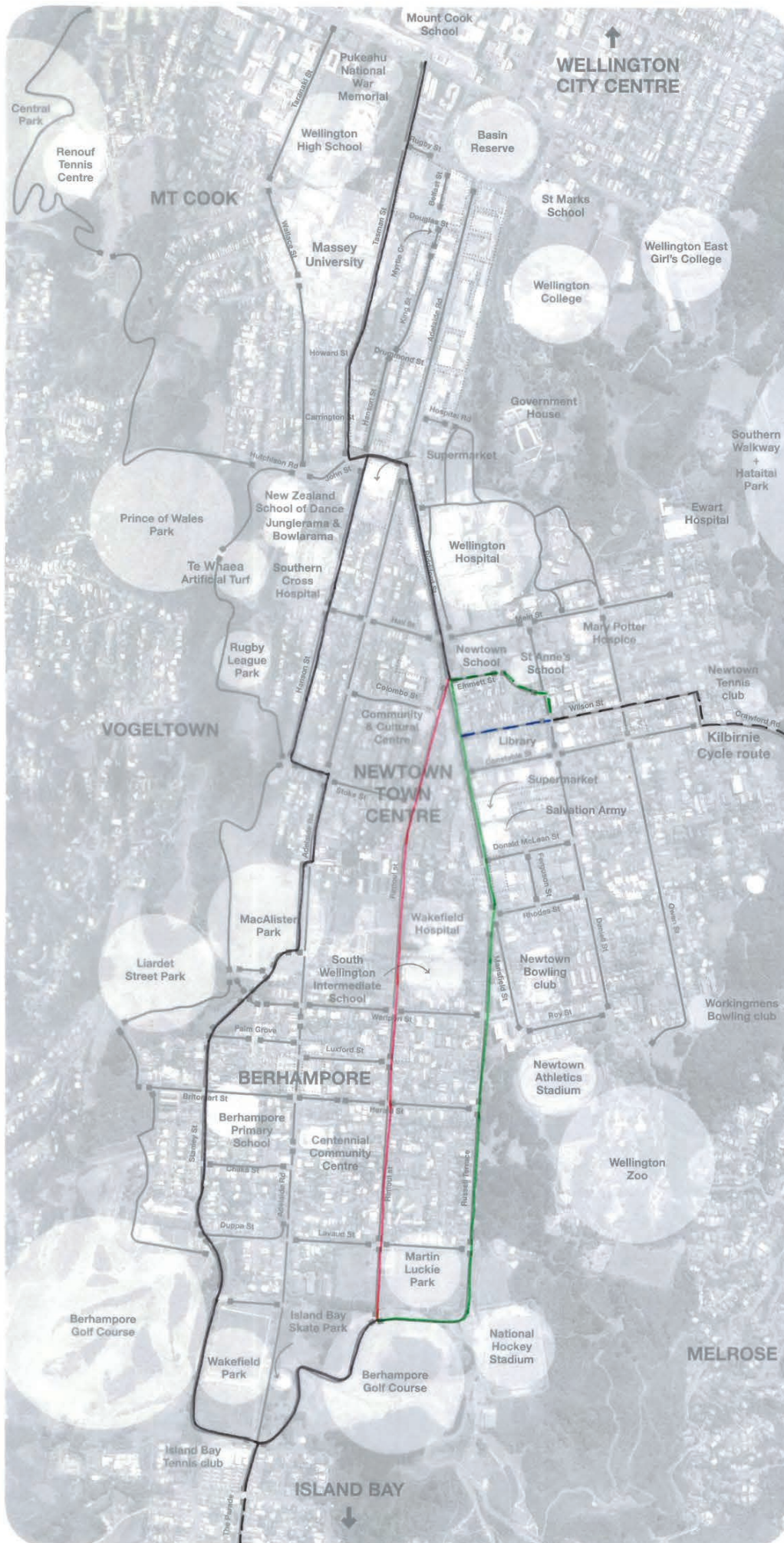
-  All sub-options
-  Other cycle projects
-  Rintoul
-  Russell
-  Emmett
-  Wilson

