

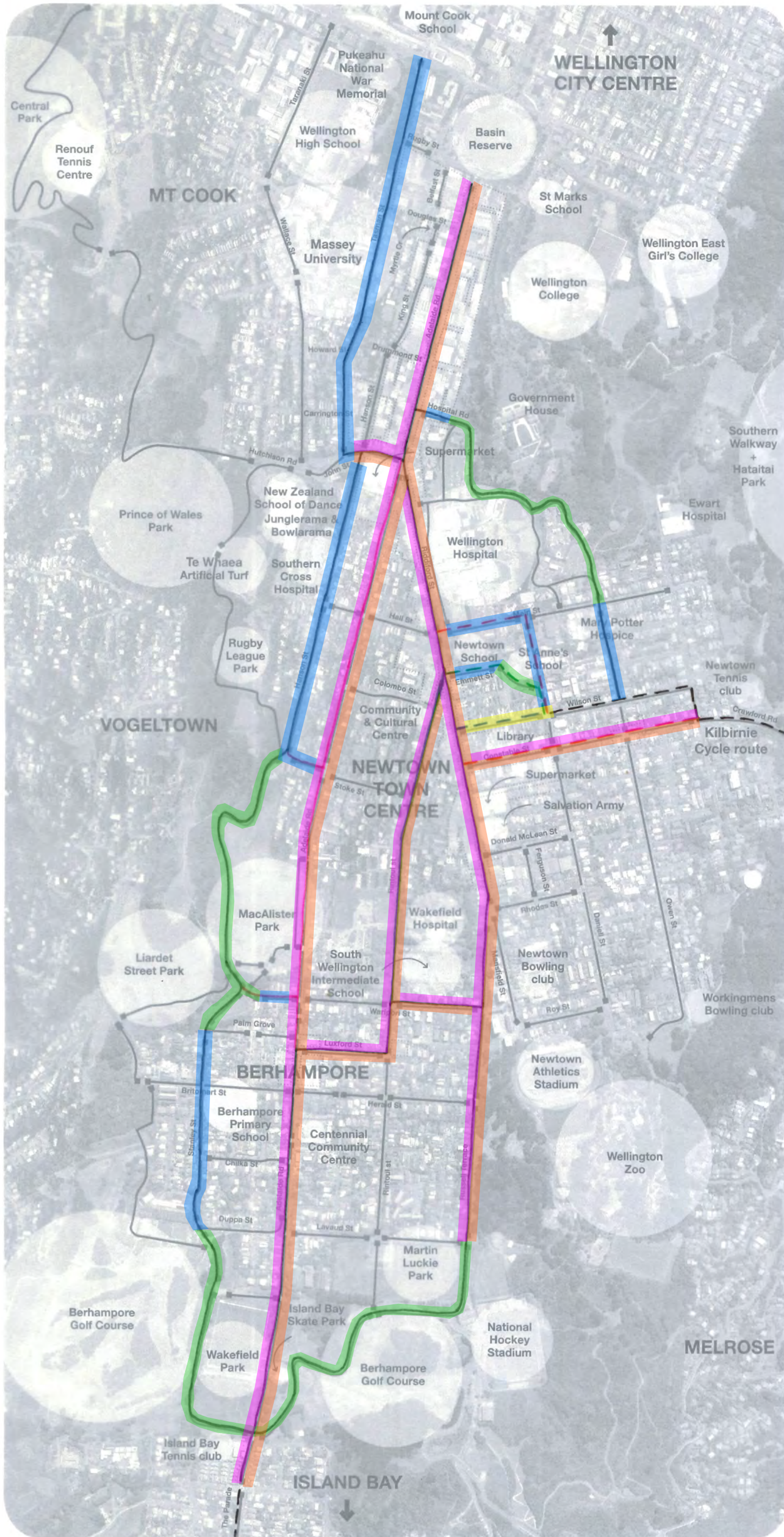
Appendix K – Networks: MCA

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 Description	Sub-Option Description	Primary 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

Network Family: DIRECT

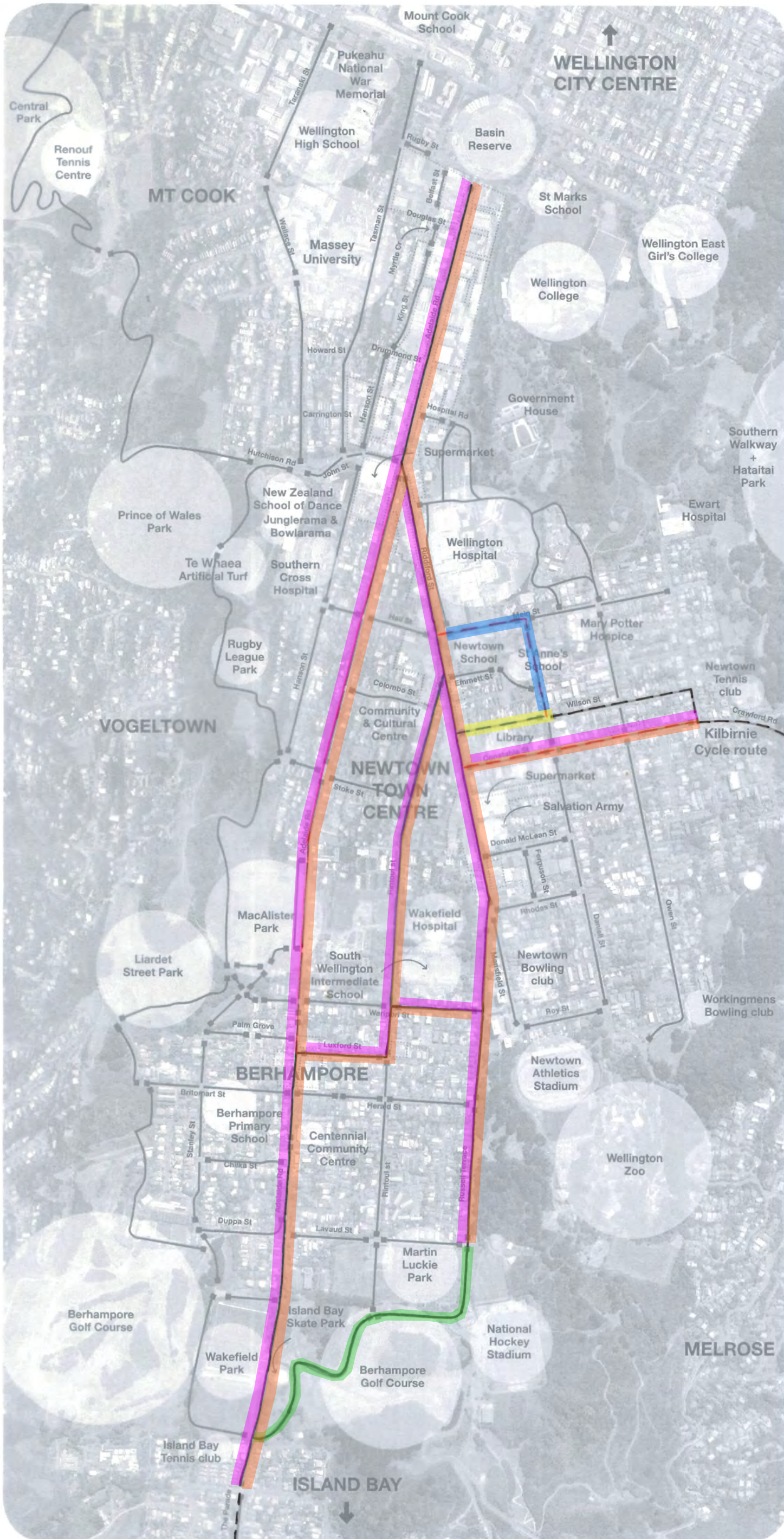
- All sub-options
- Other cycle projects
- Adelaide
- Rintoul
- Constable
- Wilson

