The Parade Upgrade

Short-term safety improvements and long-term upgrades

25 May 2021

Tonkin+Taylor

8 October 2020 – Strategy and Policy Committee

Tonkin+Taylor

Cycleways update 20/21

STRATEGY AND POLICY COMMITTEE
8 OCTOBER 2020

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

2.3 Cycleways Programme Update 20/21

Moved Deputy Mayor Free, seconded Mayor Foster, the following motion

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree that funding to cover the budget shortfall for Cobham Drive is reprioritised from elsewhere within the cycleways budget.
3. Agree to additional funding to cover the overspend on Evans Bay (stage 1) and for budget uplift for the Miramar cutting bike and walking improvements to complete 80% of these projects as per agreed with Waka Kotahi in our Memorandum of Understanding for the Urban Cycleways funding.
4. Note that officers will be progressing planning for the Island Bay project this financial year, after being advised that the project was not successful as a shovel ready project.
5. Note that officers are progressing the four innovating streets projects approved by Waka Kotahi.

Moved Councillor Foon, seconded Councillor Fitzsimons, the following amendment

Resolved

6. Ask officers to update the Newtown connections website with indicative process and timeline as soon as we have direction from LGWM on a Southern connections plan from the central city to Island Bay.
7. Ask officers to contact Waka Kotahi seeking funding for the Island Bay Parade upgrade ~~cycle way~~ as soon as possible.

Carried

8 October 2020 – Strategy and Policy Committee

Tonkin+Taylor

Annual Plan 20/21

ANNUAL PLAN/LONG-TERM PLAN COMMITTEE
18 FEBRUARY 2021

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

2. General Business

2.1 Long-Term Plan - Proposed Plan and Budget for Consultation

Page 7 in minutes

Moved Mayor Foster, seconded Deputy Mayor Free, the following motion

Recommendation/s

That the Annual Plan/Long-Term Plan Committee:

1. Receive the information.

...

12. Instruct officers to bring forward the resealing of the Island Bay Parade and simultaneously remove ghost markings, complete minor safety improvements and install buffers between the cycleway and parking lanes.

Page 8 in minutes

13. Note that the minor safety improvement is expected to require removal of some parking and therefore a traffic resolution.

...

Moved Councillor Foon, seconded Councillor Rush, the following amendment

Page 12 in minutes

Resolved

That the Annual Plan/Long-Term Plan Committee:

17. Increase spending for cycleways by $45 million over years 4-10 which will keep us under the debt to revenue ratio.
18. Request officers to advise us how the Island Bay project can be included within that programme.

Carried

TODAY'S PURPOSE

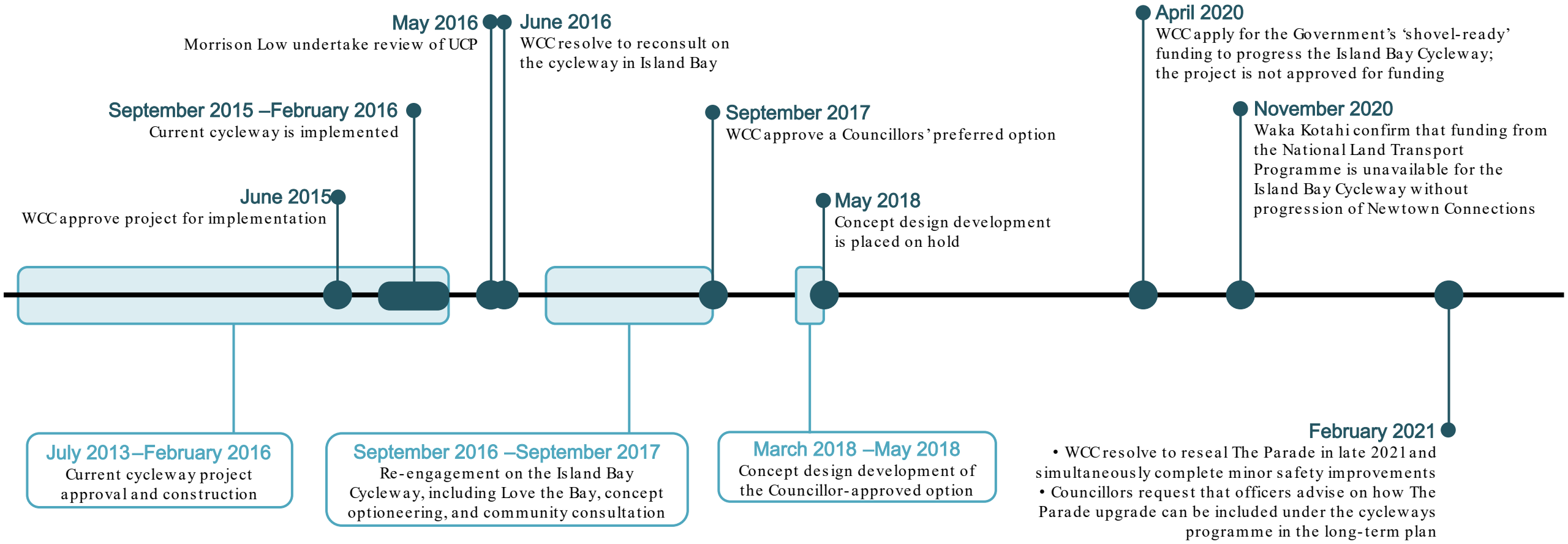
- To outline what can be achieved on The Parade within three funding brackets:
  1. $0
  2. Up to $6.1 million (the previously approved budget)
  3. Greater than $6.1 million (to implement the option previously approved by Councillors)

- To inform decision making around Long-Term Plan budget, **not** to select a preferred outcome

AGENDA

- Background
  - Historic timeline
  - Current issues on The Parade
- Short-term safety improvements
  - Options considered
  - Recommended improvements
  - Implementation
- Long-term upgrades
  - Assessment process
  - Short-listed options
  - MCA results for the short list options
  - Key features of the short list options
  - Recommendation

