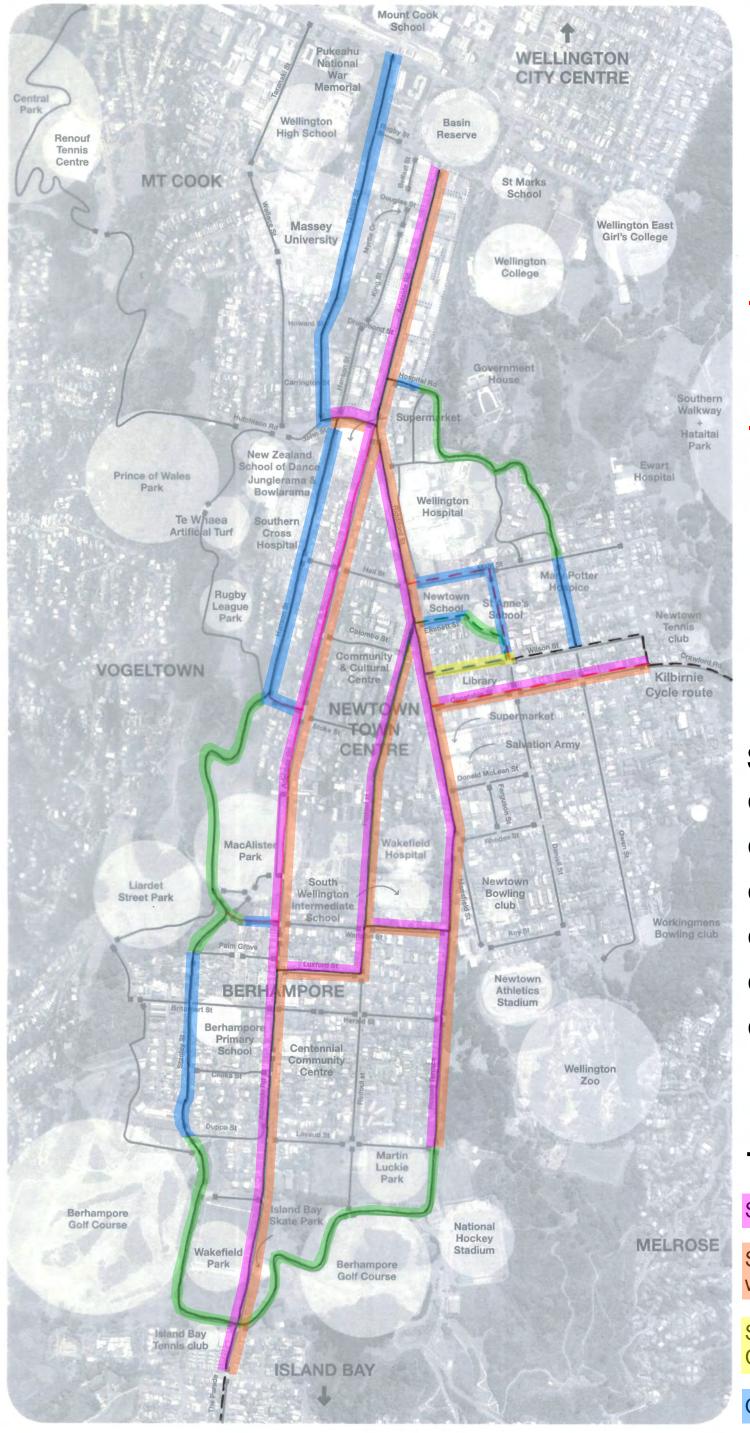
Appendix K – Networks: MCA

Criteria													Net	work												
	Criteria	Consideration	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
		Achieve a high level of service for cyclists within an integrated transport network	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Improve cycling infrastructure and facilities so that cycling makes a much greater																								
	Effectiveness meeting WCC	contribution to network efficiency, effectiveness and resilience Cycling is a viable and attractive transport choice																								
	Cycling Investment Objectives	The crash rate, number and severity of crashes involving people on bikes is reduced	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		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	PASS	PASS	FAIL	FAIL	FAIL	FAIL	FAIL	FAIL	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
		Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																								
		Provide safe cycle facilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Improve the safety of facilities for people walking through and around the area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ectives		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							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Obj		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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Objectives	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Create opportunities to improve safe access, seating and shelter at bus stops	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		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	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 Create opportunities to improve the key streets identified in data analysis from the																								
		Newtown Connections community engagement PASS COMMUNITY OBJECTIVES SCREEN?	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS							PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
		Alignment of option to any existing adjacent cycle infrastructure																								
	Transport Network Fit	Alignment to transport corridor function	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Pedestrian Safety	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Pedestrian Effects	Pedestrian Experience	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Public Transport Safety	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Public Transport Effects	Public Transport Experience	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Motor Vehicle Safety	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Motor Vehicle Effects	Motor Vehicle Experience	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ts		Removal of existing parking spaces	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Effec	Parking Effects	Location of parking spaces	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Effect of acquisition on residual land																								
		Effect on adjacent land-use	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Property Effects	Effect on access to businesses for cyclists																								
		Effect on access to businesses for motor vehicles (incl. deliveries and ease of access)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							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	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Environmental Effects	Effect on existing vegetation																								
	Urban Design Effects	Opportunity for urban design enhancements	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PASS EFFECTS SCREEN?	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS							PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
		Plan alignment (District, Reserves, Other)																								
ioi	Planning Feasibility	Approvals Risk (consents etc.)																								
mentat		Traffic disruption during construction	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Impler	Delivery Feasibility	Business disruption during construction	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Funding Feasibility	Cost indication	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Appendix L – Packages: Long List

The long list of packages included 18 network options, each with two main treatment options, for a total of 36 package options. The long list of package options are detailed through map sketches and descriptions of the sub-options. The following table includes the full list of packages considered on the long list.

Network	Sub-Option Description	Primary
Description		Treatment
Connected	Adelaide Constable	One Way
Connected	Adelaide Constable	Two Way
Connected	Adelaide Emmett	One Way
Connected	Adelaide Emmett	Two Way
Connected	Adelaide Wilson	One Way
Connected	Adelaide Wilson	Two Way
Connected	Rintoul Constable	One Way
Connected	Rintoul Constable	Two Way
Connected	Rintoul Emmett	One Way
Connected	Rintoul Emmett	Two Way
Connected	Rintoul Wilson	One Way
Connected	Rintoul Wilson	Two Way
Direct	Adelaide Constable	One Way
Direct	Adelaide Constable	Two Way
Direct	Adelaide Wilson	One Way
Direct	Adelaide Wilson	Two Way
Direct	Rintoul Constable	One Way
Direct	Rintoul Constable	Two Way
Direct	Rintoul Wilson	One Way
Direct	Rintoul Wilson	Two Way
Minimal	Adelaide Constable Adelaide	One Way
Minimal	Adelaide Constable Adelaide	Two Way
Minimal	Adelaide Constable Tasman	One Way
Minimal	Adelaide Constable Tasman	Two Way
Minimal	Adelaide Emmett Adelaide	One Way
Minimal	Adelaide Emmett Adelaide	Two Way
Minimal	Adelaide Emmett Tasman	One Way
Minimal	Adelaide Emmett Tasman	Two Way
Minimal	Adelaide Wilson Adelaide	One Way
Minimal	Adelaide Wilson Adelaide	Two Way
Minimal	Adelaide Wilson Tasman	One Way
Minimal	Adelaide Wilson Tasman	Two Way
Minimal	Rintoul Emmett Adelaide	One Way
Minimal	Rintoul Emmett Adelaide	Two Way
Minimal	Rintoul Emmett Tasman	One Way
Minimal	Rintoul Emmett Tasman	Two Way



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

Treatments:

Separated Cycle Lanes/Paths

Separated Cycle Lane/Path: Two way

Separated Cycle Lane/Path: Contraflow lane on Quiet Route

Quiet Route

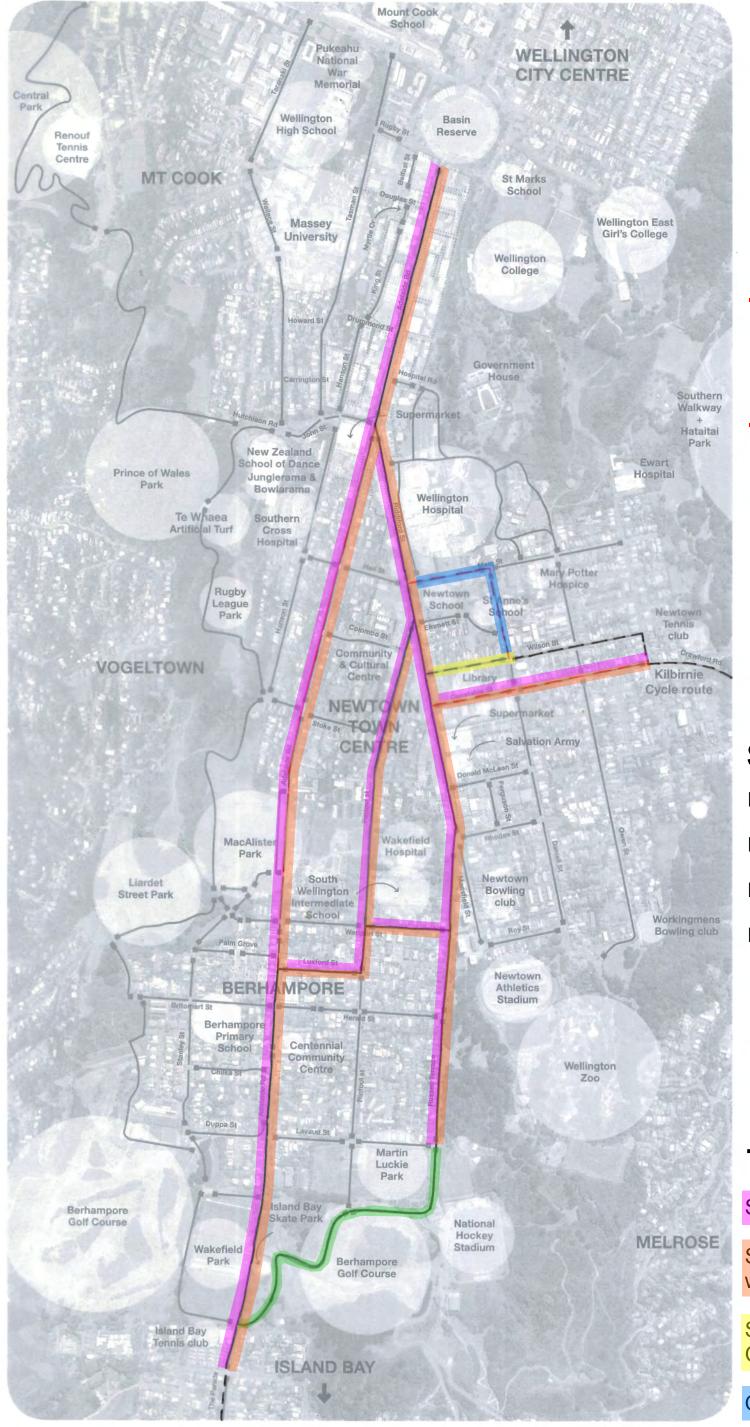
Off-Road Shared Path



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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

Treatments:

Separated Cycle Lanes/Paths

Separated Cycle Lane/Path: Two way

Separated Cycle Lane/Path: Contraflow lane on Quiet Route

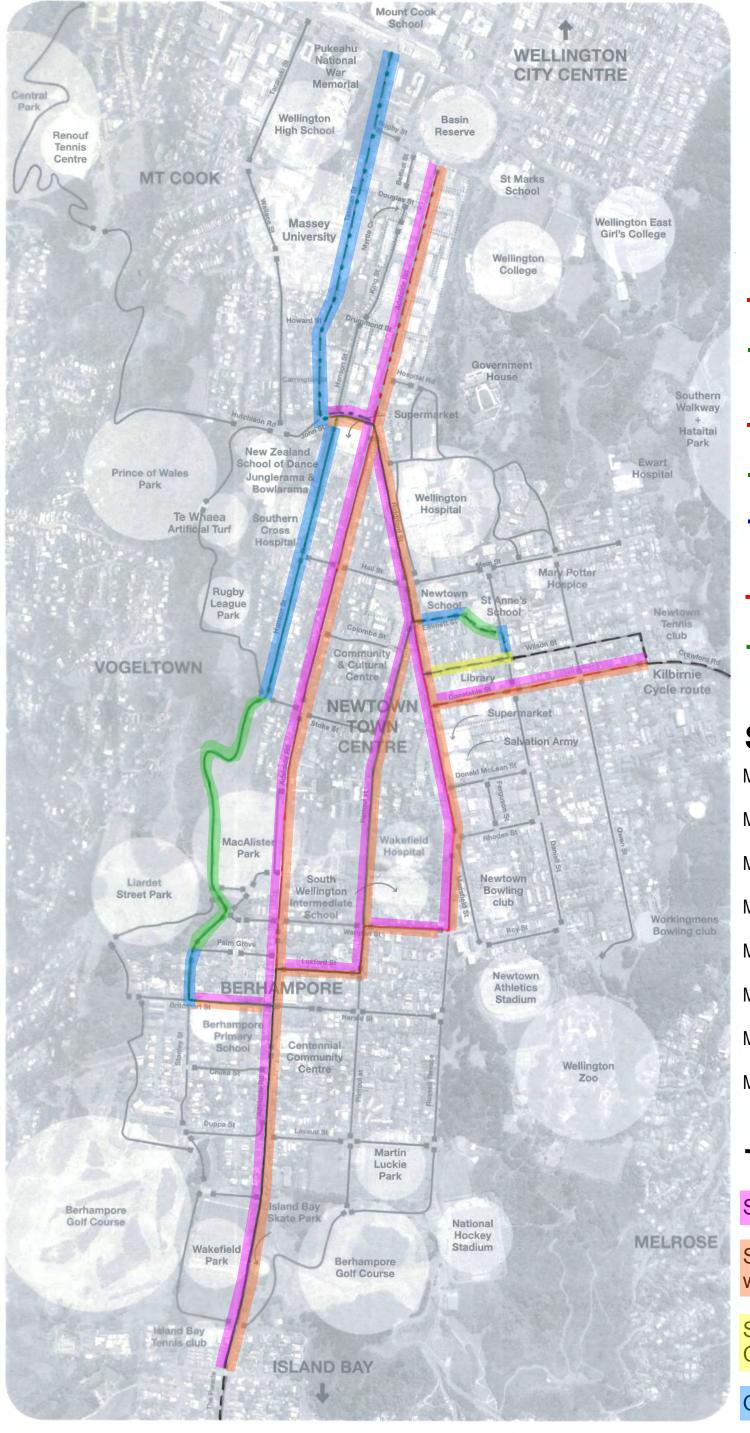
Quiet Route

Off-Road Shared Path



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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

Treatments:

Separated Cycle Lanes/Paths

Separated Cycle Lane/Path: Two way

Separated Cycle Lane/Path: Contraflow lane on Quiet Route

Quiet Route

Off-Road Shared Path



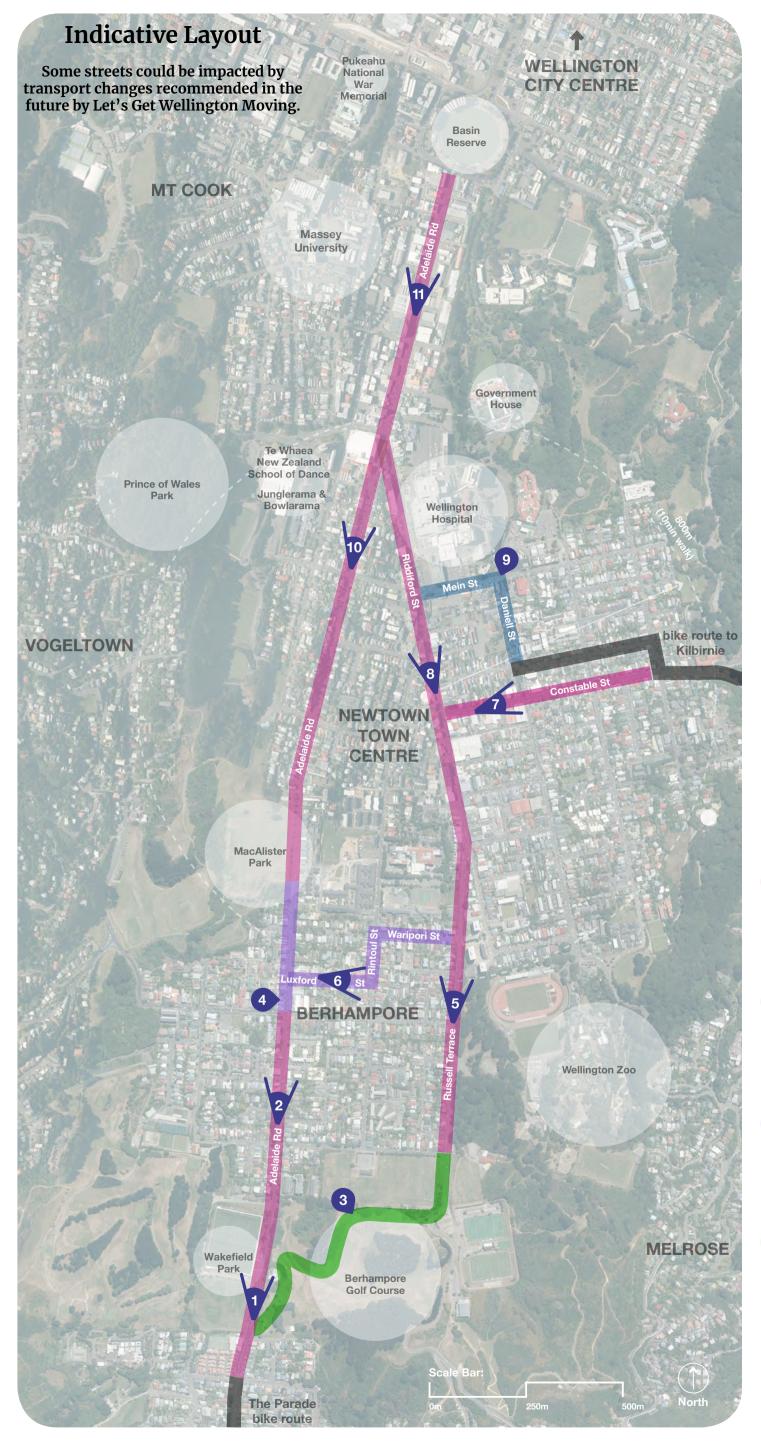
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Appendix M – Packages: MCA

