Tonkin+Taylor

studiopacificarchitecture

Wellington City Urban Cycleways Programme

Draft Design Report: Evans Bay Parade

August 2017

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

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Rev.	Status	Prepared By	Checked By	Date
1	80% DRAFT FOR WCC COMMS PURPOSES	B Rodenburg	B Symmans	7 August 2017
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1. Introduction

Wellington City Council (WCC) have engaged Tonkin + Taylor (T+T) and Studio Pacific Architecture (SPA) to develop a cycle facility along Evans Bay Parade and Oriental Parade between Cobham Drive in the east and Carlton Gore Road in the west. This report outlines the selection process undertaken to assess the full range of cycle facility options for this route by considering the community feedback (including suggested solutions) and by applying engineering and urban design best practice and New Zealand & (applicable) Australian Standards and Guidelines. From this independent assessment, T+T and SPA have identified and developed two shortlisted design options that are considered to best meet design standards, community desires, and project objectives. This design report details this process, outlines why the two shortlisted options are preferred (pros and cons), and provides a description of these options to allow for further consultation.

1.1 Purpose of this Report

The purpose of this report is to outline the design and community engagement process currently underway for the reconfiguration of Evans Bay Parade and Oriental Parade as part of the WCC Urban Cycleways Programme (UCP). The report provides a summary of key aspects of the process including:

- Background of this site in relation to the WCC Urban Cycleways Programme
- Community engagement process
- Issues, Constraints, and Opportunities Paper
- Evaluation process and methodology of selecting cycleway options in terms of:
    - Other options that were considered but not pursued
    - Urban design effects of each design option
    - Design guidance and assumptions which support the options
    - Parking impacts of each design option
    - Rough order estimated costs of each shortlisted option
    - How public feedback has been accounted for in each option
    - Other options that were considered but not pursued, and
- The next steps for the project.

1.2 Background

Wellington City's population of 200,000 people is forecast to grow by more than 25% over the next 30 years, placing extra pressure on the transport network. To reduce congestion, give people more transport choice, and to ease transportation to the central city and other important places around Wellington, WCC proposes to develop a safe and comprehensive cycleway network. The aim of the network is to contribute towards "safer and more convenient" cycling (Cycling Policy Nov 2008) by increasing the level of service for people who use bikes. Cycleway development will be supported by promotional and safety schemes.

Over recent years, WCC has committed capital funding for cycleway development through its Long Term Plan and Annual Plan processes. Additionally, the UCP has provisionally allocated $9.5 million

to Wellington City for investment by 30 June 2019. When contributions from rates and the National Land Transport Fund (NLTF) are taken into account, some $37 million will be invested in cycling in Wellington City by 30 June 2019, with approximately $4.0 million provisionally allocated to the Evans Bay Parade section.

The Bay Connections – Evans Bay Parade cycle route will provide greater cyclist connectivity between the eastern suburbs (36,660 population, 1,056 commuter cyclists) and the central city by providing a flat route largely free of driveways. It is also likely to provide more recreation options for pedestrians and cyclists in extending the existing shared path at Oriental Bay forming part of the Greater Harbour Way. This route is already popular with recreational pedestrians and cyclists, including events such as the Round the Bays and other sporting events.

1.3 Project Objectives

The Bay Connections – Evans Bay Parade cycleway project is part of WCC's investment in a safe and comprehensive cycle network to give people more transport choice, reduce congestion and emissions, and make Wellington a more attractive place to live, work and visit. The primary objective is to identify cycleway options that maximise benefits for all users and, in particular, improve the level of service for people who travel by bike.

Generally, the proposed improvements are expected to:

- Improve the level of service for people on bikes along identified routes;
- Improve or maintain the level of service for people using buses along identified routes;
- Maintain or improve the level of service for pedestrians;
- Maintain an acceptable level of service for general traffic movements; and
- Minimise impacts to parking

1.4 Study Area

The study area extends approximately 4 kilometres along Evans Bay Parade and Oriental Parade from Cobham Drive in the east to Carlton Gore Road in the west, including intersections with the local roads of Belvedere Road, Rata Road, Greta Point, Maida Vale Road and Carlton Gore Road. The study area does not include the intersection with Cobham Drive.

For ease of reference, this report refers to the Cobham Drive as the eastern boundary of the study area. While technically it is to the south, cyclists use this Evans Bay Parade route to travel between the eastern suburbs and the city centre to the west. This east-west terminology is used throughout this project.

In the east, the study area abuts separate study areas including Bay Connections – Cobham Drive and Kilbirnie Connections, which will be delivered by others. In the west, the study area extends to the end of the existing shared path along the Oriental Parade promenade.

The study area is shown below in Figure 1.

Figure 1 – Location Plan – Evans Bay Parade Cycleway Extents

1.5 Existing Situation

A summary of the existing situation is provided below. For a full description of the existing situation refer to the Tonkin and Taylor, *Bay Connections – Evans Bay Parade Issues Paper*, issued June 2017 (Version 4).

Evans Bay Parade is a Principal Road, typically providing local access to properties and leisure destinations, including Evans Bay beach, Cog Park, Greta Point, and Balaena Bay beach. It also provides an alternative route to the SH1 route (along Wellington Road, Ruahine Street and the Mt Victoria Tunnel) between the central city and the eastern suburbs. Evans Bay Parade forms part of the Great Harbour Ways section of the Wellington Cycleways Programme Masterplan, which runs along the coastline from Oriental Bay around to Red Rocks on the south coast. Along Evans Bay Parade and Oriental Parade, the posted speed limit is 50 km/hr within the study area. Some 80 m west of the study area along Oriental Parade, the posted speed limit reduces to 40 km/hr. Evans Bay Parade is a designated over-dimension route and is the alternative route for dangerous goods vehicles that are not permitted to enter the Mount Victoria Tunnel.

Evans Bay Parade carries between 10,000 and 12,000 vehicles per day (vpd), of which approximately 8% (or 900 vehicles) are heavy vehicles. The posted speed limit is 50 km/hr, but vehicle speeds are often higher; near Point Jerningham 85th percentile vehicle speeds of 60 km/hr were recorded during traffic counts.

Side roads along Evans Bay Parade include Belvedere Road (400 vpd), Rata Road (1,000 vpd), Maida Vale Road (2,500 vpd) and Carlton Gore Road (3,000 vpd). Kio Road is for pedestrian access only and does not carry vehicle traffic.

The road is bounded on the east by the Wellington Harbour (Evans Bay) coastline and on the west by residential properties and the Mt Victoria hillside. The route follows the existing coastline and has frequent tight-radius horizontal curves, especially towards the northern end of the study area, which limit the sight distance in many locations.

North of the National Institute of Water and Atmospheric Research (NIWA) site in Greta Point, there are two traffic lanes (3.0–3.5 m wide) with pockets of on-street parking and vehicle accesses to properties. There are also on-road cycle lanes (1.2–1.5 m wide), but these are encroached upon in places by bus stops and parking areas. A footpath (1.5–3.0 m wide) is located on the seaward side. Footpaths are intermittent on the inland side. Along the entire study route, there are three formal crossing facilities for pedestrians or cyclists use.

South of NIWA, there is a shared path (2-5–5.0 m wide) on the seaward side of the road. There is also a separate footpath on the inland side. Typically, parking is permitted on both sides of the road. A flush median extends from the northern end of Greta Point to Rata Road. There are no on-road cycle facilities.

Figure 1 above outlines the existing road corridor and cycling facilities.

The existing number of on-street parking spaces totals approximately 460 spaces (430 unrestricted and 30 time limited). An additional 30 off-street public parking spaces are also available at Balaena Bay, as well as additional parking at the Evans Bay Yacht and Motor Boat Club off-street carpark.

The total parking demand observed during surveys varied between 187 and 269 spaces, or an average of some 50% of the approximately 460 parking spaces available. Residential parking demand was estimated to be approximately 220 vehicles. At Greta Point 100% of parking spaces were occupied during the Thursday survey, with 60% occupancy on Saturday. The results show that

parking demand (residential, short stay and all day parking) varies depending on location along Evans Bay Parade, and that targeted parking mitigation measures may be required in certain locations depending on the impact on parking of the preferred solution.

2. Community and Key Stakeholders

2.1 Community Engagement

Community engagement was undertaken to inform the design process and ensure the outcomes of each stage of design meets community expectations.

2.1.1 Drop-in Sessions

Two open days were held on Wednesday 15 and Sunday 18 March 2017 at the ASB Sports Centre to gather initial thoughts about the eastern cycleways connections. Locals identified safety concerns, talked about things they valued, and made suggestions, with some registering interest in being part of a community working group. The feedback received on these days was subsequently incorporated into the Issues Paper (refer to Section 3.1) and used to form the community objectives (refer to Section 2.2) and long list options for assessment.

2.1.2 Working Group

Key organisations, including business groups and residents associations, were invited to participate in working groups, along with a mix of individuals who had expressed interest. Participants in the groups held a wide range of different views, hopes, and concerns with a willingness to consider all perspectives and work together to find solutions. The working group membership was comprised of local residents, residents who enjoy the coastal amenities of Evans Bay, and commuters who travel through Evans Bay. In addition, each group had a representative from Cycle Aware Wellington and pedestrian advocacy group Living Streets Aotearoa. The overall makeup of the group represented a very diverse range of transport users, including pedestrians, cyclists, public transport users, and personal car drivers.

The working group was comprised of the following stakeholders:

- Living Streets Aotearoa
- Cycle Aware Wellington
- Evans Bay Yacht Club
- Civic Trust
- WCC Councillors
- St Patrick's College
- Local Residents
- Commuter Cyclists

Representatives from NZTA, WCC, T+T, and SPA also shared the table with the working group, offering specialist perspective to questions that required a deeper knowledge of certain aspects of transport, such as bus or cycling regulations and specifications.

With the help of the transport planners, engineers, and urban design consultants employed for each of the cycleways projects, the working group, in coordination with WCC and NZTA staff, developed a checklist of criteria based on all the objectives. The long list of options was then assessed against the criteria to come up with a short list of options, which were then further scrutinised.

The Evans Bay Connections Working Group met five times between April and July. During these 2 to 3 hour evening workshops, the members worked together to consider WCC's investment objectives for the funding on offer, develop their own community objectives, and come up with a long list of possible options. Following the third workshop, members had confirmed the long list of options with a total of 27 put forward to the next stage of evaluation. At the fourth workshop, the long list of options was further evaluated against all criteria and objectives, resulting in a short list of four options. At the fifth and final workshop, the short list of options was reviewed with the workshop members determining two options that would be presented for public consultation.

Working group members spent many hours poring over plans, asking questions, looking at things from a range of different perspectives, debating the pros and cons, grappling with challenges and trade-offs, and whittling down the alternatives to come up with the most practical options to go out to the wider public. Among other things, the groups talked about parking, the needs of residents and businesses, trees, heritage features, lane widths, safer speeds, painted median strips, driveways, existing safety issues, pedestrian crossings, intersections, and bus stops.

The working group process undertaken is outlined below in Figure 2. The minutes from each workshop session are attached in Appendix H.

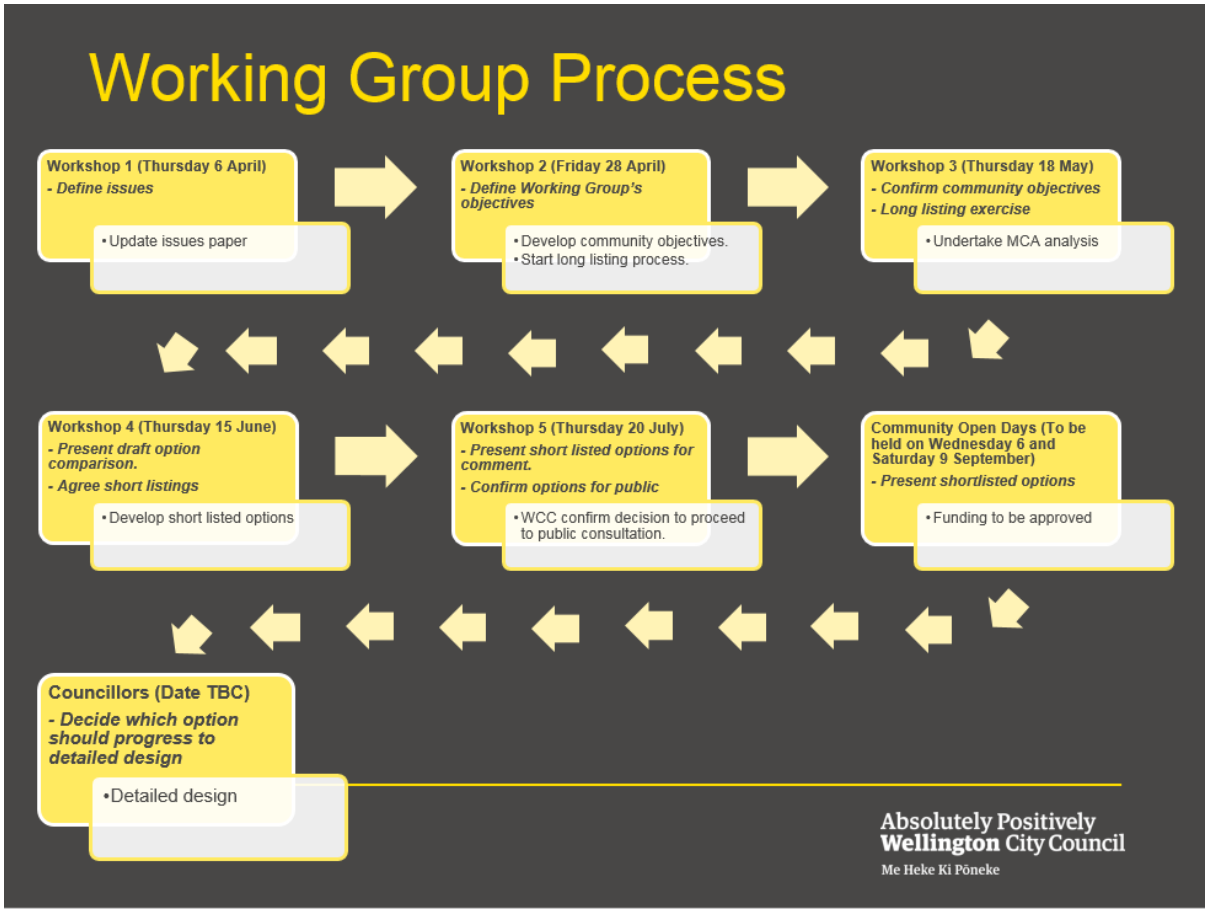


Figure 2 – Working group process

2.2 Community Objectives

A set of community objectives for the project were formed from the community engagement undertaken. These objectives were confirmed and finalised by the working group during Workshops 2 and 3 (refer to Figure 2 above).

Community Objectives:

- Improve the convenience, comfort and reliability of facilities for cycling
- Improve the convenience, comfort and reliability of facilities for pedestrians
- Improve the route consistency for walking and cycling facilities
- Improve the safety of road users
- Improve connections between residential areas and the waterfront
- Rationalise the on-street parking provision
- Enhance the built and natural environment
- Maintain motorised access to local properties

3. Issues, Constraints and Opportunities

3.1 Issues Paper Summary

The Bay Connections – Evans Bay Parade Issues Paper, issued June 2017 (Version 4), provides the background information to develop and guide future assessment of improvement options for cycling and other road users along Evans Bay Parade.

The paper outlined the plans and policies applicable to the proposed cycleway route, the current level of service for cyclists along this route, and the adequacy and safety of interactions between cyclists, pedestrians, buses, and other vehicles. This includes understanding the existing use of this route and crash risk.

The paper identified issues, constraints, and opportunities for the Evans Bay Parade corridor from sources including:

- WCC policies and previous studies;
- District and Regional Plans;
- Related transport projects (including changes to the bus network);
- Existing road corridor (road layout, landscaping and urban design, parking and safety);
- Walking, cycling, driving and bus passenger demand; and
- Community feedback (Open days and Workshops 1 and 2).

The full list of issues, opportunities, and constraints identified can be found within the Issues Paper (refer to Bay Connections – Evans Bay Parade Issues Paper, Version 4, Tonkin & Taylor Ltd, June 2017).

The issues, constraints, and opportunities identified inform the decisions made by the project team throughout the design process, including route selection, multi-criteria assessment of options, and future detailed design of the preferred option.

3.2 Wellington Cycle Network Investment Objectives

The UCP Programme Business Case (PBC) submitted to the New Zealand Transport Agency (NZTA) for NLTF funding outlines the strategic context and case for investment in the Wellington cycleway network. It states that investment in cycling will improve safety for cyclists, increase transport choice, and lessen environmental impact and traffic congestion by reducing the number of vehicles on the road. As a result, the UCP has high strategic fit with stakeholder partners, including WCC, Greater Wellington Regional Council (GWRC), and NZTA in terms of economic growth, urban regeneration and improved accessibility. The following investment objectives were identified for the PBC:

- 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

4. Cycle Route Development

4.1 Route selection

The study area extends from Cobham Drive in the east to Carlton Gore Road in the west. Evans Bay Parade (and Oriental Parade in the north) follows the coast around the base of Mount Victoria, except through the Greta Point reclamation area where a residential townhouse complex and the NIWA site are on the harbour side of Evans Bay Parade. It forms part of Te Aranui o Poneke (Great Harbour Way), a 67 km shared pedestrian and cycleway concept around the coastline of Wellington Harbour[1]. The route is popular for both commuting and recreational cyclists and pedestrians.