HISTORIC TIMELINE



CURRENT ISSUES

Road Safety Audit findings:

- Inconsistency in road markings (cycle markings and ghost markings)
- Intervisibility at:
  - Bus shelters
  - Driveways
  - Intersections
- Parking in the buffer zone
- Narrow lanes at the bend (south of Medway St
- Transition for cyclists from the cycle lane to th

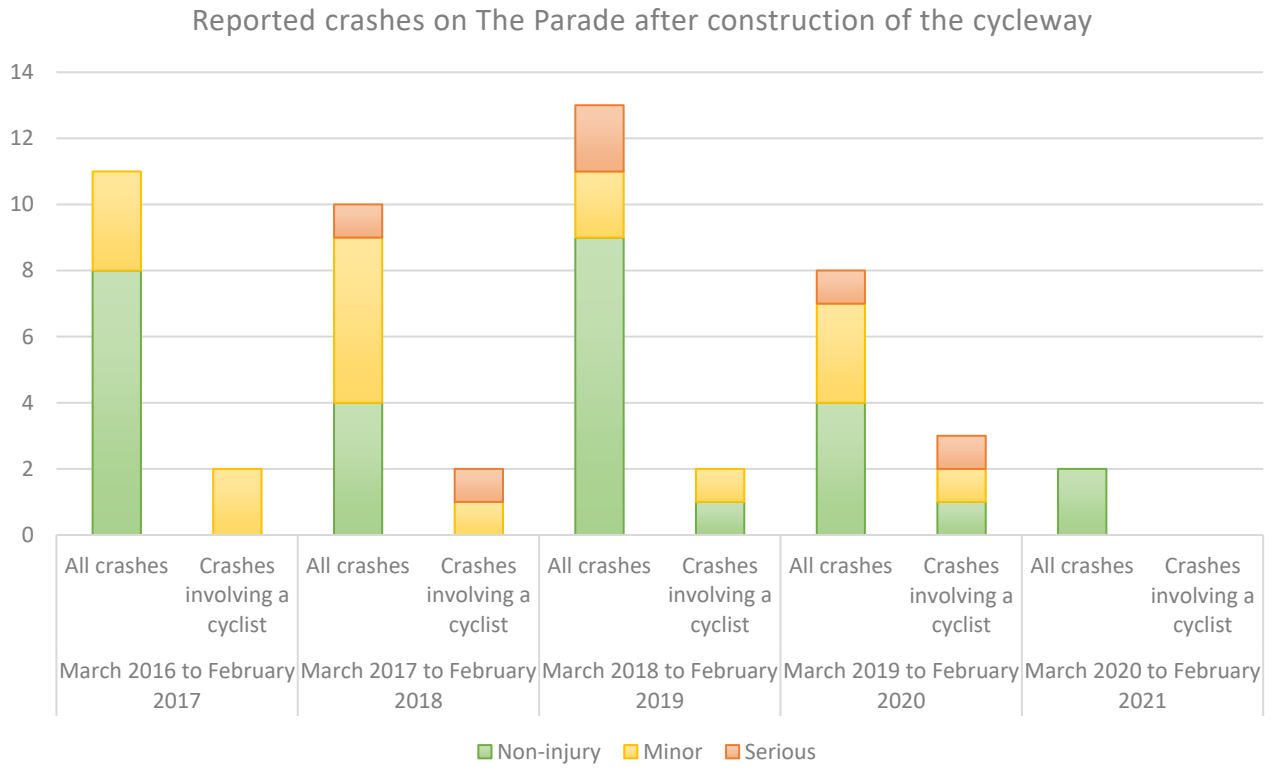
CURRENT ISSUES

Community feedback:

- Inconsistent and confusing layout
- Lack of visibility of cyclists at:
  - Driveways
  - Intersections
- Confusing parking layout
- Difficult for passengers to unload from parked vehicles and cross the cycle lane
- Narrow traffic lanes; cars exiting driveways need to cross the centreline
- Bus stops and traffic islands block traffic, causing delays

CURRENT ISSUES

Crash history (post construction, Mar 2016 - Feb 2021):



- 44 crashes total
- 9 crashes involving cyclists:
  - 2 in the town centre
  - 3 between motor vehicles and cyclists at driveways
  - 3 between motor vehicles and cyclists at intersections
  - 1 between a cyclist and a pedestrian in the midblock

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Short-term safety improvements

Short-term safety improvements: options considered

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Improvement		Issue(s) addressed
Separators	Vertical posts	• Vehicles parked in the buffer zone
	Low mountable separators	• Vehicles parked in the buffer zone • Conflict between cyclists and vehicles turning into/out of driveways
	Kerb separators	• Vehicles parked in the buffer zone • Narrow car door buffer zone • Confusing layout • Difficulty unloading from parked cars
	Planter boxes	• Vehicles parked in the buffer zone • Narrow car door buffer zone • Confusing layout
Parking	1m setback at driveways	• Lack of visibility of cyclists at driveways
	3m setback at driveways	• Lack of visibility of cyclists at driveways • Vehicles crossing the centreline when exiting driveways
	30m setback on intersection approaches	• Lack of visibility of cyclists at intersections
	No individual car parks	• Individual car park markings
Road markings	Consistent cycle markings	• Lack of consistency along The Parade • Lack of visibility of the cycle lanes at intersections
	Wider buffer space	• The existing buffers are narrower than the minimum recommended width • Difficulty unloading from parked cars
	Wider traffic lanes	• Difficulty entering and exiting driveways • Difficult for buses and heavy vehicles to pass each other
Bus stop improvements		• Lack of intervisibility between cyclists and pedestrians at bus stops • Lack of consistency • Delay at bus stops
Raised tables		• Conflict at intersections • Lack of visibility of cyclists
Remove ghost markings		• Lack of consistency along The Parade • Confusing layout
Business zone	Cycle lanes	• Shared traffic lanes through the town centre
	Bus and bike-friendly road humps	• Non-cycle-friendly traffic calming measures for the shared traffic lanes in the town centre
	Remark transitions from the cycle lanes	• Lack of consistency along The Parade • Lack of clarity at transitions to/from the cycle lanes and the business zone