	1	1																	Pack	kage																	
Criteria	Consideration	– Adelaid	de - Adelaid	de – Adelaid	le – Adelaide	- Adelaide	- Adelaide	- Rintoul		– Rintoul	- Rintoul	- Rintoul	– Rintoul	Adelaide	Adelaide	Adelaide	Direct – Adelaide	Rintoul	Direct – Rintoul	Direct – Rintoul	Rintoul	Adelaide	Adelaide	Minimal – Adelaide Constable	Adelaide	Minimal – Adelaide Emmett	Minimal – Adelaide Emmett	Minimal – Adelaide Emmett	Minimal – Adelaide Emmett	Minimal – Adelaide Wilson	Minimal – Adelaide Wilson	Minimal – Adelaide Wilson	Minimal – Adelaide Wilson	Minimal – Rintoul Emmett	Rintoul	Minimal – Rintoul Emmett	Rintoul
			le Constable ay – Two Wa						Constable - Two Way		Emmett – Two Way			- One Way					Constable – Two Way		Wilson – Two Way	Adelaide –		Tasman –		Adelaide –	Adelaide –	Tasman –	Tasman – Two Wav	Adelaide –	Adelaide –	Tasman –	Tasman –	Adelaide –	Adelaide – Two Wav	Tasman –	
	Achieve a high level of service for cyclists within an integrated transport network Improve cycling infrastructure and facilities so that cycling	В	В	В	В	В	В	В	В	В	В	В	В	С	В	С	В	С	В	С	В	С	В	С	В	С	В	С	В	С	В	С	В	С	В	С	В
	makes a much greater contribution to network efficiency, effectiveness and resilience																																				
Effectiveness meeting WCC Cycling Investment Objective																																					
	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	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
	Provide facilities for people biking through and around Newtown, Mt Cook and Berhampore																																				
	Provide safe cycle facilities																																				
₀	Improve the safety of facilities for people walking through and around the area																																				
Objective	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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ľ	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, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mount Cook	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community																																				
	engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community																																				
	engagement PASS COMMUNITY OBJECTIVES SCREEN?	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
	Alignment of option to any existing adjacent cycle infrastructure																																				
Transport Network Fit	Alignment to transport corridor function		$lue{}$	1		1					$\overline{}$	Ī																									
	Pedestrian Safety																																				
Pedestrian Effects	Pedestrian Experience																																				
	Public Transport Safety																																				
Public Transport Effects	Public Transport Experience																																				
	Motor Vehicle Safety																																				
Motor Vehicle Effects	Motor Vehicle Experience																																				
	Removal of existing parking spaces																																				
Parking Effects	Location of parking spaces																																				
	Effect of acquisition on residual land																																				
	Effect on adjacent land-use																																				
Property Effects	Effect on access to businesses for cyclists																																				
	Effect on access to businesses for motor vehicles (incl.																																				
	deliveries and ease of access) Light pollution																																				
Environmental Effects	Effect on existing vegetation																																				
Urban Design Effects	Opportunity for urban design enhancements																																				
	PASS EFFECTS SCREEN?	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
	Plan alignment (District, Reserves, Other)																																				
Planning Feasibility	Approvals Risk (consents etc.)																																				
entation	+																																				
Delivery Feasibility	Traffic disruption during construction																																				
positive and	Business disruption during construction									.,.				\$\$	\$\$		\$\$	\$\$	\$\$		\$\$		2.4			e A	\$\$		4.				4.4				
Funding Feasibility	Cost indication	555	5,5,5	\$\$\$	555	555	355	355	555	335	555	555	\$55	55	35	-35	\$\$	- \$\$	\$\$	\$\$	-35	\$\$	- 35	\$\$	35	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	- 35	\$	\$	\$	Ş

Appendix N – Packages: Illustrative Views



Package

A

Package A provides the most direct connections in and around Berhampore and Newtown, and to the central city and Kilbirnie. It also connects to the Island Bay route and the south coast.

Impacts

- Safer and easier biking routes for more people.
 On-road bike lanes may not encourage less confident riders to use the Adelaide Road route.
- · Greater impact on parking than packages B and C.
- Has the most direct neighbourhood connections for Berhampore and Newtown.
- Separated bike lanes/paths on both sides of the road (on the busiest routes) give people on bikes easier access to more destinations.
- This treatment of bike lanes/paths on both sides would be consistent with the bike lanes and planned changes on The Parade and with the uphill bike lanes on Constable Street and Crawford Road.
- Includes a link from Island Bay to South Wellington Intermediate School via an off-road path and bike lanes/paths on Russell Terrace.
- There is the opportunity to provide urban design and landscape enhancements along the routes, including Berhampore and Newtown shopping areas.

Key:



Separated bike paths/lanes



Quiet route



Bike lanes (on-road bike lane between traffic and parked cars with a buffer zone)



Possible off-road paved shared path



Existing and planned bike routes



Illustrative view location



Treatment example

Adelaide Road @ Wakefield Park





Russell Terrace #82



Luxford Street #19



Constable Street #29

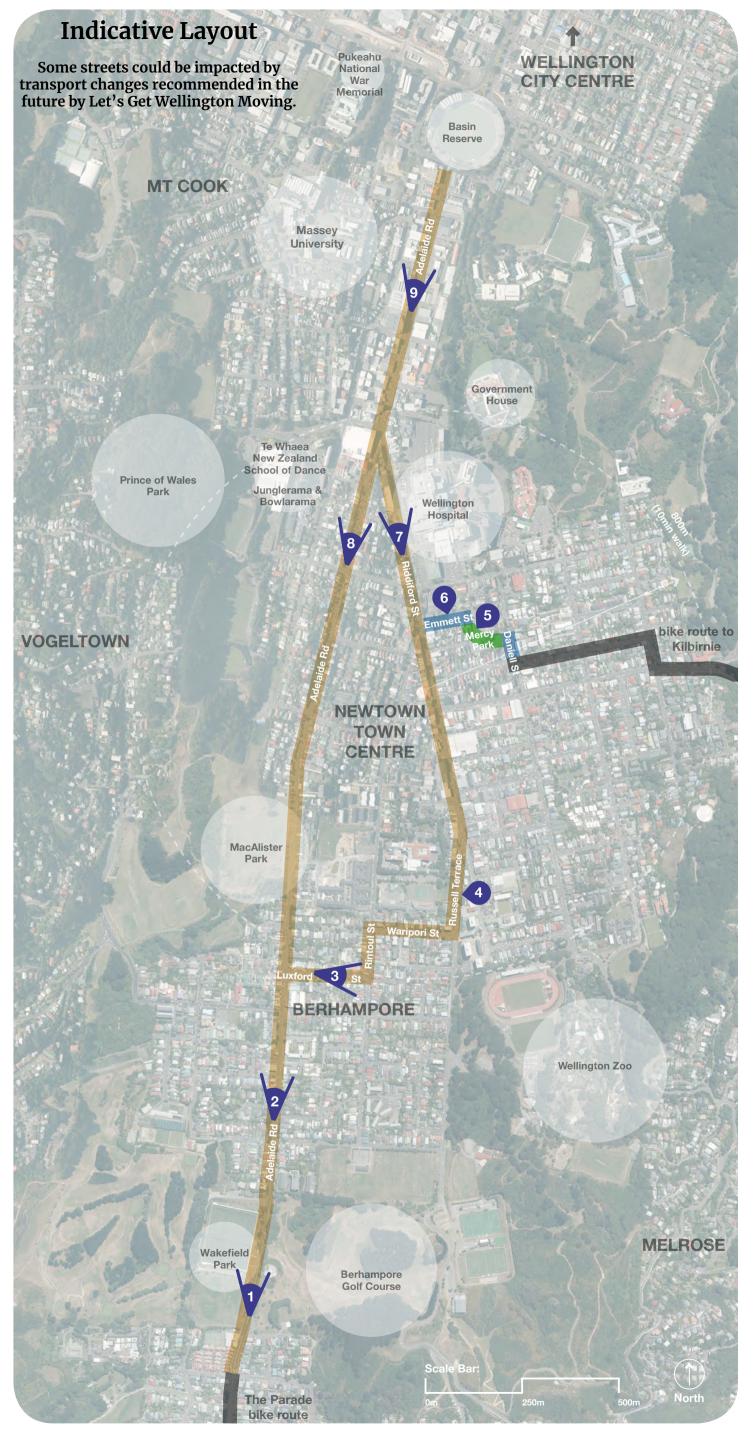


Riddiford Street #138









Package

B

Package B provides a minimal network in and around Berhampore and Newtown, and to the central city and Kilbirnie. It also connects to the Island Bay route and the south coast.