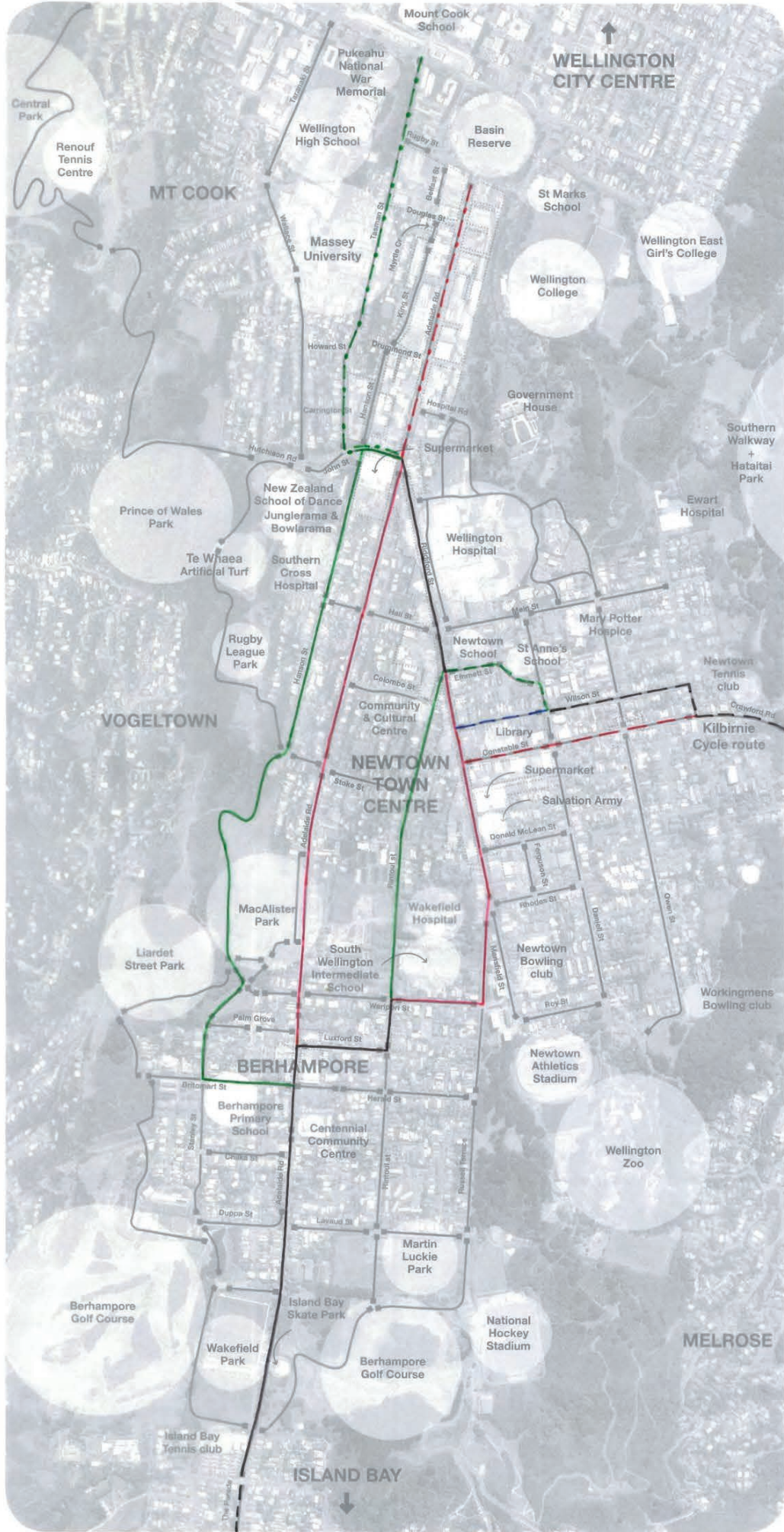
Sub-options:

LOW IMPACT: RINTOUL - EMMETT

LOW IMPACT: RUSSELL - EMMETT

LOW IMPACT: RUSSELL - WILSON





Network Family: MINIMAL

- All sub-options
- ⋯ Other cycle projects
- Adelaide
- Rintoul
- ⋯ Constable
- ⋯ Emmett
- ⋯ Wilson
- - - Adelaide
- - - Tasman

Sub-options:

MINIMAL: ADELAIDE - CONSTABLE - ADELAIDE

MINIMAL: ADELAIDE - CONSTABLE - TASMAN

MINIMAL: ADELAIDE - EMMETT - ADELAIDE

MINIMAL: ADELAIDE - EMMETT - TASMAN

MINIMAL: ADELAIDE - WILSON - ADELAIDE

MINIMAL: ADELAIDE - WILSON - TASMAN

MINIMAL: RINTOUL - EMMETT - ADELAIDE

MINIMAL: RINTOUL - EMMETT - TASMAN

Scale Bar:



North

Appendix J – Networks: Assessment Criteria Scoring

Included in this appendix is the assessment rationale for the MCA assessment of the network options. The table describes the following:

- A description of what each criterion is assessing and the desired outcome;
- The measure a source material used to assess the effectiveness of an option at achieving the desired outcome; and
- An explanation of why an option would receive an assessment rating of –3 to +3 for each of the criterion.

The desired outcomes and measures of assessment included in this appendix are unique to the second stage of assessment.