Short-term safety improvements: options considered

Improvement		Issue(s) addressed	Recommended?
Separators	Vertical posts	• Vehicles parked in the buffer zone	×
	Low mountable separators	• Vehicles parked in the buffer zone • Conflict between cyclists and vehicles turning into/out of driveways	✓
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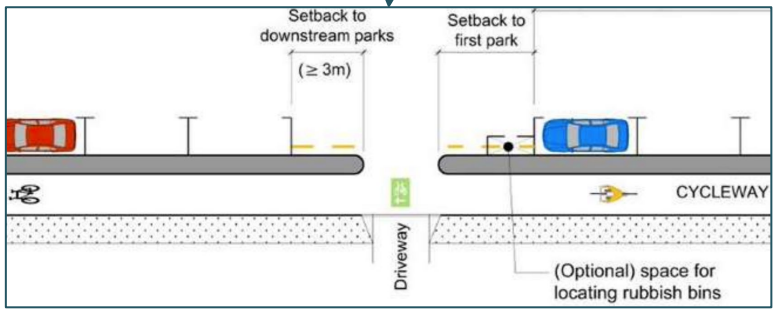

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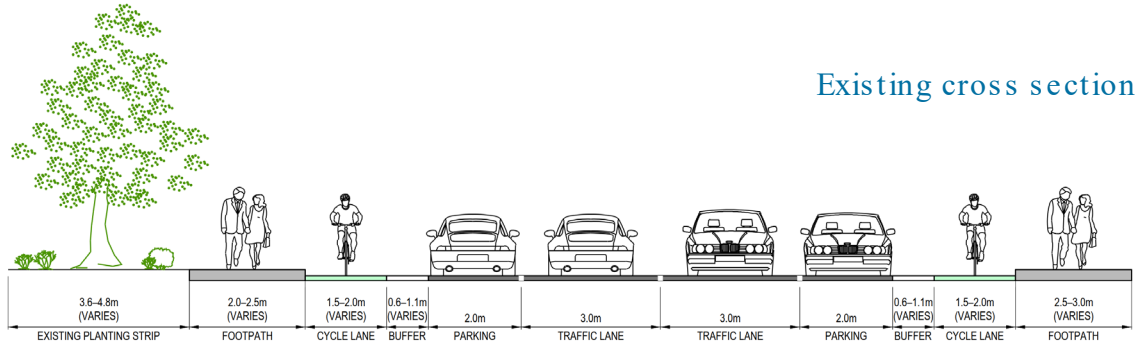
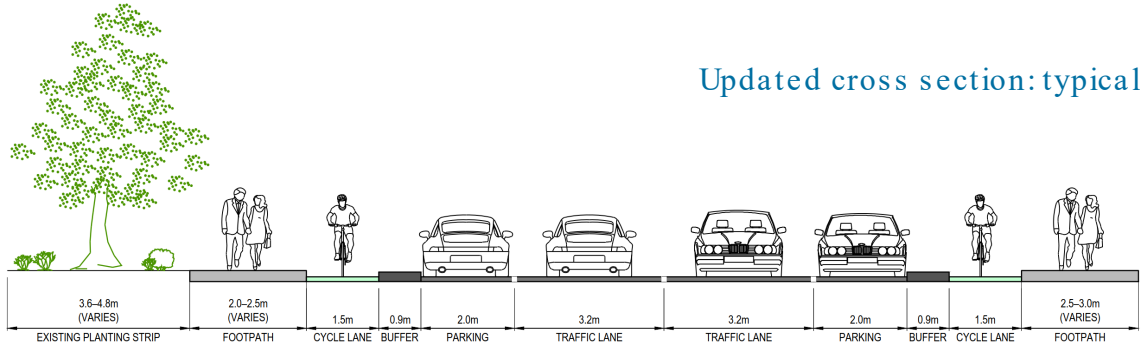
Short-term safety improvements: recommendation

1. Physical separators in the buffer:
   a. Precast concrete kerb separators
   b. Low mountable separators across driveways
2. Parking (residential area):
   a. 3m setbacks at driveways
   b. 30m setbacks on approaches to intersections
   c. No individual car parks
3. Road markings:
   a. Cycle facilities marked consistently across intersections
   b. 0.9m buffer
   c. 3.2m traffic lanes
4. Resurfacing
5. Town centre:
   a. Replace the existing road cushions with road humps
   b. Remark the road markings south of Medway Street

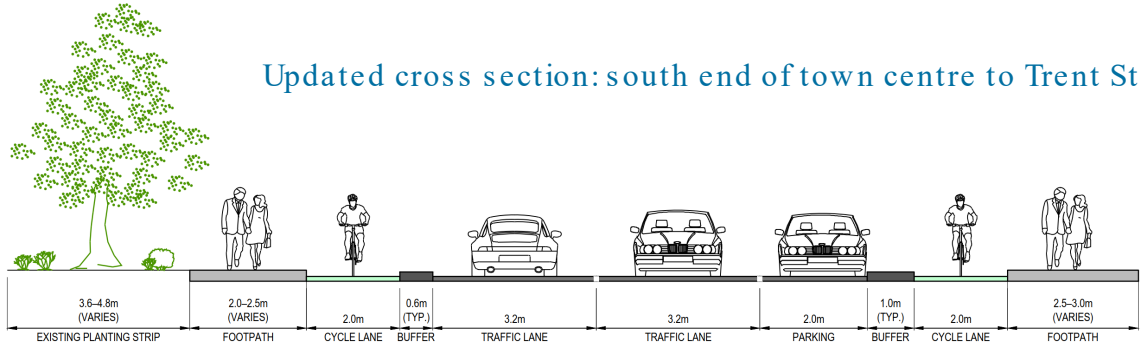
Existing cross section



Updated cross section: typical



Updated cross section: south end of town centre to Trent St



Short-term safety improvements: implementation

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Legend

Resurfacing

Residential safety improvements:
- Parking changes
- Cycle lanes marked through intersections
- Widened buffer space and traffic lanes