Impacts

- Safer and easier biking routes for more people.
- Similar parking impact to package C but less impact than package A.
- · Changes to fewer streets than packages A and C.
- Has the fewest neighbourhood connections compared to packages A and C.
- Separated two-way bike lanes/paths on one side of the street. A disadvantage is that this treatment would not be consistent with the bike lanes and planned changes on The Parade or with the uphill bike lanes on Constable Street and Crawford Road.
- There is the opportunity to provide urban design and landscape enhancements along the routes, including Berhampore and Newtown shopping areas.

Key:



Separated bike path: two-way



Quiet route



Possible off-road paved shared path



Existing and planned bike routes



Illustrative view location



Treatment example

Adelaide Road @ Wakefield Park



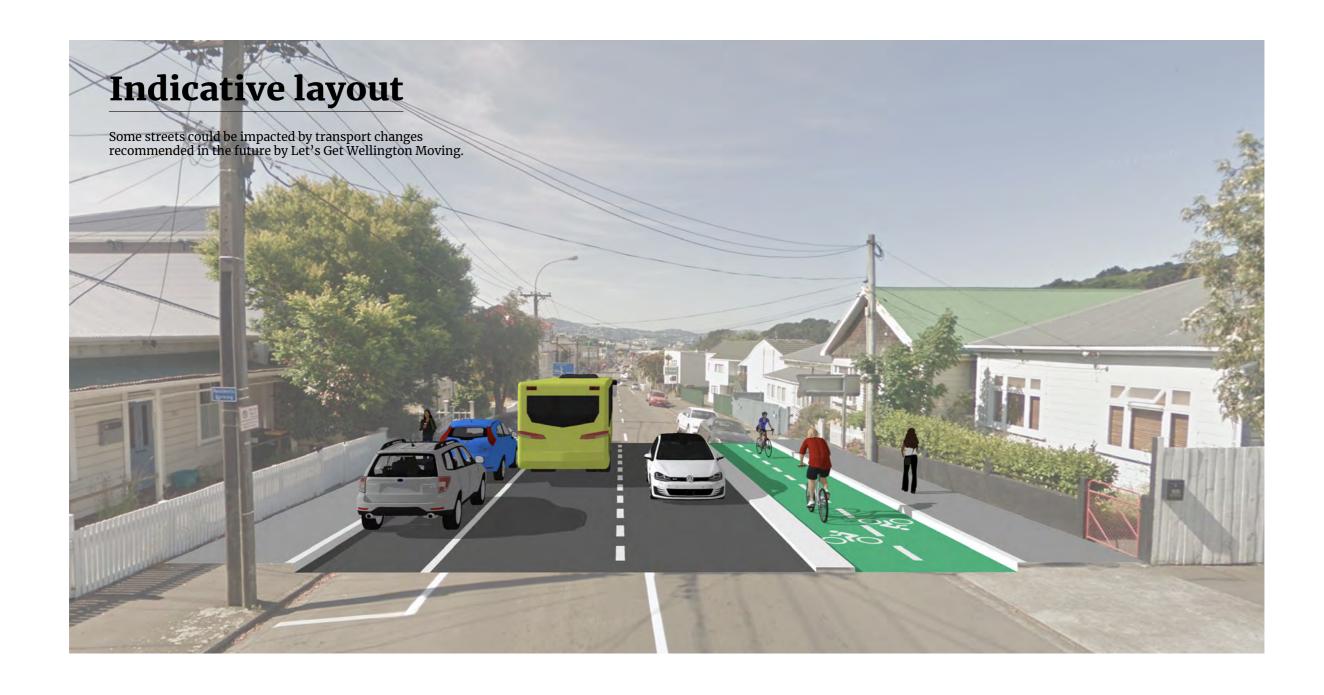


Luxford Street #19

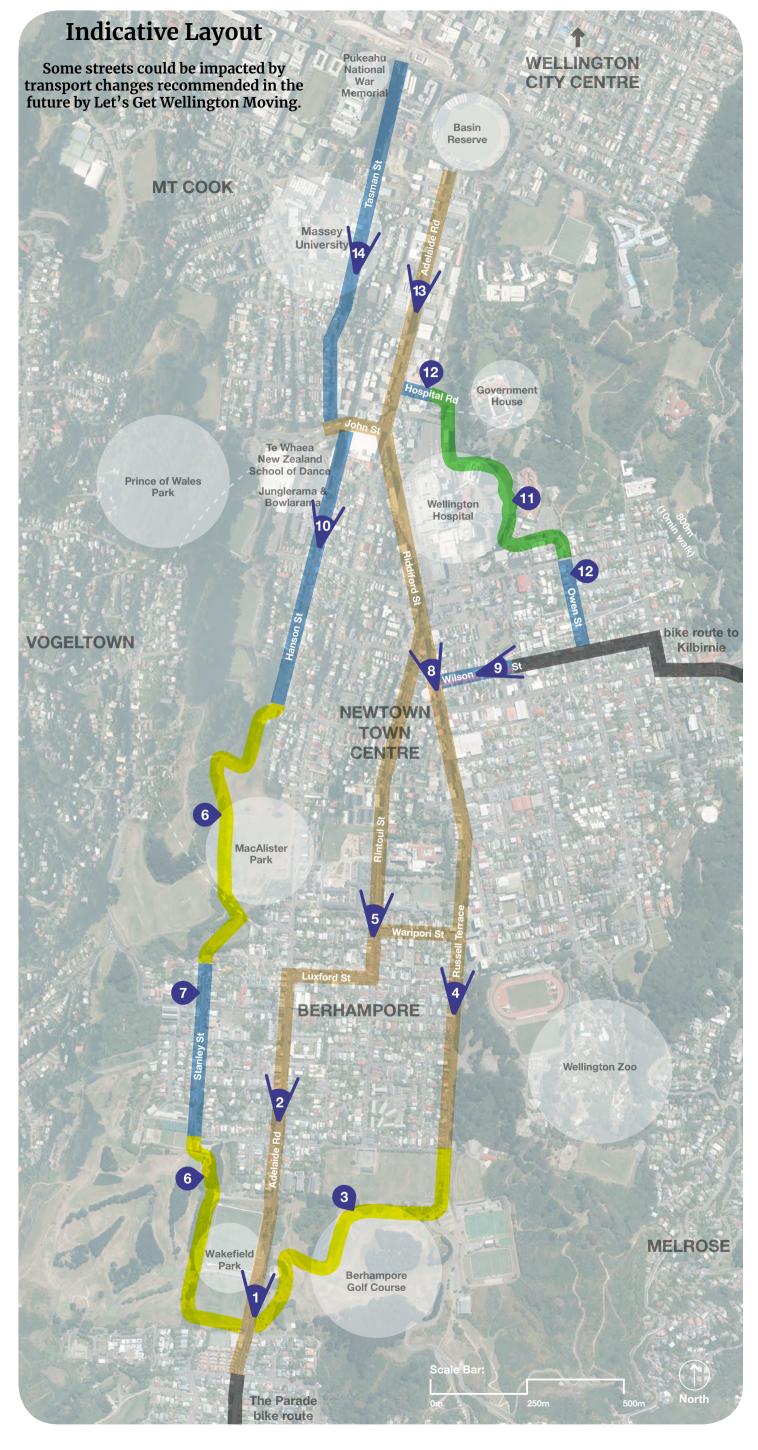


Riddiford Street #36









Package

Package C is the most connected network of routes in and around Berhampore, Newtown and Mt Cook, and to the central city and Kilbirnie. It also connects to the Island Bay route and the south coast.

Impacts:

- Safer and easier biking routes for more people.
- Similar parking impact to package B but less impact than package A.
- Connects more neighbourhoods compared to packages A and B and provides the most alternative routes, including Mt Cook.
- · Separated two-way bike lanes/paths on one side of the street. A disadvantage is that this treatment would not be consistent with the bike lanes and planned changes on The Parade.
- · There is the opportunity to provide urban design and landscape enhancements along the routes, including Berhampore and Newtown shopping areas.