An alternate pedestrian path follows the coast around the Greta Point reclamation area. The path varies between 1.5 m and 2.1 m in width, as constrained between property boundaries and coastal rock armour protection. The path is 200 m longer than travelling via Evans Bay Parade through Greta Point, and highly exposed to rough sea conditions being situated only 0.8 m above Mean Sea Level. This route also bypasses local businesses located at Greta point, which may have an adverse effect on potential cycle-based customers. It is likely that many cyclists may choose to stay on Evans Bay Parade through Greta Point, making this the most sensible route for the development of cycling facilities.

Alternate routes between Cobham Drive and the Wellington City Central Business District, such as via the Mount Victoria Tunnel (State Highway 1), Newtown (Wellington Road and Crawford Road) or Roseneath (Moxham Avenue, Hataitai Road and Palliser Road), were outside the scope of this project and not considered in the assessment. Separate projects considering these routes are outlined in the Issues Paper (refer to Section 3.1).

[1] *Aecom New Zealand Ltd, Great Harbour Way Investigations, July 2016*

5. Cycleways Treatment Evaluation

5.1 Introduction

This section seeks to outline the evaluation approach taken in the assessment of the cycle route options for the Bay Connections – Evans Bay cycleway project.

The evaluation approach aimed to achieve a degree of consistency with the rest of the UCP and to incorporate the feedback received during public engagement undertaken for the project (refer to Section 2).

Where possible, the design and assessment of the effects of each cycleway option was based on national and international best practice guidelines. The guidelines referenced are listed in Appendix D. In some instances, where guidelines were not applicable/appropriate, assessment relied upon the technical expertise of the assessors and the public feedback gathered throughout the community drop-in and working group sessions.

5.2 Treatment Options Identification (Long List)

The community engagement process resulted in a wide range of feedback and suggestions of ideas to improve cycling along Evans Bay Parade. Key to this process were workshops 2 and 3, where attendees were asked to propose a “wish list” outlining ideas to form an ideal corridor that would obtain the desired outcomes. When combined with best practice suggestions from the engineering team, a list of over 100 ideas were identified for development of a long list. These were collated into four broad themes:

Cross section	relating to physical alterations to the corridor;
Traffic management	covering the changes to regulatory or control environment to effect change in behaviour;
Urban design	relating to the enhancement of the place and improving the environment; and
Facilities	providing the services and infrastructure that are necessary to make the project successful.

The ideas identified are listed in Appendix A.

There were several recurring requirements from the separate user groups and stakeholders, which carried across all themes, notably: Improving crossing facilities, speed management, providing safe cycle facilities, removal of the median strip, environmental enhancement, and removing coast side parking. A summary of the most common ideas is given below in Figure 3.

Figure 3 – Community ideas to improve cycling along Evans Bay Parade

These ideas were developed into a long list of 27 conceptual design options for Evans Bay Parade. Desirable and minimum dimensions, determined from national and international best practice guidelines, were applied for each road element to inform the space requirements. These dimensions are detailed in Appendix E.

The options identified broadly followed five principles:

- On-road cycle lanes;
- Kerbside (protected) cycle lanes;
- Two-way cycleways;
- Shared paths (cyclists and pedestrians); and
- Shared lanes (cyclists and drivers).

Each principle was applied to Evans Bay Parade to develop the long list of options by considering (where applicable):

- No change to the existing kerbs;
- Change to kerb locations, no change to road reserve width; and
- Expansion into the Coastal Marine Environment (CMA).

Other separate options considered include shared space and one-way traffic.

The long list options identified are outlined in Appendix B.

5.3 Treatment Options Assessment (Long List to Short List)

The next stage of the assessment process was to identify the preferred options in the long list. This was achieved through an interactive and iterative process using a Multi Criteria Analysis (MCA)[2].

5.3.1 Multi-Criteria Analysis (MCA) Criteria

The MCA acts like a filter, with a large number of options at the top distilled down to a short list of best-fit options at the end.

The MCA starts with a fatal flaws assessment and flows through key criteria, defined in advance through collaborative engagement with WCC, Stakeholders, and the Community and through the application of best practice, sound engineering judgement, and feasibility principles.

A simplistic representation of the evaluation process is presented in the flow chart below:

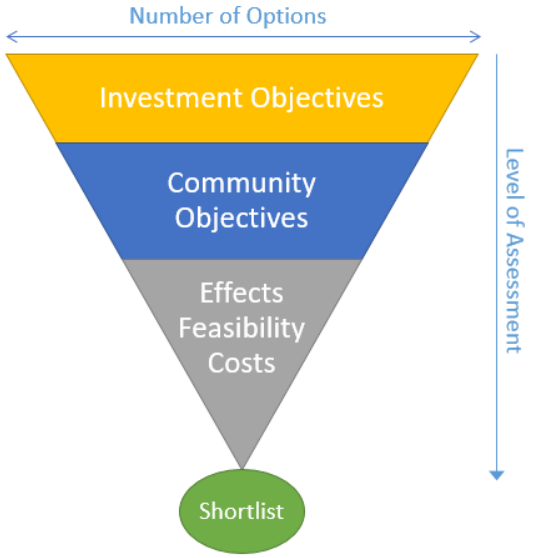


Figure 4 – MCA evaluation process

The MCA scores each option against each criteria on a five-point scale. The assessment of each criterion varies slightly between the different levels of assessment, but all follow the same principle. Results are colour coded to assist in the ease of assessment across the options and criteria.

Table 1 – MCA options criteria

	Strong Alignment
	Minor Alignment
	Neutral
	Minor Detraction
	Strong Detraction

[2] *A MCA is the method by which different options can be assessed against a list of criteria. Those options which have the best overall score (ratio of positive to negative criteria) and have no fatal flaws are continued through each stage of the MCA. The final outcome identifies a small number of options to be continued as a short list.*

The process of evaluation is a simple pass/fail based on the level of alignment with criteria as illustrated in the process map below:

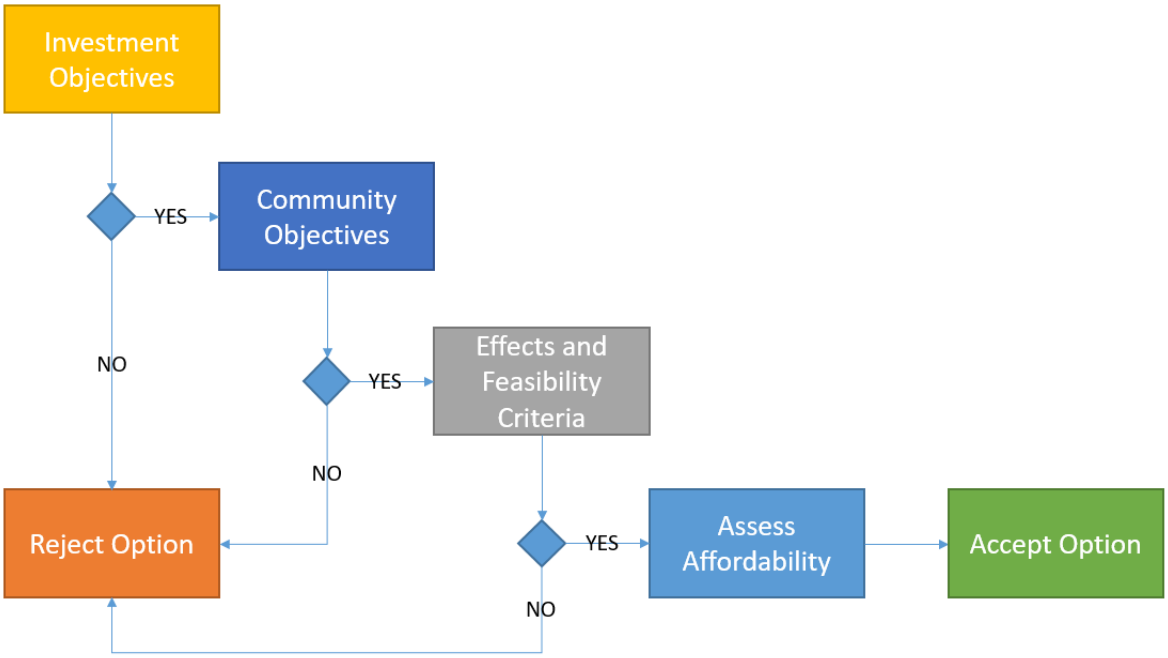


Figure 5 – MCA assessment

In general, the pass/fail criteria is set so that any option that strongly detracts from any one criteria is an automatic fail, as well as any option with no assessments higher than neutral.

The full analysis is included in Appendix F.

5.3.2 Fatal Flaws

Fatal flaws are rare and must be robustly challenged. An example of a fatal flaw is an option that adversely affect an urupa (Maori burial site) or a heritage site. Cost is never a fatal flaw.

For this assessment, the following options were considered fatally flawed and therefore not considered further:

- Options that would create significant community objection, such as the complete removal of parking;
- Options that would result in an fundamentally unsafe environment, such as median cycle lanes; and
- Options that detract from the principles and purpose of the project, such as dedicated bus lanes

These options were excluded from the first stage of assessment during the long list development process. None of the long list options presented were considered fatally flawed.

5.3.3 WCC Investment Objectives

To ensure consistency with the other WCC cycleway projects and to guarantee that the treatment options chosen meet WCC's programme investment objectives, the following five WCC investment objectives were included in the options evaluation process:

- 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; and
- Providing transport choices by increasing the opportunity for people to ride bikes to improve the sustainability, liveability and attractiveness of Wellington.

Each objective was again evaluated against a five-point scale of effectiveness:

Table 2 – WCC Investment Objective Effectiveness Scale

	Achieves objective
	Partially achieves objective
	No impact on objective
	Partially opposes objective
	Opposes objective

Only options that met the WCC objectives were continued through analysis. Options that could not be supported by WCC (and therefore would not attract funding) and were rejected at this stage. This included options 14, 19, 20, 21, 22, 24, and 26. The table below summarises the results of this stage of the MCA:

Table 3 – MCA WCC objectives

Investment Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Cycle LOS																											
Cycle contribution																											
Viable choice																											
Reduced crash rate																											
Better choices																											
Pass/Fail	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	✓	x	x	x	x	✓	x	✓	x	✓

The remaining options were continued to the next stage of assessment.

5.3.4 Community Objectives

The community engagement process resulted in the following Community Objectives (refer to Section 2) for MCA assessment:

- Improve the convenience, comfort and reliability of facilities for cycling
- Improve the convenience, comfort and reliability of facilities for pedestrians
- Improve the route consistency for walking and cycling facilities
- Improve the safety of road users
- Improve connections between residential areas and the waterfront
- Rationalise the on-street parking provision
- Enhance the built and natural environment
- Maintain motorised access to local properties

Each objective was evaluated against a five-point scale of effectiveness:

Table 4 – Community Objective Effectiveness Scale

	Achieves objective
	Partially achieves objective
	No impact on objective
	Partially opposes objective
	Opposes objective

Only options that met the community objectives were continued through the analysis. There is no benefit to progressing with options that would be strongly opposed by the community. Those that did not meet the Community Objectives and were therefore rejected at this stage included options 2, 4, 8, 9, 23, and 25.

Options that partially achieved the community objectives but did not achieve them as well as other similar options were also rejected at this stage. This included options 10, 11, 12, 13, 16, and 18. The table below summarises this stage of the MCA.

Table 5 – MCA Community Objectives Assessment

Community Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	15	16	17	18	23	25	27
Improve cycling																				
Improve walking																				
Improve consistency																				
Improve safety																				
Improve connections																				
Rationalise parking																				
Enhance environment																				
Maintain access																				
Pass/Fail	✓	x	✓	x	✓	✓	✓	x	x	x	x	x	x	✓	x	✓	x	x	x	✓

Remaining options were continued to the next stage of assessment.

5.3.5 Effects, Feasibility and Cost

Options were assessed on criteria agreed upon by WCC and the working group, which relate to effects, feasibility, and affordability. The themes are outlined below.

Effects how the option fits with key attributes of the wider transport network, levels of service, safety, land use, useability, cultural fit and social needs;

Table 6 – Effects Effectiveness Scale

	Major Benefits
	Minor Benefits
	Neutral
	Minor Disbenefit
	Major Disbenefit

Feasibility how the option will meet statutory (Resource Management Act), buildability, disruption, and management requirements; and

Table 7 – Feasibility Effectiveness Scale

	Straightforward
	Possible
	Neutral
	Difficult
	Insurmountable

Cost Value for money determined by rough order scale of costs and affordability.

Table 8 – Cost Assessment Scale

$$$	High (>$2M)
$$	Medium ($1M - $2M)
$	Low (<$1M)

Those options that did not meet the effects and feasibility criteria were rejected at this stage. This included options 3, 7, 17, and 27. Cost was also considered at this stage to inform the relative benefit of each option. With the exception of option 15, all options were rated as “High” on the cost assessment scale. The table below summarizes these stages of the MCA.

Table 9 – MCA Effects, Feasibility and Cost Assessment

Theme	Criteria	Measure	1	3	5	6	7	15	17	27
Effects	Cycle Network Fit	Alignment to existing facility								
	Transport Network Fit	Alignment function								
	Pedestrians Effects	Safety and LOS								
	Bus Users Effects	Safety and LOS								
	Motorised Traffic Effects	Safety and LOS								
	Parking Effects	Number of parks								
		Location of parks								
		Suitability of parking								
	Property Effects	Land requirement								
		Adjacent use								
		Business access								
	Environmental Effects	Light								
		CPTED								
		Landscaping								
		Marine								
	Cultural Effects	Mana whenua assessment								
Implementation	Planning Feasibility	Plan alignment								
		Statutory Risks								
	Delivery Feasibility	Construction Delay								
		Business disruption								
	Funding Feasibility	Affordability								
		Timeliness								
Cost	Total Cost	Scale of Costs	$$$	$$$	$$$	$$$	$$$	$$	$$$	$$$
		Pass/Fail	✓	x	✓	✓	x	✓	x	x

The four remaining options (1, 5, 6 and 15) were continued to the short list and are further detailed in Section 6.

6. Short Listed Treatment Options

This section provides a description of the four short listed options and their potential risks.

6.1 Short List Options

6.1.1 Option 1

Harbour side two-way protected cycleway with dedicated footpath along harbour and parallel parking on one side. Includes:

- Design aspects:
  - Cycleway at road level
  - 3.0 m wide dual cycleway
  - 400 mm wide raised kerb between cycleway and traffic lane with bollards
- Potential issues:
  - The cycleway being at road level and separated vertically by kerbs poses an issue in terms of:
  - Cyclists swerving and making contact with the kerb upstand, potentially falling onto the road. This risk is increased in narrower sections of the cycle route.
  - Mobility impaired persons finding it challenging to cross the carriageway due to the vertical changes between the footpath and cycleway.
  - The buffer zone dimension between parking at cycle lane is less than desirable.

Figure 6 – Short List Option 1 Artist Impression

6.1.2 Option 5

Harbour side two-way protected cycleway with dedicated footpath along harbour and parallel parking on one side. Includes:

- Design aspects:
  - Two-way seaside cycleway
  - Cycleway raised above road level
  - 3.0 m wide dual cycleway
  - No buffer zone between cycleway and traffic lane
- Potential issues:
  - There is potential for conflict between pedestrians and cyclists due to no vertical separation or delineation between the cycleway and the footpath.
  - There is no buffer zone between parking and the cycleway.

Figure 7 – Short List Option 5 Artist Impression

6.1.3 Option 6

One-way protected cycle lanes on each side with dedicated footpath along harbour and parallel parking on one side. Includes:

- Design aspects:
  - Single cycle lanes on both sides of the road
  - Cycle lanes at road level
  - 1.5 m wide cycle lanes
  - 500 mm wide raised kerb between cycle lanes and traffic lanes with bollards
- Potential issues:
  - The cycle lane being at road level and separated vertically by kerbs poses an issue in terms of:
    - Cyclists swerving and making contact with the kerb upstand, potentially falling onto the road. This risk is increased in narrower sections of the cycle route.
    - Mobility impaired persons finding it challenging to cross the carriageway due to the vertical changes between the footpath and cycle lane.

        - The buffer zone dimension between parking at cycle lane is less than desirable.
    - Rock fall debris on the inland side of road will collect in the cycle lane, requiring additional maintenance

Figure 8 – Short List Option 6 Artist Impression

6.1.4 Option 15

One-way protected cycle lanes on each side with dedicated footpath along harbour and parallel parking on one side. Includes:

- Design aspects:
    - Single cycle lanes on both sides of the road
    - Cycle lane raised above road level
    - 1.5 m wide cycle lanes
    - No buffer zone between cycle lane and traffic lane
- Potential issues:
    - There is no buffer zone between parking and the cycle lane.
    - Rock debris on the inland side of road will collect in the cycle lane, requiring additional maintenance
    - Cyclists are required to cross the road to change direction.

Figure 9 – Short List Option 15 Artist Impression

6.2 Short List to Recommended Option

6.2.1 MCA Assessment of Short List

The four short list options were presented to the working group. Following their feedback, a working group of WCC staff selected two of the short listed options to be presented at community drop-in sessions for September 2017. Plans and detailed descriptions of these two options are provided in Appendix G and Appendix H and summarised below.

