## **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.

	Objectiv	ves .											
								Effectiveness meeting WCC Cycling investment Objectives					Criteria
and Berhampore	Provide facilities for people biding through and around Newtown, MtCook	PASS WCC OBJECTIVE SCREEN?	wellington	Providing transport choics by increasing the opportunity for people to ride			The crash rate, number and severity of crashes involving people on bikes is reduced		Opting is a viable and attractive transport choice	improve opting infrastructure and facilities so that opting makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAW SCREEN?	Consideration
Enthused and confident     Interested but concerned	The provided cycling facility caters to uptake in cyclists from all cyclist types:  • Strong and fearless		Syrong and reariess     Enthused and confident     Interested but concerned	The provided cycling facility caters to uptake in cyclists from all cyclist types:	The crash rate involving people on bikes with stationary hazards, pedestrians, other cyclists, and motor vehicles is reduced.	The crash rate involving people on bikes with motor vehicles is reduced.	The crash rate involving people on bikes with pedestrians/other cyclists is reduced.	The crash rate involving people on bikes with stationary hazards is reduced. But broade essumes there are two larnes of on-street parking on the existing road. But they are edissed proportionately to reflect roads where the existing environment has one lane of parking or no parking.	The provided cycling facility is highly suitable for the surrounding environment.	The facility provides high quality, high priority links which permit quick, unhindered travel by longer cyclists are unimpeded to choose their speed.	The provided facility achieves a level of service rating of C or higher using the Danish LOS assessment		Desired Outcome/Description of Consideration
transportation as a function of perceived safety of cycling conditions (i.e. risk tolerance)	Cyclist types the facility caters to as per the Geller (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)	Cyclist types the facility caters to as per the Geller (2009) method, which focuses on people's willingness to cycle for	Austroads 105 Framework for cyclists: Safety (crash risk) Safety (crash risk) A weighted average of the reduction in Cash rates as follows: Reduction in crashes involving stationary hazards: 30% Reduction in crashes involving pedestrians other cyclists: 20% Reduction in crashes involving motor whiches: 50%	Austroads LOS Framework for cyclists: Safety (risk of cycle-to-motor vehicle crash at mid-blocks)	Austroads LOS Framework for cyclists: Sufety (risk of cycle-to-pedestrian crash)	Austroads LOS Framswork for cyclists: Sofety (risk of crash with stationary hazards)	Austroads LOS Framework for cyclists: Access (access and suitability)	Austroads LOS Framework for cyclists: Mobility (travel speed and congestion)	Danish LOS rating		Facility Measure
	Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.			Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	The weighted average of the crash rate reduction ratings is 3.			There is no on-road parking Or Motor vehicles do no cross the path of cyclass when pathing and there is no dooring risk.	one nts: be icycle	Typical cyclist operating speeds are largely unconstrained and cyclists are unimpeded to choose their speed.	Level of Service A		ω
Or Cycling is appealing to the enthused and confident and the interested but concerned.	cling is appealing to the strong diearless, the enthused and fearless, the enthused and affident, and some of the erested but concerned.		Or Cycling is appealing to the enthused and confident and the interested but concerned.	cling is appealing to the strong dearless, the enthused and infident, and some of the erested but concerned.		rating for cyclists based on offacility, motor vehicle mes, and motor vehicle ds increases by two letter		There is one lane of on-road parking and a buffer between opcilists and apriled whiches. Motor vehicles need to cross the path of cyclists when pathing. Or Or a parking in a low-speed environment where cyclists hove the ability to move out of the path of parket whites and can path of parket whites and can	cycling suitable, as in one of the following environments:  • Off road shared-use path with low pedestrian numbers:  • On-road bixpide lane separated from car parking:  • On-road shared-traffic environment marked as low-speed and low-volume road (i.e. Quiet Route)  Bioprie parking facilities can be accessed directly from the bixpide facility.	Typical cyclist operating speeds are mostly unconstrained and cyclists are only lightly restricted to choose their speed.	Level of Service B		2
Cycling is appealing to only the interested but concerned.	Cycling is appealing to the strong and fearless and the enthused and confident only.  Or		Cycling is appealing to only the interested but concerned.	Cycling is appealing to the strong and fearless and the enthused and confident only.  Or				There are two bines of an-road parking and a buffer between opelies and parked whickes. Motor vehicles need to cross the path of cyclists when parking. Or Or cross the path of cyclists when parking but there is a dooring risk parking, but there is a dooring risk for cyclists (i.e. Sine af Path).	Octing moderately suitable, as in one of the following environment:  • Off-road shared-use path with medium pedestrian numbers  • On-moad beyde laine shared with minimal car parking  • On-moad shared-traffic environment on medium-volume road and low-speed road  Bicycle parking facilities can be accessed directly from the bicycle facility.	Typical cyclists operating speeds are slightly constrained and cyclists are somewhat impeded in their choice of speed.	Level of Service C		ц
	Cycling is appealing to only the strong and fearless (i.e. no improvement from existing road conditions with no cycling facility).			Cycling is appealing to only the strong and fearless (i.e. no improvement from existing road conditions with no cycling facility).	ash		35	.,	7/>	Cyclist operating speeds are unaffected.	N/A		0
3	N/A		WA	NIA	The weighted average of the crash rate reduction ratings is -1.		0 3 9	₹,	in one of the following meniorments:  • Off-road shared-use path/zone with high padestrian numbers or speed estrictions: • On-road blockel and numbers or speed estrictions: • On-road blockel and on high- wolume road blockel and on high- wolume road shared traffic or or medium- to high-speed or or medium- to high-speed road.	Typical cyclists operating speeds are somewhat constrained and cyclists choice of speed is somewhat dictated by others.	Level of Service D		-1
•	N/A		N/A	2.5	The weighted average of the crash rate reduction ratings is -2.	LOS rating for cyclists based on type of facility, motor vehicle volumes, and motor vehicle speeds decreases by two letter	nd	×,	Cycling unstable, as in one of the following environments: • Cycling significantly impeded due to physical obstructions that require getting off the bise • Cycling is unsuitable due to inadequate separation from traffic that is either high-speed or high- volume Beycle parking facilities are located a moderate walk away from the bicycle facility.	Low speed, shared environment which somewhat hinders trave by boryet. Typical rycits operating speeds are often constrained and rycitists are somewhat restricted and their choice of speed is often dictated by others.	Level of Service E		i)
ş	N/A		N/A		The weighted average of the crash rate reduction ratings is -3.	LOS rating for cyclists based on type of facility, motor vehicle volumes, and motor vehicle speeds decreases by three or	High risk     Crashes can result in several cupstream cyclists to brake abuptly or crash     High speed differential with no opportunity to pass	×	Cycling is lighty unsuitable or probiblised, as in one of the following environments:  • Cycling is prohibited  • Cycling is unsuitable due to that departs espandon from traffic that the cycling is unsuitable due to the cycling is provided and lightwolf with the cycling is suitable and the	Low speed, shared environment which permits only hindered travel by blycle. Plycal cyclist operating speeds are constrained and cyclists are restricted and their choice of speed is dictated by others.	Level of Service F		ů.

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	Transport Network Fit												Community Objectives	Ffiretivnpss maetina		Criteria
	Alignment to transport corridor function		Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVE SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops		Enourage 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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Consideration
Local Roads:  Provide direct access to properties fronting the road and through which only traffic having origin or destination in that locality there will pass	Collector Roads:  • Distribute the vehicular traffic between and within local areas and form a link between principal roads and secondary roads	Principal Roads:  Dominant through vehicular movement  Major public transport route	The facility improves upon the alignment H to existing adjacent cycle infrastructure.		N/A	N/A	N/A	provide improved seating and shetter. There is sife access to bus stops for public transit users (i.e. no conflict).	8	There is an efficient exclusive bus facility   Eprovided.	There is no impact on the existing number of parking spaces.	There is significant encouragement for mode shift from motor vehicles to walking, cycling, and public transport.	N/A	The crash rate involving pedestrians is reduced.	The crash rate involving people on bikes with stationary hazards, pedestrians, other cyclists, and motor vehicles is reduced.	Desired Outcome/Description of Consideration
	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)		How well the facility aligns to any existing adjacent cycle infrastructure		N/A	N/A	N/A	and shelter, and levels of Coofflict between public transport users and occlists	Amount of space available at bus stop	Bus lanes are provided on the route corridors	Percentage of parking spaces removed	Average of effects assessment for cydists, pedestrians, and public transport users	N/A	pedestrians: Safety (crash risk)	Austroads 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/ms - Reduction in crashes involving podestrians/other cyclists: 20% - Reduction in crashes involving motor	Facility Measure
		upon the intended function of the road.			N/A	N/A	N/A		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.	An exclusive, permanent bus facility with infrequent delays from cyclists is provided.	N/A	The average of pedestrian, public transport, and cycling effects is 3.	N/A	There is a distinct separation between pedestrians and motor vehicles, such as a nature strip or bike path, and the separation meets the clear zone requirement. Pedestrians are separate from bicycles.	crash	ω
		the intended function of the road.			N/A	N/A	N/A	Or There is 2.7 m or more of carriageway width available for bus stop improvements, and public transport users 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.	An exclusive, peak-hour bus facility with infrequent delays from cyclists is provided or an exclusive, permanent bus facility with some delays is provided.	Two additional lanes of parking are provided.	5 5	N/A	In there is a distinct separation between pedestrians and motion whickes, such as a nature strip or bike path, however the separation does not meet the clear zone requirement. Pedestrians are separate from bicycles.  Or  The road a low-speed, low-volume shared environment (i.e. Shared Zone).	eighted average of the crash duction ratings is 2.	2
		the intended function of the road.		_	N/A	N/A	N/A	Or  There is 2.0 m – 2.7 m of carriageway width available for bus stop improvements, and bus to point improvements, and public transport users 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 public transport users do not need to cross a cycle facility to access bus stops.	An exclusive, peak-hour bus facility with some delays from cyclists is provided.	One additional lane of parking is provided.		N/A	Intere is a distinct separation between pedestrials and motor whiches, such as a nature strip or blike path, on one side of the road only. A parking lane separates pedestrians from moving whiches on the other side of the road. Redestrians are separate from blockles.  Or  Or  Or  Or  Or  Or  Or  Or  Or  O	crash	P
		nor improves upon the existing function of the road.			N/A	N/A	N/A	There is 1.3 m – 2.0 m of carriageway width available for bus stop improvements, and public transport users 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.  Or	There is no exclusive bus facility provided.	The number of available parking spaces remains the same.		N/A	The existing stuation for pedestrians is unchanged (i.e. only parked vehicles separate pedestrians and motor vehicles).  Or  Or  Or  Or  Or  Or  Or  Or  Or  O	).	0
		the intended function of the road.			N/A	N/A	N/A		There is no additional width available for improvements to bus stops, and public transport users need to cross a cycle facility to access bus stops.	V.∕A	There is up to a 33% reduction in the number of parking spaces.		N/A	Inter 6 to Separation netween pedestrians and motor vehicles uthin a local road environment. When a local road environment hedestrians share a limited space with cyclest (i.e. Shared Parn).	Sh I	Ą
		the intended function of the road. from the intended function of the road.	-		N/A	N/A	N/A	NA		N/A	There is a 33% to 66% reduction in the number of parking spaces.	, i, c	N/A	There is no separation between pedestrians and motor vehicles within a collector road environment.	The weighted average of the crash rate reduction ratings is -2.	ė.
		from the intended function of the road.	The facility significantly worsens the alignment to existing adjacent cycle infrastructure.  The facility depilement to detect the facility depilement to the facility of the		N/A	N/A	N/A	N/A		N/A	There is a 66% to 100% reduction in the number of parking spaces.	The average of pedestrian, public transport, and cycling effects is -3.	N/A	Intere is no separation between pedestrians and motor vehicles within a principal road environment.	The weighted average of the crash rate reduction ratings is -3.	ώ

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		,	Parking Effects				Motor Vehicle Effects					Public Transport Effects			Pedestrian Effects		Criteria
Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces		Motor Vehicle Eperlence				Motor Vehicle Safety		Public Transport Experience	Public Transport Salety	Pedestran Experience		Pedestrian Safety		Consideration
There is no effect or a positive effect on the existing adjacent land use.	No property acquisition is required to accommodate the facility.	N/A	There is no impact on the existing number of parking spaces.	Driving stress is reduced and motor vehicles can easily complete turning movements.		See "Alignment to transport corridor function"	The crash rate involving motor vehicles is reduced.		There is no conflict between motor vehicles and cyclists.	See "Alignment to transport corridor function"	Public transport users experience minimal delay from cyclists and infrequent stops.	There is minimal conflict between public transport users and other modes of transport.	Pedestrians are completely separated from moving vehicles and cyclists.		The crash rate involving pedestrians is reduced.		Desired Outcome/Description of Consideration
Effect on adjacent land-use and access to adjacent properties	Level of property acquisition required for the facility	N/A	Percentage of parking spaces removed	Austroads LOS Framework for motor vehicles: Amenity; indudes driving stress and ability to turn	for motor vehicles to turn	How weil 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)	Austroads LOS Framework for motor vehicles: Safety (crash risk); an average of ratings for the alignment to corridor function and levels of conflict		level of conflict between motor vehicles and cyclists.	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)	olic eed and	transport: Safety (crash risk)	Level of comfort for pedestrians based on proximity to moving motor vehicles and cyclists		Austroads LOS Francework for pedestrians: Safety (crash risk)		Facility Measure
There is a significantly positive effect on the existing adjacent land use.	N/A	N/A	N/A	The average of ratings for transport alignment and level of turning conflict is 3.	There is no turning conflict between motor vehicles and cyclists.	of the		Motor vehicles and cydists share a low-speed, low-volume environment.	There is minimal conflict netween motor vehicles and cyclists. Cyclists are separated from motor vehicles and there is turning 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. Or	The facility significantly improves upon the intended function of the road.	Buses have exclusive right of way with no delays from cyclists.	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.	Street).	Pedestrians are completely separated from motor vehicles (i.e. Pedestrian- and Cyclist-Only	ans are completely I from motor vehicles (i.e. an- and Cyclist-Only	There is a distinct separation between pedestrians and motor vehicles, such as a nature strip or bike path, and the separation meets the clear zone requirement. Pedestrians are separate from brycles	ω
There is a moderately positive effect on the existing adjacent land use.	N/A	N/A	Two additional lanes of parking are provided.	The average of ratings for transport alignment and level of turning conflict is 2.	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).	The facility mostly improves upon the intended function of the road.	The average of ratings for transport alignment and level of conflict is 2.	Motor vehicles and cyclists share a moderate-speed, moderate-volume environment.	There is slight 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 no crassover of the cycle facility for vehicles to park.	The facility mostly improves upon the intended function of the road.	Buses have exclusive right of way with frequent delays from cyclists.	Conflict between buses and motor vehicles is minimised (i.e. bus lanes). Public transport users do not need to cross a cycle facility to access bus stops.		Pedestrians are on low-speed roads (i.e. Shared Zone).	Or The road a low-speed, low-volume shared environment (i.e. Shared Zone).	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 bloryles.	2
There is a slightly positive effect on the existing adjacent land use.	N/A	N/A	One additional lane of parking is provided.	The average of ratings for transport alignment and level of turning conflict is 1.	Motor whick turning movements are moderately hindered by cyclists (i.e. cycle facilities on both sides of the road may hinder motor vehicle turning movements).	The facility slightly improves upon the intended function of the road.	The average of ratings for transport alignment and level of conflict is 1.		There is moderate conflict between motor vehicles and cyclists, Ochists are separated from motor vehicles and there is turning conflict on both sides of the road There is assoure of the cycle facility for vehicles to park.	The facility slightly improves upon the intended function of the road.	Buses do not have exclusive right of way but do not have delays from cyclists.	Conflict between buses and cycles is minimised (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.		Pedestrians are on moderate- speed roads (i.e. Quiet Route).		There is a distinct separation between pedestrians and motion which pedestrians and motion which path, on one side of the road only. A parking lane separates pedestrians from moving wehicles on the other clad	1
There is no change to the existing impact on adjacent land-use.	No property acquisition is required to accommodate the facility.	N/A	The number of available parking spaces remains the same.	The average of ratings for transport alignment and level of turning conflict is 0.	Motor vehicle turning movements are moderately hindered by cyclists sharing the vehicle movement lane.	The facility neither detracts from nor improves upon the existing function of the road.	The average of ratings for transport alignment and level of conflict is 0.		There is significant conflict between motor vehicles and cyclists, Cyclists and motor vehicles stare a movement lane.	The facility neither detracts from nor improves upon the existing function of the road.	The existing situation for public transport is unchanged (i.e. non-exclusive right of way).	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.	high-speed (50 km/h) roads).	The existing situation for pedestrians is unchanged (i.e. pedestrians are next to parking on	There is a distinct separation between pedestrians and motive 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. no parking).	The existing situation for pedestrians is unchanged (i.e. only parked vehicles separate pedestrians and motor vehicles).  Or	0
s a slightly negative effect existing adjacent land use.	Some property acquisition is required to accommodate the facility.	N/A	There is up to a 33% reduction in the number of parking spaces.	The average of ratings for transport alignment and level of turning conflict is -1.	Motor vehicle turning movements are significantly hindered by cyclists and turning movements are restricted at times (i.e. cycle facilities down the centre of the road restricts turning movements at some locations).				N/A	The facility slightly detracts from the intended function of the road.	N/A	There is no separation between buses and motor wehicles or cyclists, Public Transport users need to cross a cycle facility to access bus stops.	Or  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.	Pedestrians are next to a cycle lane/path on high-speed roads.	with cyclists (i.e. Shared Path).	There is no separation between pedestrians and motor vehicles within a local road environment.  Or  Pedestrians share a limited space	-1
s a moderately negative on the existing adjacent se.	Moderate property acquisition is required to accommodate the facility.	N/A	% reduction king spaces.	The average of ratings for transport alignment and level of turning conflict is -2.	ements by motor cyclists				WA	The facility mostly detracts from the intended function of the road.	N/A	N/A	Or  Pedestrians are directly next to moving vehicles on high-speed roads.	destrians share restricted space th cyclists.		There is no separation between pedestrians and motor vehicles within a collector road environment.	-2
There is a significantly negative effect on the existing adjacent land use.	Significant property acquisition is required to accommodate the facility.	N/A	There is a 66% to 100% reduction in the number of parking spaces.	The average of ratings for transport alignment and level of turning conflict is -3.	Motor whicks one completely prohibited from using the facility.	The facility significantly detracts from the intended function of the road.	The average of ratings for transport alignment and level of conflict is -3.		N/A	The facility significantly detracts from the intended function of the road.	N/A	N/A	roads.	Pedestrians share restricted space with cyclists and are directly next to moving vehicles on high-speed		There is no separation between pedestrians and motor vehicles within a principal road environment.	ယ်