Town centre safety improvements:
- New road humps
- Remarked transitions to/from the cycle lanes

Base construction cost estimate for resurfacing between Mersey St and Reef St	=	$120,000

		Option 1	Option 2	Option 3	Option 4
	Resurfacing to remove ghost markings	Mersey St to Reef St only	Mersey St to Reef St only	Avon St to Reef St only	✓
	Parking changes	Mersey St to Reef St only	✓	✓	✓
	Cycle lanes marked through intersections	Humber St intersection only	✓	✓	✓
	Widened buffer space and traffic lanes	Mersey St to Reef St only	✓	✓	✓
	Physical separators installed	Mersey St to Reef St only	✓	✓	✓
	Town centre improvements	×	✓	✓	✓
Indicative cost estimate	Additional cost (safety improvements, uncertainty, design, MSQA, WCC)	$0.5 - $0.8 m	$1.0 - $1.6 m	$1.3 - $2.0 m	$1.6 - $2.4 m
	Total	$0.6 - $0.9 m	$1.1 - $1.7 m	$1.4 - $2.1 m	$1.7 - $2.5 m

Short-term safety improvements: parking impacts

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Existing (residential zone)	Marked spaces	151
	Legal spaces (1m setback)	135 - 140

Parking removal (compared to legal spaces)	Option 1	Options 2 to 4
3m setbacks at driveways and 30m setbacks at intersection approaches	15 –25	40 –50
Cross-section changes	10 –15	20 –25
Total removed	*25 –40*	*60 –75*
Total remaining	**95 –115**	**60 –80**

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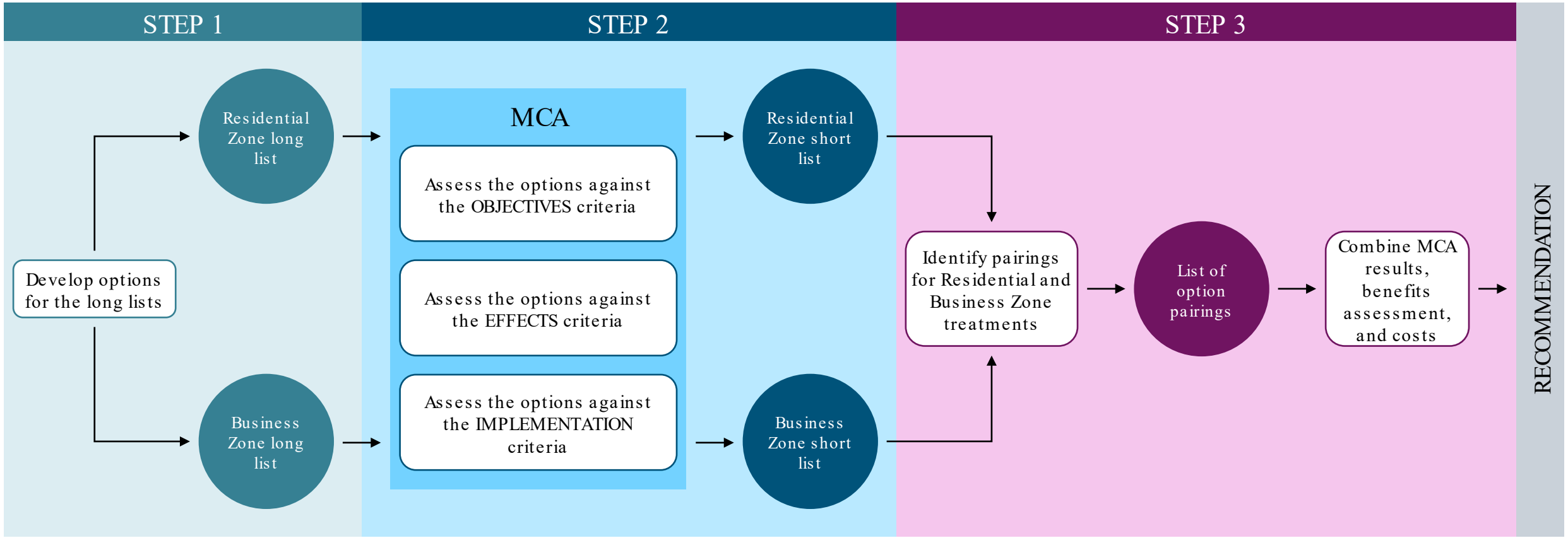
Long-term upgrades

Long-term upgrades: assessment process



Long-term upgrades: short-listed options

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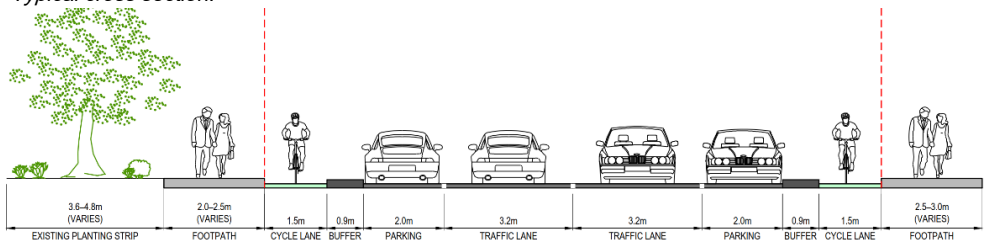
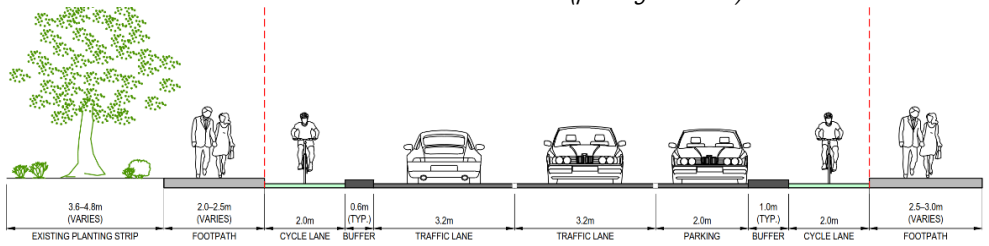
RESIDENTIAL ZONE SHORT LIST