In one location, approximately 250m north of Carlton Gore Road on Oriental Parade, the road reserve is too narrow to accommodate desired cycle lanes and width reduces for approximately 50m. Reduced cycle lane widths for this location;

- 1.2m one-way cycle lanes with 0.4m buffer to traffic lane
- 2.2m two-way cycleway with 0.5m buffer to traffic lane

This constraint is further discussed this in Note 4 of the Summary Table (Appendix H).

6.2.2 Two-way seaside protected cycle path (Option A)

Options 1 and 5 are variations of the same option. Option 1 has narrow traffic lanes (3.0 m min.) and wider cycle path (3.8 m including 0.6 m buffer to parking). Option 5 has wider traffic lanes (3.2 m min.) and a narrower cycle path (3.4 m including 0.6 m buffer to parking). There are no other differences, and as such will be combined to Option A for the September 2017 public consultation drop-in sessions.

General design features:

- Physical separation (kerb/upstand) between cycle path and traffic lane/parking
- No on-road cycle facility
- Traffic lane width suitable for heavy vehicles
- Parking maintained on one side of the road
- Maintain footpath width

- Remove flush median

Option A can be designed at road, at footpath level, or in-between. It is recommended that this design aspect be posed as a question at the public drop-in sessions for community feedback.

6.2.3 One-way seaside protected cycle lanes (Option B)

Options 6 and 15 are variations of the same option. Option 6 has cycle lanes at road level, separated from traffic/ parking with physical upstand or other barrier. Option 15 has cycle lanes raised above road level (either at footpath level or just below (Copenhagen Style)), separated from traffic/ parking with physical kerb. There are no other differences, and as such will be combined to Option B for the September 2017 public consultation drop-in sessions.

General design features (to be confirmed):

- Physical separation (kerb/upstand) between cycle lane and traffic lane/parking
- No on-road cycle facility
- Traffic lane width suitable for heavy vehicles to travel within the lane
- Pocket parking where width allows, but large scale parking removal
- Maintain footpath width
- Remove flush median

Option B can be designed at road, at footpath level, or in-between. It is recommended that this design aspect be posed as a question at the public drop-in sessions for community feedback.

6.2.4 Costing

Rough order cost estimates for construction of the two short listed options have been prepared. These rough order costs are estimates provided to assist the public with assessment and selection of a preferred option.

The following assumptions have been made in the cost estimates:

- The extent of works is from Carlton Gore Road to Cobham Drive, a distance of approximately 4.0 km, and includes the intersections of Carlton Gore Road, Maida Vale Road, Rata Road and Belvedere Road;
- All kerbs adjacent to road-level cycle lanes are mountable;
- No resurfacing of the footpath is required;
- Cycle lanes will be constructed with asphalt;
- All existing parking and traffic signage will be re-used;
- There are no changes to the existing light poles

Potential adjustments to the design may be required to meet WCC or community expectations regarding the cost of the improvements. Items that may be adjusted in detailed design for costing purposes include:

- **Carriageway resurfacing:** Costing assumes that the carriageway will be resurfaced in asphalt with new road markings. To minimise costing, existing markings can be removed or

painted black. However, this can result in ghost markings, where the removed markings are still visible, especially in wet conditions.

- **Cycle lane height:** Costing assumes that the cycle lanes are at road level with grade separation from the footpaths and physical separation from the traffic lanes. To minimise costing, the cycle lanes could be constructed at footpath level.
- **Cycle green surfacing:** Costing assumes that the cycle green surfacing will be applied to the entire cycle lane surface area to improve visibility of the cycle space. To minimise costing, surfacing could include a 0.25 m wide green strip along the edges of the cycle lanes with additional surfacing across conflict areas, such as intersections and high-volume driveways.

The estimated cost of each option is outlined below in Table 10.

Table 10 – Rough Order Cost estimates for Short List Options

Description		Option A Cost ($M)	Option B Cost ($M)
High Rough Order Cost Estimate:		9.2–10.7	11.8–13.6
Cost Reduction Opportunities	**Cycle lane at footpath level:**	7.9–9.1	9.2–10.6
	Green surfacing minimised: *(i.e. green strip along edges and additional surfacing across conflict areas)*	7.9–9.2	10.7–12.3
	Road not resealed: *(i.e. no resealing undertaken and old road markings painted/removed)*	5.7–6.5	8.3–9.5
Low Rough Order Cost Estimate: *(Footpath level, minimal green surfacing, and no resealing)*		4.0–4.6	5.4–6.3

Construction costs should be updated once detailed design is completed for the preferred option.

6.3 Decision on Recommended Option

A recommended option is yet to be selected. Following the September 2017 drop-in sessions and consultation period, the design team will collate the feedback and incorporate any community-desired changes into the short listed designs where appropriate. Based on the feedback received, the feasibility to incorporate suggestions into the final design, and technical and safety input, a recommended option will be identified and confirmed by WCC for detailed design.

7. Safety Audit

Safety audits of the preliminary design concepts were not completed. Safety auditing will be undertaken at a later stage of the project.

8. Next Steps

The two design options incorporate feedback from extensive community engagement, transport engineering and landscape and urban design practice, best practice guidelines, and council strategies, including the Urban Growth Plan, Cycling Master Plan and Framework, and Long Term Plan.

Public feedback on the two design options will be sought via the September 2017 public drop-in sessions and cycleways website. The consultation feedback will inform the final recommendations and report on the Evans Bay Parade cycleway to be presented to WCC. WCC (Mayor and Councillors) will consider the consultation feedback along with engineering advice, best practice guidelines, budgetary implications, and council strategy when confirming their preference.

It is expected that WCC will determine a final outcome for the design of Evans Bay Parade at this meeting. WCC will agree on the preferred option with the intention for implementation to begin in 2018. Implementation will require detailed design and construction plans for the entire length of the project.

Appendix A – Long List of Workshop Ideas

The following table outlines long list Ideas identified in Workshop 3 from the T+T Issues Paper and March Community Drop-in sessions.

ID	Component Description	Theme			
		Cross section	Traffic Manage	Urban Design	Facilities
1.0	***From Meeting Notes***				
1.1	Reduce speed limit to 40 km/hr		✓		
1.2	Add sharrows in places where faster cyclists might want to take the lane and/or cycle path is narrower		✓		
1.3	Speed enforcement		✓		
1.4	Speed cushions		✓		
1.5	Speed platforms (next to the day care centre, etc.) with zebra crossings on top		✓		✓
1.6	Put more crossings in; • At bus stops • At shops • Close to side roads				✓
1.7	Art/murals on grey concrete walls – stories/history			✓	
1.8	Consistently smooth road surface for cycling			✓	
1.9	Cycle parking at beaches and popular destinations (e.g. cafes)				✓
1.10	Create bike park and ride at Cobham Drive end (drive – park – bike)				✓
1.11	Zebra crossings combined with the removal of median strips	✓	✓		
1.12	Stop cars cutting corners/encroaching on-road cycle lane. Physical? Speed?		✓		
1.13	Physical barrier to stop cars encroaching on cycle lane + widen cycle lanes	✓	✓		
1.14	Enforcement – police		✓		
1.15	Two-way seaside protected cycle track	✓			
1.16	Wider on-road cycle lanes / green paint, different separators on different areas i.e. rumble strip, angled (mountable) kerbs, flexi posts	✓			
1.17	Toucan (shared cycle and pedestrian) crossing at Cobham lights				✓
1.18	Island crossing for cyclists to cross just north of Cobham (Drive) from shared path to road		✓		✓
1.19	Two way cycle lane on sea side	✓			
1.20	Remove parking from sea side	✓	✓		
1.21	Remove central flush median	✓			
1.22	Put all parks on land side	✓	✓		

ID	Component Description	Theme			
		Cross section	Traffic Manage	Urban Design	Facilities
1.23	Surfacing (asphalt please)			✓	
1.24	Remove car parking that isn't used	✓	✓		
1.25	Car door buffer zones for cyclists	✓			
1.26	Widen road reserve into CMA (coastal marine area)	✓			
1.27	Reduce traffic lane width to 3.0 m + corner widening	✓			
1.28	Improved on-road cycle lanes, no cycle track	✓			
1.29	Remove current crash risk issues	✓	✓		
1.30	Protected on road cycle lane	✓			
1.31	Cycle track that can get wider when it can using road space from other modes i.e. traffic lane	✓			
1.32	Reduce attractiveness of route for cars		✓		
1.33	Reduce speed of vehicles		✓		
1.34	Make one way for cars – tidal direction		✓		
1.35	Parking clearway in peak hours (one way, two way, both)		✓		
1.36	Time limited parking		✓		
1.37	Eliminate commuter parking		✓		
1.38	Coupon parking		✓		
1.39	Resident parking permit		✓		
1.40	30 km/hr speed limit extension		✓		
1.41	Speed camera		✓		
1.42	Consistent facility along whole route	✓			
1.43	Remove parking from one side of Greta Point (sea side)	✓	✓		
1.44	Shift problematic parking in Greta Point		✓		
1.45	Get rid of flush median	✓			
2.0	***From Trace Sheets***				
2.1	Reduce speed. 30km/h?		✓		
2.2	Reduce parking		✓		
2.3	Reduce vehicle lane	✓			
2.4	Omit buffer	✓			
2.5	Better pedestrian crossings (lights, zebra)				✓
2.6	More crossings + buildouts at strategic locations	✓			✓
2.7	Better bus service (more regular service)				✓
2.8	Clearer cycleway	✓			
2.9	Wands on corners or rumble strips		✓		
2.10	Single cycleways on either side	✓			
2.11	Two way cycleway on one side	✓			
2.12	Seaside boardwalk	✓			✓

ID	Component Description	Theme			
		Cross section	Traffic Manage	Urban Design	Facilities
2.13	Smooth cycleway surface				✓
2.14	Horizontal/vertical delineation for footpath/cycleway/road		✓		
2.15	Slow/ medium/ fast for footpaths and cycleways		✓	✓	
2.16	Seaward side twin cycleway, avoids conflict	✓			
2.17	Parking/cycleway	✓			
2.18	N/W shelter			✓	✓
2.19	Improved bus shelters, protection down to the ground			✓	✓
2.20	Bike racks – beaches + shops			✓	✓
2.21	Planting on seaward side of road (greening)			✓	
2.22	Wind – cycleway on seaside makes more consistent				✓
2.23	Straights and corners – different scenarios			✓	✓
2.24	Sharrows		✓		
2.25	Hataitai Beach – parking on land side	✓	✓		
2.26	Crossing points required at; Balaena Bay Weka Bay Kio Bay Belvedere Road				✓
3.0	***From Cross Sections***				
	Section 7 (Hataitai Beach)				
3.1	Need cycle lanes on both sides	✓			
3.2	Remove parking from sea side, use space to extend footpath and turn into a grade separated shared path	✓	✓		
3.3	Low plantings on kerb buildouts for pedestrian crossings			✓	✓
3.4	Two-way seaside cycleway 3.2 m wide short term.	✓			
3.5	Long term boardwalk or reclamation to increase width to 4.4 m.	✓			
3.6	Possible angle parking in park across road?	✓	✓		
3.7	Reduce lanes to 3.2 m width. Safe hit posts between cycleway and traffic lanes	✓			
3.8	Remove parking from seaside.	✓	✓		
	Section 3 (Weka Bay)				
3.9	Visually break up long straight roads with plantings/trees built out into parking areas			✓	
3.10	Put planters within street furniture space			✓	
3.11	Okay as it is now	✓			
3.12	40 km/hr.	✓	✓		

ID	Component Description	Theme			
		Cross section	Traffic Manage	Urban Design	Facilities
3.13	Murals on sea wall.			✓	
3.14	Remove seaside parking, install 4.4 m wide two-way cycleway. Reduce traffic lanes to 3.4 m width. Remove on road cycle lanes. 0.6 m buffer between parking and traffic lane. Relocate kerbline and reduce footpath width by 0.6 m	✓			
	Section 5 (Greta Point)				
3.15	Allow cyclists to use the 3 m wide path on the sea side	✓			
3.16	Remove median strip and parking buffer and replace with on road cycle lanes.	✓			
3.17	Path widening if possible.	✓			✓
3.18	Keep traffic lanes at 3.5 m width	✓			
3.16	Reduce speed limit to 40 km/hr, combine with speed tables/ pedestrian crossings	✓	✓		✓
3.17	1.5 m wide flush median to allow cars to overtake cyclists	✓			
3.18	Reduce traffic lanes from 3.5 to 3.3 m width.	✓			
3.19	Protected two-way cycleway on seaside, separate from cars by 0.5 m wide planter.	✓		✓	
3.20	Parking removed from sea side	✓	✓		
	Section 1 (Oriental Bay)				
3.21	Widen cycleway	✓			
3.22	Extend 40 km/hr slow speed zone		✓		
3.23	Reduce traffic lane width to 3.3 m. Remove on road cycle lanes, 0.6 m buffer on cliff side	✓			
3.24	Widen path to 4.7 m, delineate cyclist and pedestrian space with different surfacing.	✓			✓
3.25	Consider pedestrian boardwalk or reclamation	✓		✓	✓

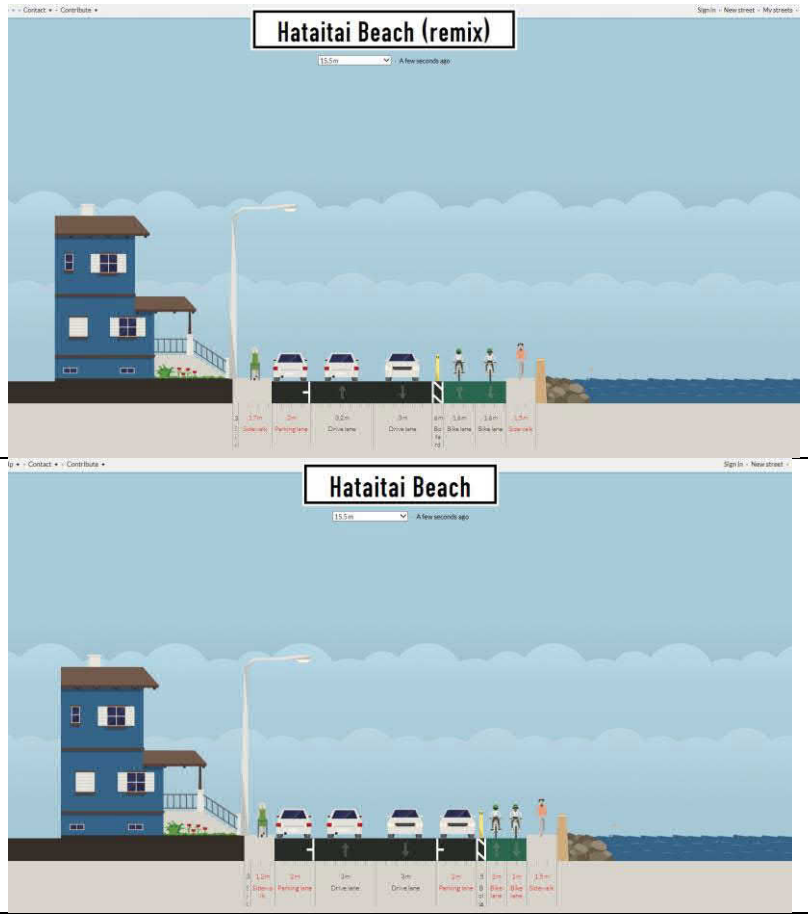
Appendix B – Long List Options

The long list of options are detailed through Streetmix cross sections and descriptions of the key features of each option as presented in Workshop 3.

Evans Bay Workshop 4
Long List of Options

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

The following table compiles the long list of concept options for the Evans Bay Parade project, developed with the Working Group at workshop #3.