Criteria	Consideration	Desired Outcome/Description of Consideration	Network Measure	3	2	1	0	-1	-2	3																																																																																			
Effectiveness meeting MCC Cycling Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network	The network includes logical and continuous routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city without unnecessary diversions.	N/A	The average time to cycle the network routes that link the suburbs is less than 20% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is between 15% and 20% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is between 10% and 15% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is between 5% and 10% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is between 0% and 5% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is between 25% and 30% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is more than 30% longer than the most practical direct routes.	The average time to cycle the network routes that link the suburbs is more than 50% longer than the most practical direct routes.																																																																																		
												Cycling is a viable and attractive transport choice	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have a minimal number of turns.	CROW standards for Comfort (number of turns)	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 25% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 50% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 75% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 100% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 125% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 150% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 175% more stops than the lowest number of stops possible.	The routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city have up to 200% more stops than the lowest number of stops possible.																																																																							
																							The crash rate, number and severity of crashes involving people on bikes is reduced	The network provides logical and continuous routes between Island Bay, Kilmine, Berhampore, Newtown, Mount Cook, and the central city with minimal delays and turns and acceptable grades.	Austroads LOS Framework for cyclists: Mobility (grades) and CROW standards for Comfort (number of turns and stops)	The average of the ratings for the grades, the number of turns, and the number of stops is 3.	The average of the ratings for the grades, the number of turns, and the number of stops is 2.	The average of the ratings for the grades, the number of turns, and the number of stops is 1.	The average of the ratings for the grades, the number of turns, and the number of stops is 0.	The average of the ratings for the grades, the number of turns, and the number of stops is -1.	The average of the ratings for the grades, the number of turns, and the number of stops is -2.	The average of the ratings for the grades, the number of turns, and the number of stops is -3.																																																													
																																	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	All of the population within the project area (Berhampore, Newtown, and Mount Cook) is served by the network.	CROW standards for Cohesion (connectivity and links to origins and destinations)	The network captures 70% or more of the Berhampore, Newtown, and Mount Cook population.	The network captures 60% to 70% of the Berhampore, Newtown, and Mount Cook population.	The network captures 50% to 60% of the Berhampore, Newtown, and Mount Cook population.	The network captures 40% to 50% of the Berhampore, Newtown, and Mount Cook population.	The network captures 30% to 40% of the Berhampore, Newtown, and Mount Cook population.	The network captures 25% to 30% of the Berhampore, Newtown, and Mount Cook population.	The network captures up to 25% of the Berhampore, Newtown, and Mount Cook population.																																																			
																																											Wellington	The network provides connections for all of the population within the project area to all of the origins and destinations within the Berhampore, Newtown, and Mount Cook suburbs.	CROW standards for Cohesion (connectivity and links to origins and destinations) and population served by the network	The average of the ratings for connectivity and population served is 3.	The average of the ratings for connectivity and population served is 2.	The average of the ratings for connectivity and population served is 1.	The average of the ratings for connectivity and population served is 0.	The average of the ratings for connectivity and population served is -1.	The average of the ratings for connectivity and population served is -2.	The average of the ratings for connectivity and population served is -3.																																									
																																																					PASS MCC CYCLING INVESTMENT OBJECTIVES SCREEN?	The network provides connections to the origins and destinations within the project area.	CROW standards for Cohesion (connectivity and links to origins and destinations)	The network captures 70% or more of the Berhampore, Newtown, and Mount Cook population.	The network captures 60% to 70% of the Berhampore, Newtown, and Mount Cook population.	The network captures 50% to 60% of the Berhampore, Newtown, and Mount Cook population.	The network captures 40% to 50% of the Berhampore, Newtown, and Mount Cook population.	The network captures 30% to 40% of the Berhampore, Newtown, and Mount Cook population.	The network captures 25% to 30% of the Berhampore, Newtown, and Mount Cook population.	The network captures up to 25% of the Berhampore, Newtown, and Mount Cook population.																															
																																																															Effectiveness meeting Community Objectives	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	There is significant encouragement for modal shift from motor vehicles to cycling	Average of effects assessment for cyclists	The average of pedestrian, public transport, and cycling effects is 3.	The average of pedestrian, public transport, and cycling effects is 2.	The average of pedestrian, public transport, and cycling effects is 1.	The average of pedestrian, public transport, and cycling effects is 0.	The average of pedestrian, public transport, and cycling effects is -1.	The average of pedestrian, public transport, and cycling effects is -2.	The average of pedestrian, public transport, and cycling effects is -3.																				
																																																																										Minimise the impact on parking, especially for residents and businesses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A										
																																																																																				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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Preserve, or create opportunities to enhance, the special character of the Berhampore, Berhampore, and Mount Cook area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A																																																																																				
										Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	The network provides the opportunity to improve all five of the key locations (Island Hospital, Adelaide Road and Joan Street Intersection, Newtown town centre, and Berhampore town centre)	Number of identified key locations that the network passes through	The network connects to 5 of the key locations.	The network connects to 3 or 4 of the key locations.	The network connects to 1 or 2 of the key locations.	The network does not connect to any of the key locations.	N/A	N/A	N/A																																																																										