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Position d'université provinces du la consideration de Control dévients and control dévient and control dévients and control dévient au dévient dévient de la control dévient de la control dévient de la control dévien	is s		l	s no cost to providing the	N/A	N/A	N/A	High-level cost indication per metre of facility	N/A	Cost indication	Funding Feasibility
Pacified Outcome/Description of Condenation  Desired Outcome/Description of Condenation  Condena	m B	on.		businesses	N/A	N/A		Impact on businesses during construction	Businesses are not negatively impacted during construction.	Business disruption during construction	
Pediatric deliveries and sear Consideration  Desired Outcome/Description of Consideration  Desired Outcome/Description of Consideration  Desired Consideration  Desired Consideration  Desired Outcome/Description of Consideration  Desired Consideration  Desired Consideration  Desired Consideration  Desired Consideration  Desired Consideration  Desired Consideration  Description of Consideration  Desired Consideration  Description of Consideration  Description of Consideration  Description of Description of Consideration of Description of Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby  Description of Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby  Description of Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Consideration on the cycle lealiby and set with the Cons	Tra sig cor on	g sare f the	Traffic and travel times are slightly impacted during construction; required works are minimal and mostly involve repainting road markings.	ng gr	N/A	N/A	N/A	Efficiency of traffic flow during construction with minimal impact on travel times	Traffic can flow efficiently during construction with minimal impact on travel times.	Traffic disruption during construction	Delivery Feasibility
Pesified Outcome/Description of Consideration  Period Consideration  Period Consideration  Period Consideration  Provision can easily access to business on continue to cyclistic have easy access to business to business on continue to cyclistic have easy access to business on both sides of the cond.  Provision can be easily access in discovery control and cyclistic stay provided on both sides of the cond.  Provision and easily access in discovery control and cyclistic stay access in an easily access in discovery control and cyclistic stay access in an easily access in the condition of the condition of the condition of the cyclistic stay access in the cyclistic stay access to businesses on both sides of the access to busines	The effe of a	There is a moderate negative effect on the route area. The level of assessment likely required is medium to high.			N/A	N/A		How well the facility represents the best outcome for the applicant, wider Council and public (District Plan, NES for Assessing and Managing Contaminants in Soli to Protect Human Health Town Belt Management Plan)	The proposed facility represents the best outcome for the applicant, wider Council and public.	Approvals Risk (consents etc.)	Planning Feasibility
Desired Outcome/Description of Consideration   Desired Outcome/Description on Consideration   Desired Outcome/Description   Desired Outcome/Description   Description on Consideration   Descrip	of Th	ve risk un cil	isk of ligning	s and	N/A	N/A	N/A	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)	The proposed facility aligns with the relevant planning provisions and Council management plans.	Plan alignment (Ostrict, Reserves, Other)	
Pediatrian and projects and ease accesses businesses on both sides of the road.  Desired Outcome/Description of Consideration  Pediatrian and projects only both sides of the road.  Desired Outcome/Description of Consideration  Overlats can easily access businesses on both sides of the road.  Desired Outcome/Description of Consideration  Overlats and ease accesses businesses on both sides of the access to businesses on both sides of the road.  Desired Outcome/Description of Consideration  Overlats can easily access businesses on both sides of the outcome of the code of the road.  Overlats can easily access businesses on both sides of the outcome of the code of the road.  Overlats can easily and efficiently with moint an interruptions or impacts.  N/A  Description of Consideration  Overlats can easily access businesses businesses from an Exclusive cycle facilities are on both sides of the outsing sponds on only.  There is no effect on the easily and efficiently motor vehicles dose to businesses.  N/A  N/A  N/A  N/A  N/A  N/A  N/A  Description of parking spaces in beautify and efficiently with moint on the cycle facilities are on change to only.  There is no effect on the easiling spaces in businesses in businesses in businesses in businesses in businesses in the number of parking spaces in businesses in businesse										PASS EFFECTS SCREEN	
Pediction  Desired Outcome/Description of Consideration  Desired Outcome/Description of Consideration  Desired Outcome/Description of Consideration  Organization  Organiz	All o			y for urban	There is 0.6 m – 1.2 m 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.	or more of dth available for n design	Available width for urban design enhancements	There is 1.8 m or more of carriageway width available for urban design enhancements.	Opportunity for urban design enhancements	Urban Design Effects
Desired Outcome/ Description of Consideration  Facility Measure  A 2 1 0 1  Consideration  Pedestrian- and cyclist-only or Cyclists can easily access business on Cyclists have easy access to businesses on both sides of the coad.  Businesses and the minimal interruptions or Impacts, in a cacessed with minimal interruptions or Impacts, in a confideration on Change in Change in existing spaces available for Impacts, in Change in existing spaces available for Impacts, in Change in existing light Change in existing light Change in existing light in Change in existing light increase in the number of light pollution.  A NA		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Effect on existing vegetation	
Desired Outcome/Description of Consideration  Reactify Measure  Bediatine and cyclists and easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road.  Cyclists can easily access business on both sides of the road of the road.  Cyclists can easily access business on both sides of the road of the road.  Cyclists can easily access business (i.e. no change to only.  There is no change to the number of parking spaces in businesses in businesses in business areas.	The	ise in		ect on the existing	N/A	N/A	N/A	Change in existing level of light pollution	There is no effect on the existing light pollution.	Light pollution	Environmental Effects
Pesired Outcome/Description of Consideration  Pedelstrian- and cyclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access business on both sides of the road.  Ovclists can easily access businesses from an included on one side of the road of the road.  Ovclists can easily access businesses from an include on one side of the road.  Ovclists can easily access businesses on both sides of the access to businesses on both sides of the access to businesses on both sides of the road.	The in t	There is a 33% to 66% reduction in the number of parking spaces in business areas.		hber	N/A	N/A	N/A	Number of parking spaces available for motor vehicles close to businesses	Businesses can be easily and efficiently accessed with minimal interruptions or impacts.	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	
Desired Outcome/Description of Consideration Facility Measure 3 2 1 0 -1		Exclusive cycle facilities are provided in the centre of the street.	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 both sides of the road.	Low-speed and low-volume shared facilities allow cyclists easy access to businesses on both sides of the road.		Cyclists have easy access to businesses from the cycle facility	Cyclists can easily access business on both sides of the road.	Effect on access to businesses for cyclists	Property Effects
		-2	-4	0	1	2	ω	Facility Measure	Desired Outcome/Description of Consideration	Consideration	Criteria

## **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.

F		lement	_	P		c		F.			D		Effe	,	- 2			P		P	1	7	L	1						QΞ	0	bjective	es		1				<u>9</u> ⊞				
Funding Feasibility		polivory Feasibility		lanning Feasibility		Urban Design Effects		nvironmental Effects			Property Effects		arking Effects		violor verice directs			ublic Transport Effects		edestrian Effects		Transport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives				Criteria
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area	Preserve, or create opportunities to enhance, the special character of the Newtown,	Coasto apportunities to improve esfe across seating and shelter at his stone	Encourage more people to use the bus by providing bus lanes, rationalising bus stop breations and creation concerning to lat hisses on first at come traffic lights	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A										PASS		N/A	N/A	2/0					N/A				PASS					D	PASS	1 Separated Cycle Lane/Path
	N/A				PASS		N/A		N/A	N/A			N/A										PASS	N/A	N/A	N/A						N/A				PASS					В	PASS	2 Separated Cycle Lane/Path: Two way
	N/A				PASS		N/A		N/A	N/A			N/A										PASS	N/A	N/A	N/A		Ī				N/A				PASS					С	PASS	e Separated Cyde uane/Path: Two way down the centre of the
							l																				l	ı								FAIL					77	PASS	4 Separated Cycle Lane/Path: One man uphili, sharrows downhili
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A										PASS	N/A	N/A	N/A		1				N/A				PASS					т	PASS	6 Cycle Lane
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A										PASS	N/A	N/A	N/A						N/A				PASS					т	PASS	8 Cyde Lane: Two way down the centre of the street
																																				FAIL					п	PASS	Dee St to #498  9  Cycle Lane: One lane uphill, sharrows downhill
																																										FAIL	Adelaide Road  Dee St to H498 Adelaide Rd (north of Chilka St)  Teatment  11  10  10  10  10  10  10  10  10  1
₩	N/A				PASS		N/A		N/A	N/A			N/A										PASS	N/A	N/A	N/A						N/A				PASS					ш	PASS	orth of Chilka St)  11  Cycle Lane: Peak in c. off-peak lane, off-peak lane, off-peak parking) cycle lane
																																				FAIL					П	PASS	12 Cyde Lane: Pea Cycle lane, off. peak parking
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFE CT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMONITY OBJECTIVES SUREEN	Newtown Connections community engagement	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$					PASS		N/A						N/A									N/A	PASS			N/A	N/A					N/A				PASS					С	PASS	Separatea Cycie Lane/Path	1		
\$\$\$					PASS		N/A						N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS					В	PASS	Separatea Cycle Lane/Path: Two way	2		
																							FAIL	N/A		N/A	N/A				L	N/A				PASS					С	PASS	Lane/Path: Two way down the centre of the street	3		
																																				FAIL					т	PASS	Separated Cycle Separated Cycl	4		
																																										FAIL	Separated Cycle Lane/Path: Contraflow lane	5		
\$\$					PASS		N/A						N/A							L		N/A	PASS	N/A		N/A	N/A					N/A				PASS					С	PASS	Cycle Lane C	11		
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																																				FAIL					т	PASS	Cycle Lane: One lane uphill, Co sharrows downhill	9	Ac (north of Chilka s	
																																										FAIL	Cycle Lane: Cycle Contraflow lane clev lane lan	Treatment 10	k1-52 lelaide Road t) to #451 Adelaic	24 53
																																										FAIL	cycle Lane: Peak Cyde Lane: Peak le clearway/ cyde cycle lane, off- le lane, off-peak peak parking parking/ cycle lane	11	le Rd (north of Pa	
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																																										FAIL	Lane: Permanent Lane: Permanent narrow lane wide lane	13		
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| Business disruption during construction | Traffic disruption during construction              | Approvals Risk (consents etc.)  | Plan alignment (District, Reserves, Other)   | PASS EFFECTS SCREEN?  | Opportunity for urban design enhancements   | Effect on existing vegetation  | Light pollution   | Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)  | Effect on access to businesses for cyclists   | Effect on adjacent land-use   
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Safety   | Public Transport Experience  | Public Transport Safety  | Pedestrian Experience  | Pedestrian Safety   | Alignment to transport corridor function   
  | Alignment of option to any existing adjacent cycle infrastructure | PASS COMMUNITY OBJECTIVES SCREEN?   | Create opportunities to improve the key streets identified in data analysis from the<br>Newtown Connections community engagement  | Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement  | Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area  | Create opportunities to improve safe access, seating and shelter at bus stops   | 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   
   | Minimise the impact on parking, especially for residents and businesses  | Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus   | Make it easier and safer for people to cross roads in the area   | Improve the safety of facilities for people walking through and around the area   | Provide safe cycle facilities                            
   | Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore   | PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?   | Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington  |  
  |   | Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience   | Achieve a high level of service for cyclists within an integrated transport network   | PASS FATAL FIAWS SCREEN?   | Consideration   
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  |   |   | Þ   | PASS   | Separated Cycle<br>Lane/Path: Two<br>way  
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  |   |   | В   | PASS   | Separated Cycle Lane/Path: Two way down the centre of the street  
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan a lignment (District, Reserves, Other)	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create concert inities to immove the key streats identified in data analysis from the	Berhampore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	ocations, and creating opportunities to let ouses go first at some trainclights  Create opportunities to improve safe access, seating and shelter at bus stops	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide fadilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	-	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	
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Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go lifst at some transc iights	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to $\sigma$ oss roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
				PASS		N/A						N/A										PASS	N/A	N/A	N/A	N/A					N/A				PASS					D	PASS	Separated Cycle Lane/Path	1		
				PASS		N/A						N/A										PASS	N/A	N/A	N/A	N ()					N/A				PASS					С	PASS	Separated Cycle Lane/Path: Two way	2		
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\$\$	N/A				0.16	PASS		N/A		N/A		N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
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₩.	N/A				0.26	PASS		N/A		N/A		N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	lane uphill, Contrr sharrows downhill	e Lane: One Cvc	Douglas St to Basi	Belfa
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure		PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing or congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
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\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path: Two way	2 Separated Cycle		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	Separated Cycle		
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure		PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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		Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Lane/Path: Two way	2 Separated Cycle		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A	L	L	N/A				PASS					Þ	PASS	Lane/Path: Two L way down the centre of the street	3 Separated Cycle		
																																				FAIL					m	PASS	Lane/Path: One lane uphill, csharrows downhill	4 Separated Cycle S		
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					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				L	В	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A		PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		17 Quiet Route		
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	-	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A			ı	N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path	1 Separated Cycl		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Ī		N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					Α	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					D	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																										FAIL	Lane/Path: Contraflow lane	5 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					В	PASS		6 Cvde Lane		
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					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					В	PASS	way down the centre of the street	8 Cvde Lane: Two		
₩	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					D	PASS	lane uphill, sharrows downhill	9 Cycle Lane: One	Stanl	
																																										FAIL	Contraflow lane	10 Cycle Lane:	ey St to Adelaide Treatment	Chilka Street
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					Þ	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					В	PASS		17 Ouiet Route		
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\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	N/A	N/A			N/A				PASS					>	PASS	Cyclist- Only Street	19 edestrian- and		

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl., deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMONITY OBJECTIVES SCREEN	Newtown Connections community engagement  BASS COMMINITY DRIECTIVES S CREENS	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle fadilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A										Г	DACC N/A		N/A	N/A					N/A				PASS					С	PASS	Lane/Path	1		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A										PASS	BACC N/A		N/A	N/A					N/A				PASS					В	PASS	Lane/Path: Two way	2		
																							FAIL	EAH NA		N/A	N/A					N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	3		
																																				FAIL					T	PASS	Lane/Path: One lane uphill, sharrows downhill	4		
																																										FAIL	Lane/Path: Contraflow lane	5		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									L	PASS	PACC N/A		N/A	N/A					N/A				PASS					С	PASS	yue was	11		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A										PASS	BASS N/A		N/A	N/A					N/A				PASS					С	PASS	way 1			
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	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estrian Safe ty	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampere, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
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S\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	1		
\$\$\$ N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path: Two way			
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	e Separated Cycle o Lane/Path: Two way down the centre of the street	з		
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\$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone			
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Business disruption during construction  Cost indication	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Mator Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	Encourage more people to use the bus by providing bus larres, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	1		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A			Ī	N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Lane/Path: Two way			
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	be Separated Cycle o Lane/Path: Two way down the centre of the street	3		
N/A		Г		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					D	PASS	e Separatea Cycle o Lane/Path: One lane uphill, sharrows downhill	4		
																																								FAIL	e Separated Cycle e Lane/Path: Contraflow lane	5		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Г	ı	N/A	PASS	N/A	N/A	N/A	N/A	N/A	Γ	Ī	N/A				PASS					В	PASS	cycle Lane	П		
\$\$		Г		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					۸	PASS	Cycle Lane: Two way	7		
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	way down the centre of the street			
s N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					D	PASS	cycle tane: One lane uphill, sharrows downhill	9	Ω	
																																								FAIL	Cycle Lane: Contraflow lane	10	onstable St to Me	R7-S2
																																								FAIL	Cycle Lane: Peak clearway/ cycle lane, off-peak parking/ cycle lane	11	ein St	
																																		FAIL					D	PASS	c Cycle Lane: Peak cycle lane, off- peak parking	12		
																																								FAIL	Dedicated Bus Lane: Permanen narrow lane	13		
																																								FAIL	Dedicated Bus Lane: Permaneni wide lane	14		
																																								FAIL	Dedicated Bus t Lane: Peak wide lane, off-peak parking/ cycle lane	15		
																						FAIL	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS		16		
N/A \$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	QuetRoute	17		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone	1 1		
N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Pedestrian- and Cyclist- Only Street	19		

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Funding Feasibility		Delivery Feasibility	reasonny	Diagning Feacibility		Urban Design Effects		Environmental Effects			Property Effects	_	ar and arrange	Darking Efforts		Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit			_	_	_	_	Effectiveness meeting Community Objectives		_	_	_			_		Effectiveness meeting WCC Cycling Investment Objectives	_	_		Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estrian Safe ty	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve trie key locations identified in data analysis from the Newtown Connections community engagement	Preserve, of create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congression in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle fadities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	-	
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					۸	PASS	e Separated Cycle Lane/Path: Two way	2	
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	le Separated Cycle o Lane/Path: Two woy down the centre of the street	w	
																																									FAIL	e Separated Cycle o Lane/Path: One lane uphill, sharrows downhill	<b>A</b>	
																																									FAIL	Separated Cycle Lane/Path: Contraflow lane	л	
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cyde Lane	n.	
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way	7	
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way down the centre of the street	×	
																																									FAIL	Cycle Lane: One lane uphill, sharrows downhill	9 59	D
																																									FAIL	Cycle Lane: Contraflow lane	Treatment	R8-S1  Donald Mclean Street
																																									FAIL	lane: Peak vay/ cycle off-peak 'ng/ cycle lane		i i
																																			FAIL					D	PASS	Cycle Lane: Pea cycle lane, off peak parking	5	
																																									FAIL	k Dedicated Bus Dedicated Bus Lane: Permanent Lane: Permanent Lane: Permanent Lane: Note lane narrow lane wide lane	13	
																																									FAIL	Dedicated Bus Lane: Permanent wide lane	14	
																																									FAIL	Dedicated Bus Lane: Peak wide lane, off-peak parking/ cycle lane	15	
																							FAIL	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Path	-11	
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone	11	
	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Pedestrian- and Cyclist- Only Street	19	

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unding Feasibility		elivery Feasibility	anning resource	anning Feasibility		Jrban Design Effects	MICHINETICAL CLIENCES	ovironmental Effects			Property Effects		O an age	arking Effacts		Matar Vehicle Effects		ublic Transport Effects		edestrian Effects		ransport Network Fit							Community Objectives	ectiveness meeting							Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create connectinities to immunity the least stream tidentified in data analysis from the	Berhampore, and Mount Cook area  Create a proof unities to improve the key locations identified in data analysis from the	Create opportunities to improve safe access, seating and shelter at bus stops  Preserve, or create opportunities to enhance, the special character of the Newtown,	0 3	Minimise the impact on parking, especially for residents and businesses  Encourage more people to use the bus by providing bus lanes, rationalising bus stop	more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	 _	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				Α	PASS	Lane/Path	1 Separated Cycl		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. N	N/A			N/A				PASS				Α	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A		İ	N/A				PASS				В	PASS	o Lane/Path: Two way down the centre of the street	3 e Separated Cyd		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A		Ī	N/A				PASS				С	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																								FAIL	Lane/Path: Contraflow lane	Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A		Γ	N/A	Γ			PASS				В	PASS		6 Cycle Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				Α	PASS	way	7 Cycle Lane: Two		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A		Ī	N/A				PASS				В	PASS	way down the centre of the street			
\$>	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. N	N/A			N/A				PASS				С	PASS	sharrows downhill	9 Cycle Lane: One	Sta	
																																								FAIL FAIL	Contraflow lane clearway/ cycle lane, off-peak parking/ cycle lane	10 Cycle Lane:	nley St to Adelaide Rd Treatment	Duppa Street
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				С	PASS	cycle lane, off- peak parking	12 Cycle Lane: Peak		
																																								FAIL	Lane: Permanen narrow lane	13 Dedicated Bus		
																																								FAIL	Lane: Permanent wide lane	14 Dedicated Bus		
																																								FAIL	lane: Peak wide lane, off-peak parking/ cycle lane	15 Dedicated Bus		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				>	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. VA	N/A			N/A				PASS				В	PASS		17 Quiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N N	N/A			N/A				PASS				В	PASS		18 Shared Zone		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				>	PASS	Cyclist- Only Street	19 Pedestrian- and		