<table>
<tr><td colspan="2"><u>Protected Cycleway Options</u></td></tr>
<tr><td>Option 1 – Two-way seaside protected cycle track</td><td rowspan="2"> 
</td></tr>
<tr><td>

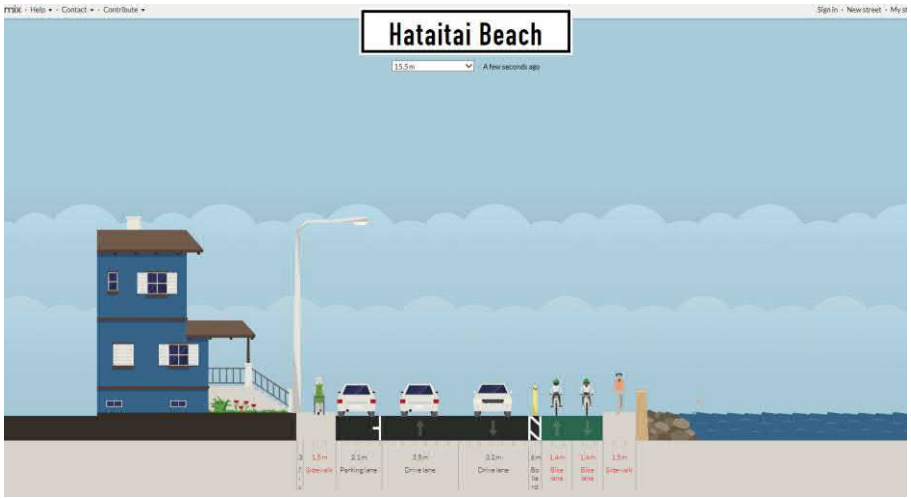
- Desirable width – 3.8m (includes 0.6m buffer)
- Narrower traffic lanes
- No on-road cycle facility
- Parking maintained single side of road
- Footpath width maintained one side
- Removal of flush median

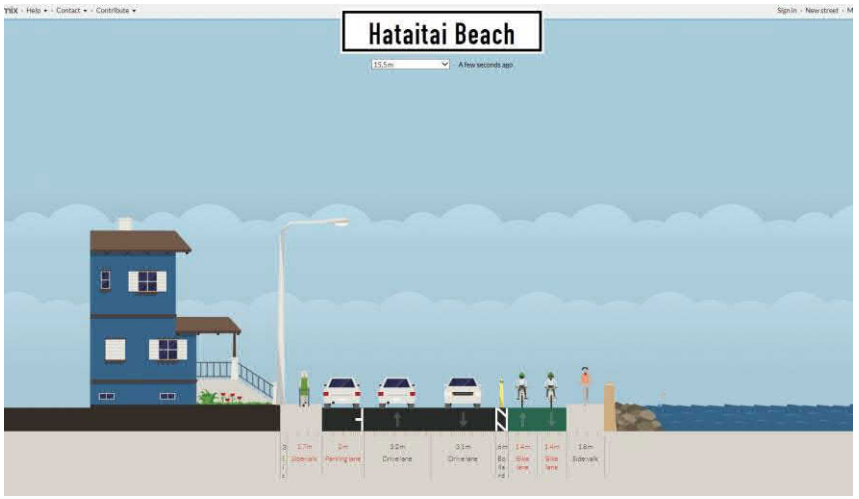
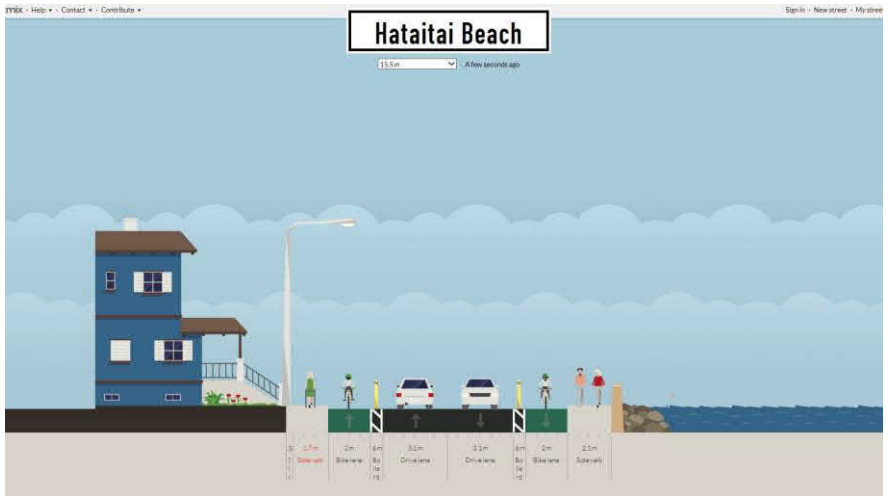
SHORT LISTED OPTION

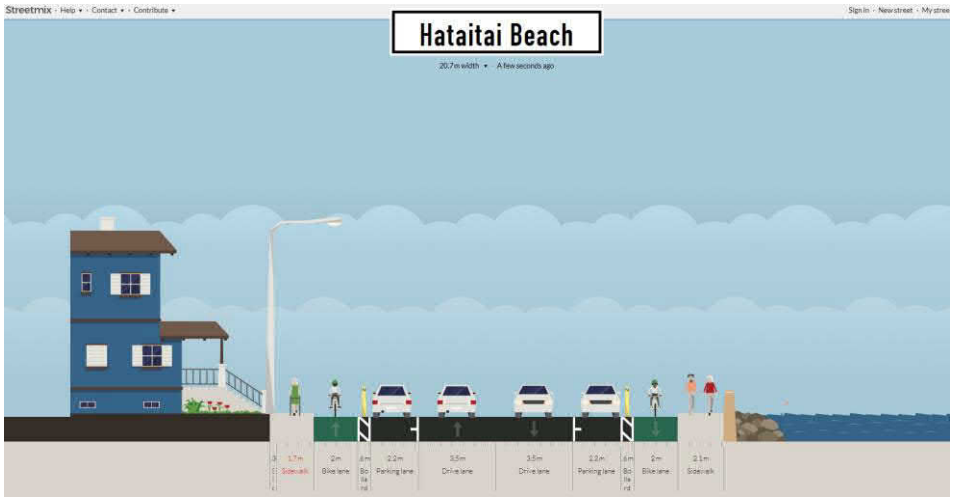
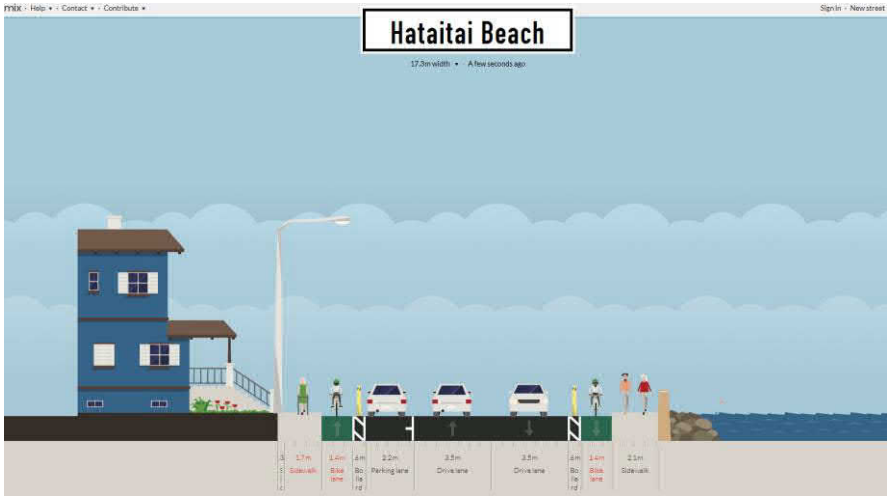
</td></tr>
<tr><td>Option 2 - Two-way seaside protected cycle track</td></tr>
<tr><td>

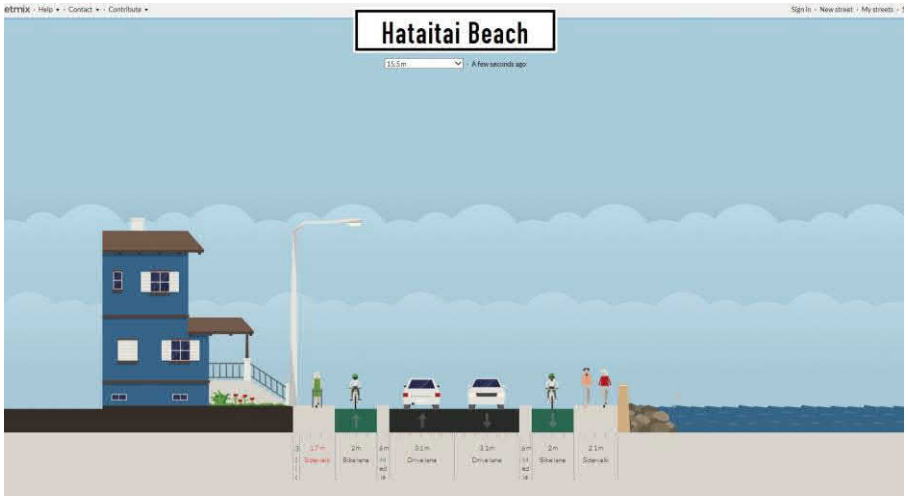
- Less than minimum width – 2.5m (includes 0.5m buffer)
- Narrower traffic lanes
- No on-road cycle facility
- No change to current parking
- Reduced footpath width
- Removal of flush median

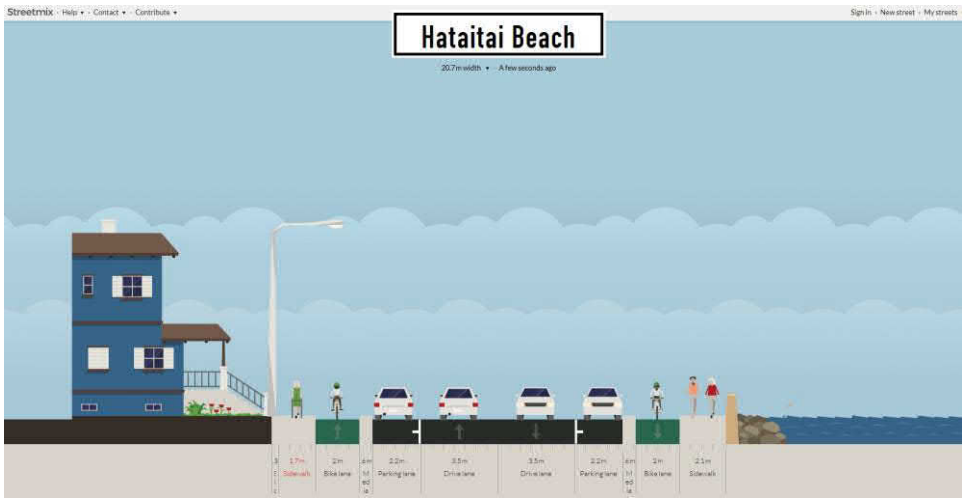
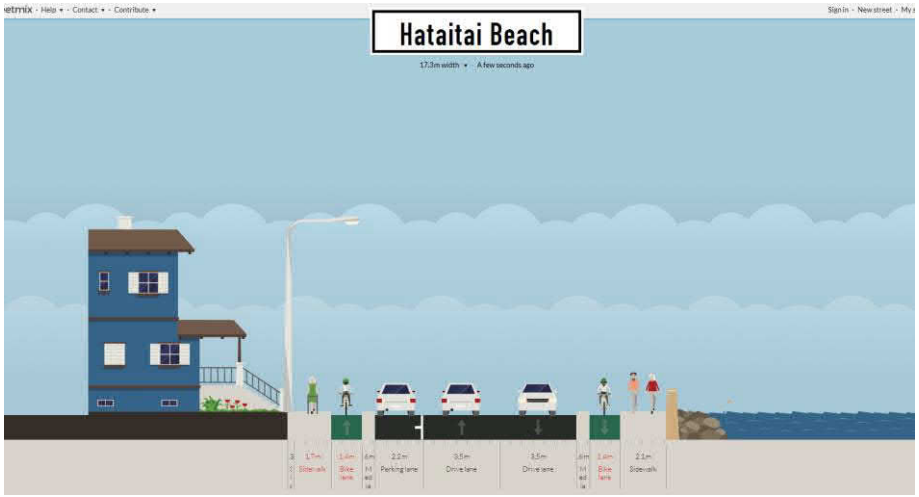
</td></tr>
</table>

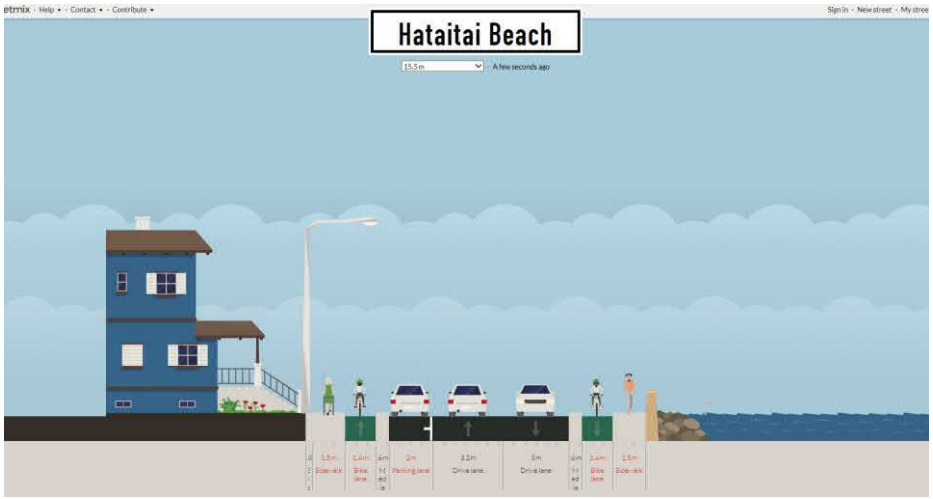
Option 3 - Two-way seaside protected cycle track • Desirable width – 4.6m (includes 0.6m buffer) • Expand road reserve into CMA by 5m • Wider traffic lanes • No on-road cycle facility • No change to current parking • Footpath width maintained	
Option 4 - Two-way seaside protected cycle track • Minimum width – 3.4m (includes 0.6m buffer) • Wider traffic lanes • No on-road cycle facility • Parking maintained single side of road • Reduced footpath width • Removal of flush median	

Option 5 - Two-way seaside protected cycle track • Minimum width – 3.4m (includes 0.6m buffer) • Wider traffic lane width • No on-road cycle facility • Parking maintained single side of road • Maintain footpath width • Removal of flush median **SHORT LISTED OPTION**	
Option 6 - Uni-directional protected kerbside cycle lanes • Desirable width – 2 x 2.6m (includes 0.6m buffer) • Narrower traffic lanes • No on-road cycle facility • Pocket parking where width allows, large scale removal of on-street parking • Footpath width maintained • Removal of flush median **SHORT LISTED OPTION**	

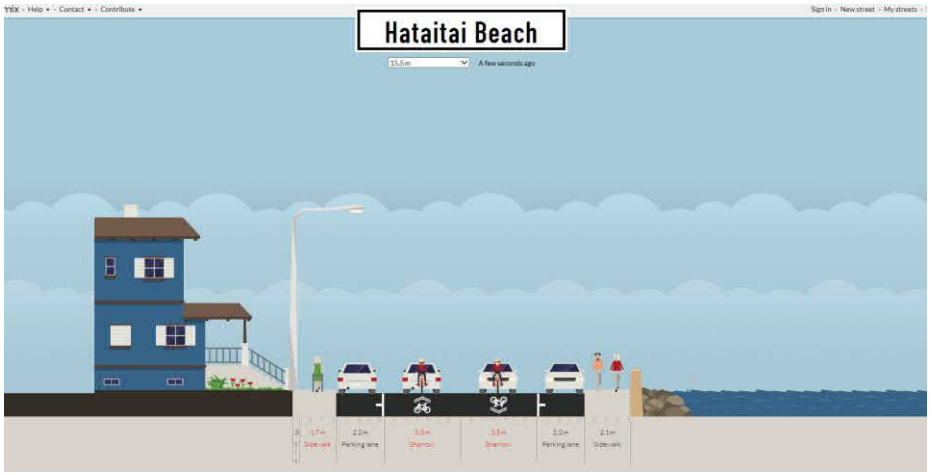
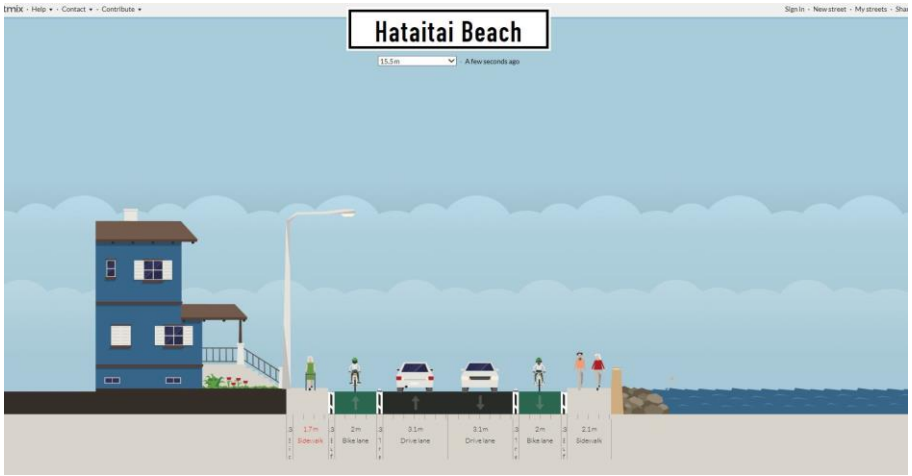
Option 7 - Uni-directional protected kerbside cycle lanes • Desirable width – 2 x 2.6m (includes 0.6m buffer) • Expand road reserve into CMA by 5.2m • Wider traffic lanes • No on-road cycle facility • No change to current parking • Footpath width maintained	
Option 8 - Uni-directional protected kerbside cycle lanes • Minimum width – 2 x 2.0m (includes 0.6m buffer) • Expand road reserve into CMA by 1.8m • Wider traffic lanes • No on-road cycle facility • Parking maintained single side of road • Footpath width maintained	