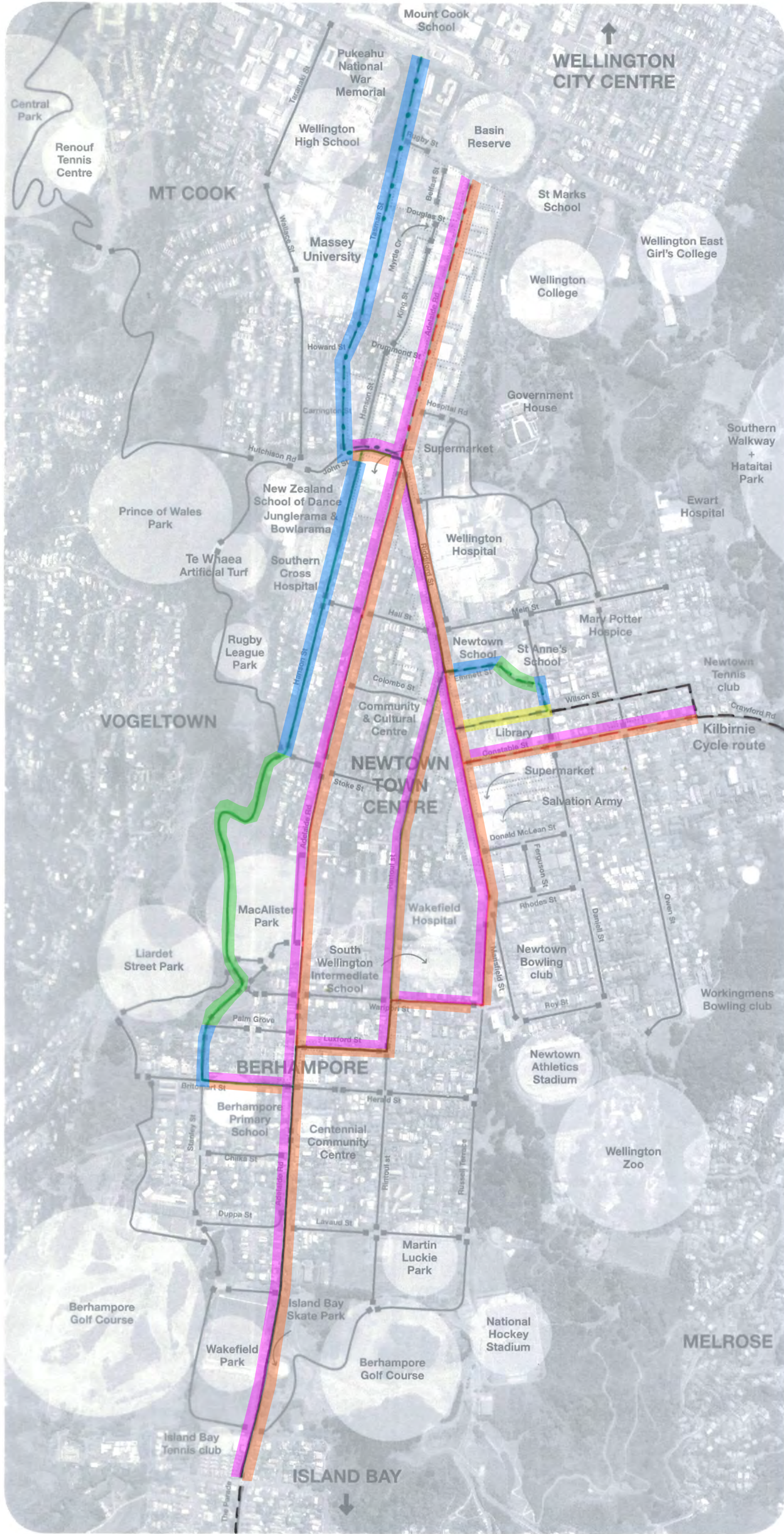
Sub-options:

- 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





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

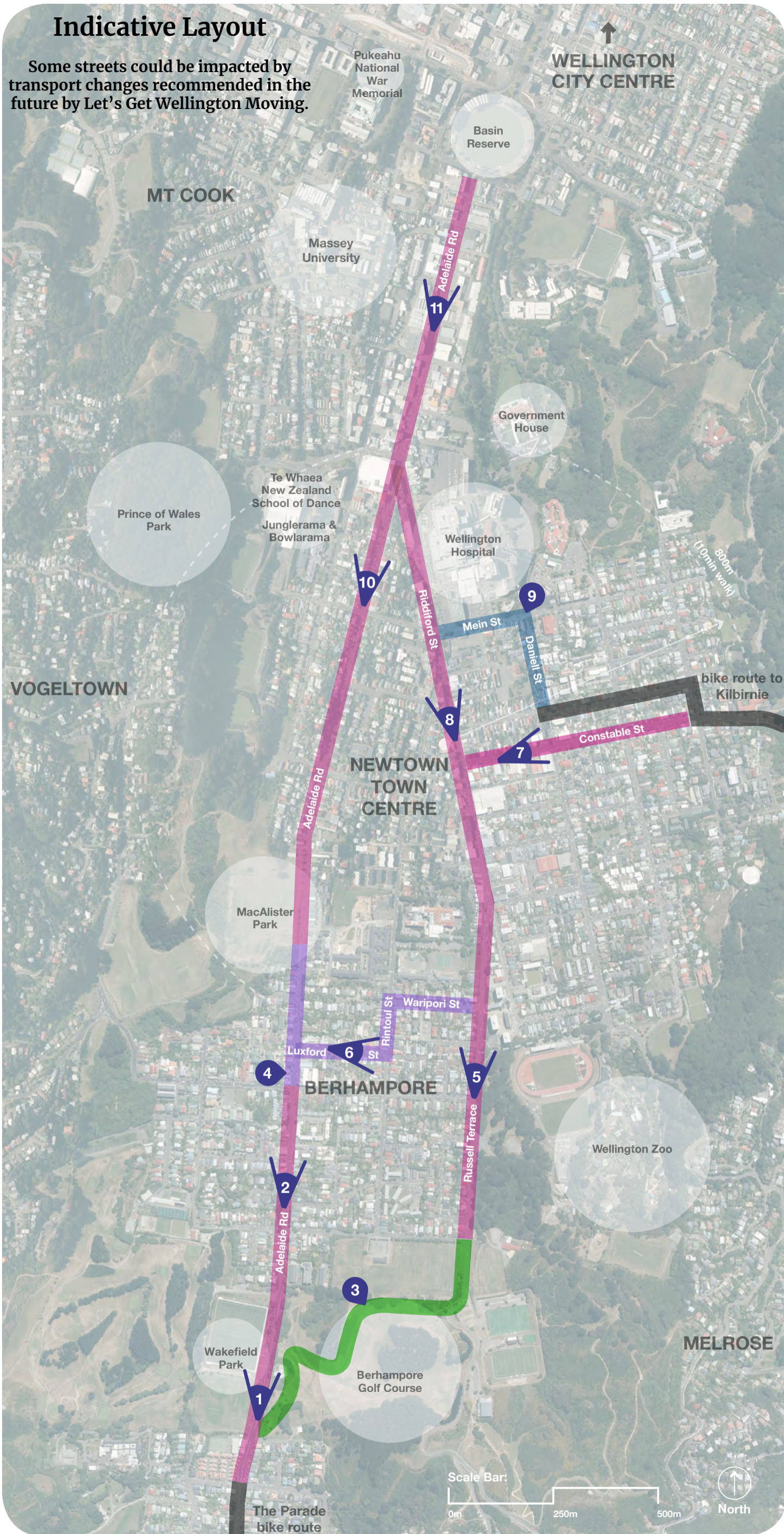
Off-Road Shared Path

Appendix M – Packages: MCA

Appendix N – Packages: Illustrative Views

Indicative Layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



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

Package A View 1

Adelaide Road @ Wakefield Park



Package A View 2

Adelaide Road #531



Package A View 5

Russell Terrace #82



Package A View 6

Luxford Street #19

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package A View 7

Constable Street #29



Package A View 8

Riddiford Street #138

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package A View 10

Adelaide Road #216



Package A View 11

Adelaide Road #72

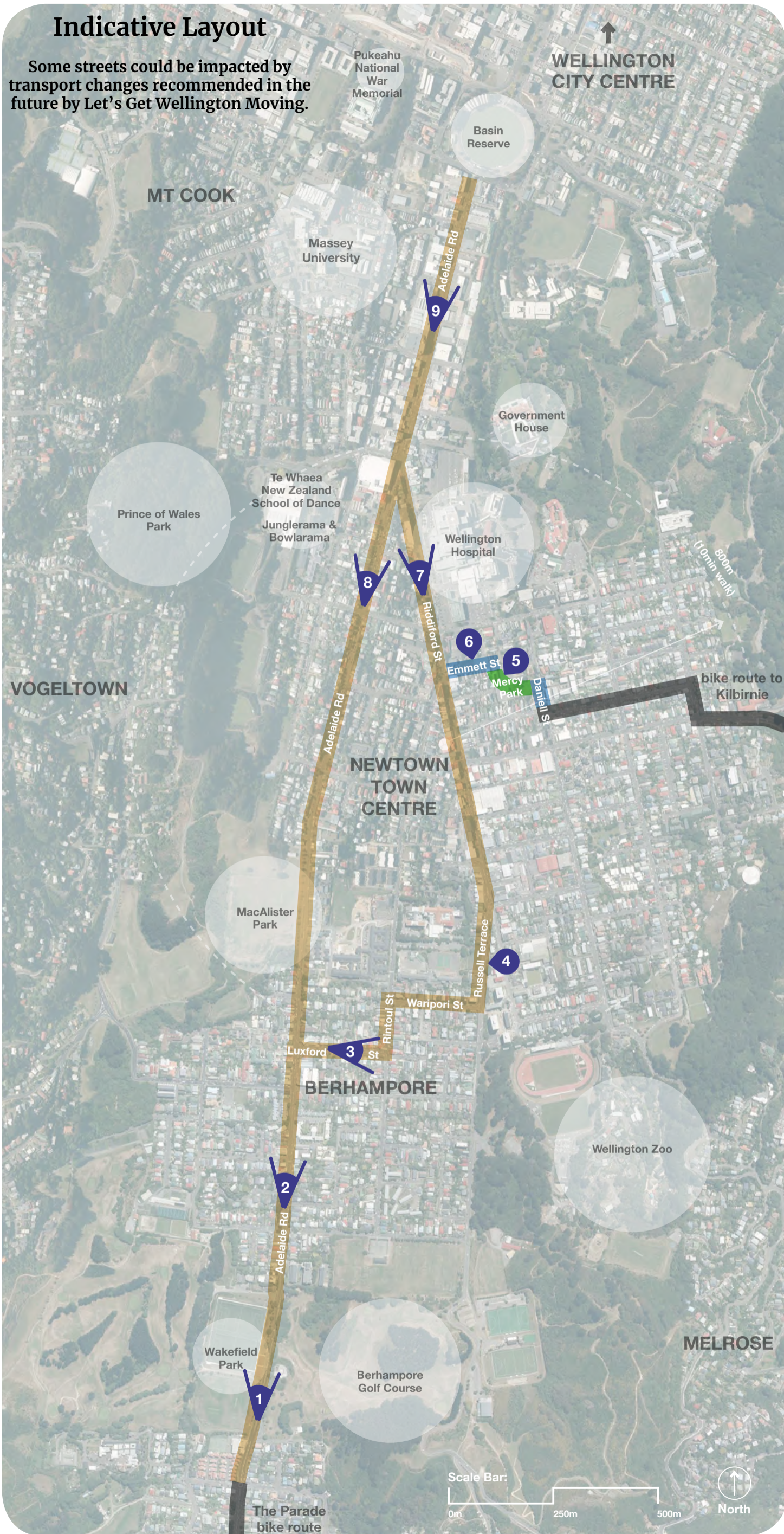
Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Indicative Layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