Key:



Separated bike path: two-way



Quiet route



Quiet route with separated contraflow bike lane



Possible off-road paved shared path



Off-road shared track (unpaved)



Existing and planned bike routes



Illustrative view location



Treatment example

Adelaide Road @ Wakefield Park





Russell Terrace #82



Rintoul Street #184



Riddiford Street #138



Wilson Street #25



Hanson Street #111





Tasman Street #100



Appendix O – Packages: Impact Summary Tables

										Networ	k Section								
Catanani		Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Luxford Street	Rintoul Street	Waripori Street	Berhampore Golf Course East	Russell Terrace	Riddiford Street	Riddiford Street	Constable Street	Constable Street	Daniell Street	Mein Street
Category		Dee St to Duppa St	Duppa St to Britomart St	Britomart St to Luxford St (Berhampore shops)	Luxford St to MacAclister Park	MacAlister Park to Stoke St	Stoke St to John St	John St to Basin Reserve roundabout	Adelaide Rd to Rintoul St	Luxford St to Waripori St	Rintoul St to Russell Tce		Lavaud St to Riddiford	Rhodes St to Mein St	Mein St to John St	Coromandel St to Daniell St	Daniell St to Riddiford St	Wilson St to Mein St	Daniell St to Riddiford
Primary Area Type		Residential	Residential	Commercial	Residential	Residential	Residential	Commercial	Residential	Residential	Residential	Off-Road	Residential	Commercial	Commercial	Residential	Commercial	Residential	Residential
Cyclist Uptake - Network		Separated Cycle	Separated Cycle			Separated Cycle	Separated Cycle	Th Separated Cycle			erhampore, Newtown, a		Senarated Cycle	Separated Cycle	Separated Cycle	Separated Cycle	Separated Cycle		
Cycle Treatment Descripti	ition	Lanes/Paths	Lanes/Paths Cycling is appealing to all three cyclist types:	Cycle Lanes	Cycle Lanes	Lanes/Paths	Lanes/Paths Cycling is appealing to	Lanes/Paths	Cycle Lanes	Cycle Lanes	Cycle Lanes	Off-Road Shared Path	Lanes/Paths	Lanes/Paths Cycling is appealing to	Lanes/Paths	Lanes/Paths Cycling is appealing to all three cyclist types:	Lanes/Paths	Quiet Route Cycling is appealing to	Quiet Route Cycling is appealing to
Cyclis		strong and fearless,	strong and fearless,		Cycling is appealing to the strong and fearless	strong and fearless,	strong and fearless,	strong and fearless,			Cycling is appealing to the strong and fearless	the enthused and	strong and fearless,	strong and fearless,	strong and fearless,	strong and fearless,	strong and fearless,	the strong and fearless, the enthused	the strong and fearless, the enthused
Cyclist Uptake - Facility		enthused and confident, and	enthused and confident, and	- 1	and the enthused and	enthused and confident, and	enthused and confident, and	enthused and confident, and			and the enthused and	confident and the	enthused and confident, and	enthused and confident, and	and confident, and	and confident, and			
		interested but	interested but	confident only.	confident only.	interested but	interested but	interested but	confident only.	confident only.	confident only.	concerned only.	interested but	interested but	interested but	interested but	interested but	some of the interested but concerned.	some of the interested but concerned.
		concerned.	concerned.			concerned.	concerned. All footpath	concerned. widths meet desirable	 minimum dimensions, a:	determined by local an	d national design guidan	 nce (see Design Report fo	concerned. or details on best practic	concerned.	concerned.	concerned.	concerned.	but concerned.	but concerned.
				Opportunity to			Eastnath parround on	Footpaths narrowed	Footpath narrowed on		Footpath narrowed on	Shared path							
Pedestrians		No change to footpaths.	No change to footpaths.	improve pedestrian space within the	No change to footpaths.	No change to footpaths.	eastern side of the	on both sides of the	southern side of the	No change to footpaths.	southern side of the	connection for	No change to footpaths.	No change to footpaths.	No change to footpaths.	No change to footpaths.			
		TOOLPALTIS.	Tootpatris.	Berhampore town	Tootpatris.	Tootpatiis.	street.	street.	street.	TOOLPALIIS.	street.	pedestrians.	Tootpatris.	Tootpatris.	Tootpatiis.	TOOLPALTIS.	Tootpatris.	Tootpatris.	Tootpatris.
				della el															
		Cyclists are separated from the traffic lane,			Cyclists are separated from the traffic lane,			Cyclists are separated from the traffic lane,		Cyclists are separated from the traffic lane,					Cyclists are separated from the traffic lane,				
			1 '	Cyclists are separated				removing conflict with						Cyclists are separated			Cyclists are separated		
		buses. Traffic lanes remain a	from the traffic lane,	from the traffic lane, removing conflict with	buses. Traffic lanes remain a		from the traffic lane, removing conflict with	buses. Temporary bus lanes	from the traffic lane, removing conflict with	buses. Traffic lanes will				from the traffic lane, removing conflict with	buses. Permanent bus lanes		from the traffic lane, removing conflict with		
Buses		minimum of 3.0 m	buses.	buses.	minimum of 3.0 m	buses.	buses.	provided to improve	buses.	increase to 3.0 m wide	N/A	N/A	N/A	buses.	provided to improve	buses.	buses.	N/A	N/A
		wide to accommodate buses.	Traffic lanes remain a minimum of 3.0 m	Traffic lanes remain a minimum of 3.0 m	wide to accommodate buses.	Traffic lanes remain a minimum of 3.0 m	Traffic lanes will increase to 3.0 m wide	LOS for public transport users.	Traffic lanes remain a minimum of 3.0 m	to better accommodate buses.	.,,	1,41	1,71	Traffic lanes remain a minimum of 3.0 m	LOS for public transport users.	Traffic lanes remain a minimum of 3.0 m	Traffic lanes remain a minimum of 3.0 m	.,,	
		There are minor	wide to accommodate		There are minor	wide to accommodate	to better	Bus lanes remain a	wide to accommodate	There are minor				wide to accommodate	Bus lanes are a	wide to accommodate			
		opportunities to improve seating and	buses.	buses.	opportunities to improve seating and	buses.	accommodate buses.	minimum of 3.0 m wide to accommodate	buses.	opportunities to improve seating and				buses.	minimum of 3.0 m wide to accommodate	buses.	buses.		
		shelter at bus stops.			shelter at bus stops.			buses.		shelter at bus stops.					buses.				
							All traffic lan	e widths meet desirable	minimum dimensions,	s determined by local a	 nd national design guida	nce (see Design Report)	 for details on best practi	ice guidance).					
																		Traffic calming	Traffic calming
																		elements introduced	elements introduced
								Cyclists are separated										to reduce vehicle speeds and to reduce	to reduce vehicle speeds and to reduce
			Cyclists are separated							Cyclists are separated	1 '		1 '	Cyclists are separated	1 '	Cyclists are separated	1	the attractiveness of	the attractiveness of
Motor Vehicles		from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	removing conflict with motor vehicles.		from the traffic lane, removing conflict with	from the traffic lane, removing conflict with		from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	route for vehicles,	 the street as a through route for vehicles, 			
iviolor venicles		motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes will	Traffic lanes remain a minimum of 3.0 m	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes will	motor vehicles. Traffic lanes remain a	N/A	motor vehicles.	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a	reducing vehicle	reducing vehicle
		minimum of 3.0 m	minimum of 3.0 m	minimum of 3.0 m	minimum of 3.0 m	minimum of 3.0 m	increase to a minimum	wide.	minimum of 3.0 m	increase to a minimum			Traffic lanes will increase to a minimum		minimum of 3.0 m	minimum of 3.0 m	minimum of 3.0 m	volumes. No change to existing	volumes. No change to existing
		wide.	wide.	wide.	wide.	wide.	of 3.0 m wide.	Painted median is removed.	wide.	of 3.0 m wide.	wide.		of 3.0 m wide.	wide.	wide.	wide.	wide.	traffic lane widths or parking except in areas	traffic lane widths or
								Tellioveu.											where traffic calming
																		elements are introduced.	elements are introduced.
Package	Change							Propo			spaces on the streets in the streets included in		duction						
		Existing:		Fulations		Fulations	Fulation.	Existing:						Existing:	Fuinting.		Fuiation	Fuinting	Fulation
		Approximately 140–150 on-street	Existing: Approximately 30–35	Existing: Approximately 11 on-	Existing: Approximately 30–35	Existing: Approximately 30–35	Existing: Approximately	Approximately 100–110 on-street	Existing: Approximately 30–35	Existing: Approximately 10–15	Existing: Approximately 45–50		Existing: Approximately	Approximately 150–160 on-street	Existing: Approximately 45–50	Existing: Approximately 80–85	Existing: Approximately 35–40	Existing: Approximately 75–80	Existing: Approximately 30–35
	Change	spaces	on-street spaces	street spaces Proposed:	on-street spaces	on-street spaces Proposed:	150–160 on-street spaces	spaces	on-street spaces Proposed:	on-street spaces Proposed:	on-street spaces Proposed:	N/A	130–140 on-street spaces	spaces	on-street spaces Proposed:	on-street spaces	on-street spaces Proposed:	on-street spaces Proposed:	on-street spaces Proposed:
Capacity Reduction		Proposed: Approximately	Proposed: All parking removed	Approximately 6 on-	Proposed: All parking removed	-	Proposed: All parking	Proposed: Approximately 100-	Approximately 30–35		1		Proposed: All parking	Proposed: Approximately	Approximately 45–50	Proposed: All parking removed	Approximately 10–15	Approximately 75–80	
		110–120 on-street	Temoved	street spaces	removed	on-street spaces	removed	110 on-street spaces	on-street spaces	street spaces	on-street spaces		removed	150–160 on-street	on-street spaces	Temoveu	on-street spaces	on-street spaces	on-street spaces
	Impact	18% reduction	100% reduction	45% reduction	100% reduction	50% reduction	100% reduction	No proposed changes	No proposed changes	75% reduction	47% reduction	N/A	100% reduction	No proposed changes	No proposed changes	100% reduction	67% reduction	No proposed changes	13% reduction
	Impact Rating	Medium	High	Medium	High	Medium	High	No change	No change	High	Medium	N/A	High	No change	No change	High	High	No change	Low
			Peak residential		Peak residential					Peak residential			Peak residential			Peak residential			
ing			demand can be accommodated within		demand can be accommodated within		Parking changes will result in walks of more			demand can be accommodated within			demand can be accommodated within			demand can be accommodated within			
Park		Peak residential demand is less than	walks of less than 160		walks of less than 160	Peak residential demand is less than	than 160 metres (2		No proposed changes	walks of less than 160	Peak residential demand is less than		walks of less than 160			walks of less than 160		No proposed changes	Peak residential demand is less than
Demand: Residential	Impact	95% of the proposed	metres (2 minutes) compared to current	N/A	metres (2 minutes) compared to current	95% of the proposed	minutes) for residents during peak periods	N/A	to the existing on- street parking.	metres (2 minutes) compared to current	95% of the proposed	N/A	metres (2 minutes) compared to current	N/A	N/A	metres (2 minutes) compared to current	N/A	to the existing on- street parking.	95% of the proposed
		capacity.	provisions, provided		provisions, provided	capacity.	compared to current			provisions, provided	capacity.		provisions, provided			provisions, provided			capacity.
			that resident parking is prioritised.		that resident parking is prioritised.		provisions.			that resident parking is prioritised.			that resident parking is prioritised.	S		that resident parking is prioritised.	5		
	Impact Rating	Low	Medium	N/A	Medium	Low	High	N/A	No change	Medium	Low	N/A	Medium	N/A	N/A	Medium	N/A	No change	Low
			Parking changes will	Total peak demand can	Parking changes will	Total peak demand can	Parking changes will			Total peak demand can	Parking changes will		Parking changes will			Parking changes will	Total peak demand can		Total demand can be
		Total peak demand is	result in walks of more		result in walks of more		result in walks of more	No proposed changes	No proposed changes	be accommodated	result in walks of more		result in walks of more	No proposed changes	No proposed changes	result in walks of more		No proposed changes	accommodated within
Demand: Total	Impact	less than 95% of the	than 160 metres (2 minutes) during peak	within walks of less than 160 metres (2	than 160 metres (2 minutes) during peak	within walks of less than 160 metres (2	than 160 metres (2 minutes) during peak	to the existing on-	to the existing on-	within walks of less than 160 metres (2	than 160 metres (2 minutes) during peak	N/A	than 160 metres (2 minutes) during peak	to the existing on-	to the existing on-	than 160 metres (2 minutes) during peak	within walks of less than 160 metres (2	to the existing on-	walks of less than 160 metres (2 minutes)
Demand. Total		proposed capacity.	periods compared to	minutes) compared to	periods compared to	minutes) compared to	periods compared to	street parking.	street parking.	minutes) compared to	periods compared to		periods compared to		street parking.	periods compared to	minutes) compared to	street parking.	compared to current
			current provisions.	current provisions.	current provisions.	current provisions.	current provisions.			current provisions.	current provisions.	<u></u>	current provisions.			current provisions.	current provisions.		provisions.
	Impact Rating	Low	High	Medium	High	Medium	Hlgh	No change	No change	Medium	High	N/A	High	No change	No change	High	Medium	No change	Medium
				Opportunity to provide urban design and										Opportunity to provide	Opportunity to provide			Opportunity to provide urban design and	Opportunity to provide urban design and
Urban Design and Landscape En	nhancements			landscape										urban design and landscape	urban design and landscape			landscape	landscape
- 12. 2 22.811 Gird Carrascape Lill				enhancements in the Berhampore town											enhancements in the			enhancements through quiet route	enhancements through quiet route
				centre.										Newtown town centre.	Newtown town centre.			treatments.	treatments.
			-		1								-	1				1	