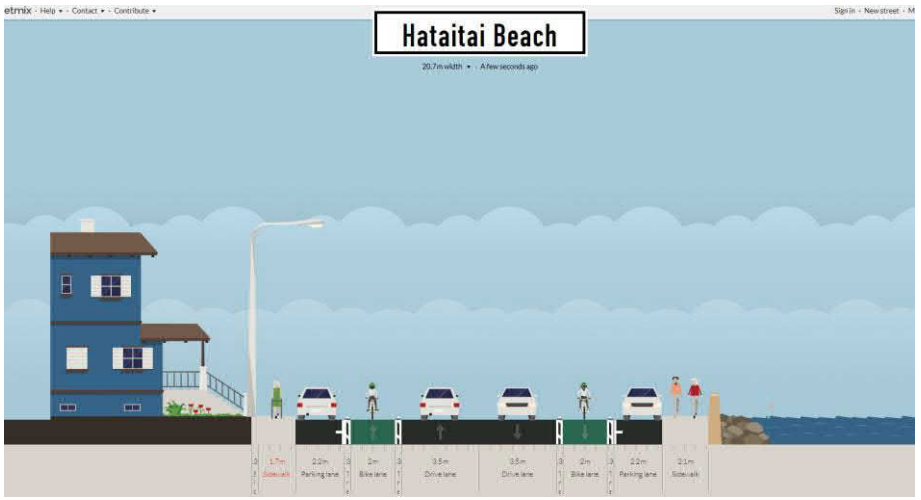
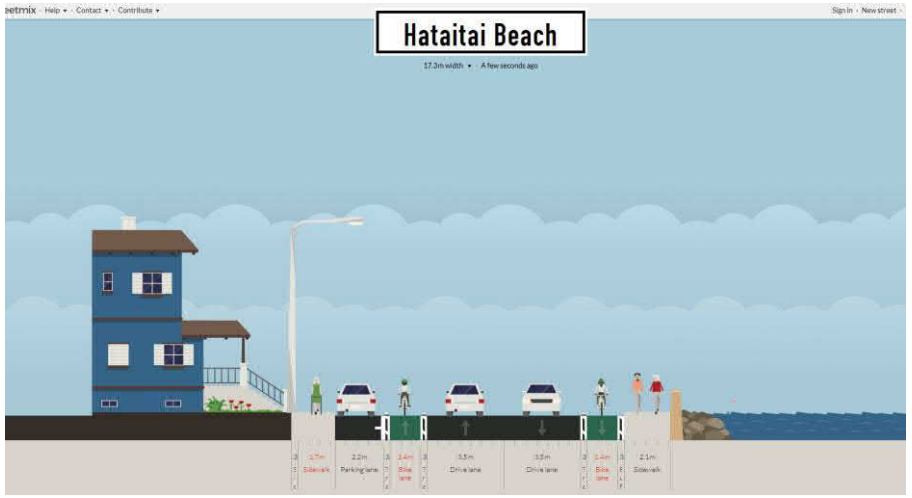
Option 9 - Uni-directional protected kerbside cycle lanes • Minimum width – 2 x 2.0m (includes 0.6m buffer) • Narrower traffic lanes • No on-road cycle facility • Parking maintained single side of road • Narrower footpath width • Removal of flush median	
Option 10 - Uni-directional separated cycle path at footpath level • Desirable width – 2 x 2.6m (includes 0.6m buffer) • Narrower traffic lanes • No on-road cycle facility • Pocket parking where width allows, large scale removal of on-street parking • Footpath width maintained • Removal of flush median	

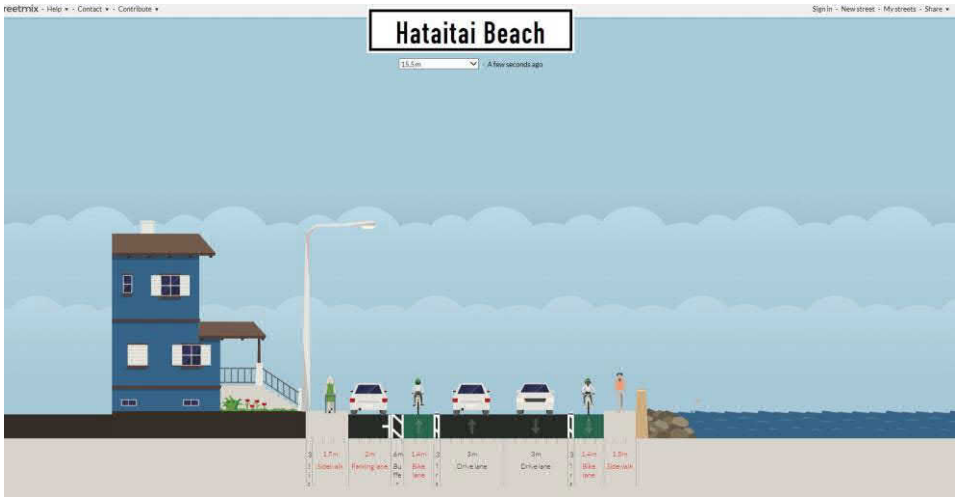
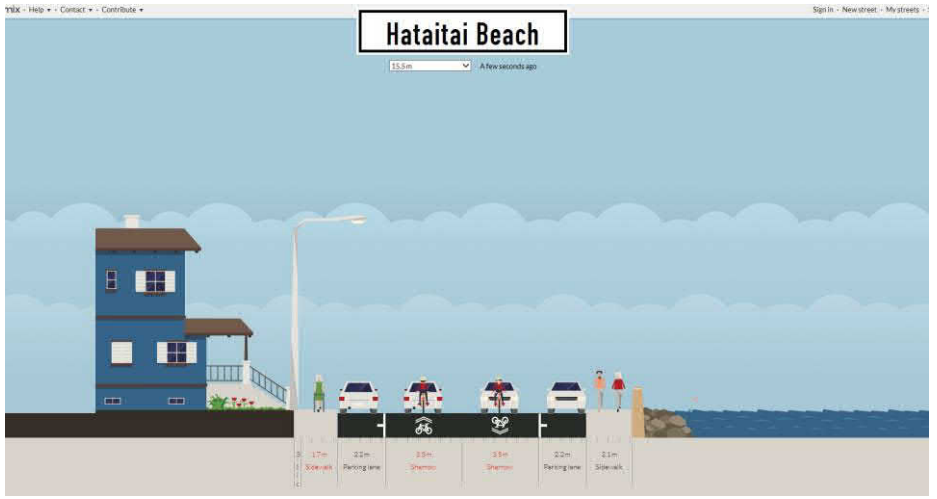
Option 11 - Uni-directional separated cycle path at footpath level • Desirable width – 2 x 2.6m (includes 0.6m buffer) • Expand road reserve into CMA by 5.2m • Wider traffic lanes • No on-road cycle facility • No change to current parking • Footpath width maintained	
Option 12 - Uni-directional separated cycle path at footpath level • Minimum width – 2 x 2.0m (includes 0.6m buffer) • Expand road reserve into CMA by 1.8m • Wider traffic lanes • No on-road cycle facility • Parking maintained single side of road • Footpath width maintained	

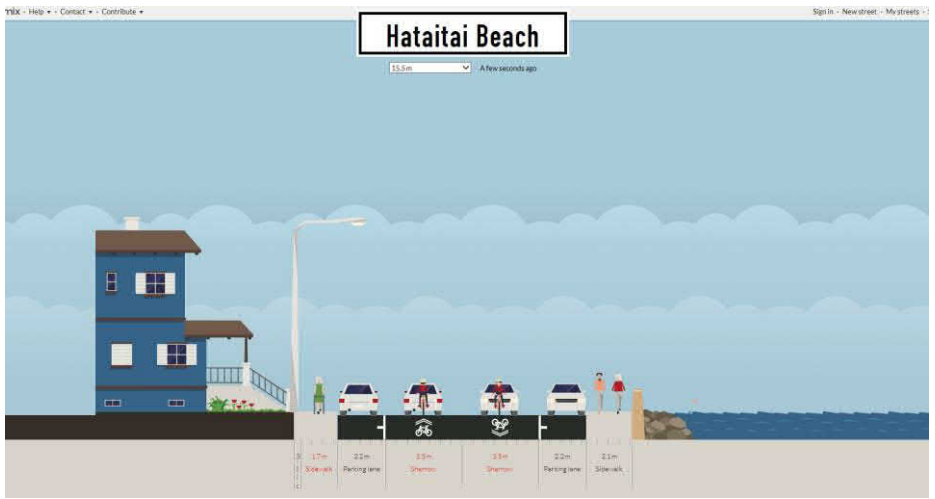
Option 13 - Uni-directional separated cycle path at footpath level	
• Minimum width – 2 x 2.0m (includes 0.6m buffer) • Narrower traffic lanes • No on-road cycle facility • Parking maintained single side of road • Narrower footpath width • Removal of flush median	

On-Road Cycle Options

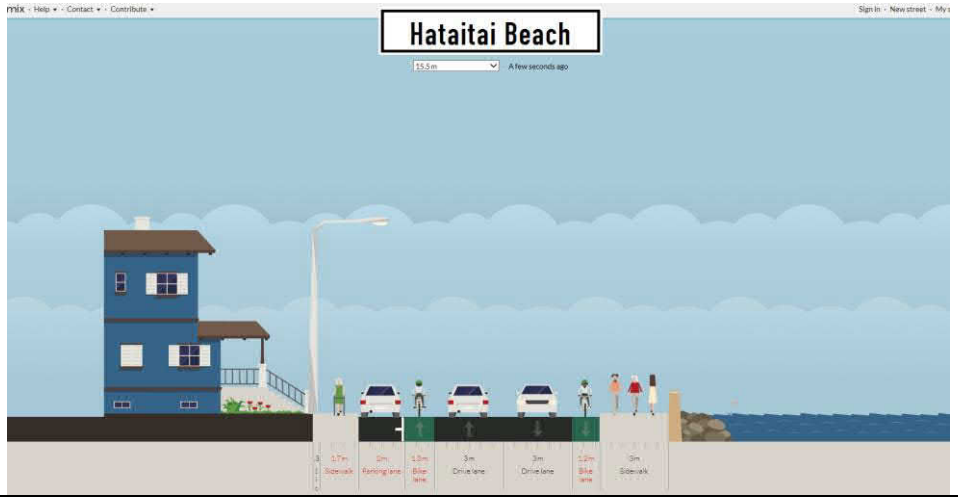
Option 14 – Paint Sharrows • Do minimum option. No change to other road elements	
Option 15 - Desirable width on-road cycle lanes • Desirable width – 2 x 2.6m (includes 0.6m buffer) • Narrower traffic lanes • Pocket parking where width allows, large scale removal of on-street parking • Footpath width maintained • Removal of flush median • Edge delineation (i.e. safe hits/armadillos) **SHORT LISTED OPTION**	

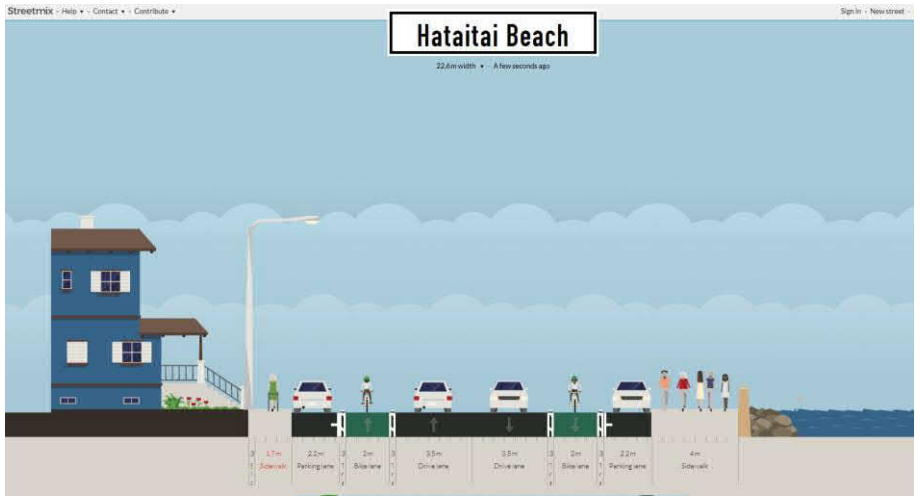
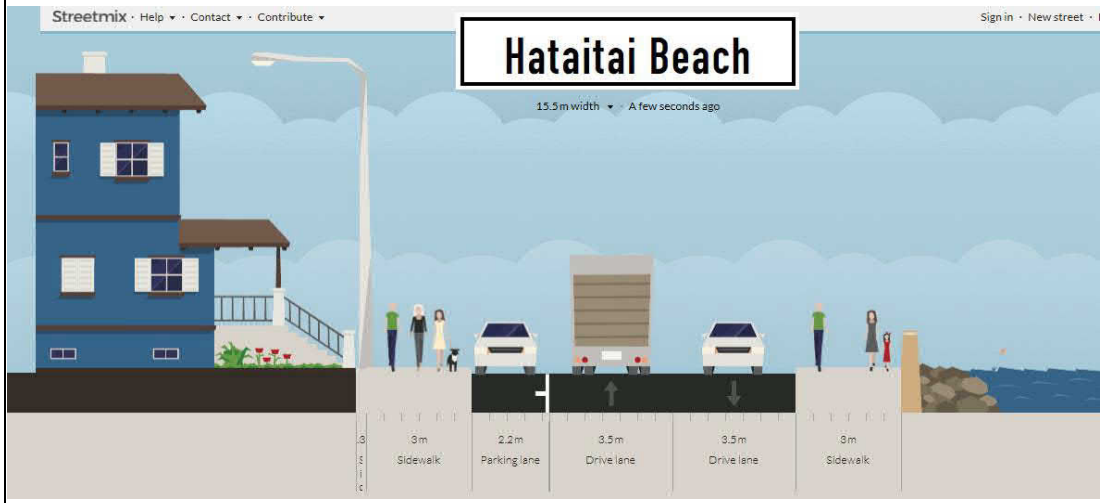
Option 16 - Desirable width on-road cycle lanes • Desirable width – 2 x 2.6m (includes 0.6m buffer) • Expand road reserve into CMA by 5.2m • Wider traffic lanes • No change to current parking • Footpath width maintained • Edge delineation (i.e. safe hits/armadillos)	
Option 17 – Minimum width on-road cycle lanes • Minimum width – 2 x 2.0m (includes 0.6m buffer) • Expand road reserve into CMA by 1.8m • Wider traffic lanes • Parking maintained single side of road • Footpath width maintained • Edge delineation (i.e. safe hits/armadillos)	

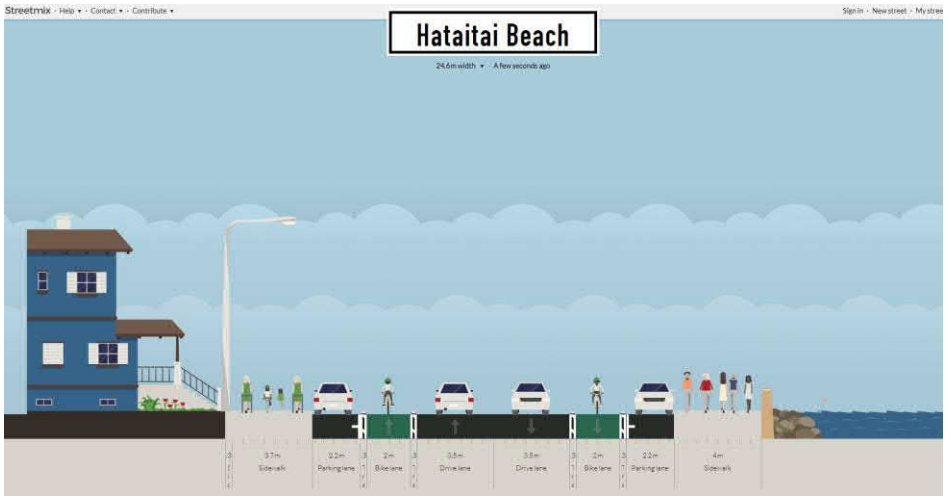
Option 18 - Minimum width on-road cycle lanes • Minimum width – 2 x 2.0m (includes 0.6m buffer) • Narrower traffic lanes • Parking maintained single side of road • Narrower footpath width • Removal of flush median • Edge delineation (i.e. safe hits/armadillos)	
Option 19 - Parking clearway in peak hours • Remove existing cycle lanes • Wider traffic lanes – cycles ride in traffic lane outside of peak and on weekend • Sharrows • No change to current parking except clearway conditions – tidal AM/PM weekday • Footpath width maintained	

Option 20 - Parking clearway in peak hours	
• Maintain existing cycle lanes • Maintain existing traffic lane width • No change to current parking except clearway conditions – tidal AM/PM weekday • Footpath width maintained	

Shared Options

Option 21 - Seaside shared path • Desirable shared path width • Remove on-road cycle lanes • Sharrows • Maintain existing traffic lane width • Remove flush median	
Option 22 - Seaside shared path • Minimum shared path width • Maintain on-road cycle lanes • Narrow traffic lane width • Minor on-street parking removal • Remove flush median	

Option 23 - Seaside shared path • Desirable shared path width • Expand road reserve into CMA by 7.1m • Desirable width on-road cycle lanes – 2 x 2.6m (includes 0.6m buffer) • Maintain 3.5m traffic lane width • Maintain on-street parking	
Option 24 - Shared path both sides • Minimum shared path width both sides • Wider traffic lane width • Remove on road cycle lanes • Parking maintained one side only • Remove flush median	

Option 25 - Shared path both sides • Desirable shared path width • Expand road reserve into CMA by 9.1m • Desirable width on-road cycle lanes – 2 x 2.6m (includes 0.6m buffer) • Maintain 3.5m traffic lane width • Maintain on-street parking	
Option 26 – Shared Space • A shared space is an urban design approach which seeks to minimise the segregation of pedestrians and vehicles. • This is done by removing features such as kerbs, road surface markings, and traffic signs. • It has been suggested that by creating a greater sense of uncertainty and making it unclear who has priority, drivers will reduce their speed and pedestrians and cyclists will have greater priority and safety.	