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

Package B View 1

Adelaide Road @ Wakefield Park



Package B View 2

Adelaide Road #531



Package B View 3

Luxford Street #19

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package B View 7

Riddiford Street #36

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package B View 8

Adelaide Road #216



Package B View 9

Adelaide Road #72

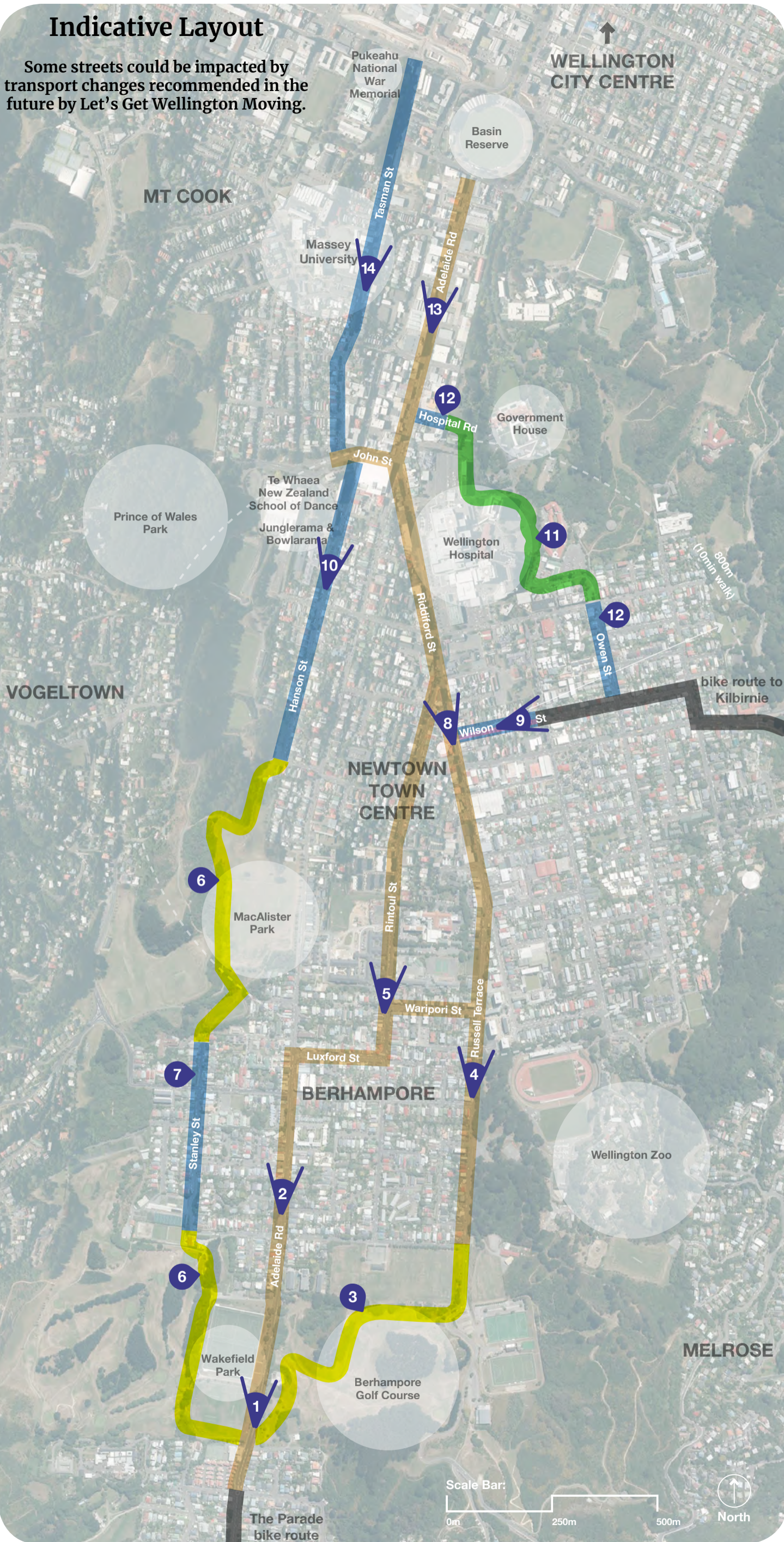
Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Indicative Layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package