Option 1: Retain short-term safety improvements (kerbs unchanged)
Option 2: Retain short-term safety improvements and add intersection and bus stop improvements (isolated kerb changes)

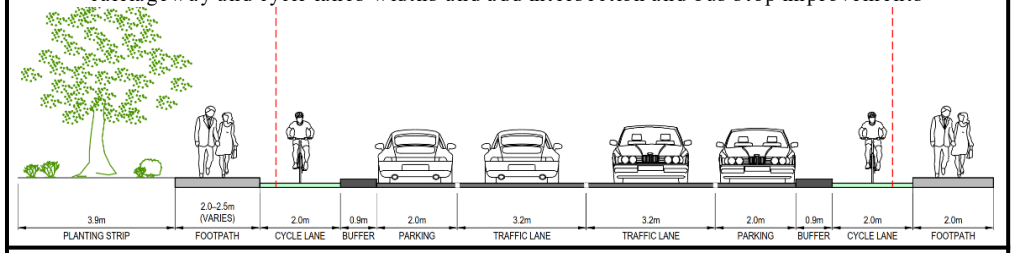
Typical cross section:



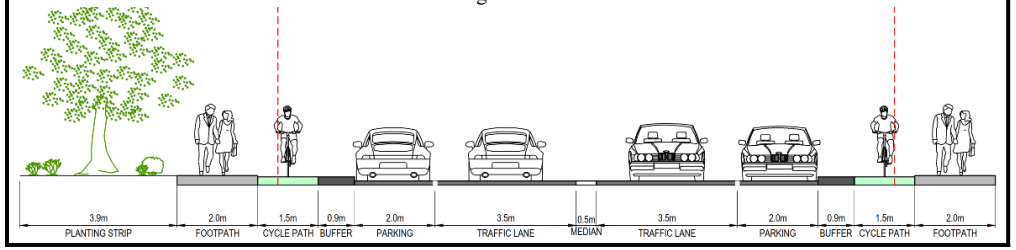
Between the south end of the town centre and Trent Street (parking removed):



Option 3: Replace the short-term safety improvements by moving kerbs to achieve the preferred carriageway and cycle lanes widths and add intersection and bus stop improvements

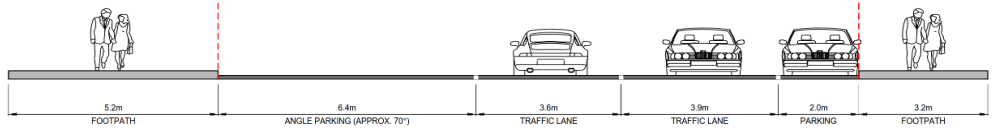


Option 6: Replace the short-term safety improvements with the Councillor-approved option, value engineered

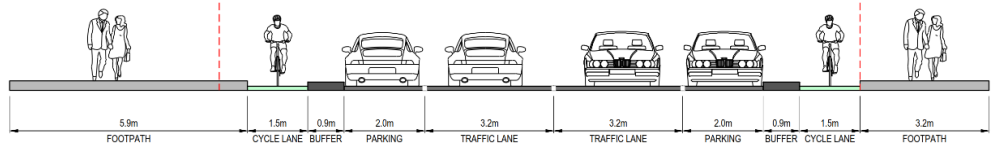


BUSINESS ZONE SHORT LIST

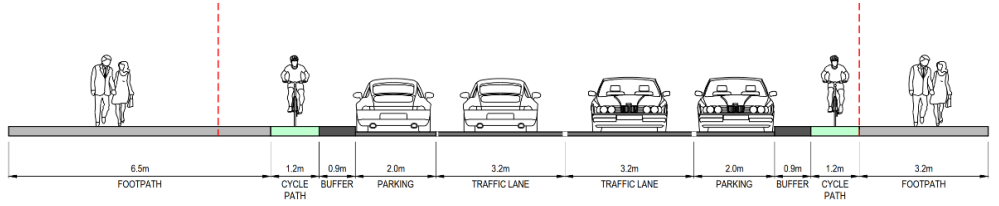
Option A: Retain the short-term safety improvements (kerbs unchanged)



Option D: Replace the short-term safety improvements with cycle lanes at road level with parallel parking only



Option I: Replace the short-term safety improvements with the Councillor-approved option, value engineered with parallel parking only



SHORT-LISTED COMBINATIONS

Combination	Residential Zone Option	Business Zone Option
1-A	1	A
1-D	1	D
2-A	2	A
2-D	2	D
3-D	3	D
6-I	6	I