Option 27 – One-way traffic direction (restricted traffic area)	
• Tidal flow in single direction, morning and evening peak • Reduced traffic lane width • Increased road space for pedestrians and cyclists	

The above list of concept options has been assessed using an Option Evaluation Framework. Each option is assessed for its contribution to meeting investment and community objectives, and key evaluation criteria in a Multi Criteria Assessment framework, which accompanies this long list document.

Other Options

The following options, as they stand alone are not route treatment options, or are options that could equally apply to all of the above long list options. It is likely that some of these other long list ideas, by themselves may not perform well against the evaluation criteria. If however the same idea is evaluated in combination with another complimentary measure, they could be seen more favourably. These options have not been discounted at this stage as they may form part of a package option with those above, and are intended to be carried forward for potential inclusion on short listed options:

- Reduced speed limit
- Speed limit enforcement
- Speed cushions
- Raised pedestrian crossings
- At grade pedestrian crossings
- Asphalt road surface
- Time limited parking
- Public art
- Toucan crossing at Cobham Drive signals
- Island crossing for cyclists north of Cobham Drive signals
- Cycle parking at popular destinations
- Bike Park and Ride at Cobham Drive end (drive – park – ride)
- Bus shelters
- Planting/greening of the seaside edge
- Water sensitive design

Appendix C – Themes to Options

	Theme	Option 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	Cross section																											
C1	Zebra crossings combined with the removal of median strips	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C2	Physical barrier to stop cars encroaching on cycle lane + widen cycle lanes	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
C3	Two-way seaside protected cycle track	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C4	Wider on-road cycle lanes / green paint, different separators on different areas i.e. rumble strip, angled (mountable) kerbs, flexi posts	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	×	×	×	×	×	×	×	×	✓
C5	Two way cycle lane on sea side	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C6	Remove parking from sea side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	✓	×	✓	×	✓	✓	×	×	×	✓	✓	×	✓	×	✓
C7	Remove central flush median	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓
C8	Put all parks on land side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	×	✓
C9	Remove car parking that isn't used	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	✓	✓	×	✓	×	✓	✓
C10	Car door buffer zones for cyclists	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	✓	✓	×	×	×	✓	×	✓	×	✓	✓
C11	Widen road reserve into CMA (coastal marine area)	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	✓	×	✓	×	×
C12	Reduce traffic lane width to 3.0m + corner widening	×	✓	×	×	×	×	×	×	✓	×	×	×	✓	×	×	×	×	✓	×	×	✓	✓	×	×	×	×	✓
C13	Improved on-road cycle lanes, no cycle track	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	×	×	×	✓	✓	×	✓	×	✓
C14	Remove current crash risk issues	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C15	Protected on road cycle lane	×	×	×	×	×	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	×	✓	×	✓
C16	Cycle track that can get wider when it can using road space from other modes i.e. traffic lane	×	×	×	×	×	✓	×	×	×	✓	×	×	×	×	✓	×	×	×	×	×	×	×	✓	×	×	×	✓
C17	Consistent facility along whole route	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C18	Remove parking from one side of Greta Point (sea side)	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	✓	×	×	×	✓	×	✓	×	✓
C19	Get rid of flush median	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓
C20	Reduce vehicle lane	×	✓	×	×	×	×	×	×	✓	×	×	×	✓	×	×	×	×	✓	×	×	✓	✓	×	×	×	×	✓
C21	Omit buffer	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	×	×	×	×	✓	✓	✓	✓	×	×	×	×	✓
C22	More crossings + buildouts at strategic locations	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C23	Clearer cycleway	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C24	Single cycleways on either side	×	×	×	×	×	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	✓	✓	×	×	×	✓	✓	×	✓	×	✓
C25	Two way cycleway on one side	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C26	Seaside boardwalk	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	×	✓	×	✓	×
C27	Seaward side twin cycleway, avoids conflict	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C28	Parking/cycleway	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	×	×	✓	×	×	✓
C29	Hataitai Beach – parking on land side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	×	×	✓	×	×	✓
C30	Need cycle lanes on both sides	×	×	×	×	×	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	✓	✓	×	×	×	✓	✓	×	✓	×	✓
C31	Remove parking from sea side, use space to extend footpath and turn into a grade separated shared path	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	×	✓	×	×	✓
C32	Two way sea side cycleway 3.2m wide short term.	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C33	Long term boardwalk or reclamation to increase width to 4.4m.	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	×	✓	×	✓	×
C34	Possible angle parking in park across road?	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	×	✓
C35	Reduce lanes to 3.2m width. Safe hit posts between cycleway and traffic lanes	×	✓	×	×	×	×	×	×	✓	×	×	×	✓	×	×	×	×	×	✓	×	×	✓	✓	×	×	×	✓
C36	Okay as it is now	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	×	×	×	×	×	×	×	✓	✓	×	×	×	×
C37	40 km/hr.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C38	Remove sea side parking, install 4.4m wide two way cycleway. Reduce traffic lanes to 3.4m width. Remove on road cycle lanes. 0.6m buffer between parking and traffic lane. Relocate kerbline and reduce footpath width by 0.6m	✓	×	×	×	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
C39	Allow cyclists to use the 3m wide path on the sea side	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
C40	Remove median strip and parking buffer and replace with on road cycle lanes.	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	×	×	×	✓	×	×	✓	×	✓
C41	Path widening if possible.	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
C42	Keep traffic lanes at 3.5m width	×	×	✓	✓	✓	×	✓	✓	×	×	✓	✓	×	✓	×	✓	✓	×	✓	✓	×	×	✓	✓	✓	×	✓
C43	Reduce speed limit to 40 km/hr, combine with speed tables/ pedestrian crossings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C44	1.5m wide flush median to allow cars to overtake cyclists	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓
C45	Reduce traffic lanes from 3.5 to 3.3m width.	×	✓	×	×	×	×	×	×	✓	×	×	×	✓	×	×	×	×	✓	×	×	✓	✓	×	×	×	×	✓
C46	Protected 2 way cycleway on sea side, separate from cars by 0.5m wide planter.	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C47	Parking removed from sea side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	×	✓
C48	Widen cycleway	✓	×	✓	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	×	×	×	×	×	✓
C49	Reduce traffic lane width to 3.3m. Remove on road cycle lanes, 0.6m buffer on cliff side	×	✓	×	×	×	×	×	×	✓	×	×	×	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C50	Widen path to 4.7m, delineate cyclist and pedestrian space with different surfacing.	✓	✓	✓	✓	✓	×	×	×	×	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
C51	Consider pedestrian boardwalk or reclamation	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	×	✓	×	✓	×

	Theme	Option 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	Urban Design																											
U1	Art/murals on grey concrete walls – stories/history	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U2	Consistently smooth road surface for cycling	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U3	Surfacing (asphalt please)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U4	Slow/ medium/ fast for footpaths and cycleways	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
U5	N/W shelter	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U6	Improved bus shelters, protection down to the ground	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U7	Bike racks – beaches + shops	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U8	Planting on seaward side of road (greening)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U9	Straights and corners – different scenarios	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
U10	Low plantings on kerb buildouts for pedestrian crossings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U11	Visually break up long straight roads with plantings/trees built out into parking areas	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U12	Put planters within street furniture space	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U13	Murals on sea wall.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
U14	Protected 2 way cycleway on sea side, separate from cars by 0.5m wide planter.	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
U15	Consider pedestrian boardwalk or reclamation	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	×	✓	×	✓	×

	Theme	Option 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	Traffic Management																											
T1	Reduce speed limit to 40 km/hr	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T2	Add sharrows in places where faster cyclists might want to take the lane and/or cycle path is narrower	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	✓
T3	Speed enforcement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T4	Speed cushions	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T5	Speed platforms (next to the day care centre, etc.) with zebra crossings on top	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T6	Zebra crossings combined with the removal of median strips	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓
T7	Stop cars cutting corners/encroaching on-road cycle lane. Physical? Speed?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
T8	Physical barrier to stop cars encroaching on cycle lane + widen cycle lanes	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
T9	Enforcement – police	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T10	Island crossing for cyclists to cross just north of Cobham (Drive) from shared path to road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T11	Remove parking from sea side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	✓
T12	Put all parks on land side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	✓
T13	Remove car parking that isn't used	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	×	✓	✓	×	×	✓	✓	×	✓	×	✓
T14	Remove current crash risk issues	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T15	Reduce attractiveness of route for cars	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T16	Reduce speed of vehicles	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T17	Make one way for cars – tidal direction	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
T18	Parking clearway in peak hours (one way, two way, both)	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	×	×	×	×	×	×	×
T19	Time limited parking	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T20	Eliminate commuter parking	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T21	Coupon parking	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T22	Resident parking permit	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T23	30 km/hr speed limit extension	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T24	Speed camera	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T25	Remove parking from one side of Greta Point (sea side)	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	✓
T26	Shift problematic parking in Greta Point	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T27	Reduce speed. 30km/h?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T28	Reduce parking	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	✓
T29	Wands on corners or rumble strips	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	×	×	×	×	×	×	✓
T30	Horizontal/vertical delineation for footpath/cycleway/road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	✓	✓	×	×	×	×	×	×	×	×	✓
T31	Slow/ medium/ fast for footpaths and cycleways	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
T32	Sharrows	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	×	×	×	×	✓	✓	✓	×	×	✓	×	✓	✓
T33	Hataitai Beach – parking on land side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	×	✓
T34	Remove parking from sea side, use space to extend footpath and turn into a grade separated shared path	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	×	✓	×	×	✓
T35	Possible angle parking in park across road?	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	×	✓
T36	Remove parking from sea side.	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	✓	✓	×	×	×	×	✓	×	×	✓
T37	40 km/hr.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T38	Reduce speed limit to 40 km/hr, combine with speed tables/ pedestrian crossings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
T39	Parking removed from sea side	✓	×	×	✓	✓	✓	×	✓	✓	✓	×	✓	✓	×	✓	×	✓	×	✓	✓	×	×	×	✓	×	✓	×	✓
T40	Extend 40 km/hr slow speed zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

	Theme	Option 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	Facilities																											
F1	Speed platforms (next to the day care centre, etc.) with zebra crossings on top	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F2	Put more crossings in;	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F3	Cycle parking at beaches and popular destinations (e.g. cafes)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F4	Create bike park and ride at Cobham Drive end (drive – park – bike)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F5	Toucan (shared cycle and pedestrian) crossing at Cobham lights	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F6	Island crossing for cyclists to cross just north of Cobham (Drive) from shared path to road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F7	Better pedestrian crossings (lights, zebra)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F8	More crossings + buildouts at strategic locations	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F9	Better bus service (more regular service)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F10	Seaside boardwalk	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	✓	×	✓	×	×
F11	Smooth cycleway surface	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F12	N/W shelter	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F13	Improved bus shelters, protection down to the ground	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F14	Bike racks – beaches + shops	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F15	Wind – cycleway on seaside makes more consistent	✓	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	×	×	×	✓
F16	Straights and corners – different scenarios	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
F17	Crossing points required at;	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F18	Low plantings on kerb buildouts for pedestrian crossings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F19	Path widening if possible.	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	✓	✓	✓	✓	✓	×	✓
F20	Reduce speed limit to 40 km/hr, combine with speed tables/ pedestrian crossings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
F21	Widen path to 4.7m, delineate cyclist and pedestrian space with different surfacing.	✓	✓	✓	✓	✓	×	×	×	×	✓	✓	✓	✓	×	×	×	×	×	×	×	×	×	×	×	×	×	✓
F22	Consider pedestrian boardwalk or reclamation	×	×	✓	×	×	×	✓	✓	×	×	✓	✓	×	×	×	✓	✓	×	×	×	×	×	×	✓	×	✓	×	×

Appendix D – Best Practice Guidelines

The following table gives a summary of the best practice guidelines used for design.

Organisation	**Best Practice Guidelines**
Wellington City Council (WCC)	• *Cycling Framework, June 2015* • *Code of Practice for Land Development, December 2012*
New Zealand Transport Agency (NZTA)	• *Cycling Network Guidance – Planning and Design (Online Portal), accessed July 2017* • *Manual of Traffic Signs and Makings (MOTSAM) Part 2: Markings, August 2010* • *Pedestrian Planning and Design Guide, October 2009* • *Guidelines for Public Transport Infrastructure and Facilities (Interim Consultation Draft), March 2014* • *State Highway Geometric Design Manual Part 6: Cross Section, March 2002*
Christchurch City Council (CCC)	• *Christchurch Cycle Design Guidelines, Part B: Revision B, Design Principles Best Practice Guide, dated July 2016*
Austroads	• *Cycling Aspects of Austroads Guides (AP-G88-17), June 2017* • *Guide to Road Design Part 3: Geometric Design (AGRD03-16), September 2016* • *Guide to Road Design Part 4: Intersections and Crossings (AGRD04-17), June 2017*
Standards New Zealand (SNZ)	• *Land Development and Subdivision Infrastructure (NZS 4404), 2010* • *Parking Facilities Part 1: Off-street Car Parking (AS/NZS 2890.1), 2004* • *Parking Facilities Part 5: On-street Parking (AS 2890.5), 1993*

Appendix E – Design Elements

Desirable and minimum dimensions noted in reference guidelines. Includes cyclist, pedestrian, motorist and parking elements, along with key design features including flush medians, bus stops, pedestrian crossings and driveways.

Element	**Design Dimensions**		**Guidance**[1]	**Comments**
	Desirable	**Minimum**		
On-road cycle lanes	1.8 m wide 1.2 m wide buffer to parallel parking 0.5 m wide buffer to traffic lane	1.5 m wide 0.6 m wide buffer to parallel parking No buffer to traffic lane	WCC, NZTA, CCC, Austroads	Width varies in concept designs
Protected (kerbside) cycle lanes	2.2 m wide 1.2 m wide buffer to parallel parking	1.5 m wide 0.6 m wide buffer to parallel parking	WCC, NZTA, CCC, Austroads	Width varies in concept designs
Two-way cycle paths	3.5 m wide 1.2 m wide buffer to parallel parking	2.5 m wide 0.6 m wide buffer to parallel parking	WCC, NZTA, CCC, Austroads	Width varies in concept designs
Footpaths	4.0 m wide for high pedestrian volumes 2.0 m wide for low pedestrian volumes	1.8 m wide (1.5 m wide for short distances only)	WCC, NZTA	Width varies in concept designs
Shared paths	5.0 m wide	2.0 m wide	NZTA, CCC, Austroads	Width varies in concept designs

Element	Design Dimensions		Guidance[1]	Comments
	Desirable	Minimum		
Traffic/ shared lanes	3.5 m wide N/A N/A 0.5 m wide shy line offset from fixed roadside obstacles	2.7 m wide 3.1 m wide (heavy vehicle routes) 0.3 to 0.9 m curve widening based on curve radius N/A	WCC, NZTA, Austroads	Width varies in concept designs Curve widening to be confirmed in detailed design using vehicle tracking
Parallel parking spaces	2.5 m wide N/A	2.0 m wide (NZTA) 2.1 m wide (WCC, SNZ) 5.4 m long (end space), 6.0 m long (centre space)	WCC, NZTA, SNZ	2.1 m width used for concept design
Angle parking spaces				Not considered for concept design; provides less parking per metre than parallel parking on both sides of the road occupying the same road width
Special parking provisions (bicycle parking, accessible spaces, motorcycle parking, loading zones, etc.)				To be considered for detailed design
Flush median	2.5 m wide	1.0 m wide (if provided)	WCC, NZTA	Width varies in concept designs
Turning bays	3.5 m wide N/A	2.5 m wide 6.0 m length per vehicle, length based on turning demand	NZTA	To be considered for detailed design

Element	Design Dimensions		Guidance[1]	Comments
	Desirable	Minimum		
Driveways	N/A 3.0 m setback to parking	Width varies, typically 2.0–4.0 m 1.0 m setback to parking	CCC, NZTA, Austroads	3.0 m setback from existing driveway widths considered where adjacent to cycle lane, 1.0 m setback otherwise for concept designs
Bus stops		2.5 m wide 11.5 m long (single bus) 8.0 m entry taper 5.0 m exit taper	NZTA	Minimum dimensions used for concept design
Pedestrian crossings		3.0 m long Requires setback to parking on approach for visibility, length dependant of road alignment.	NZTA	To be considered for detailed design

Notes;

1. Refer to Appendix D for reference guides

Appendix F – Multi Criteria Analysis

Multi-Criteria Analysis is outlined as presented in Workshop 4 and described in Section 5. The MCA includes the long list to short list evaluation process and the selection of the two preferred options for presentation at the upcoming public drop-in sessions.