C

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

Package C View 1

Adelaide Road @ Wakefield Park

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package C View 2

Adelaide Road #531

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



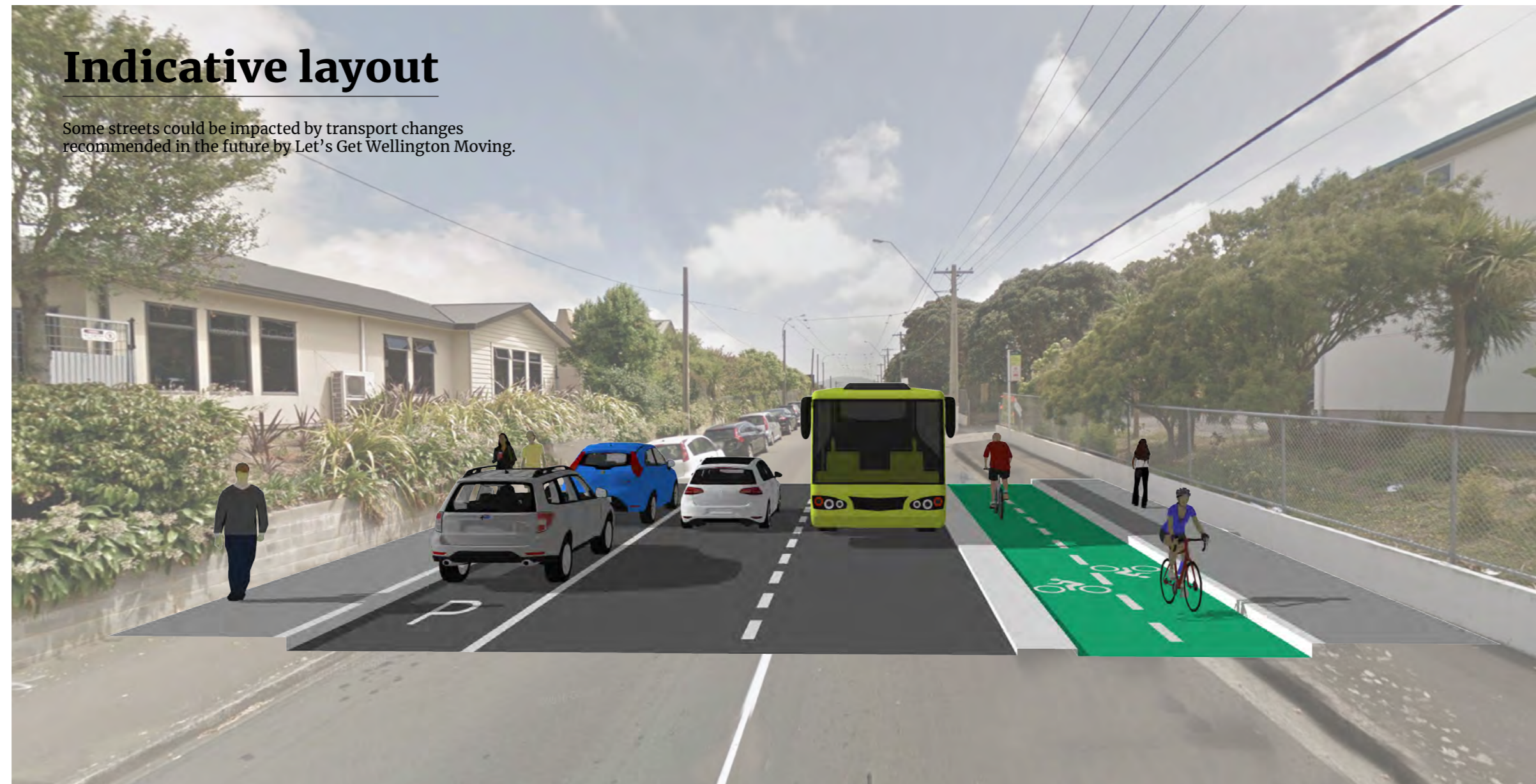
Package C View 4

Russell Terrace #82



Package C View 5

Rintoul Street #184



Package C View 8

Riddiford Street #138

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package C View 9

Wilson Street #25

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package C View 10

Hanson Street #111

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package C View 13

Adelaide Road #72

Indicative layout

Some streets could be impacted by transport changes recommended in the future by Let's Get Wellington Moving.