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Funding Feasibility	Delivery reasonity	olkon Enghille	anning reasonity	Planning Feasibility		Urban Design Effects		nvironmental Effects			Property Effects		a ville cirecto	allog Efforts		Wotor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit							Community Objectives	Effectiveness meeting							Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go first at some traffic lights	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	more people to bike, walk, and take the bus Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage	improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
																																								FAIL	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	- N	N/A	N/A	N/A	1	3	N/A			PASS				Α	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	3	N 3	N/A	N/A	Ī	3	N/A			PASS				۸	PASS	vo Lane/Path: Two way down the centre of the street	3 Separated Cyc		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	14/21	N/A	N/A	N/A	Ī	3	N/A			PASS				С	PASS	Lane/Path: One e lane uphill, sharrows downhill	4 Separated Cyc		
																													ı	ı										FAIL	contraflow lane	5 Separated Cyc		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	, (V)	N/A	N/A	N/A	1	3	NIA			PASS				Þ	PASS		6 Cyde Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	14/21	N/A	N/A	N/A	i	3	N/A			PASS				Α	PASS	way	7 Cycle Lane: Tv		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	. N		N 3	2/2	N/A	Ī	3	N			PASS				۸	PASS	way down the centre of the street	vo Cyde Lane: Tv		
₩.	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	. N		N 3	2/2	N/A	Ī	3	N/O			PASS				D	PASS	e sharrows downhill	yo Cycle Lane: O	#2	
																													i	i										FAIL	Contraflow lane	10  Cycle Lane	2 Emmett St to Ridd Treatment	Emmett Str
																								ı																FAIL	ane clearway/cycle lane, off-peak parking/cycle lane	11 Cycle Lane: P	iddiford St	eet
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																																								FAIL	g narrow lane	13 Pak Dedicated Bu		
																																								FAIL	ent Lane: Permanent wide lane	14  Dedicated Bi		
																																								FAIL	ent Lane: Peak wide lane, off-peak parking/ cycle lane	15 Dedicated Bu		
																							FAIL	N/A	N/A		2 3	N/A	N/A	1	3	200			PASS				۸	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	10 M	N 3	N/A	N/A		3	NA			PASS				С	PASS		17 Quiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A		W/N	Z 2	Z	N/A		3	26			PASS				В	PASS		18 Shared Zone		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	1/2	N/A	N/A	N/A						PASS				Þ	PASS	Cyclist Only Street			

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unding Feasibility	Circly Consumity	olioon Foreities	serring recording	lanning Feasibility		Urban Design Effects	TAN OTHER PROPERTY.	ovironmental Effects			Property Effects		g arrange	arking Effects		Motor Vehicle Effects		ublic Transport Effects		Pedestrian Effects		Transport Network Fit							Community Objectives	ffertiveness meeting								Effectiveness meeting WCC Cycling Investment Objectives				CITETA	Citoria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS S CREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (ind. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create a month rities to immunue the key streets identified in data analysis from the	Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops Preserve, or create opportunities to enhance, the special character of the Newtown.	locations, and creating opportunities to let buses go first at some traffic lights	Minimise the impact on parking, especially for residents and businesses  From upage more needs to use the busines by providing but lance rationalising bus stones.	Contribute to reducing air congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?	Consumer about	Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Separated Cycle Lane/Path	1		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A		Ī	N/A				PASS					Þ	PASS	Separated Cycle Lane/Path: Two way	2		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Þ	PASS	Separated Cyde Lane/Path: Two way down the centre of the street	3		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A		Ī	N/A				PASS					С	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4		
																																									FAIL	Separated Cycle Lane/Path: Contrafiow lane	5		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A	Γ	ı	N/A				PASS					Þ	PASS	Cyde Lane			
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A	Ī	ı	N/A				PASS					>	PASS	Cycle Lane: Two way	7		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A	Ī	Ī	N/A				PASS					В	PASS	Cyde Lane: Two way down the centre of the street			
\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. N	N/A		Ī	N/A				PASS					С	PASS	Cycle Lane: One lane uphill, sharrows downhill	9	Rhod	
																													Ī	ı											FAIL		Treatment 10	Ferguson Stree es St to Donald N	R11-S1
																								ı																	FAIL	Cycle Lane: Peak e clearway/ cycle lane, off-peak parking/ cycle lane	11	et Mdean St	
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. N	N/A			N/A				PASS					С	PASS	cycle Lane: Peak cycle lane, off- peak parking	12		
																																									FAIL	Dedicated Bus Lane: Permanen narrow lane	13		
																																									FAIL	Dedicated Bus t Lane: Permanent wide lane	14		
																																									FAIL	Dedicated Bus t Lane: Peak wide lane, off-peak parking/ cycle lane	15		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Shared Path			
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route	17		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. V	N/A			N/A				PASS					В	PASS	Shared Zone	18		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Pedestrian- and Cyclist- Only Street	19		

	Imp	ement	ation										Eff	ects															_		bjective	es											
Funding Feasibility		Delivery Feasibility	Flanning Fedsiolity			Urban Design Effects	civilonimental checus	Environmental Effects			Property Effects		g arrang	Darking Efforts		Matar Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit							Effectiveness meeting Community Objectives								Effectiveness meeting WCC Cycling Investment Objectives				Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehides (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Creare opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Cornections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Comribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCUNG INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Separated Cycle Lane/Path		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				>	PASS	e Separated Cycle Lane/Path: Two way	,	
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	le Separated Cycle to Lane/Path: Two way down the centre of the street	,	
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				D	PASS	e Separated Cycle o Lane/Path: One e lane uphill, sharrows downhill		
																																								FAIL	Separated Cycle Lane/Path: Contraflow lane	,	
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Cycle Lane	,	
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				>	PASS	Cycle Lane: Two way		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Cycle Lane: Two way down the centre of the street	- -	
\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				D	PASS	Cycle Lane lane up sharro downi	На	
																																								FAIL	Cycle Lane: Contraflow lane	Hanson St to Adelaide Rd Treatment	R12-S1 Hall Street
																																								FAIL	ane: Peak vay/ cycle off-peak ng/ cycle ane		
																																			FAIL				D	PASS	Cycle Lane: Pea Cycle lane, off- cycle lane, off- peak parking		
																																								FAIL	k Dedicated Bus Lane: Permanent Lane: Permanent Lane: Permanent I unde lane narrow lane wide lane	;	
																																								FAIL	Dedicated Bus Lane: Permanent wide lane		
																																								FAIL	Dedicated Bus Lane: Peak wide lane, off-peak parking/ cycle lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				>	PASS	Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Quiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Shared Zone		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				۸	PASS	Pedestrian- and Cyclist- Only Street	5	

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Funding Feasibility	Delivery Feasibility		Janning Feasibility		Urban Design Effects	TAN OTHER PLANS	nvironmental Effects			Property Effects		arking criecus	Parling Efforts	entrol entrol	Motor Vehicle Effects		ublic Transport Effects		edestrian Effects	-	Transport Network Fit							Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Business disruption during construction Cost indication	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Ped estrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	7		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	1		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					۸	PASS	Lane/Path: Two way			
	ı			FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	e Separated Cycle o Lane/Path: Two way down the centre of the street	3		
																																		FAIL					ш	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4		
																																								FAIL	Separated Cycle Lane/Path: Contraflow lane	5		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane	П		
\$\$ N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Cycle Lane: Two way	7		
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way down the centre of the street	80		
																																		FAIL					т	PASS	Cycle Lane: One lane uphill, sharrows downhill	9		
																																								FAIL	Cycle Lane: Contraflow lane	Treatment 10	Stoke St to Hall S	R13-S1 Hanson Street
																																								FAIL	Cycle Lane: Peak clearway/ cycle lane, off-peak parking/ cycle lane	11		
																																		FAIL					Е	PASS	Cycle Lane: Peak cycle Iane, off- peak parking	12		
																																								FAIL	Dedicated Bus Lane: Permanen narrow lane	13		
																																								FAIL	Dedicated Bus Lane: Permanent wide lane	14		
																																								FAIL	Dedicated Bus Lane: Peak wide lane, off-peak parking/ cycle lane	15		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Path	16		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route	17		
SSS N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone	1 1		
\$\$\$	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Pedestrian- and Cyclist- Only Street	19		

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unding Feasibility	ocircly i constituting	Delivery Feasibility		Planning Feasibility		Urban Design Effects		nvironmental Effects			Property Effects			Parking Effects		Wotor Vehicle Effects		oublic Transport Effects		edestrian Effects		Transport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives				Circle a	Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SUREEN	Newtown Connections community engagement	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCUNG INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	_	improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	COLUMN AND A	Consideration		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	BACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	1		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A			Ī	N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Separated Cycle Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path: Two way down the centre of the street	3		
																																				FAIL					т	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4		
																																										FAIL	Separated Cycle Lane/Path: Contraflow lane	5		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		ı	ı	N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Cy de Lane	6		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A			L	N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way down the centre of the street	8		
																																				FAIL					m	PASS	Cycle Lane: One Iane uphill, sharrows downhill	9	_	
																																										FAIL	Cycle Lane: Contraflow lane	Treatment 10	Hanson Street Hall St to John St	R13-S2
																																										FAIL	Cycle Lane: Peak clearway/cycle lane, off-peak parking/cycle lane	11		
																																				FAIL					m	PASS	Cycle Lane: Peak cycle lane, off- peak parking	12		
																																										FAIL	Dedicated Bus Lane: Permanent L narrow lane	13		
																																										FAIL	Dedicated Bus Lane: Permanent wide lane	14		
																																										FAIL	Dedicated Bus Lane: Peak wide lane, off-peak parking/ cycle lane	15		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Path	HI		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route	HI		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	DACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone P			
	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	BACC	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Pedestrian- and Cyclist- Only Street	19		

2	plement	tation	70		I c		2			0		Effe	ects		<		9	1	9		3		1					C m		bjectiv	es						0 m							_
unding Feasibility	Delivery Feasibility	0	lanning Feasibility		Urban Design Effects	ary of the control of	nvironmental Effects			Property Effects		arking cirects	arting Efforts		Motor Vehicle Effects		ublic Transport Effects		Pedestrian Effects		Transport Natwork Fit							Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Business disruption during construction  Cost indication	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Mator Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
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ss N/A		Г		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					D	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4		
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Business disruption during construction  Cost indication		Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go first at some traffic lights	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	more people to bike, walk, and take the bus  Minimise the impact on parking expecially for residents and husinesses	Contribute to reducing car congestion in the area by creating better facilities that encourage	Make it each and sofer for each to rece read in the area.	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
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	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Ped estrian Experience	Ped estrian Safe ty	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops  Preserve, or create opportunities to enhance, the special character of the Newtown.		Minimise the impact on parking, especially for residents and businesses  Encourage more people to use the bus by providing bus lanes, rationalising bus stop	more people to bike, walk, and take the bus	wase: It easer and safer for people to cross roads in the area  Contribute to reducing car congestion in the area by creating better facilities that encourage	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide fadilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
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\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	N/A	N/A					N/A				PASS					٨	PASS	Lane/Path: Two way	2 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	N/A	N/A					N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
																																			FAIL					D	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																									FAIL	Lane/Path: Contraflow lane	5 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	N/A	N/A					N/A				PASS					В	PASS		6 Cyde Lane		
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	N/A	N/A		l			N/X				PASS					В	PASS	way down the centre of the street	8 Cyde Lane: Two C		
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	N/A	N/A					N/A				PASS					Α	PASS		16 Shared Path		
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	and the second second			anning Feasibility		Urban Design Effects	TANDILLE LEGICAL EL TECHO	dropmontal Efforts		Liobard Triaces	norty Efforts		arking Effects		nom venue checia	tor Volticle Effects		oublic Transport Effects		edestrian Effects		Transport Network Fit							ammunity Objectives	Effectiveness meeting									Effectiveness meeting WCC Cycling Investment Objectives				cineria		
	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFE CT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streats identified in data analysis from the Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area  Create amortunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go first at some traffic ignits  Freate amortunities to improve safe access seating and shelter at his store.	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to αross roads in the area	Improve the safety of fadilities for people walking through and around the area	Provide safe cycle fadilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Cunsure acui	Consideration	
					PASS		N/A						N/A									N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					С	PASS	Separated Cycle Lane/Path	1	
\$55					PASS		N/A						N/A									N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					В	PASS	Separated Cycle Lane/Path: Two way	2	
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																																				FAIL					TI	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4	
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\$\$					PASS		N/A						N/A									N/A	PASS	N/A	N/A	N/A	N					N/A				PASS					D	PASS	Cyde Lane	6	
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₩.					PASS		N/A						N/A									N/A	PASS	N/A	N/A	N/A	N					N/A				PASS					D	PASS	Cycle Lane: Peak Cyc clearway/cyde cyc lane, off-peak pe parking/ cycle lane	11	
																																				FAIL					n	PASS	cycle tane: Peak Decycle lane, off- Lane peak parking nu	12	
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unding Feasibility	Delivery Feasibility		lanning Feasibility		Urban Design Effects	TAN OTHER PLANS	ovironmental Effects		oberty circus	Property Effects		arking criecus	Parling Efforts		Motor Vehicle Effects		ublic Transport Effects		edestrian Effects		Transport Network Fit							Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Business disruption during construction Cost indication	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
N/A \$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	separatea сусне Lane/Path	1		
\$\$\$ N/A		Ī		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Lane/Path: Two			
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	3		
\$\$ N/A		Г		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					D	PASS	separatea cyce  Lane/Path: One lane uphill, sharrows downhill	4		
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\$\$ N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	cycle tane: Iwo	7		
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	way down the centre of the street			
\$ N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					D	PASS	lane uphill, sharrows downhill	9	Dru	
																																								FAIL	Contraflow lane:	10	mmond St to My	King Street
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\$\$ N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Quet route	17		
sss N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	snarea zone	18		
N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					٨	PASS	Street	19		

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Business disruption during construction  Cost indication	nanc asaptan aang constitution	Traffic discuntion during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (ind. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$ N/A		ı			PASS		N/A		N/A	N/A			N/A				N/A	N/A		ı	ı	N/A	PASS	100	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path	1 Separated Cyck		
\$\$\$					PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/N	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Lane/Path: Two way			
	ı				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	7	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	o Lane/Path: Two way down the centre of the street	3 e Separated Cyc		
\$\$ N/A	ľ	Ī			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	14/20	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	o Lane/Path: One lane uphill, sharrows downhill	le Separated Cyc		
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s N/A					PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	100	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	sharrows downhill	9 Cycle Lane: One	R	
																																										FAIL	Contraflow lane	10 Cycle Lane:	Issell Tce to Rinto	Lavaud Stree
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	200	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	e clearway/cycle lane, off-peak parking/cycle lane	11 Cycle Lane: Pea	oulSt	
				Ī	FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	7/2	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	cycle lane, off- peak parking	12 Cyde Lane: Pea		
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				Ī																																						FAIL	t Lane: Peak wide lane, off-peak parking/ cycle lane	15 Dedicated Bus		
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\$\$\$					PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	4/2/	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		18 Shared Zone		
\$\$\$ N/A	14/21	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	14/20	N/A	N/A	N/A	N/A	N/A			N/A				PASS					>	PASS	Cyclist- Only Street	19 Pe de strian- ana		

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	Funding Feasibility	Delivery Feasibility			Planning Feasibility		Urban Design Effects	:	Environmental Effects			Property Effects		Parking Effects		Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit			Effective ness meeting WCC Oyding investment Objectives for meeting investment Objectives formunity Objectives	Criteria
	Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other) Anomyrals Bible from controls 1	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	ETECT OIL EXTORUS AE SECRETORI	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Domain of suiction marking reason	Matar Vehicle Stperience	Markow Validado Gafako	Public Transport Experience	Dubilla Tapagaga Cafaba	Pedestrian Experience	Podestrian Safety	Alignment of option to any existing adjacent cycle infrastructure  Alignment to transport corridor function		PASS COMMUNITY OBJECTIVES SCREEN?	PASSEATAL FLAWS SCREEN?  Achieve a high level of service for opcisits within an integrated transport network improve cycling infrastricture and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience.  Cycling is a viable and attractive transport choice.  Providing transport choices by increasing the apportunity for people to ride bless so as to providing transport endiese shallow and attractive transport choice.  Providing transport choices by increasing the apportunity for people to ride bless so as to provide shalless of the people biding through and around Newtown, Mt Cook and Berhampore browlet safe cycle facilities.  Provide shalless for people biding through and around Newtown, Mt Cook and Berhampore and safer for people to cross coads in the area.  Make it assier and safer for people to cross coads in the area.  Make it assier and safer for people to cross coads in the area.  Contribute to reducing corporation in the area by creating better facilities that encourage more people to blex wilk, and take the bus.  Maintinize the impact on parking, especially for residents and businesses forcompagning to the provides to improve self across, scaning and shelter at loss dops.  Maintinize the impact on parking, especially for residents and businesses.  Maintinize the impact on parking, especially for residents and businesses.  Maintinize the impact on parking, especially for residents and businesses.  Maintinize the impact on parking, especially for residents and businesses.  Maintinize the impact on parking, especially for residents and businesses.  Maintinize the impact on parking, especially for residents and businesses.  Maintinize and creating opportunities to enhance, this special character of the fevertown, between common the endience identified in data analysis from the Newtown Comment by engagement.  Mental conservations community engagement.	Consideration
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Criteria	Consideration	9	2 Separated Cycle	3 Separated Cycle Se	4 eparated Cycle Se	$\Box\Box$	6 Cyde Lane Cy	:Two	8 de Lane: Two Cy	9 cle Lane: One	10 Cycle Lane: C	11 ycle Lane: Peak (	12 yde Lane: Peak	13 Dedicated Bus	14 Dedicated Bus	15 Dedicated B	16 Shared Path	3	17 Quiet Route
			Lane/Path: Two way	Lane/Path: Two Lo way down the centre of the street	Lane/Path: One lane uphill, Co sharrows downhill	Lane/Path: Contraflow lane			centre of the street	lane uphill, Co sharrows downhill	ontraflow lane   c	clearway/cycle lane, off-peak parking/cycle lane	cycle lane, off- peak parking	Lane: Permanent . norrow lane		Lane: Peak wide lane, off-peak parking/ cycle lane			
	PASS FATAL FLAWS SCREEN?	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	PASS		FAIL
	Achieve a high level of service for cyclists within an integrated transport network		В	С			D		D				П	m			С		
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience																		
Effectiveness meeting WCC Cycling Investment Objectives																			
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	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		PASS				FAIL	FAIL			PASS		
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																		
	Provide safe cycle fadlities																		
	Improve the safety of facilities for people walking through and around the area																		
bjective	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																		
Effectiveness meeting Community Objectives	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, of 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		
	Newtown Connections community engagement	N/A	N/A	N/A			N/A		N/A								N/A		
	Newtown Connections community engagement  PASS COMMUNITY ORIECTIVES SCREEN?	PASS PASS	PASS	PASS N/A			PASS N/A		PASS N/A								PASS		
	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A	N/A			N/A		N/A								N/A		
Transport Network Fit	Alignment to transport corridor function																		
Padastrian Efforts	Pedestrian Safe ty																		
Pedestrian Effects	Pedestrian Experience																		
Public Transport Effects	Public Transport Safety																		
	Public Transport Experience																		
Motor Vehicle Effects	Motor Vehicle Safety																		
THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW	Motor Vehicle Experience																		
ects Parking Effects	Removal of existing parking spaces																		
_	Location of parking spaces	N/A	N/A	N/A			N/A		N/A								N/A		
	Effect of acquisition on residual land																		
Property 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		
	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		
Environmental Effects	Light pollution																		
ELAN CHIMELICAL PLICATE	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	PASS			PASS		PASS								PASS		
	Plan alignment (District, Reserves, Other)																		
radining reconomicy	Approvals Risk (consents etc.)																		
lement Delivery Feasibility	Traffic disruption during construction			L															
	Business disruption during construction	N/A	N/A	N/A			N/A		N/A								N/A		
Funding Feasibility	Cost indication	\$\$\$		\$\$\$			\$\$		\$\$								\$\$		
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Funding Feasibility	sivery reasibility		arring reasonicy	nning Feacibility		Urban Design Effects		invironmental Effects			Property Effects		a ville citatro	Ving Efforts		Antor Vehicle Effects		Public Transport Effects		edestrian Effects		Transport Network Fit								Community Objectives								Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create annothinities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		Improve cyding infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS			N/A	N/A					N/A				PASS				В	PASS	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS				Þ	PASS	Lane/Path: Two way			
																							FAIL	N/A		N/A	N/A					N/A				PASS				В	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
																																									FAIL	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																									FAIL	Lane/Path: Contraflow lane	Separated Oxcle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS				В	PASS		6 Cycle Iane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS			L	В	PASS	way			
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																																									FAIL	lane uphill, Co sharrows downhill	9	Roy	Ī
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																																									FAIL	e clearway/cycle cycle parking/ cycle	11		
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	_	lement	_										Effe	ects																	bjective	s												
Funding Feasibility		Delivery Feasibility	reming reasoning	Planning Feasibility		Urban Design Effects		Environmental Effects		_	Property Effects	_	ar and arrange	Darking Efforts		Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit			_	_	_		Effectiveness meeting Community Objectives		_	_	_				_	Effectiveness meeting WCC Cycling Investment Objectives	_	1		Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehides (ind. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area  Create connotruities to improve the key locations identified in data analysis from the	Create opportunities to improve safe access, seating and shelter at bus stops	Incourage more people to use trie ous or providing ous aries, rationalising ous stop locations, and creating opportunities to let buses go first at some traffic lights	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of fadilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington			Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	-	
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	e Separated Cycle Lane/Path: Two way	2	
	ı				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Je Separated Cycle vo Lane/Path: Two way down the centre of the street	ω	
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A	Γ		N/A				PASS					С	PASS	Cyde Lane	an a	
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				П	В	PASS	Cycle Lane: Two way	7	
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Cycle Lane: Two way down the centre of the street	20	
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																																									FAIL	Cycle Lane: Peak clearway/ cycle lane, off-peak parking/ cycle lane	=	5
																																			FAIL					Е	PASS	Cycle Lane: Pea cycle lane, off- peak parking	2	
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																																									FAIL	Dedicated Bus Lane: Permanent wide lane	14	
																																									FAIL	Dedicated Bus ane: Peak wide lane, off-peak parking/ cycle	15	
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route	-II	
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone		
	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Pedestrian- and Cyclist- Only Street	19	