*the red dashed lines represent the indicative location of the existing kerbs

Long-term upgrades: intersections and bus stops

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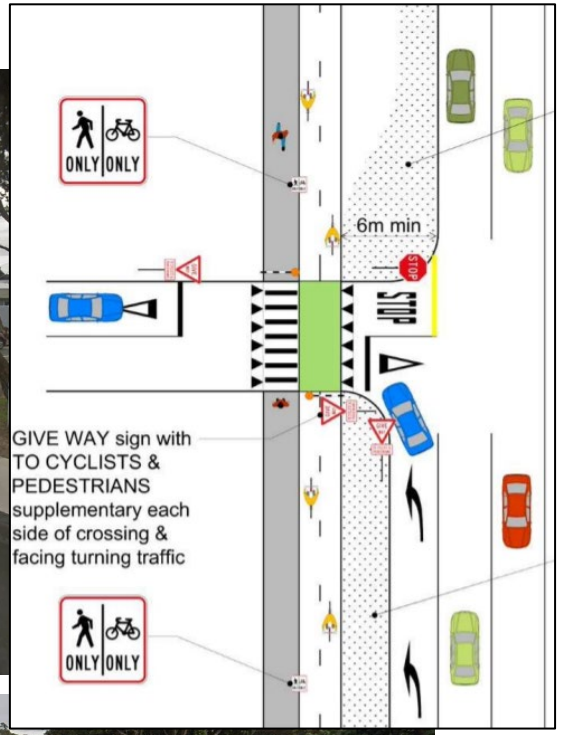
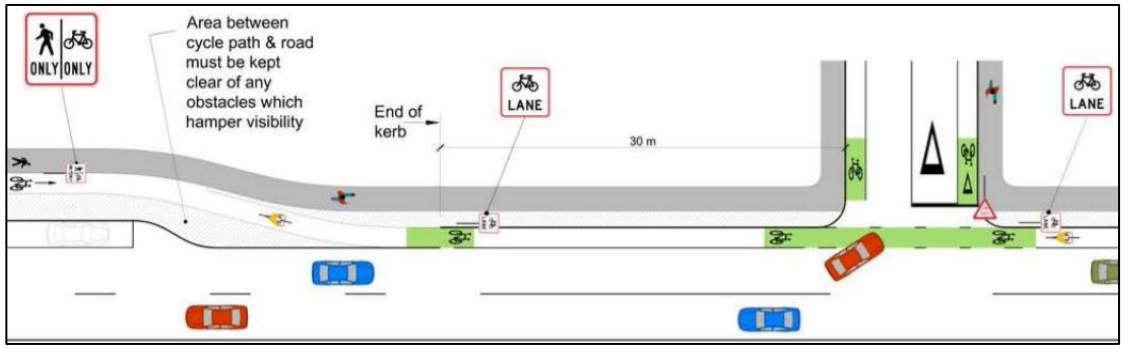
Raised table





Textured surfacing

Long-term upgrades: MCA results for the short list

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Criteria			$0		up to $6.1 million						$6.1 million +			
			Combo 1-A		Combo 1-D		Combo 2-A		Combo 2-D		Combo 3-D		Combo 6-I	
			Res. 1	Bus. A	Res. 1	Bus. D	Res. 2	Bus. A	Res. 2	Bus. D	Res. 3	Bus. D	Res. 6	Bus. I
Objectives	Effectiveness meeting WCC Cycling Investment Objectives	Achieve a high level of service for cyclists within an integrated transport network												
		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience												
		Cycling is a viable and attractive transport choice												
		The crash rate, number and severity of crashes involving people on bikes is reduced												
		Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington												
	Effectiveness meeting Love the Bay Objectives	The Parade is safe for all users												
		The layout is intuitive and easy to understand												
		The Parade accommodates all current and future users												
		The visual environment is cohesive and clean												
		Central Island Bay is a pleasant and welcoming environment	N/A		N/A		N/A		N/A		N/A		N/A	
Effects	Pedestrian Effects	Pedestrian Safety												
		Pedestrian Experience												
	Cyclist Effects	Cyclist Safety												
		Cyclist Experience												
	PT Effects	Public Transport Safety												
		Public Transport Experience												
	Motor Vehicle Effects	Motor Vehicle Safety												
		Motor Vehicle Experience												
	Parking Effects	Removal of existing parking spaces												
	Property Effects	Effect on access to businesses for pedestrians												
		Effect on access to businesses for cyclists												
		Effect on access to businesses for motor vehicles												
Implementation	Delivery	Disruption during construction												
		Integration with Let's Get Wellington Moving												
	Funding	Indicative cost estimate												

Long-term upgrades: key features of short list

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Item		$0	up to $6.1 million			$6.1 million +	
		Combo 1-A	Combo 1-D	Combo 2-A	Combo 2-D	Combo 3-D	Combo 6-I
		Retain short-term safety improvements	Retain short-term safety improvements + cycle lanes through the town centre	Retain short-term safety improvements + intersection/bus stop improvements	Retain short-term safety improvements + intersection/bus stop improvements + cycle lanes through the town centre	Move kerbs (to achieve preferred carriageway and cycle lane widths) + intersection/bus stop improvements + cycle lanes through the town centre	Councillor-approved option (cycle paths), value engineered with parallel parking in the town centre
Effectiveness meeting Love the Bay objectives		• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections in the residential zone only • Cycle lanes realigned to make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades
Footpath widths	Residential	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –2.5m	2.0m
	Business	3.2m / 5.2m	3.2m / 5.9m	3.2m / 5.2m	3.2m / 5.9m	3.2 / 5.9m	3.2 / 6.5m
Cycle facility widths	Residential	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	2.0m	1.5m
	Business	No cycle facilities	1.5m	No cycle facilities	1.5m	1.5m	1.2m
Traffic lane widths	Residential	3.2m	3.2m	3.2m	3.2m	3.2m	3.5m with 0.5m median
	Business	3.6m / 3.9m	3.2m	3.6m / 3.9m	3.2m	3.2m	3.2m
Remaining # of car parks	Residential	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	85-100 (29-37% reduction)	85-100 (29-37% reduction)
	Business	55 (no change)	40-45 (18-27% reduction)	55 (no change)	40-45 (18-27% reduction)	40-45 (18-27% reduction)	40-45 (18-27% reduction)
Indicative cost estimate	Base cost*	$0	$2.4 to $3.2 m	$2.6 to $3.4 m	$5.1 to $6.6 m	$6.6 to $8.5 m	$9.4 to $12.2 m
	Uncertainty allowance	$0	$0 to $1.2 m	$0 to $1.3 m	-$0.1 to $2.5 m	-$0.1 to $3.3 m	-$0.1 to $4.7 m
	Total cost	$0	$2.4 to $4.4 m	$2.6 to $4.7 m	$5.0 to $9.1 m	$6.5 to $11.8 m	$9.3 to $16.9 m

*Base costs assume that the short-term safety improvements have already been implemented. The estimates include: construction, design fees, MSQA, and 20% WCC management costs.