										Networ	k Section		1					
	Category		Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Adelaide Road	Luxford Street	Rintoul Street	Waripori Street	Russell Terrace	Riddiford Street	Riddiford Street	Daniell Street	Mercy Park	Emmett Street
			Dee St to Duppa St	Duppa St to Britomart St	Britomart St to Luxford St (Berhampore shops)	Luxford St to MacAclister Park	MacAlister Park to Stoke St	Stoke St to John St	John St to Basin Reserve roundabout	Adelaide Rd to Rintoul St	Luxford St to Waripori St	Rintoul St to Russell Tce	Waripori St to Riddiford St	Rhodes St to Mein St	Mein St to John St	Wilson St to Mercy Park	Daniell St to Emmett St	#22 Emmett St to Riddiford St
-	y Area Type Cyclist Uptake - Network		Residential	Residential	Commercial	Residential	Residential	Residential	Commercial The network captures app	Residential	Residential	Residential	Residential	Commercial	Commercial	Residential	Off-Road	Residential
	Cycle Treatment Descripti		Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless,	Quiet Route Cycling is appealing to the strong and fearless,	Off-Road Shared Path Cycling is appealing to the enthused and	Quiet Route Cycling is appealing to the strong and fearless,
	Cyclist Uptake - Facility		enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	enthused and confident, and	the enthused and confident, and some of	confident and the interested but	the enthused and confident, and some of
			interested but	interested but	interested but	interested but	interested but	interested but	interested but	interested but	interested but	interested but	interested but	interested but	interested but	the interested but concerned.	concerned only.	the interested but concerned.
			concerned.	concerned.	concerned.	concerned.	concerned. All foots	concerned.	concerned.	concerned. as determined by local an	concerned.	concerned.	concerned. details on best practice as	concerned.	concerned.	concerned.		concerned.
Pedest	rians			1 '	Opportunity to improve pedestrian space within the Berhampore town centre.	Footpaths narrowed on both sides of the street.	No change to footnaths			Footpath narrowed on	Footpaths narrowed on both sides of the street.	Footpath narrowed on			Footpath widened on one side of the street outside of Wellington Regional Hospital. Footpaths widened on both sides of the street north of Wellington Regional Hospital.	No change to footpaths	Shared path connection for pedestrians.	No change to footpaths
Buses			Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide to accommodate buses. There are minor opportunities to improve seating and shelter at bus stops.	from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide	Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide to accommodate buses.	buses. Traffic lanes remain a minimum of 3.0 m wide	from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide	Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes will increase to 3.0 m wide to better accommodate buses.	users.	from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide to accommodate buses.	to better accommodate		N/A	Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide to accommodate buses.	Cyclists are separated from the traffic lane, removing conflict with buses. Permanent bus lanes provided to improve LOS for public transport users. Bus lanes are a minimum of 3.0 m wide to accommodate buses.	N/A	N/A	N/A
				1	1	I	All traffic	lane widths meet desira	ble minimum dimensions,	as determined by local a	nd national design guidar	nce (see Design Report for	details on best practice of	guidance).	I	Trattic caiming	1	Irattic calming
			Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated from the traffic lane,	Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated	Cyclists are separated	elements introduced to reduce vehicle speeds and to reduce the attractiveness of the		elements introduced to reduce vehicle speeds and to reduce the attractiveness of the
			from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	removing conflict with motor vehicles.	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	from the traffic lane, removing conflict with	street as a through- route for vehicles,		street as a through- route for vehicles,
Motor	Vehicles		motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	Traffic lanes remain a minimum of 3.0 m	motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	motor vehicles. Traffic lanes remain a	motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are	N/A	reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are
	Package	Change								•	spaces on the streets incl					introduced		introduced
	Capacity Reduction		Existing: Approximately 140–150 on-street spaces Proposed: Approximately 140–150 on-street spaces	30–35 on-street spaces Proposed: Approximately 20–25	Existing: Approximately 11 on-street spaces Proposed: Approximately 10 on-street spaces	30–35 on-street spaces Proposed:			/ Existing: Approximately 710 / Existing: Approximately 100–110 on-street spaces Proposed: Approximately 100-110 on-street spaces	Existing: Approximately 30–35 on-street spaces Proposed: Approximately 30–35	Existing: Approximately 10–15 on-street spaces Proposed:	Existing: Approximately 45–50 on-street spaces Proposed: Approximately 20–25 on-street spaces	Existing: Approximately 35–40 on-street spaces Proposed:		45–50 on-street spaces Proposed: Approximately 45–50	Existing: Approximately 10–15 on-street spaces Proposed: Approximately 10–15 on-street spaces		Existing: Approximately 35–40 on-street spaces Proposed: Approximately 35–40 on-street spaces
		Impact	No proposed changes to the existing on-street parking.	25% reduction	9% reduction	No proposed changes to the existing on-street parking.	12% reduction	50% reduction	No proposed changes	No proposed changes to the existing on-street parking.		47% reduction	45% reduction	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.		No proposed changes to the existing on-stree parking.
Parking	Demand: Residential	Impact Rating Impact	No change No proposed changes to the existing on-street parking.	Medium Peak residential demand is less than 95% of the proposed capacity.	Low N/A	No change No proposed changes to the existing on-street parking.	Low Peak residential demand is less than 95% of the proposed capacity.	Peak residential demand is less than 95% of the proposed capacity.	No change N/A	No change No proposed changes to the existing on-street parking.	metres (2 minutes) compared to current provisions, provided that resident parking is	Peak residential demand is less than 95% of the proposed capacity.	Peak residential demand is less than 95% of the proposed capacity.	No change N/A	No change N/A	No change No proposed changes to the existing on-street parking.	N/A N/A	No proposed changes to the existing on-street parking.
		Impact Rating	No change	Low	N/A	No change	Low	Low	N/A	No change	prioritised. Medium	Low	Low	N/A	N/A	No change	N/A	No change
	Demand: Total	Impact	No proposed changes to the existing on-street parking.		Total peak demand can be accommodated within walks of less than 160 metres (2		Total peak demand is	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	No proposed changes	No proposed changes to the existing on-street parking.	Total peak demand can be accommodated within walks of less	Parking changes will result in walks of more than 160 metres (2 minutes) during peak	Total peak demand is	No proposed changes to the existing on-street parking.	No proposed changes	No proposed changes		No proposed changes to the existing on-street parking.
		Impact Rating	No change	Medium	Medium Opportunity to provide	No change	Low	High	No change	No change	Medium	High	Low	No change	No change	No change	N/A	No change
Urban	Design and Landscape En	nhancements			Opportunity to provide urban design and landscape enhancements in the Berhampore town centre.									urban design and landscape enhancements in the	Opportunity to provide urban design and landscape enhancements in the Newtown town centre.	urban design and landscape enhancements through		Opportunity to provide urban design and landscape enhancements through quiet route treatments.