Package C View 14

Tasman Street #100



Appendix O – Packages: Impact Summary Tables

Package A: Summary Table

Category	Network Section																			
	Adelaide Road	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	
	Dee St to Duppa St	Duppa St to Britomart St	Britomart St to Luxford St (Berhampore shops)	Luxford St to MacAlister 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	Adelaide Rd to Lavaud St	Lavaud St to Riddiford St	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 St		
Primary Area Type	Residential	Residential	Commercial	Residential	Residential	Residential	Commercial	Residential	Residential	Residential	Off-Road	Residential	Commercial	Commercial	Residential	Commercial	Residential	Residential	Residential	
Cyclist Uptake - Network	The network captures approximately 65% of the Berhampore, Newtown, and Mount Cook population.																			
Cyclists	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Cycle Lanes	Cycle Lanes	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Cycle Lanes	Cycle Lanes	Cycle Lanes	Off-Road Shared Path	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Separated Cycle Lanes/Paths	Quiet Route	Quiet Route	
Cyclist Uptake - Facility	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.	Cycling is appealing to the strong and fearless and the enthused and confident only.	Cycling is appealing to the strong and fearless and the enthused and confident only.	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.	Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless and the enthused and confident only.	Cycling is appealing to the strong and fearless and the enthused and confident only.	Cycling is appealing to the strong and fearless and the enthused and confident only.	Cycling is appealing to the enthused and confident and the interested but concerned only.	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.	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.	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.	Cycling is appealing to the strong and fearless, the enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, the enthused and confident, and some of the interested but concerned.	
Pedestrians	All footpath widths meet desirable minimum dimensions, as determined by local and national design guidance (see Design Report for details on best practice guidance).																			
	No change to footpaths.	No change to footpaths.	Opportunity to improve pedestrian space within the Berhampore town centre.	No change to footpaths.	No change to footpaths.	Footpath narrowed on eastern side of the street.	Footpaths narrowed on both sides of the street.	Footpath narrowed on southern side of the street.	No change to footpaths.	Footpath narrowed on southern side of the street.	Shared path connection for pedestrians.	No change to footpaths.	No change to footpaths.	No change to footpaths.	No change to footpaths.	No change to footpaths.	No change to footpaths.	No change to footpaths.	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.	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. Traffic lanes remain a minimum of 3.0 m wide to accommodate 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.	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. Traffic lanes will increase to 3.0 m wide to better accommodate buses.	Cyclists are separated from the traffic lane, removing conflict with buses. Temporary bus lanes provided to improve LOS for public transport users. Bus lanes remain a minimum of 3.0 m wide to accommodate 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.	Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes will increase to 3.0 m wide to better accommodate buses. There are minor opportunities to improve seating and shelter at bus stops.	N/A	N/A	N/A	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.	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. Traffic lanes remain a minimum of 3.0 m wide to accommodate 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.	Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes remain a minimum of 3.0 m wide to accommodate buses.	N/A	N/A	
Motor Vehicles	All traffic lane widths meet desirable minimum dimensions, as determined by local and national design guidance (see Design Report for details on best practice guidance).																			
	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide. Painted median is removed.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 2.5 m wide.	N/A	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.
Package	Change	Existing: Approximately 1120–1220 on-street spaces on the streets included in the package Proposed: Approximately 580–680 on-street spaces on the streets included in the package; 44–48% reduction																		
Capacity Reduction	Change	Existing: Approximately 140–150 on-street spaces Proposed: Approximately 110–120 on-street spaces	Existing: Approximately 30–35 on-street spaces Proposed: All parking removed	Existing: Approximately 11 on-street spaces Proposed: Approximately 6 on-street spaces	Existing: Approximately 30–35 on-street spaces Proposed: All parking removed	Existing: Approximately 30–35 on-street spaces Proposed: Approximately 15–20 on-street spaces	Existing: Approximately 150–160 on-street spaces Proposed: All parking removed	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 on-street spaces	Existing: Approximately 10–15 on-street spaces Proposed: Approximately 0–5 on-street spaces	Existing: Approximately 45–50 on-street spaces Proposed: Approximately 20–25 on-street spaces	N/A	Existing: Approximately 130–140 on-street spaces Proposed: All parking removed	Existing: Approximately 150–160 on-street spaces Proposed: Approximately 150–160 on-street spaces	Existing: Approximately 45–50 on-street spaces Proposed: Approximately 45–50 on-street spaces	Existing: Approximately 80–85 on-street spaces Proposed: All parking removed	Existing: Approximately 35–40 on-street spaces Proposed: Approximately 10–15 on-street spaces	Existing: Approximately 75–80 on-street spaces Proposed: Approximately 75–80 on-street spaces	Existing: Approximately 30–35 on-street spaces Proposed: Approximately 25–30 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	
	Demand: Residential	Impact	Peak residential demand is less than 95% of the proposed capacity.	Peak residential demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions, provided that resident parking is prioritised.	N/A	Peak residential demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions, provided that resident parking is prioritised.	Peak residential demand is less than 95% of the proposed capacity.	Parking changes will result in walks of more than 160 metres (2 minutes) for residents during peak periods compared to current provisions.	N/A	No proposed changes to the existing on-street parking.	Peak residential demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions, provided that resident parking is prioritised.	Peak residential demand is less than 95% of the proposed capacity.	N/A	Peak residential demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions, provided that resident parking is prioritised.	N/A	N/A	Peak residential demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions, provided that resident parking is prioritised.	N/A	No proposed changes to the existing on-street parking.	Peak residential demand is less than 95% of the proposed capacity.
	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	
Demand: Total	Impact	Total peak demand is less than 95% of the proposed capacity.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) during peak periods compared to current provisions.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	N/A	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	No proposed changes to the existing on-street parking.	Total demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	
	Impact Rating	Low	High	Medium	High	Medium	High	No change	No change	Medium	High	N/A	High	No change	No change	High	Medium	No change	Medium	
Urban Design and Landscape Enhancements			Opportunity to provide urban design and landscape enhancements in the Berhampore town centre.										Opportunity to provide urban design and landscape enhancements in the Newtown town centre.	Opportunity to provide urban design and landscape enhancements in the Newtown town centre.				Opportunity to provide urban design and landscape enhancements through quiet route treatments.	Opportunity to provide urban design and landscape enhancements through quiet route treatments.	