Criteria		Consideration	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 10	Option 11	Option 12	Option 13	Option 14
Objectives	Effectiveness meeting WCC objectives	Achieve a high level of service for cyclists within an integrated transport network	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Includes a protected cycle space in both directions with high level of service for cyclists	Dedicated cycle space within corridor, improved level of service for cyclists, however cycle path at or near footpath level with potential for pedestrian conflict reduces level of service below protected facility	Dedicated cycle space within corridor, improved level of service for cyclists, however cycle path at or near footpath level with potential for pedestrian conflict reduces level of service below protected facility	Dedicated cycle space within corridor, improved level of service for cyclists, however cycle path at or near footpath level with potential for pedestrian conflict reduces level of service below protected facility	Dedicated cycle space within corridor, improved level of service for cyclists, however cycle path at or near footpath level with potential for pedestrian conflict reduces level of service below protected facility	Sharrows offer no real improvement in safety or level of service for cyclists from the existingn situation
		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Protected facility in both directions most likely to increase cycling uptake, improve people carrying capacity of network, encourage mode shift	Dedicated cycle space within corridor, likely to encourage mode shift, efficiency not as high as protected facility with lower level of service and resilience to pedestrian demand increase	Dedicated cycle space within corridor, likely to encourage mode shift, efficiency not as high as protected facility with lower level of service and resilience to pedestrian demand increase	Dedicated cycle space within corridor, likely to encourage mode shift, efficiency not as high as protected facility with lower level of service and resilience to pedestrian demand increase	Dedicated cycle space within corridor, likely to encourage mode shift, efficiency not as high as protected facility with lower level of service and resilience to pedestrian demand increase	Unlikely to lead to increased cycling uptake, no change to network efficiency of effectiveness
		Cycling is a viable and attractive transport choice	Fully protected kerbside facility with lack of cross movements likely to	Fully protected kerbside facility with lack of cross movements likely to	Fully protected kerbside facility with lack of cross movements likely to	Fully protected kerbside facility with lack of cross movements likely to	Fully protected kerbside facility with lack of cross movements likely to	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Fully protected or separated facility likely to attract new users but	Poor perceived level of service and safety, does not improve cycling as a
		The crash rate, number and severity of crashes involving people on bikes is reduced	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, both sides improves safety	Protected cycle space in both directions, both sides improves safety	Protected cycle space in both directions, both sides improves safety	Protected cycle space in both directions, both sides improves safety	Dedicated cycle space in both directions, both sides, safety	Dedicated cycle space in both directions, both sides, safety	Dedicated cycle space in both directions, both sides, safety	Dedicated cycle space in both directions, both sides, safety	No reduction in risk or cyclist crash performance from
		Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	Fully protected kerbside facility likely to attract new users, access to	Fully protected kerbside facility likely to attract new users, access to	Fully protected kerbside facility likely to attract new users, access to	Fully protected kerbside facility likely to attract new users, access to	Fully protected kerbside facility likely to attract new users, access to	Fully protected kerbside facility likely to attract maximum number of	Fully protected kerbside facility likely to attract maximum number of	Fully protected kerbside facility likely to attract maximum number of	Fully protected kerbside facility likely to attract maximum number of	Dedicated cycle space in both directions, both sides likely to attract	Dedicated cycle space in both directions, both sides likely to attract	Dedicated cycle space in both directions, both sides likely to attract	Dedicated cycle space in both directions, both sides likely to attract	Addition of sharrows does little to provide improved choice,
		PASS WCC OBJECTIVE SCREEN	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Effective overall performance against WCC objectives	Not effective at achieving WCC objectives
	Effectiveness meeting Community objectives	Improve the convenience, comfort and reliability of facilities for cycling	Includes a desirable width protected cycle space in both directions on seaward side, with high level of convenience, comfort and reliability for cyclists, minimal conflict with other modes	Includes a minimum width protected cycle space in both directions on seaward side, with improved level of convenience, comfort and reliability for cyclists, minimal conflict with other modes	Includes a desirable width protected cycle space in both directions on seaward side, with high level of convenience, comfort and reliability for cyclists, minimal conflict with other modes	Includes a minimum width protected cycle space in both directions on seaward side, with improved level of convenience, comfort and reliability for cyclists, minimal conflict with other modes	Includes a minimum width protected cycle space in both directions on seaward side, with improved level of convenience, comfort and reliability for cyclists, minimal conflict with other modes	Includes a desirable width protected cycle space on both sides, with high level of convenience, comfort and reliability for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists	Includes a desirable width protected cycle space on both sides, with high level of convenience, comfort and reliability for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists	Includes a minimum width protected cycle space on both sides, with high level of convenience, comfort and reliability for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists	Includes a minimum width protected cycle space on both sides, with high level of convenience, comfort and reliability for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists	Includes a desirable width separated cycle space on both sides, with high level of convenience, comfort and reliability for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists, assesed with slightly lower reliability as function of potential for pedestrian conflict	Includes a desirable width separated cycle space on both sides, with high level of convenience, comfort and reliability for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists, assesed with slightly lower reliability as function of potential for pedestrian conflict	Includes a minimum width separated cycle space on both sides, improved convenience and comfort for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists, assesed with slightly lower reliability as function of potential for pedestrian conflict	Includes a minimum width separated cycle space on both sides, improved convenience and comfort for cyclists. Dual side increases convenience for access, side road treatment of vehicle conflict dictates comfort for cyclists, assesed with slightly lower reliability as function of potential for pedestrian conflict	
		Improve the convenience, comfort and reliability of facilities for pedestrians	Overall positive effect for pedestrians by removing sections of	This option maintains a greater number of on-street parking relevant	Overall positive effect for pedestrians by removing sections of	This option maintains a wider traffic lanes, at the expense of fooptath	Overall positive effect for pedestrians by removing sections of	Overall positive effect for pedestrians by removing sections of	Overall positive effect for pedestrians by removing sections of	Overall positive effect for pedestrians by removing sections of	This option requires greater width for the two side cycle facility, at	Assumes footpath width maintained, dedicated cycle facility removes	Wider corridor by encroaching into CMA provides benefits for	Wider corridor by encroaching into CMA provides benefits for	This option requires greater width for the two side cycle facility, at	
		Improve the route consistency for walking and cycling facilities	Option assumes ability to maintain a consistent and separate width	Option compromises on cycle facility and footpath width to	Option assumes ability to maintain a consistent and separate width	Option compromises on cycle facility and footpath width to	Option assumes ability to maintain a consistent and separate facility for	Option assumes ability to maintain a consistent and separate width	Option assumes ability to maintain a consistent and separate width	Option assumes ability to maintain a consistent and separate facility for	Option compromises on cycle facility and footpath width, reduced	Option assumes ability to maintain a consistent and separate width	Option assumes ability to maintain a consistent and separate width	Option assumes ability to maintain a consistent and separate facility for	Option compromises on cycle facility and footpath width, reduced	
		Improve the safety of road users	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, less than desirable width for	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, less than desirable width for	Protected cycle space in both directions, single side reduces number of	Protected cycle space in both directions, dual side has manageable	Protected cycle space in both directions, dual side has manageable	Protected cycle space in both directions, dual side has manageable	Protected cycle space in both directions, dual side has manageable	Dedicated cycle space in both directions, dual side has manageable	Dedicated cycle space in both directions, dual side has manageable	Dedicated cycle space in both directions, dual side has manageable	Dedicated cycle space in both directions, dual side has manageable	
		Improve connections between residential areas and the waterfront	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	
		Rationalise the on-street parking provision	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	
		Enhance the built and natural environment	Option assumes to contribute to enhancing environment through	Option assumes to contribute to enhancing environment through	This option, whilst achieving the benefits of other options, and has	Option assumes to contribute to enhancing environment through	Option assumes to contribute to enhancing environment through	Option assumes to contribute to enhancing environment through	This option, whilst achieving the benefits of other options, and has	This option, whilst achieving the benefits of other options, and has	Option assumes to contribute to enhancing environment through	Option assumes to contribute to enhancing environment through	This option, whilst achieving the benefits of other options, and has	This option, whilst achieving the benefits of other options, and has	Option assumes to contribute to enhancing environment through	
		Maintain motorised access to local properties	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	
		PASS COMMUNITY OBJECTIVE SCREEN	Option 1 effective overall performance against most	Option 2 does not achieve the community objectives as well as	Option 3 broad achievement of most Community Objectives,	Option 4 does not achieve the community objectives as well as	Option 5 effective overall performance against most	Option 6 broad achievement of most Community Objectives,	Option 7 broad achievement of most Community Objectives,	Option 8 does not achieve the community objectives as well as	Option 9 does not achieve the community objectives as well as	Option 10 similar in nature to protected kerbside options, does	Option 11 similar in nature to protected kerbside options, does	Option 12 similar in nature to protected kerbside options, does	Option 13 similar in nature to protected kerbside options, does	

Criteria		Consideration	Option 15	Option 16	Option 17	Option 18	Option 19	Option 20	Option 21	Option 22	Option 23	Option 24	Option 25	Option 26	Option 27
Objectives	Effectiveness meeting WCC objectives	Achieve a high level of service for cyclists within an integrated transport network	Dedicated cycle space within corridor, improved level of service for cyclists. Assessed as having edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane	Dedicated cycle space within corridor, improved level of service for cyclists. Assessed as having edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane	Dedicated cycle space within corridor, improved level of service for cyclists. Assessed as having edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane	Dedicated cycle space within corridor, improved level of service for cyclists. Assessed as having edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane	Existing cycle facilities removed, clearway offers only part time cycle space, parking compliance issues, cyclists in traffic lane outside of peak results in a reduction in the level of service for cyclists	No change to existing facility in north section, south section only offers part time cycle space, no tangible benefit for cyclist level of service	Removing existing on-road facility and encouraging cyclists to share space with pedestrians in less than desirable shared path width results in reduced level of service for both modes	Minimum shared path width not considered to tangibly improve cyclist level of service	Expansion of corridor width into CMA could offer improvement in cyclists level of service if shared path width adequate to minimise pedestrian conflict, combined with improved on road cycle lanes	Removing existing on-road facility and encouraging cyclists to share space with pedestrians in less than desirable shared path width results in reduced level of service for both modes	Expansion of corridor width into CMA could offer improvement in cyclists level of service if shared path width adequate to minimise pedestrian conflict, combined with improved on road cycle lanes	No separate cycle facilities, high vehicle volumes and speeds not appropriate for shared space to operate as intended, cycle level of service reduced	Option likely to significantly reduce vehicle volumes, assessed assuming ability to provide increased road space and dedicated protected facilities for cyclists
		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	Dedicated cycle space within corridor, likely to encourage mode shift, not as attractive as protected facility, ease of northbound access from hillside suburbs, flexible design option	Dedicated cycle space within corridor, likely to encourage mode shift, not as attractive as protected facility, ease of northbound access from hillside suburbs, flexible design option	Dedicated cycle space within corridor, likely to encourage mode shift, not as attractive as protected facility, ease of northbound access from hillside suburbs, flexible design option	Dedicated cycle space within corridor, likely to encourage mode shift, not as attractive as protected facility, ease of northbound access from hillside suburbs, flexible design option	Unlikely to drive change in cycling uptake, removal of facility has negative effect on contribution to improving efficiency. Loss of cycling facility not a resilient outcome	No change to existing facility in north section, south section only offers part time cycle space, no tangible benefit for network efficiency or resilience	Unlikely to drive change in cycling uptake, removal of facility has negative effect on contribution to improving efficiency. Loss of cycling facility not a resilient outcome	Unlikely to drive change in cycling uptake, no tangible benefit for network efficiency	Dedicated cycle space within corridor, and desirable width shared path likely to encourage mode shift and improve network efficiency. Design could offer improved resilience to environmental factors for cycle facility	Unlikely to drive change in cycling uptake, removal of facility has negative effect on contribution to improving efficiency. Loss of cycling facility not a resilient outcome	Dedicated cycle space within corridor, and desirable width shared path likely to encourage mode shift and improve network efficiency. Design could offer improved resilience to environmental factors for cycle facility	In this situation - high traffic volumes and speeds, a shared space is likely to lead to a reduction on network efficiency for cyclists and other users	Assuming ability to provide increased road space and dedicated protected facilities for cyclists, cycling efficiency significantly increased, with converse significant reduction in vehicle network efficiency which is not directly related to the cycling facility itself
		Cycling is a viable and attractive transport choice	Unprotected facility is unlikely to attract new users in the interested	Unprotected facility is unlikely to attract new users in the interested	Unprotected facility is unlikely to attract new users in the interested	Unprotected facility is unlikely to attract new users in the interested	Removal of facility has negative effect on perceived safety and	Unprotected facility is unlikely to attract new users in the interested	Improved shared path facility likely to be attractive some target	Improved shared path facility likely to be attractive some target	Dedicated cycle space within corridor, and desirable width shared	Improved shared path facility likely to be attractive some target	Dedicated cycle space within corridor, and desirable width shared	In this situation - high traffic volumes and speeds, a shared space	Option likely to significantly reduce vehicle volumes,
		The crash rate, number and severity of crashes involving people on bikes is reduced	both directions, both sides, safety improvements for	both directions, both sides, safety improvements for	both directions, both sides, safety improvements for	both directions, both sides, safety improvements for	Space allocated for clearway cycling has potential for unsafe	No tangible reduction in risk or cyclist crash performance from	Shared path for cyclists introduces different crash risk with	Maintain on-road facility and introducing shared path offers minor	Maintain on-road facility and introducing a desirable shared path	Removal of on-road facility, minimum shared path width and wider	Maintain on-road facility and introducing a desirable shared path	Removal of any dedicated cycle facility, shared space treatment	'Option likely to significantly reduce vehicle volumes,
		Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	Consistent route treatment by adding on-road cycle lanes along	Consistent route treatment by adding on-road cycle lanes along	Consistent route treatment by adding on-road cycle lanes along	Consistent route treatment by adding on-road cycle lanes along	Removal of existing on-road facility, and part time cycle space	Maintaining existing on-road cycle lanes in combination with part	Providing a shared path will likely appeal to some types of new user,	Providing a minimum shared path will likely appeal to some types of	Maintain on-road facility and introducing a desirable shared path	Providing a shared path will likely appeal to some types of new user,	Maintain on-road facility and introducing a desirable shared path	In this situation - high traffic volumes and speeds, a shared space	Assessed assuming ability to provide increased road space
		PASS WCC OBJECTIVE SCREEN	Broad achievement of WCC objectives, with some criteria neutral, continue to effects assessment	Broad achievement of WCC objectives, with some criteria neutral, continue to effects assessment	Broad achievement of WCC objectives, with some criteria neutral, continue to effects assessment	Broad achievement of WCC objectives, with some criteria neutral, continue to effects assessment	Not effective at achieving WCC objectives	Not effective at achieving WCC objectives	Not effective at achieving WCC objectives	Not effective at achieving WCC objectives	Effective overall performance against WCC objectives	Not effective at achieving WCC objectives	Effective overall performance against WCC objectives	Not effective at achieving WCC objectives	Effective overall performance against WCC objectives, negative impact on vehicle network efficiency, continue to effects assessment
	Effectiveness meeting Community objectives	Improve the convenience, comfort and reliability of facilities for cycling	Includes a desirable width, dedicated cycle space on both sides. Not as comfortable for users as a protected solution, assumed edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane will improve convenience and reliability. Dual side increases convenience for access, side road treatment of vehicle conflict and visibility dictates comfort for cyclists	Includes a desirable width, dedicated cycle space on both sides. Not as comfortable for users as a protected solution, assumed edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane will improve convenience and reliability. Dual side increases convenience for access, side road treatment of vehicle conflict and visibility dictates comfort for cyclists	Includes a minimum width dedicated cycle space on both sides, reduced width of cycle lane in this option reduces level of comfort and convenience for certain user type. Not as comfortable for users as a protected solution, assumed edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane will improve convenience and reliability. Dual side increases convenience for access	Includes a minimum width dedicated cycle space on both sides, reduced width of cycle lane in this option reduces level of comfort and convenience for certain user type. Not as comfortable for users as a protected solution, assumed edge delineation i.e. safe hits or armadillos to prevent vehicle encroachment into cycle lane will improve convenience and reliability. Dual side increases convenience for access					Expansion of corridor width into CMA could offer improvement in cyclists comfort and convenience if shared path width adequate to minimise pedestrian conflict, combined with improved on road cycle lanes reliability for all user types		Expansion of corridor width into CMA could offer improvement in cyclists comfort and convenience if shared path width adequate to minimise pedestrian conflict, combined with improved on road cycle lanes reliability for all user types		Option likely to significantly reduce vehicle volumes, assessed assuming ability to provide increased road space and dedicated protected facilities for cyclists
		Improve the convenience, comfort and reliability of facilities for pedestrians	Overall positive effect for pedestrians by removing sections of	Overall positive effect for pedestrians by removing sections of	Overall positive effect for pedestrians by removing sections of	This option requires greater width for the two side cycle facility, at					Assumes a desirable shared path width however shared nature		Assumes a desirable shared path width however shared nature		Option likely to significantly reduce vehicle volumes,
		Improve the route consistency for walking and cycling facilities	Option assumes ability to maintain a consistent and separate width	Option assumes ability to maintain a consistent and separate width	Option assumes ability to maintain a consistent and separate facility for	Option assumes ability to maintain a consistent and separate facility for					Two separate cycling facilities improves choice for different		Two separate cycling facilities improves choice for different		Assessed assuming ability to provide increased road space
		Improve the safety of road users	Desirable width cycle lanes with edge protection/delineation	Desirable width cycle lanes with edge protection/delineation	Minimum width cycle lanes still an improvement on	Minimum width cycle lanes still an improvement on					Maintain on-road facility and introducing a desirable shared path		Maintain on-road facility and introducing a desirable shared path		'Option likely to significantly reduce vehicle volumes,
		Improve connections between residential areas and the waterfront	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are	Option treatment assumes east-west connection options are					Option treatment assumes east-west connection options are		Option treatment assumes east-west connection options are		Option treatment assumes east-west connection options are
		Rationalise the on-street parking provision	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.	Assessed on general estimate of effect on parking numbers.					Assessed on general estimate of effect on parking numbers.		Assessed on general estimate of effect on parking numbers.		Assessed to assume that parking is rationalised within available road
		Enhance the built and natural environment	Option assumes to contribute to enhancing environment through	This option, whilst achieving the benefits of other options, and has	This option, whilst achieving the benefits of other options, and has	Option assumes to contribute to enhancing environment through					This option, whilst achieving the benefits of other options, and has		This option, whilst achieving the benefits of other options, and has		Option assumes to contribute to enhancing environment through
		Maintain motorised access to local properties	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay	Assessed separately to parking access. Ability to utilise Evans Bay					Assessed separately to parking access. Ability to utilise Evans Bay		Assessed separately to parking access. Ability to utilise Evans Bay		The restriction on traffic travelling two-way along Evans Bay Parade will
		PASS COMMUNITY OBJECTIVE SCREEN	Option 15 scores well against most Community Objectives,	Option 16 very similar to Option 15, does not achieve the community	'Option 17 scores well against most Community Objectives,	Option 18 very similar to Option 17, does not achieve the community					Option 23 does not adequately achieve the community objectives.		Option 25 does not adequately achieve the community objectives.		Option 27 scores well against most Community Objectives,