													Network Section		I								
	Category	у	Adelaide Road	Adelaide Road Duppa St to	Adelaide Road Britomart St to	Luxford Street Adelaide Rd to	Waripori Street Rintoul St to Russell	Rintoul Street Luxford St to	Berhampore Golf Course East Adelaide Rd to	Russell Terrace Lavaud St to	Riddiford Street Rhodes St to Mein	Riddiford Street	Wilson Street Daniell St to	Owen Street	Wellington Regional Hospital Mein St to Hospital	Wellington Regional	Adelaide Road John St to Basin	Berhampore Golf Course West Adelaide Rd to	Stanley Street Duppa St to	MacAlister Park Stanley St to	Hanson Street	John Street Adelaide Rd to	Tasman Street John St to Pukeahu
)rima	ny Aron Tymo		Dee St to Duppa St	Britomart St	Luxford St (Berhampore shops)	Rintoul St	Tce	Riddiford St	Lavaud St	Riddiford St	St	Mein St to John St	Riddiford St	Wilson St to Mein S	Rd	Rd Rd	Reserve roundabout	Stanley St	MacAlister Park	Hanson St	Stoke St to John St	Tasman St	National War Memorial
	ry Area Type Cyclist Uptake - Network	rk	Residential	Residential	Commercial	Residential	Residential	Residential	Off-Road	Residential	Commercial The network capti	Commercial ures approximately 70	Residential 0% of the Berhampore	Residential , Newtown, and Mou	Off-Road nt Cook population.	Commercial	Commercial	Off-Road	Residential	Off-Road	Residential	Commercial	Residential
	Cycle Treatment Descrip	iption	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle y Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Off-Road Shared Track	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Quiet Route with Separated Cycle Lane/Path: Contraflow lane	Quiet Route	Off-Road Shared Path	Quiet Route	Separated Cycle Lane/Path: Two Way	Off-Road Shared Track	Quiet Route	Off-Road Shared Track	Quiet Route	Separated Cycle Lane/Path: Two Way	Quiet Route
lists				Cycling is appealing	Cycling is appealing	Cycling is appealing	Cycling is appealing	Cycling is appealing			Cycling is appealing	Cycling is appealing				Cycling is appealing	Cycling is appealing		Cycling is appealing		Cycling is appealing	Cycling is appealing	Cycling is appealing
Š			to all three cyclist types: strong and	to all three cyclist types: strong and	to all three cyclist types: strong and	to all three cyclist types: strong and	to all three cyclist types: strong and	to all three cyclist types: strong and	Cycling is appealing to the enthused and		to all three cyclist types: strong and	to all three cyclist types: strong and	to the strong and fearless, the	to the strong and fearless, the	Cycling is appealing to the enthused and		to all three cyclist types: strong and	Cycling is appealing to the enthused and	-	Cycling is appealing to the enthused and		to all three cyclist types: strong and	to the strong and fearless, the
	Cyclist Uptake - Facility	1	fearless, enthused and confident, and	fearless, enthused and confident, and		fearless, enthused and confident, and		fearless, enthused and confident, and	confident and the interested but	fearless, enthused and confident, and	fearless, enthused and confident, and	fearless, enthused and confident, and	enthused and confident, and some	enthused and confident, and some	confident and the interested but	enthused and confident, and some	fearless, enthused and confident, and	confident and the interested but	enthused and confident, and some	confident and the interested but	enthused and confident, and some	fearless, enthused and confident, and	
			interested but	interested but	interested but	interested but	interested but	interested but	concerned only.	interested but	interested but	interested but	of the interested but	of the interested but		of the interested but	interested but	concerned only.	of the interested but		of the interested but	interested but	of the interested bu
			concerned.	concerned.	concerned.	concerned.	concerned.	concerned.		concerned.	concerned.	concerned.	concerned.	concerned.		concerned.	concerned.		concerned.		concerned.	concerned.	concerned.
									All foot	path widths meet desi	rable minimum dimer		by local and national	design guidance (see	Design Report for deta	ils on best practice gu	idance).						
Pedes	strians			Footpaths narrowed on both sides of the street.		Footpath narrowed on southern side of the street.		Footpaths narrowed on both sides of the street.		Footpath narrowed on western side of the street.	Footpath widened on one side of the street.	Footpath widened on one side of the street outside of Wellington Regional Hospital. Footpaths widened on both sides of the street north of Wellington Regional Hospital.	No change to	No change to footpaths.	N/A	No change to footpaths.	No change to footpaths.	Shared path connection for pedestrians.	No change to footpaths.	Shared path connection for pedestrians.	No change to footpaths.	Footpath widened on one side of the street.	No change to footpaths.
			Cyclists are									Cyclists are					Cyclists are						
			separated from the	6 154	C distance	C distance		6 - 15 - 1 - 1			6 454	separated from the traffic lane,					separated from the traffic lane,					C. Patricia	
			traffic lane, removing conflict	Cyclists are separated from the	Cyclists are separated from the	Cyclists are separated from the		Cyclists are separated from the			Cyclists are separated from the	removing conflict with buses.					removing conflict with buses.					Cyclists are separated from the	
			with buses. Traffic lanes remain	traffic lane, removing conflict	traffic lane, removing conflict	traffic lane, removing conflict		traffic lane, removing conflict			traffic lane, removing conflict	Permanent bus					Temporary bus					traffic lane, removing conflict	
Buses	i		a minimum of 3.0 m wide to	with buses. Traffic lanes remain	with buses.	with buses. Traffic lanes remain	N/A	with buses. Traffic lanes will	N/A	N/A	with buses. Traffic lanes remain	lanes provided to improve LOS for	N/A	N/A	N/A	N/A	lanes provided to improve LOS for	N/A	N/A	N/A	N/A	with buses. Traffic lanes remain	N/A
			accommodate	a minimum of 3.0 m	a minimum of 3.0 m	a minimum of 3.0 m		increase to 3.0 m			a minimum of 3.0 m	public transport users.					public transport users.					a minimum of 3.0 m	
			buses. There are minor	wide to accommodate	wide to accommodate	wide to accommodate		wide to better accommodate			wide to accommodate	Bus lanes are a minimum of 3.0 m					Bus lanes remain a minimum of 3.0 m					wide to accommodate	
			opportunities to improve seating and	buses.	buses.	buses.		buses.			buses.	wide to					wide to					buses.	
			shelter at bus stops.									accommodate buses.					accommodate buses.						
									All traffi	lane widths meet de	irable minimum dime	ensions, as determined	d by local and nationa	l design guidance (see	Design Report for det	ails on best practice g	uidance).						
													Traffic calming elements introduced	Traffic calming l elements introduced	i	Traffic calming elements introduced			Traffic calming elements introduced		Traffic calming elements introduced		Traffic calming elements introduce
													to reduce vehicle speeds and to			to reduce vehicle			to reduce vehicle		to reduce vehicle speeds and to		to reduce vehicle speeds and to
			Cyclists are	Cyclists are	Cyclists are	Cyclists are	Cyclists are	Cyclists are		Cyclists are	Cyclists are	Cyclists are	reduce the	reduce the	Cyclists are	speeds and to reduce the	Cyclists are separated from the		speeds and to reduce the		reduce the	Cyclists are	reduce the
			separated from the	separated from the	separated from the	separated from the	separated from the	separated from the traffic lane,		separated from the traffic lane,	separated from the	separated from the	attractiveness of the street as a through-	attractiveness of the street as a through-	separated from the	attractiveness of the street as a through-	traffic lane,		attractiveness of the street as a through-		attractiveness of the street as a through-	separated from the	attractiveness of the street as a through