Package B: Summary Table

Category		Network Section																	
		Adelaide Road Dee St to Duppa St	Adelaide Road Duppa St to Britomart St	Adelaide Road Britomart St to Luxford St	Adelaide Road Luxford St to MacAlister Park	Adelaide Road MacAlister Park to Stoke St	Adelaide Road Stoke St to John St	Adelaide Road John St to Basin Reserve roundabout	Luxford Street Adelaide Rd to Rintoul St	Rintoul Street Luxford St to Waripori St	Waripori Street Rintoul St to Russell Tce	Russell Terrace Waripori St to Riddiford St	Riddiford Street Rhodes St to Mein St	Riddiford Street Mein St to John St	Daniell Street Wilson St to Mercy Park	Mercy Park Daniell St to Emmett St	Emmett Street #22 Emmett St to Riddiford St		
Primary Area Type		Residential	Residential	Commercial	Residential	Residential	Residential	Commercial	Residential	Residential	Residential	Residential	Commercial	Commercial	Residential	Off-Road	Residential		
Cyclists	Cyclist Uptake - Network	The network captures approximately 55% of the Berhampore, Newtown, and Mount Cook population.																	
	Cycle Treatment Description	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Separated Cycle Lane/Path: Two Way Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Quiet Route	Off-Road Shared Path	Quiet Route
Cyclist Uptake - Facility		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.	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.	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.	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.	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.	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.	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.	Cycling is appealing to all three cyclist types: strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, the enthused and confident, and some of the interested but concerned.	Cycling is appealing to the enthused and confident and the interested but concerned only.	Cycling is appealing to the strong and fearless, the enthused and confident, and some of the interested but concerned.
Pedestrians		All footpath widths meet desirable minimum dimensions, as determined by local and national design guidance (see Design Report for details on best practice guidance).																	
Buses		Footpath widened on one side of the street.	Footpaths narrowed on both sides of the street.	Opportunity to improve pedestrian space within the Berhampore town centre.	Footpaths narrowed on both sides of the street.	No change to footpaths.	Footpaths narrowed on both sides of the street.	No change to footpaths.	Footpath narrowed on southern side of the street.	Footpaths narrowed on both sides of the street.	Footpath narrowed on southern side 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 footpaths.	Shared path connection for pedestrians.	No change to footpaths.		
Motor Vehicles		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.	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. Traffic lanes remain a minimum of 3.0 m wide to accommodate 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.	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. Traffic lanes will increase to 3.0 m wide to better accommodate buses.	Cyclists are separated from the traffic lane, removing conflict with buses. Temporary bus lanes provided to improve LOS for public transport users. Bus lanes remain a minimum of 3.0 m wide to accommodate 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.	Cyclists are separated from the traffic lane, removing conflict with buses. Traffic lanes will increase to 3.0 m wide to better accommodate buses.	N/A	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		
Parking		All traffic lane widths meet desirable minimum dimensions, as determined by local and national design guidance (see Design Report for details on best practice guidance).																	
Package Change		Existing: Approximately 850-950 on-street spaces on the streets included in the package Proposed: Approximately 710-810 on-street spaces on the streets included in the package; 12-21% reduction																	
Capacity Reduction		Existing: Approximately 140-150 on-street spaces Proposed: Approximately 140-150 on-street spaces	Existing: Approximately 30-35 on-street spaces Proposed: Approximately 20-25 on-street spaces	Existing: Approximately 11 on-street spaces Proposed: Approximately 10 on-street spaces	Existing: Approximately 30-35 on-street spaces Proposed: Approximately 30-35 on-street spaces	Existing: Approximately 30-35 on-street spaces Proposed: Approximately 25-30 on-street spaces	Existing: Approximately 150-160 on-street spaces Proposed: Approximately 75-80 on-street spaces	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 on-street spaces	Existing: Approximately 10-15 on-street spaces Proposed: Approximately 5-10 on-street spaces	Existing: Approximately 45-50 on-street spaces Proposed: Approximately 20-25 on-street spaces	Existing: Approximately 35-40 on-street spaces Proposed: Approximately 20-25 on-street spaces	Existing: Approximately 150-160 on-street spaces Proposed: Approximately 150-160 on-street spaces	Existing: Approximately 45-50 on-street spaces Proposed: Approximately 45-50 on-street spaces	Existing: Approximately 10-15 on-street spaces Proposed: Approximately 10-15 on-street spaces	N/A	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.	38% reduction	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.	N/A	No proposed changes to the existing on-street parking.		
Impact Rating		No change	Medium	Low	No change	Low	Medium	No change	No change	Medium	Medium	Medium	No change	No change	No change	N/A	No change		
Demand: Residential		No proposed changes to the existing on-street parking.	Peak residential demand is less than 95% of the proposed capacity.	N/A	No proposed changes to the existing on-street parking.	Peak residential demand is less than 95% of the proposed capacity.	Peak residential demand is less than 95% of the proposed capacity.	N/A	No proposed changes to the existing on-street parking.	Peak residential demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions, provided that resident parking is prioritised.	Peak residential demand is less than 95% of the proposed capacity.	Peak residential demand is less than 95% of the proposed capacity.	N/A	N/A	No proposed changes to the existing on-street parking.	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	Medium	Low	Low	N/A	N/A	No change	N/A	No change		
Demand: Total		No proposed changes to the existing on-street parking.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	No proposed changes to the existing on-street parking.	Total peak demand is less than 95% of the proposed capacity.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	Total peak demand is less than 95% of the proposed capacity.	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.	N/A	No proposed changes to the existing on-street parking.		
Impact Rating		No change	Medium	Medium	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 Enhancements				Opportunity to provide urban design and landscape enhancements in the Berhampore town centre.									Opportunity to provide urban design and landscape enhancements in the Newtown town centre.	Opportunity to provide urban design and landscape enhancements in the Newtown town centre.	Opportunity to provide urban design and landscape enhancements through quiet route treatments.		Opportunity to provide urban design and landscape enhancements through quiet route treatments.		