Long-term upgrades: key features of short list

Tonkin+Taylor

Item		$0	up to $6.1 million			$6.1 million +	
		Combo 1-A	Combo 1-D	Combo 2-A	Combo 2-D	Combo 3-D	Combo 6-I
		Retain short-term safety improvements	Retain short-term safety improvements + cycle lanes through the town centre	Retain short-term safety improvements + intersection/bus stop improvements	Retain short-term safety improvements + intersection/bus stop improvements + cycle lanes through the town centre	Move kerbs (to achieve preferred carriageway and cycle lane widths) + intersection/bus stop improvements + cycle lanes through the town centre	Councillor-approved option (cycle paths), value engineered with parallel parking in the town centre
Effectiveness meeting Love the Bay objectives		• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections in the residential zone only • Cycle lanes realigned to make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades
Footpath widths	Residential	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –2.5m	2.0m
	Business	3.2m / 5.2m	3.2m / 5.9m	3.2m / 5.2m	3.2m / 5.9m	3.2 / 5.9m	3.2 / 6.5m
Cycle facility widths	Residential	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	2.0m	1.5m
	Business	No cycle facilities	1.5m	No cycle facilities	1.5m	1.5m	1.2m
Traffic lane widths	Residential	3.2m	3.2m	3.2m	3.2m	3.2m	3.5m with 0.5m median
	Business	3.6m / 3.9m	3.2m	3.6m / 3.9m	3.2m	3.2m	3.2m
Remaining # of car parks	Residential	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	85-100 (29-37% reduction)	85-100 (29-37% reduction)
	Business	55 (no change)	40-45 (18-27% reduction)	55 (no change)	40-45 (18-27% reduction)	40-45 (18-27% reduction)	40-45 (18-27% reduction)
Indicative cost estimate	Base cost*	$0	$2.4 to $3.2 m	$2.6 to $3.4 m	$5.1 to $6.6 m	$6.6 to $8.5 m	$9.4 to $12.2 m
	Uncertainty allowance	$0	$0 to $1.2 m	$0 to $1.3 m	-$0.1 to $2.5 m	-$0.1 to $3.3 m	-$0.1 to $4.7 m
	Total cost	$0	$2.4 to $4.4 m	$2.6 to $4.7 m	$5.0 to $9.1 m	$6.5 to $11.8 m	$9.3 to $16.9 m

*Base costs assume that the short-term safety improvements have already been implemented. The estimates include: construction, design fees, MSQA, and 20% WCC management costs.

Long-term upgrades: key features of short list

Tonkin+Taylor

Item		$0	up to $6.1 million			$6.1 million +	
		Combo 1-A	Combo 1-D	Combo 2-A	Combo 2-D	Combo 3-D	Combo 6-I
		Retain short-term safety improvements	Retain short-term safety improvements + cycle lanes through the town centre	Retain short-term safety improvements + intersection/bus stop improvements	Retain short-term safety improvements + intersection/bus stop improvements + cycle lanes through the town centre	Move kerbs (to achieve preferred carriageway and cycle lane widths) + intersection/bus stop improvements + cycle lanes through the town centre	Councillor-approved option (cycle paths), value engineered with parallel parking in the town centre
Effectiveness meeting Love the Bay objectives		• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections in the residential zone only • Cycle lanes realigned to make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades
Footpath widths	Residential	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –2.5m	2.0m
	Business	3.2m / 5.2m	3.2m / 5.9m	3.2m / 5.2m	3.2m / 5.9m	3.2 / 5.9m	3.2 / 6.5m
Cycle facility widths	Residential	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	2.0m	1.5m
	Business	No cycle facilities	1.5m	No cycle facilities	1.5m	1.5m	1.2m
Traffic lane widths	Residential	3.2m	3.2m	3.2m	3.2m	3.2m	3.5m with 0.5m median
	Business	3.6m / 3.9m	3.2m	3.6m / 3.9m	3.2m	3.2m	3.2m
Remaining # of car parks	Residential	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	85-100 (29-37% reduction)	85-100 (29-37% reduction)
	Business	55 (no change)	40-45 (18-27% reduction)	55 (no change)	40-45 (18-27% reduction)	40-45 (18-27% reduction)	40-45 (18-27% reduction)
Indicative cost estimate	Base cost*	$0	$2.4 to $3.2 m	$2.6 to $3.4 m	$5.1 to $6.6 m	$6.6 to $8.5 m	$9.4 to $12.2 m
	Uncertainty allowance	$0	$0 to $1.2 m	$0 to $1.3 m	-$0.1 to $2.5 m	-$0.1 to $3.3 m	-$0.1 to $4.7 m
	Total cost	$0	$2.4 to $4.4 m	$2.6 to $4.7 m	$5.0 to $9.1 m	$6.5 to $11.8 m	$9.3 to $16.9 m

*Base costs assume that the short-term safety improvements have already been implemented. The estimates include: construction, design fees, MSQA, and 20% WCC management costs.

Long-term upgrades: key features of short list

Tonkin+Taylor

Item		$0	up to $6.1 million			$6.1 million +	
		Combo 1-A	Combo 1-D	Combo 2-A	Combo 2-D	Combo 3-D	Combo 6-I
		Retain short-term safety improvements	Retain short-term safety improvements + cycle lanes through the town centre	Retain short-term safety improvements + intersection/bus stop improvements	Retain short-term safety improvements + intersection/bus stop improvements + cycle lanes through the town centre	Move kerbs (to achieve preferred carriageway and cycle lane widths) + intersection/bus stop improvements + cycle lanes through the town centre	Councillor-approved option (cycle paths), value engineered with parallel parking in the town centre
Effectiveness meeting Love the Bay objectives		• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections in the residential zone only • Cycle lanes realigned to make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades
Footpath widths	Residential	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –2.5m	2.0m
	Business	3.2m / 5.2m	3.2m / 5.9m	3.2m / 5.2m	3.2m / 5.9m	3.2 / 5.9m	3.2 / 6.5m
Cycle facility widths	Residential	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	2.0m	1.5m
	Business	No cycle facilities	1.5m	No cycle facilities	1.5m	1.5m	1.2m
Traffic lane widths	Residential	3.2m	3.2m	3.2m	3.2m	3.2m	3.5m with 0.5m median
	Business	3.6m / 3.9m	3.2m	3.6m / 3.9m	3.2m	3.2m	3.2m
Remaining # of car parks	Residential	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	85-100 (29-37% reduction)	85-100 (29-37% reduction)
	Business	55 (no change)	40-45 (18-27% reduction)	55 (no change)	40-45 (18-27% reduction)	40-45 (18-27% reduction)	40-45 (18-27% reduction)
Indicative cost estimate	Base cost*	$0	$2.4 to $3.2 m	$2.6 to $3.4 m	$5.1 to $6.6 m	$6.6 to $8.5 m	$9.4 to $12.2 m
	Uncertainty allowance	$0	$0 to $1.2 m	$0 to $1.3 m	-$0.1 to $2.5 m	-$0.1 to $3.3 m	-$0.1 to $4.7 m
	Total cost	$0	$2.4 to $4.4 m	$2.6 to $4.7 m	$5.0 to $9.1 m	$6.5 to $11.8 m	$9.3 to $16.9 m