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Delivery Feasibility			lanning Feasibility			Urban Design Effects		invironmental Effects					El Tolero	f	AUTOL ACTUAGE ELECTO	thick officer	ublic Transport Effects		edestrialinates	to Effects		Fransport Network Fit						,		Effectiveness meeting Community Objectives									Cycling Investment Objectives						Criteria			
Business disruption during construction	Traffic disruption during construction		Approvals Risk (consents etc.)		PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estrian Safe ty	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMONIT I OBJECTIVES SCREEN	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Berhampore, and Mount Cook area	Preserve, or create opportunities to enhance, the special character of the Newtown,	ocauons, and creating opportunities to let duses go instal some traincingnis	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	contribution to network efficiency, effectiveness and resilience	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	PASS FATAL FLAWS SCREEN?			Consideration	T1		
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unding Feasibility	delivery Feasibility		lanning Feasibility		Urban Design Effects	arriver at reach	ovironmental Effects			Property Effects		e Alle Circus	arting Efforts		Motor Vehicle Effects		ublic Transport Effects		edestrian Effects		Transport Network Fit							Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Business disruption during construction  Cost indication	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
ss\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Separated Cycle Lane/Path	1		
N/A \$\$\$		Ī		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Separated Cycle Lane/Path: Two way			
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N/A	Γ	Г		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					D	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4		
	Ī	ı																																						FAIL	e Separated Cycle e Lane/Path: Contraflow lane	5		
N/A		Γ		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A	Γ			PASS					В	PASS	Cycle Lane	П		
N/A \$\$	Γ	Ī		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					۸	PASS	Cycle Lane: Two way	7		
	ı	l		FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	way down the centre of the street			
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																																								FAIL	Cycle Lane: Contraflow lane	Treatment 10	onstable St to Me	R24-S2
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N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone	1 1		
sss N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					٨	PASS	Pedestrian- and Cyclist- Only Street	19		

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create amount unities to improve the key locations identified in data analysis from the	Create opportunities to improve sale access, seating and shefter at bus stops  Preserve, or create opportunities to enhance, the special character of the Newtown.	locations, and creating opportunities to let buses go first at some traffic lights	Minimise the impact on parking, especially for residents and businesses  Fricourage more needle to use the bus by providing bus large, rationalising bus stoo	more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	-	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
																																									FAIL	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Lane/Path: Two way	2 Separated Cycle		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	, N	N/A			N/A				PASS					Α	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	WA	N/A	N/A		L	N/A				PASS					С	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																									FAIL	Lane/Path: Contraflow lane	5 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A		N/A			N/A				PASS					Α	PASS		6 Cycle Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	way	7 Cvcle Lane: Two		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	Z ×	N/A	. Z	N			N/A				PASS					Α	PASS	way down the centre of the street	8 Cvde Lane: Two		
\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	. N/A	N/A			N/A				PASS					С	PASS	lane uphill, sharrows downhill	9 Cvcle Lane: One	#18 Pal	
																																									FAIL	Contraflow lane clean	10 Cycle Lane: Cyc	m Grove to Adelaide Treatment	Palm Grove
																																									FAIL	clearway/cycle cycle cycle cycle chane, off-peak parking/ cycle	11 e Lane: Peak Cyc	Rd	
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	cycle lane, off- Lan peak parking r	12 He Lane: Peak D		
																																									FAIL	Lane: Permanent Lane: Permanent Lane: narrow lane wide lane	13 D		
																																									FAIL	ne: Permanent Lu wide lane	14 edicated Bus		
																																									FAIL	tane: Peak wide lane, off-peak parking/ cycle lane	- 1 - 1		
																						ı	FAIL	N/A	N/A	N/A		N/A		l	N/A				PASS					Α	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		17 Ouiet Route		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		18 Shared Zone P		
	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Cyclist: Only Street	19 Redestrian- and		

2	plemen	itation	70			-	,			9		Effe	ects				0		7		3		1					Оп		bjective	25						0 m							٦
unding Feasibility	Delivery Feasibility		Planning Feasibility		Urban Design Effects	aviolinental chects	ovironmental Effects			Property Effects		Parking Effects	Darling Efforts	ention eclipse bilesed	Motor Vohiolo Efforts		ublic Transport Effects		Pedestrian Effects	-	Transport Network Fit							Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Business disruption during construction Cost indication	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS S CREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide fadilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	7		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path	1		
N/A		Ī		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Α	PASS	Separated Cycle Lane/Path: Two way			
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path: Two way down the centre of the street	3		
																																		FAIL					m	PASS	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4		
																																								FAIL	Separated Cycle Lane/Path: Contraflow lane	5		
\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Г		N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Cycle Lane	П		
\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way	7		
	Ī			FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Two way down the centre of the street	8		
																																		FAIL					m	PASS	Cycle Lane: One lane uphill, sharrows downhill	9	Dan	
																																								FAIL	Cycle Lane: Contraflow lane	Treatment 10	Rhodes Street iell St to Riddifo	R26-S1
																																								FAIL	Cycle Lane: Peak clearway/ cycle lane, off-peak parking/ cycle lane	11	rd St	
																																		FAIL					т	PASS	Cycle Lane: Peak cycle Iane, off- peak parking	12		
																																								FAIL	Dedicated Bus Lane: Permanen narrow lane	13		
																																								FAIL	Dedicated Bus Lane: Permanen wide lane	14		
																																								FAIL	Dedicated Bus t Lane: Peak wide lane, off-peak parking/ cycle lane	15		
																						FAIL	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		16		
\$\$ N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route	17		
N/A \$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone	1 1		
N/A \$\$\$	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					۸	PASS	Pedestrian- and Cyclist- Only Street	19		

7		lement	1	P	L	Ē	1 :	7			P		Effe	,		\$		PL	1	Pe		7								) II	Ob	jective	s				ı	δ m						
Funding Feasibility		elivery Feasibility		lanning Feasibility		Urban Design Effects	Miloting Checks	novironmental Efforts			Property Effects		arking cirects	766		Antor Vehicle Effects		oublic Transport Effects		edestrian Effects		Transport Network Fit							orinitality objectives	Effectiveness meeting								Effectiveness meeting WCC Cycling Investment Objectives					Criteria	
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets hentified in data analysis from the Newtown Connections community engagement	Newtown Connections community engagement	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go first at some traffic lights	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Constitution in the state of th	Consideration	
\$\$\$					PASS		N/A						N/A									N/A	PASS		N/A	N/N	N/A					N/A				PASS				С	PASS	Separated Cycle Lane/Path	1	
					PASS		N/A						N/A							Ī		N/A	PASS	N/A	N/A	M/N	N					N/A				PASS				В	PASS	E Separated Cycle Lane/Path: Two way	2	
					PASS		N/A						N/A									N/A	PASS	N/A	N/A	- N	N					N/A				PASS				С	PASS	le Separated Cycle to Lane/Path: Two way down the centre of the street	3	
																																									FAIL	e Separated Cycle o Lane/Path: One lane uphill, sharrows downhill	4	
																																									FAIL	le Separated Cycle Lane/Path: Contraflow lane	5	
\$\$					PASS		N/A						N/A							Γ		N/A	PASS	N/A	N/A	100	N/A					N/A				PASS				С	PASS	le Cycle Lane	6	
																				١												i									FAIL	Cycle Lane: Two way	7	
\$\$			Г		PASS		N/A						N/A									N/A	PASS	N/A	N/A	W/N	N/O	1				N/A				PASS				С	PASS	o Cycle Lane: Two way down the centre of the street		
																								ı			ĺ	ı													FAIL	o Cycle Lane: One e lane uphill, sharrows downhill	9	
																																									FAIL	e Cycle Lane: Contraflow lane	Treatment 10	R27-S1 Riddiford Street Rhodes St to Mein St
₩					PASS		N/A						N/A									N/A	PASS	N/A	N/A	1	N/A					N/A				PASS				С	PASS	Cycle Lane: Peak ( e clearway / cycle lane, off-peak parking/ cycle lane	11	et in St
																																				FAIL			Ī	Е	PASS	cycle Lane: Peak cycle lane, off- peak parking	12	
																																				FAIL				_	PASS	k Dedicated Bus Lane: Permanen narrow lane	13	
																																				FAIL				_	PASS	Dedicated Bus Lane: Permanent narrow lane  wide lane	14	
																																				FAIL				Е	PASS	Dedicated Bus t Lane: Peak wide lane, off-peak parking/ cycle lane	15	
					FAIL		N/A						N/A									N/A	PASS	N/A	N/A	- N	NIA					N/A				PASS				В	PASS	Shared Path		
																																									FAIL	Quiet Route	ΗΙ	
																																									FAIL	Shared Zone	18	
																																									FAIL	Pedestrian- and Cyclist- Only Street	19	

Implementation  Plann  Delive	Plan	Plan	Plann	-		Urbai		Enviro		Č	Prope		Effe	_	100	Moto		Public		Pedes		Trans	F							Comn		bjective	ıs						Effec. Cyclin						7
	Ci y i coontincy	livery Feasibility		ning Feasibility		Urban Design Effects		nvironmental Effects		or cy consecution	Property Effects		Parking Effects	THOUSE THE STATE OF THE STATE O	a verificate at the con-	Antor Vahicla Efforts		Public Transport Effects		Pedestrian Effects		Transport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives				Criteria		
	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	_	improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration		
					PASS		N/A						N/A									N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					D	PASS	Separated Cycle Lane/Path		
					PASS		N/A						N/A									N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					В	PASS	2 Separated Cycle Lane/Path: Two way		
			L		PASS		N/A						N/A					L				N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					С	PASS	Separated Cycle S Lane/Path: Two L way down the centre of the street		
																																										FAIL	Separated Cycle S. Lane/Path: One Iane uphill, C sharrows downhill		
																																										FAIL	5 Separated Cycle Lane/Path: Controflow lane		
;					PASS		N/A						N/A							L		N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					D	PASS	6 Cycle Lane C		
																																										FAIL	Cycle Lane: Two C, way		
;			L		PASS		N/A						N/A					L				N/A	PASS	N/A	N/A	N/A	N/A					N/A				PASS					D	PASS	B Cycle Lane: Two O, way down the centre of the street		
																																										FAIL	9 Cycle Lane: One lane uphill, Co sharrows downhill	Me	
																																										FAIL	₹ 1	Riddiford Street Mein St to John St Treatment	R27-S2
٨					PASS		N/A						N/A									N/A	PASS	N A	N/A	N/A	N/A					N/A				PASS					D	PASS	Cycle Lane: Peak O, clearway/ cyde c lane, off-peak parking/ cycle lane		
																																				FAIL					F	PASS	12 Cycle Lane: Peok L cycle lane, off: La peak parking		
																																				FAIL					F	PASS	13  Dedicated Bus L Lane: Permanent La narrow lane		
																																				FAIL					Е	PASS	Dedicated Bus t Lane: Permanent Lo wide lane F		
																																				FAIL					Е	PASS	Dedicated Bus t Lane: Peak wide lane, off-peak parking/ cycle		
																																				FAIL					С	PASS	16 Shared Path		
																																										FAIL	17 Quiet Route		
																																										FAIL	18 Shared Zone P		
																																										FAIL	19 Pedestrian- and Cyclist- Only Street		

										Lav	R28-S1 Rintoul Street aud St to Luxford St									
Criteria	Consideration	1	2	3	4	5	6	7	8		Treatment 10	11	12	13	14	15	16	17	18	19
			Lane/Path: Two L	Lane/Path: Two Li way down the centre of the street	Lane/Path: One lane uphill, C sharrows downhill	Lane/Path: Contraflow lane			way down the centre of the street	lane uphill, sharrows downhill	Contraflow lane clu	clearway/cycle c, lane, off-peak   parking/cycle lane	cycle lane, off- La peak parking	Lane: Permanent Laner narrow lane		Lane: Peak wide lane, off-peak parking/ cycle				Cyclist- Only Street
	PASS FATAL FIAWS SCREEN?	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL
	Achieve a high level of service for cyclists within an integrated transport network	В	٨	В	D		В	В	В	D			D				В	В		
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience																L			
Cycling Investment Objectives	es Cyding is a viable and attractive transport choice  The crash state number and exactly of crasher involving people on black is advanced.																			
	Providing transport choices by increasing the opportunity for people to ride blikes so as to improve the custainability, liveability and attractiveness of Maillington																			
	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	PASS	PASS	PASS	PASS		PASS	PASS	PASS	PASS			FAIL				PASS	PASS		
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																			
	Provide safe cycle facilities																			
es	Improve the safety of facilities for people walking through and around the area																			
bjectiv	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	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																			
Community Objectives	Minimise the impact on parking, especially for residents and businesses																			
	locations, and creating opportunities to let besses go first at some traffic lights  Create a amount little to immunus cafe across seather and shelter at his stons.	N/A	N N	N/A	N/A		N/A	2 2	N/A	Z							Z	2 2		
	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhamoore, and Mount Cook area	N/A	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	N/A	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	N/A		
	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 Safety																			
Pedestrian Effects	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	A/N	N/A	N/A	N/A		N/A	N/A	N/A	N/A							N/A	N/A		
one of the state o	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		L					L												
	Motor Vehicle Experience																			
fects 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		
	Effect of acquisition on residual land																			
Property 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	N/A	N/A							N/A	N/A		
	ETHECT OF ACCESS TO DUSINESSES FOR MOTOR VEHICLES (INC. DEHIVERIES 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 poliution																			
Ilphan Dosign Efforts	Opportuits for Johan design enhancements		1999	-	•		1	÷	4	-							•	•		
	PASSEFFECTS SCREEN?	PASS	PASS	FAIL	PASS		PASS	PASS	FAIL	PASS							PASS	PASS		
	Plan alignment (District, Reserves, Other)																			
ation	Approvals Risk (consents etc.)																			
lement 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		
Funding Feasibility	Cost indication	\$\$\$	\$\$\$		\$\$		\$\$	\$\$		\$							\$\$	\$\$		

										Luxfo	R28-S2 Rintoul Street Luxford St to Riddiford St Treatment	dSt						
Criteria	Consideration		2 Separated Cycle	3 Separated Cycle S	4 eparated Cycle	5 Separated Cycle	6 Cvde lane		8 Cycle Lane: Two	9 Cycle Lane: One	Treatment 10 Cycle Lane:	11	12 Cvde Lane: Peak	13 Dedicated Bus	14 Dedicated Bus	15 Dedicate	11	16 Shared Path
		Lane/Path	Lane/Path: Two way	Lane/Path: Two Li way down the centre of the street	Lane/Path: One lane uphill, sharrows downhill	Lane/Path: Contraflow lane		way	way down the centre of the street	lane uphill, sharrows downhill	Contraflow lane	clearway/cycle lane, off-peak parking/cycle lane	cycle lane, off- peak parking	Lane: Permanen narrow lane	t Lane: Permanent wide lane	nt Lane: Peak wide lane, off-peak parking/ cycle lane		
	PASS FATAL FLAWS SCREEN?	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL		PASS
	Achieve a high level of service for cyclists within an integrated transport network		Þ	۸	D		В	В	В	D			D					
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience																	
Effectiveness meeting WCC Cycling Investment Objectives																		
	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		PASS	PASS	PASS	PASS			FAIL				PJ	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																	
jective	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	N/A	N/A							N/A	7
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus																	
Effectiveness meeting Community Objectives	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, of 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	15
	Leate opportunities to injude the key locations bentined 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							7	N/A
	Newtown Connections community engagement  PASS COMMUNITY OBJECTIVES SCREEN?	PASS	PASS	FAIL	PASS		PASS	PASS	FAIL	PASS PASS							<b>D</b> -	FAIL
	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A		N/A		N/A	N/A		N/A								
Transport Network Fit	Alignment to transport corridor function																	
Padartian Effacts	Pedestrian Safety																	
Pedestrian Effects	Pedestrian Experience																	
Public Transport Effects	Public Transport Safety																	
	Public Transport Experience																	
Motor Vehicle Effects	Motor Vehicle Safety																	
	Motor Vehicle Experience																	
ects Parking Effects	Removal of existing parking spaces																	
	Location of parking spaces	N/A	N/A		N/A		N/A	N/A		N/A								
	Effect of acquisition on residual land																	
Property 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								
	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								
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		PASS		PASS	PASS		PASS								
Planning Feasibility	Plan alignment (District, Reserves, Other)																	
	Approvals Risk (consents etc.)																	
lement Delivery Feasibility	Traffic disruption during construction																	
т —	Business disruption during construction	N/A	N/A		N/A		N/A	N/A		N/A								
Funding Feasibility	Cost indication	\$\$\$	\$\$\$		\$\$		\$\$	\$\$		₩								