Package C: Summary Table

Category		Network Section																					
		Adelaide Road	Adelaide Road	Adelaide Road	Luxford Street	Waripori Street	Rintoul Street	Berhampore Golf Course East	Russell Terrace	Riddiford Street	Riddiford Street	Wilson Street	Owen Street	Wellington Regional Hospital	Hospital Road	Adelaide Road	Berhampore Golf Course West	Stanley Street	MacAlister Park	Hanson Street	John Street	Tasman Street	
Primary Area Type		Residential	Residential	Commercial	Residential	Residential	Residential	Off-Road	Residential	Commercial	Commercial	Residential	Residential	Off-Road	Commercial	Commercial	Off-Road	Residential	Off-Road	Residential	Commercial	Residential	
Cyclists	Cyclist Uptake - Network	The network captures approximately 70% of the Berhampore, Newtown, and Mount Cook population.																					
	Cycle Treatment Description	Separated Cycle Lane/Path: Two Way	Separated Cycle Lane/Path: Two Way	Separated Cycle 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	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
	Cyclist Uptake - Facility	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.	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.	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.	Cycling is appealing to the enthused and confident and the interested but concerned only.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and interested but concerned.	Cycling is appealing to the strong and fearless, enthused and confident, and some of the interested but concerned.
Pedestrians		All footpath widths meet desirable minimum dimensions, as determined by local and national design guidance (see Design Report for details on best practice guidance).																					
		Footpath widened on one side of the street.	Footpaths narrowed on both sides of the street.	Opportunity to improve pedestrian space within the Berhampore town centre.	Footpath narrowed on southern side of the street.	Footpath narrowed on southern side of the street.	Footpaths narrowed on both sides of the street.	Shared path connection for pedestrians.	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 footpaths.	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.	
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.	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. Traffic lanes remain a minimum of 3.0 m wide to accommodate 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.	N/A	N/A	N/A	N/A	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	N/A	N/A	N/A	N/A	N/A	N/A	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.	N/A	
Motor Vehicles		All traffic lane widths meet desirable minimum dimensions, as determined by local and national design guidance (see Design Report for details on best practice guidance).																					
		Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 2.5 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	N/A	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes will increase to a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through-route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through-route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through-route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	N/A	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through-route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	N/A	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through-route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	Cyclists are separated from the traffic lane, removing conflict with motor vehicles. Traffic lanes remain a minimum of 3.0 m wide.	Traffic calming elements introduced to reduce vehicle speeds and to reduce the attractiveness of the street as a through-route for vehicles, reducing vehicle volumes. No change to existing traffic lane widths or parking except in areas where traffic calming elements are introduced.	
Parking	Package	Existing: Approximately 1480-1580 on-street spaces on the streets included in the package Proposed: Approximately 1250-1350 on-street spaces on the streets included in the package; 12-18% reduction																					
	Capacity Reduction	Change	Existing: Approximately 140-150 on-street spaces Proposed: Approximately 140-150 on-street spaces	Existing: Approximately 30-35 on-street spaces Proposed: Approximately 20-25 on-street spaces	Existing: Approximately 11 on-street spaces Proposed: Approximately 10 on-street spaces	Existing: Approximately 30-35 on-street spaces Proposed: Approximately 30-35 on-street spaces	Existing: Approximately 45-50 on-street spaces Proposed: Approximately 20-25 on-street spaces	Existing: Approximately 150-160 on-street spaces Proposed: Approximately 75-80 on-street spaces	N/A	Existing: Approximately 130-140 on-street spaces Proposed: Approximately 80-85 on-street spaces	Existing: Approximately 150-160 on-street spaces Proposed: Approximately 150-160 on-street spaces	Existing: Approximately 45-50 on-street spaces Proposed: Approximately 45-50 on-street spaces	Existing: Approximately 40-45 on-street spaces Proposed: Approximately 20-25 on-street spaces	Existing: Approximately 65-70 on-street spaces Proposed: Approximately 65-70 on-street spaces	N/A	Existing: Approximately 10-15 on-street spaces Proposed: Approximately 10-15 on-street spaces	Existing: Approximately 100-110 on-street spaces Proposed: Approximately 100-110 on-street spaces	N/A	Existing: Approximately 125-135 on-street spaces Proposed: Approximately 120-130 on-street spaces	N/A	Existing: Approximately 180-190 on-street spaces Proposed: Approximately 160-170 on-street spaces	Existing: Approximately 6 on-street spaces Proposed: Approximately 6 on-street spaces	Existing: Approximately 210-220 on-street spaces Proposed: Approximately 190-200 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.	47% reduction	49% reduction	N/A	37% reduction	No change	No change	44% reduction	No proposed changes to the existing on-street parking.	N/A	No proposed changes to the existing on-street parking.	No proposed changes	N/A	3% reduction	N/A	13% reduction	No proposed changes to the existing on-street parking.	11% reduction
		Impact Rating	No change	Medium	Low	No change	Medium	Medium	N/A	Medium	No change	No change	Medium	No change	N/A	No change	No change	N/A	Low	N/A	Low	No change	Low
		Demand: Residential	Impact	No proposed changes to the existing on-street parking.	Peak residential demand is less than 95% of the proposed capacity.	N/A	No proposed changes to the existing on-street parking.	Peak residential demand is less than 95% of the proposed capacity.	Peak residential demand is less than 95% of the proposed capacity.	N/A	Peak residential demand is less than 95% of the proposed capacity.	N/A	N/A	Peak residential demand is less than 95% of the proposed capacity.	No proposed changes to the existing on-street parking.	N/A	No proposed changes to the existing on-street parking.	N/A	Peak residential demand is less than 95% of the proposed capacity.	N/A	Peak residential demand is less than 95% of the proposed capacity.	N/A	Peak residential demand is less than 95% of the proposed capacity.
	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 minutes) compared to current provisions.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	No proposed changes to the existing on-street parking.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	Parking changes will result in walks of more than 160 metres (2 minutes) during peak periods compared to current provisions.	N/A	Total peak demand is less than 95% of the proposed capacity.	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	No proposed changes to the existing on-street parking.	N/A	No proposed changes to the existing on-street parking.	No proposed changes to the existing on-street parking.	N/A	Total peak demand is less than 95% of the proposed capacity.	N/A	Total peak demand can be accommodated within walks of less than 160 metres (2 minutes) compared to current provisions.	Total peak demand is less than 95% of the proposed capacity.	
		Impact Rating	No change	Medium	Medium	No change	High	High	N/A	Low	No change	No change	Medium	No change	N/A	No change	No change	N/A	Low	N/A	Medium	No change	Low
Urban Design and Landscape Enhancements				Opportunity to provide urban design and landscape enhancements in the Berhampore town centre.						Opportunity to provide urban design and landscape enhancements in the Newtown town centre.	Opportunity to provide urban design and landscape enhancements in the Newtown town centre.	Opportunity to provide urban design and landscape enhancements through quiet route treatments.	Opportunity to provide urban design and landscape enhancements through quiet route treatments.		Opportunity to provide urban design and landscape enhancements through quiet route treatments.			Opportunity to provide urban design and landscape enhancements through quiet route treatments.		Opportunity to provide urban design and landscape enhancements through quiet route treatments.	Opportunity to provide urban design and landscape enhancements through quiet route treatments.	Opportunity to provide urban design and landscape enhancements through quiet route treatments.	