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Long-term upgrades: key features of short list

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Item		$0	up to $6.1 million			$6.1 million +	
		Combo 1-A	Combo 1-D	Combo 2-A	Combo 2-D	Combo 3-D	Combo 6-I
		Retain short-term safety improvements	Retain short-term safety improvements + cycle lanes through the town centre	Retain short-term safety improvements + intersection/bus stop improvements	Retain short-term safety improvements + intersection/bus stop improvements + cycle lanes through the town centre	Move kerbs (to achieve preferred carriageway and cycle lane widths) + intersection/bus stop improvements + cycle lanes through the town centre	Councillor-approved option (cycle paths), value engineered with parallel parking in the town centre
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Footpath widths	Residential	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –2.5m	2.0m
	Business	3.2m / 5.2m	3.2m / 5.9m	3.2m / 5.2m	3.2m / 5.9m	3.2 / 5.9m	3.2 / 6.5m
Cycle facility widths	Residential	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	2.0m	1.5m
	Business	No cycle facilities	1.5m	No cycle facilities	1.5m	1.5m	1.2m
Traffic lane widths	Residential	3.2m	3.2m	3.2m	3.2m	3.2m	3.5m with 0.5m median
	Business	3.6m / 3.9m	3.2m	3.6m / 3.9m	3.2m	3.2m	3.2m
Remaining # of car parks	Residential	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	85-100 (29-37% reduction)	85-100 (29-37% reduction)
	Business	55 (no change)	40-45 (18-27% reduction)	55 (no change)	40-45 (18-27% reduction)	40-45 (18-27% reduction)	40-45 (18-27% reduction)
Indicative cost estimate	Base cost*	$0	$2.4 to $3.2 m	$2.6 to $3.4 m	$5.1 to $6.6 m	$6.6 to $8.5 m	$9.4 to $12.2 m
	Uncertainty allowance	$0	$0 to $1.2 m	$0 to $1.3 m	-$0.1 to $2.5 m	-$0.1 to $3.3 m	-$0.1 to $4.7 m
	Total cost	$0	$2.4 to $4.4 m	$2.6 to $4.7 m	$5.0 to $9.1 m	$6.5 to $11.8 m	$9.3 to $16.9 m

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Long-term upgrades: key features of short list

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Item		$0	up to $6.1 million			$6.1 million +	
		Combo 1-A	Combo 1-D	Combo 2-A	Combo 2-D	Combo 3-D	Combo 6-I
		Retain short-term safety improvements	Retain short-term safety improvements + cycle lanes through the town centre	Retain short-term safety improvements + intersection/bus stop improvements	Retain short-term safety improvements + intersection/bus stop improvements + cycle lanes through the town centre	Move kerbs (to achieve preferred carriageway and cycle lane widths) + intersection/bus stop improvements + cycle lanes through the town centre	Councillor-approved option (cycle paths), value engineered with parallel parking in the town centre
Effectiveness meeting Love the Bay objectives		• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Minor safety improvements at intersections • No opportunity to realign the cycle lanes and make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections in the residential zone only • Cycle lanes realigned to make the layout more intuitive • No opportunity to improve cohesiveness • No upgrades to the town centre layout	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades	• Substantial safety improvements at intersections • Cycle lanes realigned to make the layout more intuitive • Improved cohesiveness between residential and business zones • Town centre upgrades
Footpath widths	Residential	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –3.0m	2.0 –2.5m	2.0m
	Business	3.2m / 5.2m	3.2m / 5.9m	3.2m / 5.2m	3.2m / 5.9m	3.2 / 5.9m	3.2 / 6.5m
Cycle facility widths	Residential	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	1.5 –2.0m	2.0m	1.5m
	Business	No cycle facilities	1.5m	No cycle facilities	1.5m	1.5m	1.2m
Traffic lane widths	Residential	3.2m	3.2m	3.2m	3.2m	3.2m	3.5m with 0.5m median
	Business	3.6m / 3.9m	3.2m	3.6m / 3.9m	3.2m	3.2m	3.2m
Remaining # of car parks	Residential	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	60-80 (43-56% reduction)	85-100 (29-37% reduction)	85-100 (29-37% reduction)
	Business	55 (no change)	40-45 (18-27% reduction)	55 (no change)	40-45 (18-27% reduction)	40-45 (18-27% reduction)	40-45 (18-27% reduction)
Indicative cost estimate	Base cost*	$0	$2.4 to $3.2 m	$2.6 to $3.4 m	$5.1 to $6.6 m	$6.6 to $8.5 m	$9.4 to $12.2 m
	Uncertainty allowance	$0	$0 to $1.2 m	$0 to $1.3 m	-$0.1 to $2.5 m	-$0.1 to $3.3 m	-$0.1 to $4.7 m
	Total cost	$0	$2.4 to $4.4 m	$2.6 to $4.7 m	$5.0 to $9.1 m	$6.5 to $11.8 m	$9.3 to $16.9 m

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