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Funding Feasibility	away recommy	bolisons Foughility		anning Feasibility		Urban Design Effects		ovironmental Effects		open by an income	Property Effects		a NII B CIT CLUS	rking Efforts	otor verification	Anton Vehicle Effects		ublic Transport Effects		edestrian Effects		ransport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS S CREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure		PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A							ı		N/A		PASS	N/A	N/A	N/A					N/A				PASS					С	PASS	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A		PASS	N/A	N/A	N/A					N/A				PASS					В	PASS	Lane/Path: Two way	2 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A		PASS	N/A	N/A	N/A					N/A				PASS					С	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
																																				FAIL					m	PASS	Lane/Path: One Iane uphill, sharrows downhill	4 Separated Cycle		
																																										FAIL	Lane/Path: Contraflow lane	5 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A							L		N/A		PASS	N/A	N/A	N/A					N/A				PASS					С	PASS		6 Cycle Lane		
																																										FAIL		7 Cycle Lane: Two		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A		PASS	N/A	N/A	N/A					N/A				PASS					С	PASS	way down the centre of the street	8 :yde Lane: Two G		
																																				FAIL					m	PASS	lane uphill, Co sharrows downhill	9 vcle Lane: One	Daniel	
																						ı																				FAIL	ontraflow lane   cl	10 Cycle Lane: Cy	Daniell St to Mansfield St Treatment	R29-S1 Roy Street
\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A		PASS	N/A	N/A	N/A					N/A				PASS					D	PASS	lane, off-peak parking/ cycle lane	11 Lane: Peak	St	
																																				FAIL					m	PASS	cycle lane, off- La peak parking	12 de Lane: Peak L		
																																				FAIL					т	PASS	Lane: Permanent Lane: Permanent L narrow lane wide lane	13 Pedicated Bus L		
																								FAIL	N/A	N/A	N/A		L		L	N/A				PASS					O	PASS	wide lane k	14 ledicated Bus   L		
																																				FAIL					т	PASS	t Lane: Peak wide lane, off-peak parking/ cycle lane	- 1 1		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A		PASS	N/A	N/A	N/A					N/A				PASS					В	PASS		16 Shared Path		
																																										FAIL		17 Quiet Route		
																																										FAIL		18 Shared Zone Pe		
																																										FAIL	Cyclist- Only Street	19 destrian- and		

Criteria	Consideration	1 Separated Cycle	2 Separated Cycle S	3 Separated Cycle Se	4 A Separated Cycle Sep		6 Oyde Lane		8 Qu	Ru Lavau	Russell Terrace Lavaud St to Herald St Treatment 10 Oycle Lane: Cycle Controllous Control	11 Lane: Peak Oyd	12  Lane: Peak D	13	<del>:            </del>	14 Dedicated Bus	14 Dedicated Bus	14 15 16 Nord Path	14 Bus Dedicate Bus Dedicate Bus	14 15 16 Nord Path
			Lane/Path: Two L way	Lane/Path: Two La way down the centre of the street	Lane/Path: One lane uphill, Cou sharrows downhill	Lane/Path: Contraflow lane		way	way down the learning treet	lane uphill, Cc sharrows downhill	ntraflow lane cleane la	5 3 9	clearway/cycle cyc lane, off-peak pe parking/cycle lane	cycle lane, off- peak parking	cycle Iane, off- peak parking narrow Iane	cycle lane, off. Lane: Permanent Lane: Permanent peak parking narrow lane wide lane	cycle Iane, off- peak parking narrow Iane	cycle lane, off: Lane: Permanent Lane: Permanent Lane: Permanent Lane: Permanent Lane: Penk wide fane bane, off-peak wide fane parling yele lane	cycle lane, off: Lane: Permanent Lane: Permanent Lane: Permanent Lane: Permanent Lane: Penk wide fane bane, off-peak wide fane parling yele lane	cycle lane, off- lane: Permanent Lane: Permanent Lane: Perek wide penk parking narrow lane wide lane bane, off-pook parking offe lane
	PASS FATAL FIAWS SCREEN?	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	FAIL		FAIL	FAIL PASS		PASS FAIL FAIL	PASS FAIL FAIL	PASS FAIL FAIL	PASS FAIL FAIL FAIL	PASS FAIL FAIL FAIL PASS
	Achieve a high level of service for cyclists within an integrated transport network	В	В	В			æ	В	С						3	m	m	m o	m & &	
Efficiency mosting MICO																				
Cycling Investment Objectives	Cyding 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	FAIL		PASS	PASS	PASS	FAIL				FAIL	FAIL	FAIL	FAIL	FAIL PASS		PASS
	Provide fadilities for people biking through and around Newtown, Mt Cook and Berhampore																			
	Provide safe cycle fadities																			
s	Improve the safety of facilities for people walking through and around the area																			
ojective:	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									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																			
Community Objectives	Minimise the impact on parking, especially for residents and businesses																			
	including, indiction, and deathing opportunities to left bases of providing our sames, renormalising our such locations, and deathing opportunities to left bases of prist at some fartific lights.  Create opportunities to improve safe access, seating and shelter at bus stoos.	N/A	N/A 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 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 locations 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	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Comections community engagement  PASS COMMUNITY OBJECTIVES SCREEN?	N/A PASS	PASS	N/A PASS			N/A PASS	N/A PASS	N/A FAIL									N/A PASS	N/A N/A	
Fransport Network Fit	Alignment of option to any existing adjacent cycle infrastructure  Alienment to transport corridor function	N/A	N/A	N/A		Į	N/A	N/A										N/A	N/A N/A	
· carter eff years	Pedestrian Safety																			
Pedestrian Effects	Pedestrian Experience																			
Public Transport Effects	Public Transport Safety	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	
Motor Vehicle Effects	Motor Vehicle Safety  Manor Vehicle Supplieron			L																
5	Removal of existing parking spaces																			
Parking Effects	Location of parking spaces	N/A	N/A	N/A			N/A	N/A										N/A	N/A N/A	
	Effect of acquisition on residual land																			
Property Effects	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)	N/A	N/N/A	N/A			N/A N/A	N/A										N A	N/A N/A	
	Light pollution																			
Environmental Effects	Effect on existing vegetation	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	FAIL PASS	H
Planning Feasibility	Plan alignment (District, Reserves, Other) Approvals Risk (consents etc.)																			
plement Delivery Feasibility	Traffic disruption during construction																			
- 1	Business disruption during construction  Cost indication	N/A	N/A				¢ √A	c N/A											**************************************	N/A
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	reinery reasonity		ning reasonry	ning Feasibility		Jrban Design Effects		nvironmental Effects			Property Effects		arking cirects	lion Effort		fotor Vehicle Effects		ublic Transport Effects		edestrian Effects		Fransport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estria n Safe ty	Alignment to transport corridor function	Aigiment or ophorit a any existing adjacent cycle initiasit octure.	Alianment of antion to any existing adjacent aude infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	_	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path	1 Separated Cycle		
280	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/M	N /A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path: Two way	2 Separated Cycle		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
																																				FAIL					т	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																										FAIL	Lane/Path: Contraflow lane	5 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		L		3	N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS		6 Cycle Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		Two		
																								FAIL	N/A	N/A	N/A	N/A	N/A		L	N/A				PASS					С	PASS	way down the centre of the street	8 Vde Lane: Two Cv		
																																				FAIL					m	PASS	lane uphill, Co sharrows downhill	ge Lane: One	Herald	2
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																																										FAIL	t Lane: Permanent La wide lane	14 bedicated Bus L		
																																										FAIL	lane: Peak wide lane, off-peak parking/ cycle lane			
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				14/24	NI/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				14/24	N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		17 Ouiet Route S		
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estrian Safe ty	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES S CREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Berhampore, and Mount Cook area		locations, and creating opportunities to let buses go first at some traffic lights	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle fadities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Lane/Path	1 Separated Cycl		
\$\$\$	N/A		Γ		PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				Α	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				D	PASS	lane/Path: One lane uphill, sharrows downhill	4 Sengrated Cycle		
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\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS		6 Ovde lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	way	7 Cycle Lane: Two		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	way down the centre of the street	8 Cycle Lane: Two		
₩	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				D	PASS	lane uphill, sharrows downhill	9 Orcle lane: One	Duppa	
																																								FAIL	Contraflow lane of	10	St to Macalister Pa	R31-S1 Stanley Street
																																								FAIL	clearway/cycle c lane, off-peak parking/ cycle lane	11	ark	
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																																								FAIL	Lane: Peak wide lane, off-peak parking/ cycle lane			
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	one co	16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS		17 Ouiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS		18 Shared Zone Pe		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				۸	PASS	Cyclist- Only Street	19		

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unding Feasibility		elivery Feasibility		anning Feasibility		Urban Design Effects	MI OIII MI III MI II MANA	vironmental Efforts			Property Effects		aivii® ciichta	rking Efforts		Motor Vehicle Effects		ublic Transport Effects		edestrian Effects		ransport Network Fit								Effectiveness meeting Community Objectives								Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECT'S SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				A	PASS	Lane/Path	1 Separated Cycl		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A		200	N/A	N/A	N/A			N/A				PASS				Α	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				>	PASS	way down the centre of the street	3 Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	26	N/A	N/A	N/A			N/A				PASS				D	PASS	Lane/Path: One lane uphill, sharrows downhill	4 Separated Cycle		
																																									FAIL	Lane/Path: Contraflow lane	Separated Cycle		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS		6 Cvde Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				Α	PASS	way	7 Cvcle Lane: Two		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				В	PASS	way down the centre of the street	8 Cvde Lane: Two		
⋄	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A		2	N/A	N/A	N/A			N/A				PASS				D	PASS	lane uphill, sharrows downhill	9 Cvcle Lane: One	Han	
																																									FAIL	Contraflow lane cl	10	on St to Adelaide F	R32-S1 Stoke Street
																																									FAIL	clearway/cycle c lane, off-peak parking/ cycle lane	11 Vale Lane: Peak O	Rd	
																																				FAIL				D	PASS	cycle lane, off- La peak parking	12		
																																									FAIL	Lane: Permanent La narrow lane	13 Dedicated Bus		
																																									FAIL	Lane: Permanent L wide lane	14 Dedicated Bus		
																																									FAIL	lane: Peak wide lane, off-peak parking/ cycle lane			
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	200	N/A	N/A	N/A			N/A				PASS				Þ	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				Φ.	PASS		17 Ouiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	NA .	N/A	N/A	N/A			N/A				PASS				В	PASS		18 Shared Zone Pe		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	3	N/A	N/A	N/A	N/A			N/A				PASS				Α	PASS	Cyclist: Only Street	19 destrian- and		

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	Funding Feasibility	Delivery red signify	Delivery Feasibility		Planning Feasibility		Urban Design Effects	Environmental Effects				Property Effects		Parking Effects		Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit			Criteria  Effectiveness meeting WCC Cyding investment objectives  Community Objectives	
	Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals HSK (consents etc.)	Plan alignment (District, Reserves, Other)  Annovals Bisk fransaris etc.)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Consideration  PASSEATAL FLAWS SOREED?  Achieve a high level of service for cyclass within an integrated transport network limprove cycling infrastricture and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience  Cycling is a viable and attractive transport choice  Providing transport choices by increasing the apportunity for people to tide bities so as to providing transport choices by increasing the apportunity for people to dide bities so as to my contribution to relative so the service of contributes to improve self-actions identified in data analysis from the service of the servi	
																									Supermet Color   Supe	R32-52  Stoke Street  Adelaide Rd to finitual St  Tirestment

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Funding Feasibility	elivery reasibility	7	arring recovering	nning Feasibility		Urban Design Effects		nvironmental Effects			Property Effects		aivil@ cileto	the Effect	Con vertice attended	Antor Vohiclo Efforts		Public Transport Effects		edestrian Effects		Transport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehides (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement.	Newtown Connections community engagement	Berhampore, and Mount Cook area Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle fadilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced		improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS		14/27	N/A	N/A					N/A				PASS					С	PASS	Lane/Path	1		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	2/2	N/A	N/A					N/A				PASS					В	PASS	Lane/Path: Two way	2 Canaratad Ouda		
																							FAIL	N/A	7	N/A	N/A					N/A				PASS					В	PASS	Lane/Path: Two way down the centre of the street	3		
																																				FAIL					m	PASS	Lane/Path: One lane uphill, sharrows downhill	4		
																																										FAIL	Lane/Path: Contraflow lane	5		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A	3	N/A	N/A					N/A				PASS					С	PASS	cy account	11		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				L				L	N/A	PASS	N/A	3	N/A	N/A					N/A				PASS					С	PASS	way			
																							FAIL	N/A	3	N/A	N/A					N/A				PASS					D	PASS	way down the centre of the street	8		
																																				FAIL					т	PASS	sharrows downhill	9	Ta Hankey	
																																										FAIL	Contraflow lane cle	10	Taranaki Street Hankey St to Karo Dr (SH1)	R33-S1
																																										FAIL	clearway/cycle cycle cycle cycle cycle cycle cycle cycle parking/cycle	11	)	
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																																										FAIL	Lane: Permanent narrow lane wide lane	13		
																							H																			FAIL	Permanent Lane ide lane lanu parl	14		
																																										FAIL	Lane: Peak wide lane, off-peak parking/ cycle lane			
																							FAIL	N/A	3	N/A	N/A					N/A				PASS					В	PASS	4	+		
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																																										FAIL	Cyclist- Only Street	19		

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Funding Feasibility	Delivery Feasibility		lanning Feasibility		Urban Design Effects	aviolinental chects	ovice mental Effects			Property Effects		arking cirects	arting Efforts	POLOS POLITORS EL INCANA	Matar Vehicle Effects		ublic Transport Effects		edestrian Effects		Transport Natwork Fit							Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives				Circle	Criteria		
Business disruption during construction Cost indication	Traffic disruption during construction	Approvals Rsk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS S CREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light poliution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Ped estrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide fadilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	7		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Separated Cycle Lane/Path	1		
\$\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Lane/Path: Two way			
	ı			FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					C	PASS	e Separated Cycle o Lane/Path: Two way down the centre of the street	3		
																																		FAIL					т	PASS	e Separated Cycle o Lane/Path: One lane uphill, sharrows downhill	4		
																																								FAIL	Separated Cycle Lane/Path: Contraflow lane	5		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Cyde Lane	П		
N/A \$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS				Г	В	PASS	Cycle Lane: Two way	7		
				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Cycle Lane: Two way down the centre of the street			
																																		FAIL					m	PASS	Cycle Lane: One lane uphill, sharrows downhill	9	John St to Pu	
																																								FAIL	Cycle Lane: Contraflow lane	Treatment 10	Tasman Street keahu National 1	R34-S1
																																								FAIL	Cycle Lane: Peak clearway/ cycle lane, off-peak parking/ cycle lane	11	Var Memorial	
																																		FAIL					Е	PASS	Cycle Lane: Peak cycle lane, off- peak parking	12		
																																								FAIL	Dedicated Bus Lane: Permanen narrow lane	13		
																																								FAIL	Dedicated Bus Lane: Permanen wide lane	14		
																																								FAIL	Dedicated Bus t Lane: Peak wide lane, off-peak parking/ cycle lane	15		
																						FAIL	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Path			
\$\$				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	Quiet Route	17		
N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Shared Zone			
N/A \$\$\$	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	N/A	N/A	N/A			N/A				PASS					۸	PASS	Pedestrian- and Cyclist- Only Street	19		

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Funding Feasibility	envery reasonity	7	anning consumity	anning Feasibility		Urban Design Effects		nvironmental Effects			Property Effects		ai vii g cii ciu	Ving Efforts		Antor Vehicle Effects		Public Transport Effects		edestrian Effects		Transport Network Fit								Effectiveness meeting Community Objectives								Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create annothing to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go frist at some traffic lights	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS			N/A	N/A					N/A				PASS				С	PASS	Lane/Path	1		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS				В	PASS	Lane/Path: Two way	2 Separated Outle		
																							FAIL	N/A		N/A	N/A					N/A				PASS				В	PASS	Lane/Path: Two way down the centre of the street	3 Separated Cude		
																																				FAIL				77	PASS	Lane/Path: One lane uphill, sharrows downhill	4		
																																									FAIL	Lane/Path: Contraflow lane	5		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS				D	PASS	cycle time			
\$\$	N/A				PASS		N/A		N/A	N/A			N/A									N/A	PASS	N/A		N/A	N/A					N/A				PASS				С	PASS	way 1			
																							FAIL	N/A		N/A	N/A					N/A				PASS				D	PASS	way down the centre of the street	8		
																																				FAIL				77	PASS	lane uphill, Coi sharrows downhill	9	John St	
																																									FAIL	Contraflow lane clea lan pa	10	Wallace Street John St to Hargreaves St	R35-S1
																																									FAIL	cyce come: reux cycle cute: reux lane, off-peak peakparking parking/ cycle lane	11		
																																				FAIL				71	PASS	le lane: Feux Dec le lane, off: Lane ak parking na	12		
																							H																		FAIL	Lane: Retmanent Lane: Retmanent narrow lane wide lane	13		
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Criteria	Consideration	1 Separated Cycle Lane/Path	2 Separated Cycle Lane/Path: Two way	Separated Cycle S. Lane/Path: Two L. way down the centre of the street	Separated Cycle S Lane/Path: One lane uphill, sharrows downhill	5 Separated Cycle Lane/Path: Controflow lane	6 Cycle Lane	Cycle Lane: Two C way	Cyde Lane: Two Q way down the centre of the street	9 Cycle Lane: One lane uphill, C sharrows downhill	10 Cycle Lane: Cyn Contraffow Iane cik	111 ine:Peak oy/cyde off-peak g/cycle	12 Cycle Lane: Peak cycle lane, off- peak parking	13 14 Dedicated Bus Dedicated Bus Lane: Permanent Lane: Permanent narrow lane wide lane	14 Dedicated Bus ane: Permanent wide lane	Dedicated Bus Lane: Peak wide lane, off-peak parking/ cycle lane	ide le		16 17 Shared Path Quiet Route
	PASS FATAL FLAWS SCREEN?	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	PASS	FAIL	FAIL		PASS	PASS FAIL
	Achieve a high level of service for cyclists within an integrated transport network		В	С	-		D	С	D	7			77	-				С	
	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience																		
Effectiveness meeting WCC Cycling Investment Objectives																			
	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	FAIL		PASS	PASS	PASS	FAIL			FAIL	FAIL				FAIL	FAIL
	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					Į													
jectives	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										
00,	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to blke, walk, and take the bus																		
Effectiveness meeting Community Objectives	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, Berhampore, and Mount Cook area Create opportunities to improve the low foresting identified in data analysis from the Create opportunities to improve the low foresting identified in data analysis from the	N/A	N/A	N/A			N/A	N/A	N/A										
	Newtown Connections community engagement	N/A	N/A	N/A			N/A	N/A	N/A										
	Newtown Connections community engagement  PASS COMMUNITY OBJECTIVES SCREEN?	PASS	PASS	FAIL			PASS	PASS	PASS PASS										
Topogot Nichard Est	Alignment of option to any existing adjacent cycle infrastructure	N/A	N/A				N/A	N/A	N/A										
Iransport Network FIT	Alignment to transport corridor function																		
Pedestrian Effects	Pedestrian Safety																		
Lancon and Ellipse	Pedestrian Experience																		
Public Transport Effects	Public Transport Safety																		
	Public Transport Experience																		
Motor Vehicle Effects	Motor Vehicle Safety																		
	Motor Vehicle Experience																		
ects Parking Effects	Removal of existing parking spaces																		
_	Location of parking spaces	N/A	N/A				N/A	N/A	N/A										
	Effect of acquisition on residual land																		
Property Effects	Effect on adjacent land-use																		
	Effect on access to businesses for cyclists	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										
Total Designation of the Control of	Light pollution																		
environmental errects	Effect on existing vegetation	N/A	N/A				N/A	N/A	N/A										
Urban Design Effects	Opportunity for urban design enhancements																		
	PASS EFFECTS SCREEN?	PASS	PASS				PASS	PASS	PASS										
Dispuisor Fossibility	Plan alignment (District, Reserves, Other)																		
Planning reasionity	Approvals Risk (consents etc.)																		
lement Delivery Feasibility	Traffic disruption during construction																		
_	Business disruption during construction	N/A	N/A				N/A	N/A	N/A										
Funding Feasibility	Cost indication	\$\$\$	\$\$\$				\$\$	\$\$	\$\$										