Motor	r Vehicles		traffic lane, removing conflict	traffic lane, removing conflict	traffic lane, removing conflict	traffic lane, removing conflict	traffic lane, removing conflict	removing conflict with motor vehicles.	N/A	removing conflict with motor vehicles.	traffic lane, removing conflict	traffic lane, removing conflict	route for vehicles, reducing vehicle	route for vehicles, reducing vehicle	traffic lane, removing conflict	route for vehicles, reducing vehicle	removing conflict with motor vehicles.	N/A	route for vehicles, reducing vehicle	N/A	route for vehicles, reducing vehicle	traffic lane, removing conflict	route for vehicles,
					with motor vehicles. Traffic lanes remain			Traffic lanes will	N/A	Traffic lanes will	with motor vehicles. Traffic lanes remain	with motor vehicles. Traffic lanes remain	volumes.	volumes.	with motor vehicles. Traffic lanes remain	volumes.	Traffic lanes remain a minimum of 3.0 m	IIVA	volumes.	I IVA	volumes.	with motor vehicles. Traffic lanes remain	volumes.
			a minimum of 3.0 m	a minimum of 3.0 m	a minimum of 3.0 m	a minimum of 3.0 m	a minimum of 2.5 m	increase to a minimum of 3.0 m		increase to a minimum of 3.0 m	a minimum of 3.0 m	a minimum of 3.0 m wide.	No change to existing traffic lane	No change to existing traffic lane	a minimum of 3.0 m	No change to existing traffic lane	wide. Painted median is		No change to existing traffic lane		No change to existing traffic lane	a minimum of 3.0 m	No change to existing traffic lane
			wide.	wide.	wide.	wide.	wide.	wide.		wide.	wide.	wide.	widths or parking except in areas	widths or parking except in areas	wide.	widths or parking except in areas	removed.		widths or parking except in areas		widths or parking except in areas	wide.	widths or parking except in areas
													where traffic	where traffic		where traffic			where traffic		where traffic		where traffic
													calming elements are introduced.	calming elements are introduced.		calming elements are introduced.			calming elements are introduced.		calming elements are introduced.		calming elements are introduced.
	Package	Change								P		proximately 1480–158			n the package kage; 12–18% reducti	on			1	1	1	'	
			Eviction	Existing:	Existing:	Existing:	Existing:	Existing:		Existing:	Existing:	Existing:	Existing:	Existing:		Existing:	Existing:		Existing:		Existing:	Existing:	Existing:
			Existing: Approximately 140-		Approximately 11	Approximately 30–35 on-street	Approximately 45–50 on-street	Approximately 150–160 on-street		Approximately 130–140 on-street	Approximately 150–160 on-street	Approximately 45–50 on-street	Approximately 40–45 on-street	Approximately 65–70 on-street		Approximately 10–15 on-street	Approximately 100–110 on-street		Approximately 125–135 on-street		Approximately 180–190 on-street	Approximately 6 on-	
		Change	150 on-street spaces Proposed:	spaces Proposed:	on-street spaces Proposed:	spaces Proposed:	spaces Proposed:	spaces Proposed:	N/A	spaces Proposed:	spaces Proposed:	spaces Proposed:	spaces Proposed:	spaces Proposed:	N/A	spaces Proposed:	spaces	N/A	spaces Proposed:	N/A	spaces Proposed:	street spaces Proposed:	spaces Proposed:
	Capacity Reduction		Approximately 140- 150 on-street spaces		Approximately 10 on-street spaces	Approximately 30–35 on-street	Approximately 20–25 on-street	Approximately 75–80 on-street		Approximately 80–85 on-street	Approximately 150–160 on-street	Approximately 45–50 on-street	Approximately 20–25 on-street	Approximately 65–70 on-street		Approximately 10–15 on-street	Proposed: Approximately 100-		Approximately 120–130 on-street		Approximately 160–170 on-street	Approximately 6 on- street spaces	Approximately 190–200 on-street
			No proposed	snares		No proposed	snares	snaces	L	spaces	snares No proposed	No proposed	snares	No proposed		spaces No proposed	110 on-street spaces		snares		snaces	No proposed	snaces
		Impact	changes to the existing on-street	25% reduction	9% reduction	changes to the existing on-street	47% reduction	49% reduction	N/A	37% reduction	changes to the existing on-street	changes to the existing on-street	44% reduction	changes to the existing on-street	N/A	changes to the existing on-street	No proposed changes	N/A	3% reduction	N/A	13% reduction	changes to the existing on-street	11% reduction
p0		Impact Pating	parking.	Medium	Low	parking.	Medium	Modium	N/A	Medium	parking.	parking.	Modium	parking.	N/A	parking.			Low	N/A	Low	parking.	Low
arkin		Impact Rating	No change No proposed	Peak residential	Low	No change No proposed	Peak residential	Medium Peak residential	N/A	Peak residential	No change	No change	Medium Peak residential	No change No proposed	N/A	No change No proposed	No change	N/A	Low Peak residential	N/A	Low Peak residential	No change	Low Peak residential
-	Demand: Residential	Impact	changes to the	demand is less than 95% of the proposed	N/A	changes to the existing on-street	demand is less than		I N/A	demand is less than 95% of the proposed	N/A	N/A	demand is less than 95% of the proposed	changes to the	N/A	changes to the existing on-street	N/A	N/A	demand is less than 95% of the proposed	N/A	demand is less than 95% of the proposed	I N/A	demand is less than 95% of the propose
			parking.	capacity.		parking.	capacity.	capacity.		capacity.			capacity.	parking.		parking.			capacity.		capacity.		capacity.
		Impact Rating	No change	Low Total peak demand	N/A Total peak demand	No change	Low	Low	N/A	Low	N/A	N/A	Low Total peak demand	No change	N/A	No change	N/A	N/A	Low	N/A	Low Total peak demand	N/A	Low
				can be	can be		Parking changes will result in walks of	Parking changes will result in walks of					can be								can be		
		Impact	No proposed changes to the	accommodated within walks of less		No proposed changes to the	more than 160 metres (2 minutes)	more than 160	N/A	Total peak demand is less than 95% of	No proposed changes to the	No proposed changes to the	accommodated within walks of less	No proposed changes to the	N/A	No proposed changes to the	No proposed changes to the	N/A	Total peak demand is less than 95% of	N/A	accommodated within walks of less	No proposed changes to the	Total peak demand is less than 95% of
	Demand: Total	Impact	existing on-street parking.	than 160 metres (2 minutes) compared	than 160 metres (2 minutes) compared	existing on-street parking.	during peak periods	during peak periods		the proposed capacity.	existing on-street parking.	existing on-street parking.	than 160 metres (2 minutes) compared	existing on-street parking.	N/A	existing on-street parking.	existing on-street parking.	N/A	the proposed capacity.	N/A	than 160 metres (2 minutes) compared		the proposed capacity.
			po15.	to current	to current	po	compared to current provisions.	compared to current provisions.			F-0.11.1.6.	Po. 1	to current	μαις.		Po6.	Pu		Supucity.		to current	Po6.	Lapacity.
		Impact Rating	No change	provisions. Medium	provisions. Medium	No change	High	High	N/A	Low	No change	No change	provisions. Medium	No change	N/A	No change	No change	N/A	Low	N/A	provisions. Medium	No change	Low
					Opportunity to provide urban						Opportunity to provide urban	Opportunity to provide urban	Opportunity to provide urban	Opportunity to provide urban		Opportunity to provide urban			Opportunity to provide urban		Opportunity to provide urban		Opportunity to provide urban
Lele :	Docign and Landers	Enhance			design and						design and	design and	design and	design and		design and			design and		design and		design and
nsan	n Design and Landscape Ei	Emnancements			landscape enhancements in						landscape enhancements in	landscape enhancements in	landscape enhancements	landscape enhancements		landscape enhancements			landscape enhancements		landscape enhancements		landscape enhancements
					the Berhampore						the Newtown town	the Newtown town	through quiet route	through quiet route		through quiet route			through quiet route		through quiet route		through quiet route
			•		. www.reilite.	•	•	•	•		Semis.		ameliis.	ameliis.	•	aunellis.			camems.	•	amems.	•	