		menta	ation	0		I -					9		Eff	ects		<		9	1	9		3		1					_	D.	Obje	ctives						0.11							
unding Feasibility	Delivery Feasibility		dilling reasionity	Tanada Danihility		Urban Design Effects		nvironmental Effects			Property Effects		O ET CORRE	arking Efforts		Motor Vehicle Effects		ublic Transport Effects		Pedestrian Effects		Transport Network Fit							Community Objectives	ffectiveness meeting								Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement  Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go first at some traffic lights	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	more people to bike, walk, and take the bus	Contribute to reducing car congestion in the area by creating better facilities that encourage	improve the safety of facilities for people waiking mrough and around the area.	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Syding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A 3	N/A	N/A	ı	3	N/A			PASS					В	PASS	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	1	2 2	2/2	N/A	1	1/2	2/2			PASS					Þ	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	4	N/A	N/A	N/A	Ī	3	N/A			PASS					В	PASS	o Lane/Path: Two way down the centre of the street	3 e Separated Cvd		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	3	N/A	N/A	N/A	Ī	3	N/A			PASS					D	PASS	o Lane/Path: One lane uphill, sharrows downhill	4 Separated Cvc		
	ı																												Ī	i											FAIL	Lane/Path: Contraflow lane	le Separated Cvcl		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Γ	ı	N/A	PASS	N/A	N/A	4	N/A	N/A	N/A	1	3	N/A	ı		PASS					В	PASS		6 Cvde Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Ī	Ī	N/A	PASS	N/A	N/A	3	N/A	N/A	N/A	Ī	4	N/A	i		PASS				Γ	В	PASS	way	7 Cycle Lane: Tw		
	ı				FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	3	N 3	N/A	N/A	Ī	14/20	NIÓ			PASS					В	PASS	way down the centre of the street			
45 P	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		2 2	2 .	N/A	Ī	14/2	N/A			PASS					D	PASS	lane uphill, sharrows downhill	o Cycle Lane: Or		
																													i	i											FAIL	Contraflow lane	10	Russell Tce to Rintou	Waripori Stre
																																									FAIL	ne clearway/cycle lane, off-peak parking/cycle lane	11 Cycle Lane: Pa	ntoul St	eet
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																																									FAIL	ff- Lane: Permanent I g narrow lane	13 Pedicated Bu		
																																									FAIL	ent Lane: Permanent wide lane	14 Dedicated Bu		
																																									FAIL	ent Lane: Peak wide lane, off-peak parking/ cycle lane	15 Dedicated Bu		
\$\$	N/A				PASS	_	N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	4	N/A	N/A	N/A		3	NI			PASS				Γ	В	PASS		16 Shared Path		
\$\$ \$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	3	N/A	NI	N/A		3	NA			PASS					В	PASS		17 Ouiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	. N	1	Z 2		N/A		14/21	200			PASS					В	PASS		18 Shared Zone		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A	3	N N	N (A	N/A		N/X	N/A			PASS					>	PASS	Cyclist- Only Street	11		

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Funding Feasibility	Delivery Feasibility		anning i coordinay	lanning Feasibility		Urban Design Effects	arriver arrest	nvironmental Effects			Property Effects		0 11 0000	arking Effects		Wotor Vehicle Effects		ublic Transport Effects		Pedestrian Effects		Transport Network Fit								Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (Ind. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Create opportunities to improve the key streets identified in data analysis from the	Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	-	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FIAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		ı	ı	N/A	PASS	3	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	Lane/Path	1 Separated Cyck		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					Þ	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	3	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	o Lane/Path: Two way down the centre of the street	3 e Separated Cyc		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	o Lane/Path: One lane uphill, sharrows downhill	le Separated Cyu		
																																										FAIL	contraflow lane	Separated Cycl		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Γ	Ī	N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		6 Cyde Lane		
																				۱	Ī																					FAIL	way	7 Cycle Lane: Tw		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS	way down the centre of the street	8 Cyde Lane: Two		
\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	lane uphill, sharrows downhill	9 Cycle Lane: One	Rir	
																																										FAIL	Contraflow lane	10 Cycle Lane:	toul St to Adelaic	Waripori Stree
																																										FAIL	clearway/ cycle lane, off-peak parking/ cycle lane	11 Cycle Lane: Peal	de Rd	~
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					С	PASS	cycle lane, off- peak parking	12 Cyde Lane: Peal		
																																										FAIL	Lane: Permanen narrow lane	13 Dedicated Bus		
																																										FAIL	Lane: Permanen wide lane	14 Dedicated Bus		
																																										FAIL	t Lane: Peak wide lane, off-peak parking/ cycle lane	15 Dedicated Bus		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	2	N/A	N/A	N/A	N/A	N/A			N/A				PASS					Þ	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	3	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		17 Quiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	2	N/A	N/A	N/A	N/A	N/A			N/A				PASS					В	PASS		18 Shared Zone		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS		N/A	N/A	N/A	N/A	N/A			N/A				PASS					Þ	PASS	Cyclist- Only Street	19 Pedestrian- and		

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Funding Feasibility	Delivery Feasibility		rianini gi casionicy	Janning Feasibility		Urban Design Effects		Environmental Effects			Property Effects			Parking Effects		Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit							Community Objectives	fectiveness meeting								Effectiveness meeting WCC Cycling Investment Objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown Connections community engagement	Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	locations, and creating opportunities to let buses go first at some traffic lights	Encourage more people to use the bus by providing bus lanes, rationalising bus stop	more people to bike, walk, and take the bus  Minimise the impact on parking expecially for residents and husinesses	Contribute to reducing car congestion in the area by creating better facilities that encourage	Improve tries are you i avaites for people wanning urrough and a routing trie area.  Make it easier and safer for neonle to rross roads in the area.	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	-	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A 3	26	N/A	ı	3	N/A			PASS					Α	PASS	Lane/Path	1 Separated Cycle		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		Z 2		N/A		3	N/A			PASS					٨	PASS	Lane/Path: Two way			
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N 4	N/A	N/A	Ī	3	N/A		Ì	PASS					В	PASS	o Lane/Path: Two way down the centre of the street	3 Separated Cvd		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A		N/A	Ī	3	N/A			PASS					С	PASS	o Lane/Path: One lane uphill, sharrows downhill	e Separated Cvo		
																													ľ	i											FAIL	ne Lane/Path: Contraflow lane	le Separated Cvc		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A			ſ	N/A	PASS	N/A	N/A		N/A	N/A	N/A	Ī	3	N/A	1		PASS	Г				В	PASS		6 Cycle Lane		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A		Ī		N/A	PASS	N/A	N/A		N/A	26	N/A	Ī	3	N/A	ľ		PASS	Ī				>	PASS	way	7 Cycle Lane: Tw		
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	26	N/A		3	N/A			PASS					В	PASS	way down the centre of the street			
\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N 2	2 3	N/A	i	3	N/A			PASS					С	PASS	lane uphill, sharrows downhill	9 Cycle Lane: Or	Ade	
																																									FAIL	Contraflow lane	10 Cvcle Lane:	laide Rd to Macalis	Waripori Stre
																																									FAIL	ne clearway/cyde lane, off-peak parking/cycle lane	11 Cycle Lane: Pe	lister Park	et
					FAIL		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	2 3	N/A		1	N/A			PASS					С	PASS	de cycle lane, off- k peak parking e	12 ak Cyde Lane: Pe		
																																									FAIL	Lane: Permanent I narrow lane	13  Dedicated Bus		
																																									FAIL	nt Lane: Permanent wide lane	14 S Dedicated Bu		
																																									FAIL	nt Lane: Peak wide lane, off-peak parking/ cycle lane	15 Dedicated Bus		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A	26	N/A		1	N/A			PASS	Γ				>	PASS		16 Shared Path		
\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A 3		N/A		3	N/A			PASS					В	PASS		17 Ouiet Route		
\$\$\$	N/A				PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		Z 2	200	N/A		3	N/A			PASS					В	PASS		18 Shared Zone		
\$\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A				N/A	N/A				N/A	PASS	N/A	N/A		N/A		N/A		1	N/A			PASS					>	PASS	Cyclist- Only Street	19 Pe de strian- an		

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Funding Feasibility	Delivery reasibility			Planning Feasibility			Urban Design Effects		Environmental Effects			Property Effects			Parking Effects		Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects		Transport Network Fit							,	Effectiveness meeting Community Objectives									Effectiveness meeting WCC Cycling Investment Objectives				Criteria		
Cost Indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	AVERAGESCORE	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (Incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Matar Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Newtown community engagement	Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Berhampore, and Mount Cook area  Create opportunities to improve the key locations identified in data analysis from the	Preserve, or create opportunities to enhance, the special character of the Newtown,	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability. Ilveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	Onseidonnéion	
\$\$\$	N/A				0.98	PASS		N/A		N/A	N/A			N/A				N/A	N/A					PASS		N/A		N/A	N/A	N/A			N/A				PASS					>	PASS	Separated Cycle Lane/Path	1	
\$\$\$	N/A				0.56	PASS		N/A		N/A	N/A			N/A				N/A	N/A					PASS		N/A	2 3	N/A	N/A	N/A			N/A				PASS					Α	PASS	Separated Cycle Lane/Path: Two way	2	
																																											FAIL	Separated Cycle Lane/Path: Two way down the centre of the street	3	
																	ı					l															T.						FAIL P	Separated Cycle Separated Lane/Path: One Lane lane uphill, Contro	4	
\$\$	N/A				1.32	PASS		N/A		N/A	N/A			N/A				N/A	N/A			Ļ		PASS		N/A	5	N/A	N/A	N/A			N/A				PASS					В	PASS	Separated Cycle Cy Lane/Path: Contraflow lane	5	
\$\$	N/A				0.66	PASS		N/A		N/A	N/A			N/A				N/A	N/A			ı		PASS		N/A	3	N/A	N/A	N/A			N/A				PASS					0	PASS	Cycle Lane Cycle	6	
\$\$	N/A				0.38	PASS		N/A		N/A	N/A	ì		N/A				N/A	N/A					PASS		N/A		N/A	N/A	N/A			N/A				PASS					>	PASS FAIL	way Cyde Lane: Two way down the centre of the street	7 8	
																								ı																			FAIL	Cycle Lane: One lane uphill, sharrows downhill	9	) Daniel
\$	N/A				1.15	PASS		N/A		N/A	N/A			N/A				N/A	N/A			L		PASS		N/A	2 3	N/A	N/A	N/A			N/A				PASS					В	PASS	Cycle Lane: Contraflow lane	Treatment 10	Wilson Street iell St to Riddiford St
																																											FAIL	Cycle Lane: Peak clearway/ cycle lane, off-peak parking/ cycle lane	11	St
						FAIL		N/A		N/A	N/A			N/A				N/A	N/A					PASS		N/A 3	200	N/A	N/A	N/A			N/A				PASS					С	PASS	Cycle Lane: Pe ak cycle lane, off- pe ak parking	12	
																																											FAIL	Dedicated Bus Ded Lane: Permanent Lane: narrow lane w	13	
																																											FAIL FAIL	Dedicated Bus Lane: Permanent Lane: Peak wide wide lane lane, off-peak parking/ cyde	14 1	
																								FAIL		N/A		N/A	N/A	N/A			N/A				PASS					A	AIL PASS	ted Bus Shared Path sak wide ff-peak g/ cycle ne		
\$\$	N/A				1.36	PASS		N/A		N/A	N/A			N/A				N/A	N/A					PASS		N/A				N/A			N/A				S PASS					В	S PASS	Oath Quiet Route	-	
	A N/A				6 0.87	S PASS		A N/A		A N/A	A/N			A N/A				A/A	A/N					S PASS		N/A				A N/A			A N/A				S PASS					В	S PASS	oute Shared Zone	_	
		Z																																								3 D	SS PASS	Zone Pedestrian- and Cyclist- Only Street		
Č,	N/A	N/A			0.56	PASS		N/A		N/A	N/A			N/A				N/A	N/A					PASS		N/A	3	N/A	N/A	N/A			N/A				PASS						SS	ian- and :- Only set	9	

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe de strian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide racinities for people tiking through and around newtown, wit cook and bernampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cyding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					A	PASS	21 Off-Road Shared Path	at Dover St) to M
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Α	PASS	22 Off-Road Bike Track (unpaved)	Bernampore Groit Course tast: Adelaide Rd (at Dover St) to Martin Luckie Park (at south side) Treatment
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\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					>	PASS	23 Off-Road Shared Track (unpaved)	Lavaud St	

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ss N/A	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	21 Off-Road Shared Path	Park (at south si Trea	Berhampore G
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe destrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability. Invability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration	
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\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Bike Track (unpaved)	Adelaide Rd (at Dover St) to Wakefield Park (at northwest corner)  Treatment	olf Course West
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Shared Track (unpaved)	orthwest corner)	

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unding Feasibility		Delivery Feasibility		Planning Feasibility		Jrban Design Effects		nvironmental Effects		soberty means	Property Effects		di sang Filosof	Parking Effects	AND ACTIVIE CLIENCE	Motor Vahiola Effacts	and the second	Juhlic Transport Efforts		edestrian Effects	an aport in control of the	Transport Network Fit							Effectiveness meeting Community objectives								objectives	Effectiveness meeting WCC					Criteria		
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cydists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people hiking through and around Newtown. Mt Cook and Berhampore	improve the sustainability, liveability and attractiveness of Wellington	Providing transport choices by increasing the opportunity for people to ride bikes so as to	Span (Span strange and span strange and	contribution to network efficiency, effectiveness and resilience	Improve cycling infrastructure and facilities so that cycling makes a much greater	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			7000	DACC					A	PASS	21 Off-Road Shared Path	(at northwest co
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	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	Off-Road Shared Path	Treat	Berhampore G
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					>	PASS	Off-Road Bike Track (unpaved)	tment 22	Berhampore Golf Course West Stanley St (at Duppa St) to #135 Britomart St
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					۸	PASS	Off-Road Shared Track (unpaved)	23	lart St

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Funding Feasibility	Delivery Feasibility		naming reasonny	Planning Feasibility		Urban Design Effects	ELECTRICAL PROPERTY OF THE PRO	Environmental Efforts		Property Effects	Domarty Efforts		rai xiiig cirecus	Darking Efforts	MODOL ABILITIES CLIERCES	Motor Vahiola Effacts	umic Handour Ellecto	Dublic Transport Efforts	The state of the s	Pedestrian Effects	HEIDERCHECKER	Topological Control of the Control o							Effectiveness meeting Community objectives								objectives	Effectiveness mosting WCC				Criteria	
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehide Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe de strian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe oxcle facilities	PASS MCC. CYCLING INVESTIMENT UBJECTURES SLIREBY.  PASS MCC. CYCLING INVESTIMENT UBJECTURES SLIREBY.  PASS MCC. CYCLING INVESTIMENT UBJECTURES SLIREBY.	improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced Providing transport choices by increasing the population transport choices by increasing the populations transport choices by increasing the populations.	Cycling is a viable and attractive transport choice	Improve Cycling intrastructure and adulties so mat cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration	
\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A		ı	PASS		ı	ı		۸	PASS	Off-Road Bike Path	20	Brook
\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	Off-Road Shared Path	Trea 21	Centr lyn Rd (at Bidwil
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					٨	PASS	Off-Road Bike Track (unpaved)	tment 22	Central Park Brooklyn Rd (at Bidwill St) to #22 Brooklyn Rd
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					٨	PASS	Off-Road Shared Track (unpaved)	23	klyn Rd

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe de strian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for neonle hiking through and around Newtown Mt Crok and Berhamonre	improve the sustainability, liveability and attractiveness of Wellington	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	Cycling is a viable and attractive transport choice	Improve Cycling intrastructure and racilities so that Cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	Farnham St) to I leash dog e Trea  21  Off-Road Shared Path
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	MacAlister Park (r xerdse area) tment 22 Off-Road Bike Track (unpaved)
<b>\$</b>	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					۸	PASS	Britomart St (at Famham St) to MacAllister Park (north side of off- least folg exercise area)    Ieast folg exercise area   Irealment   22   23     Off-Road Started   Off-Road Started

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n no na	Delivery Feasibility		rianning reasonity	Planning Feacibility		Urban Design Effects	ELMHOHIMET COLLEGE	Environment I Effort		open y and	Property Effects		TOTALIS CITECAS	Parking Efforts	MONT ACTIVIE LIBERTS	Motor Vehicle Effects		Public Transport Effects		Pedestrian Effects	an apolic research	Transport Network Fit							Effectiveness meeting Community objectives									Effectiveness meeting WCC objectives				Criteria	:		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehide Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cyding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	:		
ĉ.	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	20 Off-Road Bike Path			
ee	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	21 Off-Road Shared Path	Trea	#18 Palm Grove	MacAlister
n	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	22 Off-Road Bike Track (unpaved)	tment	#18 Palm Grove to #1 Stanley St	ster Park
۰ -	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	23 Off-Road Shared Track (unpaved)			

	Imp	lement	ation										Effe	ects																Obj	ectives										
Funding Feasibility		Delivery Feasibility	9	Planning Feasibility		Urban Design Effects	Environmental Enecis	Environmental Efforts		Fioperty checks	Property Effects		di mang Cincond	Parking Effects	MOTOL ACTIVAC PLICATO	Motor Vehicle Effects	and the state of t	Public Transport Efforts	The state of the s	Pedestrian Effects	Handborg Mc (Mc Charles)	Transport Nothers El							Effectiveness meeting Community objectives								Effectiveness meeting WCC objectives				Criteria
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe de strian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe orde fadities	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport croices by increasing the opportunity for people to ride bixes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cyding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration
	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A		ı	PASS	l				A	PASS	#1 Stanley St ( 20 Off-Road Bike
	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					A	PASS	to MacAlister Park exercise Treatr 21 Off-Road Shared Path
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	#1 Stanley St to MacAlister Park (at north side of off-leash dag exercise area)    20   21   23     20   21   23     30   40   50   60   60     40   50   60   60     50   60   60     50   60   60     50   60   60     50   60   60     50   60   60     50   60   60     50   60   60     50   60   60     50   60   60     50   60     50   60   60     50   6
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Α	PASS	of off-leash dog  23  Off-Road Shared  Track (unpaved)

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Funding Feasibility	Delivery Feasibility	Delivery Bess Hilly	9	Planning Feasibility		Urban Design Effects	ELEN STITUTE LITTER AND	Environmental Efforts		Property Effects	Dropperty Efforts		rai wiig Liteus	Darking Efforts	MOTOL VEHICLE CLIENTS	Motor Vahiola Efforts	Langue Handbott Effects	Public Transport Efforts	The state of the s	Pedestrian Effects	Hallsbort Metwork Life	Transport Nothers Elt							Effectiveness meeting Community objectives								Effectiveness meeting WCC objectives				Criteria
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe de strian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Provide safe typie facilities  Improve the cafety of facilities for nearly walking through and around the area.	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cyding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration
\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A		ı	PASS					Þ	PASS	#95 Waripori Si 20 Off-Road Bike Path
\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					۸	PASS	MacAlister Pacer it to MacAlister Pacer it to MacAlister Pacer it exercite Treas 21 Off-Road Shared Path
s	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					>	PASS	ster Park ark (at north side se area) tment 22 Off-Road Bike Track (unpaved)
s	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					٨	PASS	### MacAldiser Park (a north side of off-leash dog bearcise a rea)    Teament   Teament   23

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Funding Feasibility	Delivery Feasibility		ranning reasonny	Planning Feasibility		Urban Design Effects	EIMIOIIIIEITAI EITECTA	environmental Effects		Property Effects	Property Effects		and the same	Parking Effects	MOTOL VEHICLE CLIENTS	Motor Vahiola Efforts	and the state of t	Public Transport Efforts	The state of the s	Pedestrian Effects	Hallshot Checkwork Life	Transport Nothers El-							Effectiveness meeting Community objectives								Effectiveness meeting WCC objectives				Criteria
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe de strian Sa fety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Wake it easier and safer for people to cross roads in the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cyding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration
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55	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					۸	PASS	llister Park (at sou Treat 21 Off-Road Shared Path
٨	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	of theash dog e rithwest corner o ment 22 Off-Road Bike Track (unpoved)
<b>\$</b>	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	of field)  23  Off-Road Shared Track (unpaved)

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for neople biking through and around Newtown. Mt Cook and Berhampore	improve the sustainability, liveability and attractiveness of Wellington	Ine crash rate, number and severity of crashes involving people on tikes is reduced Providing transport choices by increasing the opportunity for people to ride bikes so as to	eyam () as a range and a standard to the stand	Coving it a wights and attractive transport shores	Improve cycling infrastructure and facilities so that cycling makes a much greater	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	
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ee	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			7430	DACC					Α	PASS	Treat 21 Off-Road Shared Path	MacAlister Park (at north side of off-leash dog exercise area) to  MacAlister Park (at south end of field)
¢.	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			FAGO	DACC					>	PASS	22 Off-Road Bike Track (unpaved)	of off-leash dog e
٠	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			7,00	DACC					Α	PASS	23 Off-Road Shared Track (unpaved)	exercise area) to

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe destrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability. Invesbility and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration	
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	21 Off-Road Shared Path	MacAlister Park  MacAlister Park (at southwest corner of field) to MacAlister Park  (at south end of field)  Treatment
v	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	22 Off-Road Bike Track (unpaved)	ster Park  orner of field) to  end of field)  tment
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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe orde facilities	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?  Poolds facilities for anonal billion through and manual Hausburg NA Code and Dephaseous	Providing transport croices by increasing the opportunity for people to ride bixes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cyding is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration		
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Þ	PASS	21 Off-Road Shared Path	Park (at south en Trea	MacAli
<b>⋄</b>	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					٨	PASS	22 Off-Road Bike Track (unpaved)	MacAlister Park (at south end of field) to #417 Treatment	ster Park
t/s	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					>	PASS	23 Off-Road Shared Track (unpaved)	7 Adelaide Rd	

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Funding Feasibility	Delivery Feasibility		Planning reasionly			Urban Design Effects	ELIMI CHINELLE ELICUS	Environmental Efforts		Property checks	Domarty Efforts		S C C C C C C C C C C C C C C C C C C C	Darking Efforts	MODOL ABILITIES CLIERCES	Motor Vahiola Effacts	umic Handour Ellecto	Dublic Transport Efforts	The state of the s	Pedestrian Effects	HEIDERCHECKER	Topological Control of the Control o							Effectiveness meeting Community objectives								Effectiveness meeting WCC objectives				Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Mator Vehicle Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pe destrian Experience	Pe destrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe arcie facilities	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?  PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?  Pass wcc cycling investment objectives screen.	Providing transport critices by increasing the opportunity for people to ride times so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?	Consideration		
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Α	PASS	21 Off-Road Shared Path	(at southwest o	MacAli
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					Α	PASS	22 Off-Road Bike Track (unpaved)	MacAlister Park (at southwest corner of field) to #220 Hanson St Treatment	Alister Park
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A			PASS					A	PASS	23 Off-Road Shared Track (unpaved)	#220 Hanson St	

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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Þ	PASS	Off-Road Shared Path	Trea	MacAli
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					٨	PASS	Off-Road Bike Track (unpaved)	Treatment	Alister Park
₩.	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					>	PASS	Off-Road Shared Track (unpaved)		R4

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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Shared Path	Treat	#38 Daniell St to	Merc
																																									FAIL FAIL	Off-Road Bike Off-Road Shared Track (unpaved) Track (unpaved)	tment 22 23	#38 Daniell St to #22 Emmett St	ercy Park

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Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehicle Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pe destrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	improve the safety of facilities for people walking through and around the area	Provide safe cycle faditites	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WGC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
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\$\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Shared Path	2	Westland Rd to Brooklyn Rd (at Bidwill St)	Prince of Wale
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Bike Track (unpaved)	tment 22	klyn Rd (at Bidw	of Wales Park
\$	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	OJJ-Road Shared Track (unpaved)	23	ill St)	

	Impl	lement	ation										Eff	ects																Ob	jectives														
Funding Feasibility	Delivery Leasibility	Delivery Feasibility	raining reasonity	Planning Feasibilly		Urban Design Effects	ELIVER CHILITATION LA LOCAL	Environmental Effects			Property Effects		0	Parking Effects	MOTOL AND LINE CLIENTS	Motor Vehicle Effects	and the second	Dublic Transport Efforts	T TO THE STATE OF	Dadastrian Efforts	II alispoit Network Fit	Topogot Notwork 6:+							Effectiveness meeting Community objectives									Effectiveness meeting WCC objectives					Criteria		
Cost indication	Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehide Experience	Motor Vehide Safety	Public Transport Experience	Public Transport Safety	Pe de strian Experience	Pe destrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Bike Path	20	#220 Hanso	
66	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					٨	PASS	Off-Road Shared Path	Treat	#220 Hanson St to Hutchison Rd (Te Whaea Artificial Turf)	Rugby Le
۰	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Bike Track (unpaved)	tment 22	າ Rd (Te Whaea A	ague Park
٨	N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Shared Track (unpaved)	23	\rtificial Turf)	

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	Delivery Feasibility		lanning Feasibility		Jrban Design Effects		ovironmental Effects		ary crieds	opporty Effects			arking Effects	venice checks	Antor Vehicle Effects	multi Hallsbort Ellers	r Transport Efforts		edestrian Effects		Transport Network Fit							Effectiveness meeting Community objectives									Effectiveness meeting WCC objectives				G R G	Criteria		
Business disruption during construction	Traffic disruption during construction	Approvals Risk (consents etc.)	Plan alignment (District, Reserves, Other)	PASS EFFECTS SCREEN?	Opportunity for urban design enhancements	Effect on existing vegetation	Light pollution	Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	Effect on access to businesses for cyclists	Effect on adjacent land-use	Effect of acquisition on residual land	Location of parking spaces	Removal of existing parking spaces	Motor Vehicle Experience	Motor Vehide Safety	Public Transport Experience	Public Transport Safety	Pedestrian Experience	Pedestrian Safety	Alignment to transport corridor function	Alignment of option to any existing adjacent cycle infrastructure	PASS COMMUNITY OBJECTIVES SCREEN?	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook area	Create opportunities to improve safe access, seating and shelter at bus stops	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	Minimise the impact on parking, especially for residents and businesses	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore	PASS WCC CYCLING INVESTMENT OBJECTIVES SCREEN?	Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	The crash rate, number and severity of crashes involving people on bikes is reduced	Cycling is a viable and attractive transport choice	Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	PASS FATAL FLAWS SCREEN?		Consideration		
ss N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Bike Path	20		
\$\$ N/A	N/A			PASS		N/A		N/A	N/A			N/A	N/A	N/A	N/A	N/A	N/A			N/A	N/A	PASS	N/A	N/A	N/A	N/A	N/A	N/A		N/A				PASS					Α	PASS	Off-Road Shared Path	Treat	Wellington Re	R46
																																								FAIL FAIL	Off-Road Bike Off-Road Shared Track (unpaved) Track (unpaved)	tment 22 23	Wellington Regional Hospital Mein St to Hospital Rd/Riddiford St	6-51

### **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.

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R22-S2	R22-S1	R21-S1	R20-S1	R19-S2	R19-S1	R18-S1	R17-S1	R16-S1	R15-S1	R14-S3	R14-S2	R14-S1	R13-S3	R13-S2	R13-S1	R12-S2	R12-S1	R11-S1	R10-S1	R9-S1	R8-S1	R7-S2	R7-S1	R6-S2	R6-S1	R5-S1	R4-S1	R3-S2	R3-S1	R2-S1	R1-S5	R1-S4	R1-S3	R1-S2	R1-S1	Section Identifier	
Mein Street	Mein Street	Mansfield Street	Luxford Street	Lavaud Street	Lavaud Street	King Street	John Street	Hutchison Road	Hospital Road	Herald Street	Herald Street	Herald Street	Hanson Street	Hanson Street	Hanson Street	Hall Street	Hall Street	Ferguson Street	Emmett Street	Duppa Street	Donald Mclean Street	Daniell Street	Daniell Street	Constable Street	Constable Street	Colombo Street	Chilka Street	Britomart Street	Britomart Street	Belfast Street	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Route	
Daniell St to Riddiford St	Coromandel St to Daniell St	Roy St to Rhodes St	Rintoul St to Adelaide Rd	Rintoul St to Adelaide Rd	Russell Tce to Rintoul St	Drummond St to Myrtle Cres	Wallace St to Adelaide Rd	Te Whaea Artificial Turf to Wallace St	Wellington Regional Hospital to Adelaide Rd	#67 Herald St to Adelaide Rd	Rintoul St to #55 Herald St	Russell Tce to Rintoul St	John St to Drummond St	Hall St to John St	Stoke St to Hall St	Adelaide Rd to Riddiford St	Hanson St to Adelaide Rd	Rhodes St to Donald Mclean St	#22 Emmett St to Riddiford St	Stanley St to Adelaide Rd	Daniell St to Riddiford St	Constable St to Mein St	Roy St to Constable St	Daniell St to Riddiford St	Coromandel St to Daniell St	Rintoul St to Adelaide Rd	Stanley St to Adelaide Rd	#148 Britomart St to Adelaide Rd	Farnham St to #148 Britomart St	Douglas St to Basin Reserve roundabout	John St to Basin Reserve roundabout	Stoke St to John St	#451 Adelaide Rd (north of Palm Grove) to Stoke St	#498 Adelaide Rd (north of Chilka St) to #451 Adelaide Rd (north of Palm Grove)	Dee St to #498 Adelaide Rd (north of Chilka St)	Section Description	
PASS	FAIL	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	Separated Cycle Lane/Path	1
PASS	FAIL	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	Separated Cycle Lane/Path: Two way	2
FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	Separated Cycle Lane/Path: Two way down the centre of the street	ω.
FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Separated Cycle Lane/Path: Contraflow Iane	5
PASS	FAIL	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	Cycle Lane	6
PASS	FAIL	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	FAIL	Cyde Lane: Two way	7
FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	Cycle Lane: Two way down the centre of the street	8
FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Cycle Lane: One lane uphill, sharrows downhill	9 1
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Cyde Lane: Contraflow Iane	Treatment Option
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	PASS	Cycle Lane: Peak clearway/ cycle lane, off- peak parking/ cycle lane	on 11
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Cyde Lane: Peak cycle lane, off-peak parking	12
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Dedicated Bus Lane: Permanent narrow lane	13
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Dedicated Bus Lane: Permanent wide lane	14
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Dedicated Bus Lane: Peak wide lane, off-peak parking/ cycle lane	15
FAIL	FAIL	FAIL	PASS	FAIL	PASS	PASS	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	FAIL	PASS	PASS	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Shared Path	16
PASS	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Quiet Route	17
PASS	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Shared Zone	18
PASS	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	PASS	FAIL	PASS	FAIL	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Pedestrian- and Cyclist- Only Street	19

Newtown Connections: On-Road Failed Options

R37-S1	R36-S3	R36-S2	R36-S1	R35-S2	R35-S1	R34-S1	R33-S1	R32-S2	R32-S1	R31-S1	R30-S2	R30-S1	R29-S1	R28-S2	R28-S1	R27-S2	R27-S1	R26-S1	R25-S1	R24-S2	R24-S1	R23-S1	Section Identifier	
Wilson Street	Waripori Street	Waripori Street	Waripori Street	Wallace Street	Wallace Street	Tasman Street	Taranaki Street	Stoke Street	Stoke Street	Stanley Street	Russell Terrace	Russell Terrace	Roy Street	Rintoul Street	Rintoul Street	Riddiford Street	Riddiford Street	Rhodes Street	Palm Grove	Owen Street	Owen Street	Myrtle Crescent	Route	
Daniell St to Riddiford St	Adelaide Rd to Macalister Park	Rintoul St to Adelaide Rd	Russell Tce to Rintoul St	Hargreaves St to Hankey St	John St to Hargreaves St	John St to Pukeahu National War Memorial	Hankey St to Karo Dr (SH1)	Adelaide Rd to Rintoul St	Hanson St to Adelaide Rd	Duppa St to Macalister Park	Herald St to Riddiford St	Lavaud St to Herald St	Daniell St to Mansfield St	Luxford St to Riddiford St	Lavaud St to Luxford St	Mein St to John St	Rhodes St to Mein St	Daniell St to Riddiford St	#18 Palm Grove to Adelaide Rd	Constable St to Mein St	Manchester St to Constable St	King St to Douglas St	Section Description	
PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	FAIL	FAIL	Separated Cycle Lane/Path	1
PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	Separated Cycle Lane/Path: Two way	2
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Separated Cycle Lane/Path: Two way down the centre of the street	3
FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	Separated Cycle Lane/Path: One lane uphill, sharrows downhill	4
PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Separated Cycle Lane/Path: Contraflow lane	5
PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	Cycle Lane	6
PASS	PASS	FAIL	PASS	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	PASS	PASS	FAIL	PASS	PASS	FAIL	FAIL	PASS	PASS	PASS	FAIL	PASS	Cycle Lane: Two way	7
FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Cycle Lane: Two way down the centre of the street	8
FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	PASS	PASS	FAIL	FAIL	Cycle Lane: One lane uphill, sharrows downhill	9
PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Cyde Lane: Contraflow lane	10
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	Cycle Lane: Peak clearway/ k cycle lane, off- peak parking/ cycle lane	11
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Cycle Lane: Peak cycle lane, off-peak parking	12
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Dedicated Bus Lane: Permanent narrow lane	13
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Dedicated Bus Lane: Permanent wide lane la	14
FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Dedicated S. Bus Lane: Peak wide lane, off-peak parking/ cycle lane	15
FAIL	PASS	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	FAIL	PASS	FAIL	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	Shared Path Q	16
PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	PASS	FAIL	PASS	Quiet Route Sh	17
PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	FAIL	PASS	Shared Zone Pe an Oi	18
PASS	PASS	PASS	PASS	FAIL	FAIL	PASS	FAIL	FAIL	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	FAIL	PASS	Pedestrian- and Cyclist Only Street	19

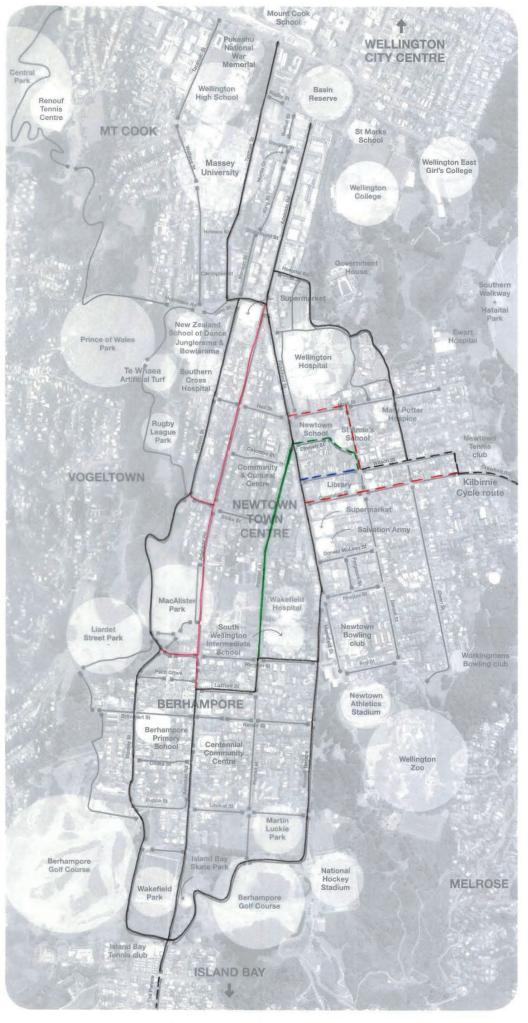
flaws assessment	tion failed during fatal
assessmen	Option failed duri

				Treatme	Treatment Option	
			20	21	22	23
			Off-Road Bike	Off-Road	3ike	Off-Road
Section Identifier	Route	Section Description	rag	Sidied Fath	(unpaved)	(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 Lavaud St	PASS	PASS	PASS	PASS
R38-S3	Berhampore Golf Course East	Martin Luckie Park (at south side) to Lavaud St (at Russell Tce)	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 Hutchison 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

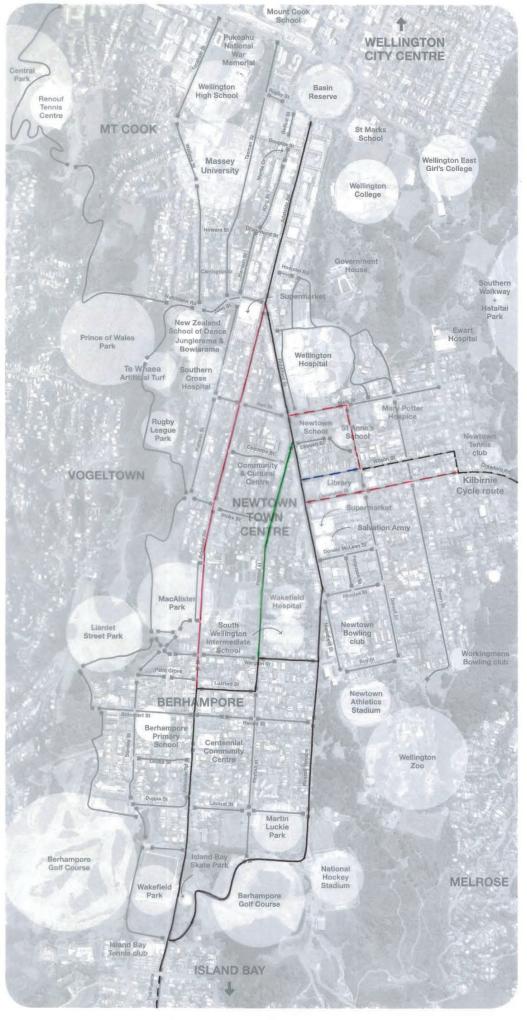
CONNECTED: RINTOUL - CONSTABLE

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** 

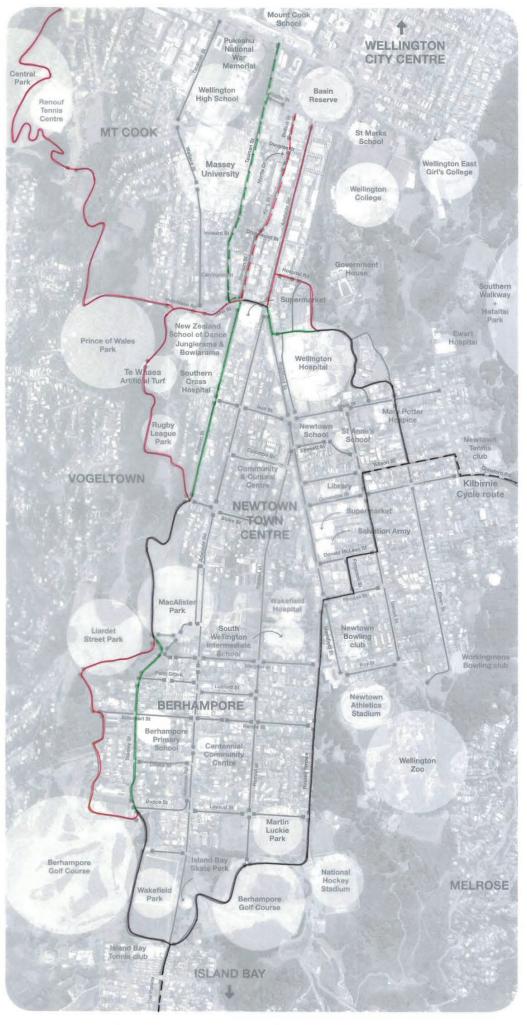
DIRECT: RINTOUL - CONSTABLE

**DIRECT: RINTOUL - WILSON** 

Scale Bar:
0m 250m 500m







## **Network Family: LEAST IMPACT**

All sub-options

----- Other cycle projects

Off-Road Routes

Quiet Routes

---- Hanson

Tasman

#### **Sub-options:**

LEAST IMPACT: OFF ROAD ROUTES

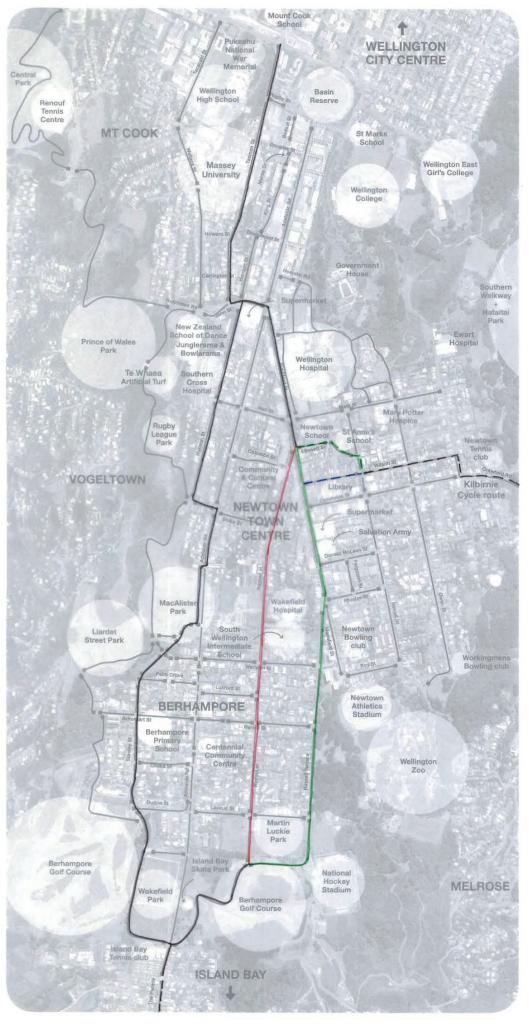
LEAST IMPACT: QUIET ROUTES - HANSON

LEAST IMPACT: QUIET ROUTES - TASMAN

Scale Bar:
0m 250m 500m







## Network Family: LOW IMPACT

All sub-options

----- Other cycle projects

Rintoul

Russell

----- Emmett

Wilson

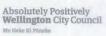
#### **Sub-options:**

LOW IMPACT: RINTOUL - EMMETT

LOW IMPACT: RUSSELL - EMMETT

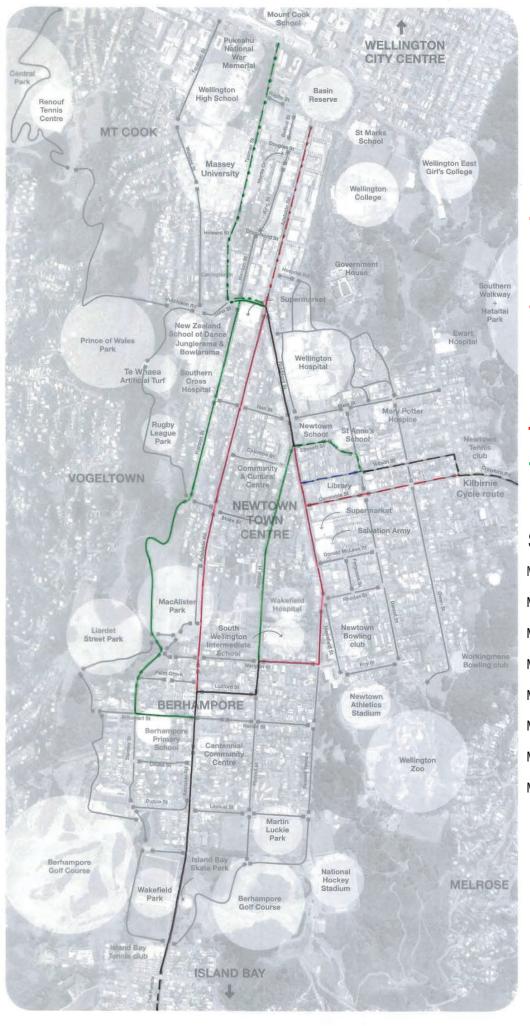
LOW IMPACT: RUSSELL - WILSON











### **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







# **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.

						0 ~							Obje	ctives					0 < =					
						Effectiveness meeting Community Objectives													Effectiveness meeting WCC Cycling Investment Objectives					Criteria
Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement		rve, or create opportunities to enhance, the special character of the own, Berhampore, and Mount Cook area	ortunities to improve safe access, seating and shelter at bus	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	_	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	Make it easier and safer for people to cross roads in the area	Improve the safety of facilities for people walking through and around the area	Provide safe cycle facilities		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?		Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington		The crash rate, number and severity of crashes involving people on bikes is reduced		Oxiling is a viable and attractive transport choice			Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Achieve a high level of service for cyclists within an integrated transport network	Consideration
Reserve roundabout, Wellington Regional Hospital, Adelaide Road and John Street intersection, Newtown town centre, and Berhampore town centre)		N/A	N/A	N/A	N/A	There is significant encouragement for mode shift from motor vehicles to cycling.	N/A	N/A	N/A	ions for all roject area ations own, and	All of the population within the project area (Berhampore, Newtown, and Mount). Cook) is served by the network	The network provides connections to the origins and destinations within the project area.		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.	.,,	The network provides connections to all of the key origins and destinations within the project area.	N/A	The network includes logical and continuous routes between Island Bay, continuous routes between Island Bay, Kilbirnie, Berhampore, Newtown, Mount Cook, and the central city with minimal clook, and the central city with minimal delays and turns and acceptable grades.	The routes between Island Bay, Kilbirnle, Berhampore, Newtown, Mount Cook, and the central city have a minimal number of stops.	The routes between Island Bay, Kübirnie, Berhampare, Newtown, Maunt Cook, and the central city have a minimal number of turns.	All grades within the network are desirable for cydists.	The network includes logical and continuous routes between Island Bay, Kilbirnie, Berhampore, Newtown, Mount Cook, and the central city without unnecessary diversions.	N/A	Desired Outcome/Description of Consideration
Number of identified key locations that the network passes through		N/A	N/A	N/A	N/A	Average of effects assessment for cyclists	N/A	N/A	N/A	CROW standards for Cohesion (connectivity and links to origins and destinations) and population served by the network	Population served by the network	CROW standards for Cohesion (connectivity and links to origins and destinations)		CROW standards for Cohesion (connectivity and links to origins and destinations) and population served by the network	Population served by the network	CROW standards for Cohesion (connectivity and links to origins and destinations)	N/A	Austroads LOS Framework for cyclists: Mobility (grades) and CROW standards for Comfort (number of turns and stops)	CROW standards for Comfort (number of stops)	CROW standards for Comfort (number of turns	Austroads LOS Framework for cyclists: Mobility (grades)	CROW standards for Directness (time factor)	N/A	Network Measure
	The network connects to 5 of the key locations.	N/A	N/A	N/A	N/A	transport, and cycling effects is 3.	N/A	N/A	N/A	The average of the ratings for connectivity and population served is 3.	The network captures 70% or more of the Berhampore, Newtown, and Mount Cook	The network provides connections to 80% or more of the key origins and destinations within the project area.		The average of the ratings for connectivity and population served is 3.	The network captures 70% or more of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to 80% or more of the key origins and destinations within the project area.	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is 3.	The routes between Island Bay, Kilbirnie, Berhampore, Newtown, Mount Cook, and the central city have the lowest number of stops possible.	The routes between Island Bay, Kübirnie, Berhampore, Newtown, Mobint Cook, and the central city have the lowest number of turns possible.	All of the grades within the network are desirable grades of desirable length for cyclists, as per Austroads guidance.	The average time to cycle the network routes that link the suburbs is less than 10% longer than the most practical direct routes.	A/N	ω
	The network connects to 3 or 4 of the key locations.	N/A	N/A	N/A	N/A	transport, and cycling effects is 2.	N/A	N/A	N/A	The average of the ratings for connectivity and population served is 2.	The network captures 60% to 70% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to 70% to 80% of the key origins and destinations within the project area.		The average of the ratings for connectivity and population served is 2.	The network captures 60% to 70% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to 70% to 80% of the key origins and destinations within the project area.	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is 2.	The routes between island Bay, Kalbirnie, 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, Kübirnie, Berhampore, Newtown, Mount Cook, and the central city have up 50% more turns than the lowest number of turns possible.	Most of the grades within the network are desirable grades of desirable length for cyclists, as per Austroads guidance.	The average time to cycle the network routes that link the suburbs is between 10% and 15% longer than the most practical direct routes.	N/A	2
	The network connects to 1 or 2 of the key locations.	N/A	N/A	N/A	N/A	transport, and cycling effects is 1.		N/A	N/A	The average of the ratings for connectivity and population served is 1.	The network captures 50% to 60% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to 60% to 70% of the key origins and destinations within the project area.		The average of the ratings for connectivity and population served is 1.		The network provides connections to 60% to 70% of the key origins and destinations within the project area.	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is 1.		The routes between Island Bay, Kübirnie, Berhampore, Newtown, Mount Cook, and the central city have up to 2 times more turns than the lowest number of turns possible.	All of the grades within the network are acceptable grades of acceptable length for cyclists, as per Austroads guidance.	The average time to cycle the network routes that link the suburbs is between 15% and 20% longer than the most practical direct routes.	N/A	<b>L</b>
	The network does not connect to any of the key locations.	N/A	N/A	N/A	N/A	transport, and cycling effects is 0.		N/A	N/A	The average of the ratings for connectivity and population served is 0.	N/A	N/A		The average of the ratings for connectivity and population served is 0.	N/A	N/A	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is 0.	N/A	N/A	N/A	N/A	N/A	0
N/A		N/A	N/A	N/A	N/A	transport, and cycling effects is -1.		N/A	N/A	The average of the ratings for connectivity and population served is -1.	The network captures 25% to 50% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to 30% to 60% of the key origins and destinations within the project area.		The average of the ratings for connectivity and population served is -1.	The network captures 25% to 50% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to 30% to 60% of the key origins and destinations within the project area.	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is -1.		The routes between Island Bay, Külbirnie, Berhampore, Newtown, Mount Cook, and the central city have up to 150% more turns than the lowest number of turns possible.	Some grades within the network are up to 2 times the acceptable length for a grade of its steepness, as per Austroads guidance.	The average time to cycle the network routes that link the suburbs is between 20% and 25% longer than the most practical direct routes.	N/A	Ā
N/A		N/A	N/A	N/A	N/A	transport, and cycling effects is -2.		N/A	N/A	The average of the ratings for connectivity and population served is -2.	The network captures up to 25% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to up to 30% of the key origins and destinations within the project area.		The average of the ratings for connectivity and population served is -2.	The network captures up to 25% of the Berhampore, Newtown, and Mount Cook population.	The network provides connections to up to 30% of the key origins and destinations within the project area.	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is -2.	The routes between Island Bay, Kilbinnie, Berhampore, Newtown, Mount Cook, and Cook and the central city have up to 2 times more stops than the lowest number of stops possible.	The routes between Island Bay, Külbirnie, Berhampore, Newtown, Mount Cook, and the central city have up to 3 times more turns than the lowest number of turns possible.	Some grades within the network are up to 3 times the acceptable length for a grade of its steepness, as per Austroads guidance.	The average time to cycle the network routes that link the suburbs is between 25% and 30% longer than the most practical direct routes.	N/A	-2
N/A		N/A	N/A	N/A	N/A	transport, and cycling effects is -3.	N/A	N/A	N/A	The average of the ratings for connectivity and population served is -3.	The network does not capture any of the Berhampore, Newtown, and Mount Cook population.	The network does not provide connections to any of the key origins and destinations within the project area.		The average of the ratings for connectivity and population served is -3.	The network does not capture any of the Berhampore, Newtown, and Mount Cook population.	The network does not provide connections to any of the key origins and destinations within the project area.	N/A	The average of the ratings for the grades, the number of turns, and the number of stops is -3.	The routes between Island Bay, Kübirnie, Berhampore, Newtown, Mount Cook, and the central city have slightly more than 2 times the lowest number of stops possible.	The routes between Island Bay, Kübirnle, Berhampore, Newtown, Mount Cook, and the central city have slightly more than 3 times more turns than the lowest number of turns possible.	Some grades within the network are more than 3 times the acceptable length for a grade of its steepness, as per Austroads authorica	The average time to cycle the network routes that link the suburbs is more than 30% longer than the most practical direct routes.	N/A	ယ်

N/A No cost Low cost Moderate cost	N/A No cost	N/A		N/A		N/A	N/A	N/A	Cost indication  PASS MCA SCREEN?	Funding Feasibility
N/A N/A	N/A		N/A	1	N/A	N/A	N/A	N/A	Business disruption during construction	
N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Traffic disruption during construction	Delivery Feasibility
There is no negative effect on the There is a slight negative effect on There is a moderate negative the route area. The level of the route area. The level of effect on the route area. The level assessment likely required is low assessment likely required is low of assessment likely required is modelum to high medium to high.	There is no negative effect on the route area. The level of assessment likely required is low.		N/A		N/A	N/A	The proposed network represents the best outcome for the applicant, wider Council and public	The proposed network represents the best outcome for the applicant, wider Council and public.	Approvals Risk (consents etc.)	entation
There is no risk of the proposed There is a slight negative risk of There is a moderate negative risk of There is a noderate negative risk of There is a moderate negative risk of the proposed network not aligning with the relevant planning provisions and with the relevant planning aligning with the relevant planning provisions and council provisions and council management plans and provisions and council management plans.	There is no risk of the proposed network not aligning with the relevant planning provisions and Council man agement plans		N/A		N/A	N/A	The proposed network aligns with the relevant planning provisions and Council management plans	The proposed network aligns with the relevant planning provisions and Council management plans.	Plan alignment (Ostrict, Reserves, Other)	Planning Feasibility
								2	PASS EFFECTS SCREEN?	
N/A N/A N/A	N/A		N/A	_	N/A	N/A	N/A	N/A	Opportunity for urban design enhancements	Urban Design Effects
The network requires minor The network does not require any vegetation removal.  IVA	The network does not require any vegetation removal.		he network requires minor egetation removal.	< -1	The network requires moderate vegetation removal.	The network requires significant vegetation removal.	Level of removal of existing vegetation (off-road)	The network does not require any vegetation removal.	Effect on existing vegetation	Environmentalienects
N/A N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Light pollution	
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)	
The network connects to some of The network does not connect to the business areas within the Distiness areas within the any of the business areas within the project area. The project area the project area.	The network connects to some of The network does not connect to the business areas within the any of the business areas within the project area.	The network connects to some of the business areas within the project area.			The network connects to most of the business areas within the project area.	The network connects to all of the business areas within the project area.	The cycle network connects to the commercial areas within the suburbs	The network connects to all of the business areas within the project area.	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	Effect on adjacent land-use	Property Effects
No property acquisition is required to Property acquisition is req			N/A		N/A	N/A	Level of property acquisition required for the network	No property acquisition is required to accommodate the network.	Effect of acquisition on residual land	
N/A A/N A/N	N/A		N/A		N/A	N/A	N/A	N/A	Location of parking spaces	Effe
N/A N/A N/A	A/N		N/A		N/A	N/A	N/A	N/A	Removal of existing parking spaces	
N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Motor Vehicle Experience	Motor venicle Effects
N/A N/A N/A N/A	N/A		N/A		N/A	A/N	N/A	N/A	Motor Vehicle Safety	
N/A N/A N/A N/A	N/A		N/A	_	N/A	N/A	N/A	N/A	Public Transport Experience	rubiic Hansporterieus
N/A N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Public Transport Safety	Dublic Transport Efforts
N/A N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Pedestrian Experience	TO CONTRACT LINES CO.
N/A N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Pedestrian Safety	Dodoctrian Efforts
N/A N/A N/A N/A	N/A		N/A		N/A	N/A	N/A	N/A	Alignment to transport corridor function	
N/A A/N A/N	WA		N/A		e N/A	The network connects to the existing cycle infrastructure on The Parade and on Constable Street.	Whether or not the network connects to the existing cycle infrastructure	The network connects to the existing cycle infrastructure on The Parade and on Constable Street.	Alignment of option to any existing adjacent cycle infrastructure	Transport Network Fit
								2	PASS COMMUNITY OBJECTIVES SCREEN?	
retwork includes 3 or 4 of the   The network includes 1 or 2 of the   The network does not include and of the key streets.	The network does not include and of the key streets.	the The network includes 1 or 2 of the The network does not include and fire key streets.  Of the key streets.	the   The network includes 1 or 2 of the key streets.	the	The I	The network includes 5 of the key streets.	Number of identified key streets that are part of the network	The network provides the opportunity to improve all five of the key streets (Adelaide Road, Riddiford Street, Rintoul Street, Constable Street, and Mein Street)	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	
1 0 -1	0		1		2	ω	Network Measure	Desired Outcome/Description of Consideration	Consideration	Criteria