Criteria		Consideration	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 10	Option 11	Option 12	Option 13	Option 14
Effects	Cycle Network Fit	Alignment of option to any existing adjacent cycle infrastructure	Two way path on the same side as Cobham Drive		Two way path on the same side as Cobham Drive		Two way path on the same side as Cobham Drive	Southbound side good connection to Cobham Drive, northbound cyclists required to cross Evans Bay Parade at signals from Cobham Drive. Connection to Kilbirnie to south achievable	Southbound side good connection to Cobham Drive, northbound cyclists required to cross Evans Bay Parade at signals from Cobham Drive. Connection to Kilbirnie to south achievable							
	Transport Network Fit	Alignment to transport corridor function	Assessed for options contribution to movement of people and goods, and access to business and property. Narrower traffic lanes and reduced parking		Assessed for options contribution to movement of people and goods, and access to business and property. Standard width traffic lanes and parking maintained		Assessed for options contribution to movement of people and goods, and access to business and property. Standard width traffic lanes and reduced parking	Assessed for options contribution to movement of people and goods, and access to business and property. Narrower traffic lanes and significant reduction in parking	Assessed for options contribution to movement of people and goods, and access to business and property. Standard width traffic lanes and parking maintained							
	Pedestrians Effects	LOS and safety for pedestrians	Removes sections of shared use path, separate dedicated		Removes sections of shared use path, separate dedicated		Removes sections of shared use path, separate dedicated	Removes sections of shared use path, separate dedicated	Removes sections of shared use path, separate dedicated							
	Bus Users Effects	LOS and safety for bus users	Assessed for option potential to impact on bus stops, bus		Assessed for option potential to impact on bus stops, bus		Assessed for option potential to impact on bus stops, bus	Assessed for option potential to impact on bus stops, bus	Assessed for option potential to impact on bus stops, bus							
	Motorised Traffic Effects	LOS and safety for other motorised traffic	Traffic lane widths to be designed to accommodate design		Traffic lane widths to be designed to accommodate design		Traffic lane widths to be designed to accommodate design	Traffic lane widths to be designed to accommodate design	Traffic lane widths to be designed to accommodate design							
	Parking Effects	Number of parks available	Assessed on general estimate of effect on parking numbers. Some		Assessed on general estimate of effect on parking numbers.		Assessed on general estimate of effect on parking numbers. Some	Assessed on general estimate of effect on parking numbers. Some	Assessed on general estimate of effect on parking numbers.							
		Location of parks	Assumes parking rationalised and located to achieve best use		No change to existing parking location		Assumes parking rationalised and located to achieve best use	Assumes significant reduction in parking, located predominately for commercial	No change to existing parking location							
		Suitability of parking provision (balance between residential, commercial and commuter)	Balance toward most suitable use of residential and commercial use		Provides for all residential, commercial and commuter use, commuter use not best use of parking		Balance toward most suitable use of residential and commercial use	Assumed provision suitable only for commerical use, significant impact on residential	Provides for all residential, commercial and commuter use, commuter use not best use of parking							
	Property Effects	Effect of acquisition on residual land	Assume no land acquisition		Land acquisition possibly required to maintain consistent corridor width along route. Some areas width is not available without building demolition. Other areas would result in a loss of landscape buffer or front yard		Assume no land acquisition	Assume no land acquisition	Land acquisition possibly required to maintain consistent corridor width along route. Some areas width is not available without building demolition. Other areas would result in a loss of landscape buffer or front yard							
		Effect on adjacent land-use	As above		As above, reduced development or recreational potential		As above	As above	As above, reduced development or recreational potential							
		Effect on access to business (incl. deliveries and ease of access)	Assumes rationalised parking maintains current business access		Existing business access retained		Assumes rationalised parking maintains current business access	Reduced business access assumed	Exisitng business access retained							
	Environmental Effects	Light	No impact assumed		No impact assumed		No impact assumed	No impact assumed	No impact assumed							
		CPTED (Crime prevention through environmental design) where applicable	No impact assumed		No impact assumed		No impact assumed	No impact assumed	No impact assumed							
		Landscaping	Potential opportunity to retain and enhance landscaped areas within		Potential opportunity to retain and enhance landscaped areas within		Potential opportunity to retain and enhance landscaped areas within	Potential opportunity to retain and enhance landscaped areas within	Potential opportunity to retain and enhance landscaped areas within							
		Marine	No effect on Coastal Marine Area, opportunity to		Assumes encroachment into Coastal Marine Area, with resulting		No effect on Coastal Marine Area, opportunity to	No effect on Coastal Marine Area, opportunity to	Assumes encroachment into Coastal Marine Area, with resulting							
	Cultural Effects	Based on mana whenua feedback on cultural effects	Iwi not yet consulted. Option is expected to have minimal cultural		Iwi not yet consulted. Option expetd to have cultural impact		Iwi not yet consulted. Option is expected to have minimal cultural	Iwi not yet consulted. Option is expected to have minimal cultural	Iwi not yet consulted. Option expetd to have cultural impact							
Implementation	Planning Feasibility	Plan alignment (District, Reserves, Other)	The current development envelope is likely to involve works		If works were proposed in the coastal marine area, then the overall		The current development envelope is likely to involve works	The current development envelope is likely to involve works	If works were proposed in the coastal marine area, then the overall							
		Approvals Risk (consents etc.)	Minor but manageable consenting risk		Significant consenting effort and risk		Minor but manageable consenting risk	Minor but manageable consenting risk	Significant consenting effort and risk							
	Delivery Feasibility	Traffic disruption during construction	Temporary removal of parking likely to retain two-way traffic flow		Temporary removal of parking and lane closurs likey to accommodate		Temporary removal of parking likely to retain two-way traffic flow	Temporary removal of parking likely to retain two-way traffic flow	Temporary removal of parking and lane closurs likey to accommodate							
		Business disruption during construction	Minor/moderate disruption to business during construction,		High disruption to business during construction, changes to		Minor/moderate disruption to business during construction,	Minor/moderate disruption to business during construction,	High disruption to business during construction, changes to							
	Funding Feasibility	Delivery cost within likely available funding	Cost similar to budget		Cost above budget		Cost similar to budget	Cost similar to budget	Cost above budget							
		Delivery within UCP timetable (if applicable)	Achievable programme		Challenging programme - consenting and construction		Achievable programme	Achievable programme	Challenging programme - consenting and construction							
Cost	Total Cost	Implementation cost including design, consenting, construction and supervision	$$$ High Cost (>$2M)		$$$ High Cost (>$2M)		$$$ High Cost (>$2M)	$$$ High Cost (>$2M)	$$$ High Cost (>$2M)							
		PASS MCA SCREEN	Yes	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No

Criteria		Consideration	Option 15	Option 16	Option 17	Option 18	Option 19	Option 20	Option 21	Option 22	Option 23	Option 24	Option 25	Option 26	Option 27
Effects	Cycle Network Fit	Alignment of option to any existing adjacent cycle infrastructure	Southbound side good connection to Cobham Drive, northbound cyclists required to cross Evans Bay Parade at signals from Cobham Drive. Connection to Kilbirnie to south achievable		Southbound side good connection to Cobham Drive, northbound cyclists required to cross Evans Bay Parade at signals from Cobham Drive. Connection to Kilbirnie to south achievable										Assume ability to provide excellent alignment to adjacent facilities
	Transport Network Fit	Alignment to transport corridor function	Assessed for options contribution to movement of people and goods, and access to business and property. Narrower traffic lanes and significant reduction in parking		Assessed for options contribution to movement of people and goods, and access to business and property. Standard width traffic lanes and reduced parking										Assessed for options contribution to movement of people and goods, and access to business and property. Significant disruption to access, including public transport and wider network effects
	Pedestrians Effects	LOS and safety for pedestrians	Removes sections of shared use path, separate dedicated		Removes sections of shared use path, separate dedicated										Assumes ability to improve pedestrian LOS and safety
	Bus Users Effects	LOS and safety for bus users	Assessed for option potential to impact on bus stops, bus		Assessed for option potential to impact on bus stops, bus										Assessed for option potential to impact on bus stops, bus
	Motorised Traffic Effects	LOS and safety for other motorised traffic	Traffic lane widths to be designed to accommodate design		Traffic lane widths to be designed to accommodate design										Significant impact on LOS for motorised traffic, re-routing
	Parking Effects	Number of parks available	Assessed on general estimate of effect on parking numbers. Some		Assessed on general estimate of effect on parking numbers. Some										Assumes ability to maintain current provision of parking
		Location of parks	Assumes significant reduction in parking, located predominately for commercial		Assumes parking rationalised and located to achieve best use										No change to existing parking location
		Suitability of parking provision (balance between residential, commercial and commuter)	Assumed provision suitable only for commerical use, significant impact on residential		Balance toward most suitable use of residential and commercial use										Provides for all residential, commercial and commuter use, commuter use not best use of parking
	Property Effects	Effect of acquisition on residual land	Assume no land acquisition		Land acquisition possibly required to maintain consistent corridor width along route. Reduced extent to other options may result in less impacts										Assume no land acquisition
		Effect on adjacent land-use	As above		As above, reduced development or recreational potential, to a lessr extent than other widening options										No land acquistion assumed, but effect of transport network changes reduce land use potential for future development
		Effect on access to business (incl. deliveries and ease of access)	Reduced business access assumed		Assumes rationalised parking maintains current business access										Significant impact on access for business, re-routing required via
	Environmental Effects	Light	No impact assumed		No impact assumed										No impact assumed
		CPTED (Crime prevention through environmental design) where applicable	No impact assumed		No impact assumed										Reduced passive surveillance
		Landscaping	Potential opportunity to retain and enhance landscaped areas within		Potential opportunity to retain and enhance landscaped areas within										Potential opportunity to retain and enhance landscaped areas within
		Marine	No effect on Coastal Marine Area, opportunity to		Assumes encroachment into Coastal Marine Area, with resulting										No effect on Coastal Marine Area, opportunity to
	Cultural Effects	Based on mana whenua feedback on cultural effects	Iwi not yet consulted. Option is expected to have minimal cultural		Iwi not yet consulted. Option expetd to have cultural impact										Iwi not yet consulted. Option is expected to have minimal cultural
Implementation	Planning Feasibility	Plan alignment (District, Reserves, Other)	The current development envelope is likely to involve works		If works were proposed in the coastal marine area, then the overall										development envelope is likely to involve works primarily within the
		Approvals Risk (consents etc.)	Minor but manageable consenting risk		Significant consenting effort and risk										Significant consenting effort and risk
	Delivery Feasibility	Traffic disruption during construction	Temporary removal of parking likely to retain two-way traffic flow		Temporary removal of parking and lane closurs likey to accommodate										Likely to prevent two way flow as part of traffic managament and
		Business disruption during construction	Minor/moderate disruption to business during construction,		High disruption to business during construction, changes to										High disruption to business during construction, lack of
	Funding Feasibility	Delivery cost within likely available funding	Cost lower than budget		Cost above budget										Cost above budget
		Delivery within UCP timetable (if applicable)	Simple to implement		Challenging programme - consenting and construction										Challenging programme - consenting and construction
Cost	Total Cost	Implementation cost including design, consenting, construction and supervision	$$ Medium Cost ($50k - $2M)		$$$ High Cost (>$2M)										$$$ High Cost (>$2M)
		PASS MCA SCREEN	Yes	No	No	No	No	No	No	No	No	No	No	No	No

Appendix G – Short List Option Plans

The following section includes plans for options A and B at identified sections of the route. The plans include cycling, walking, driving, and parking provisions and typical dimensions.

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ORIENTAL BAY
ORIENTAL PARADE

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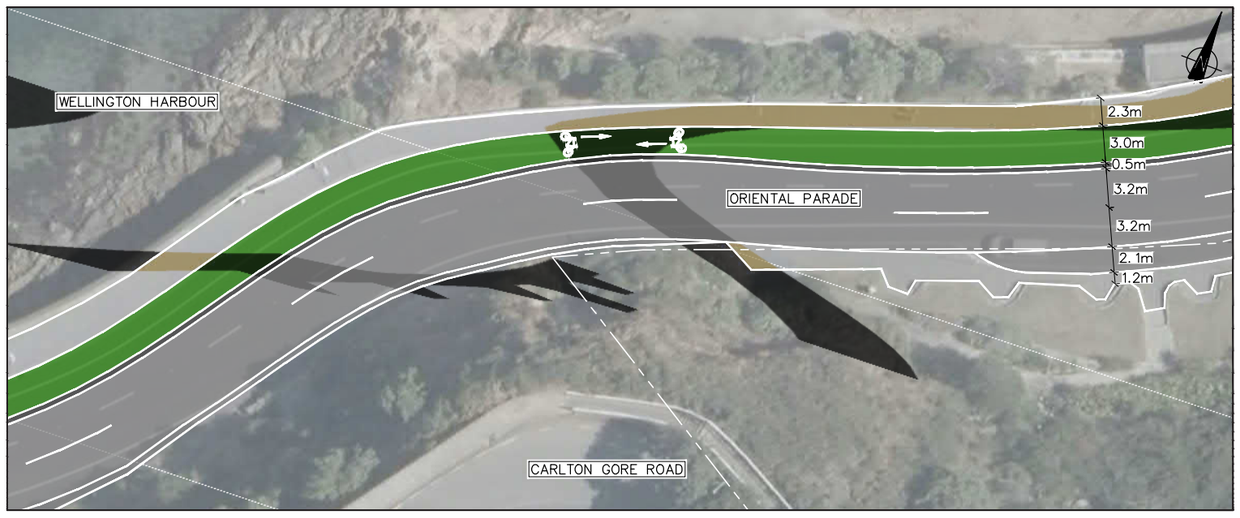
EXISTING ROAD LAYOUT

OPTION A



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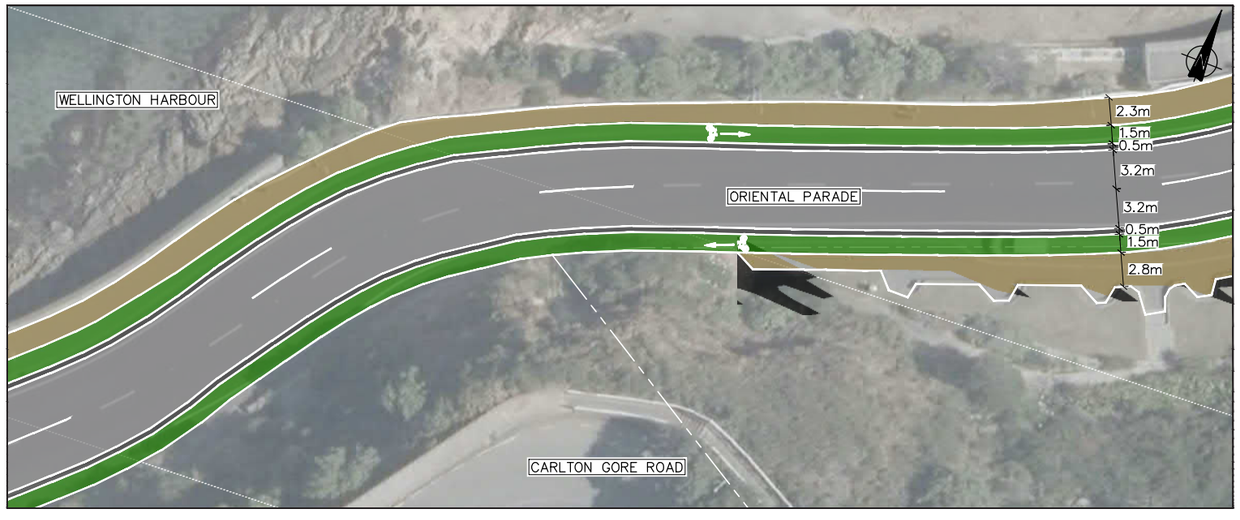

Tonkin+Taylor
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WEKA BAY
EVANS BAY PARADE

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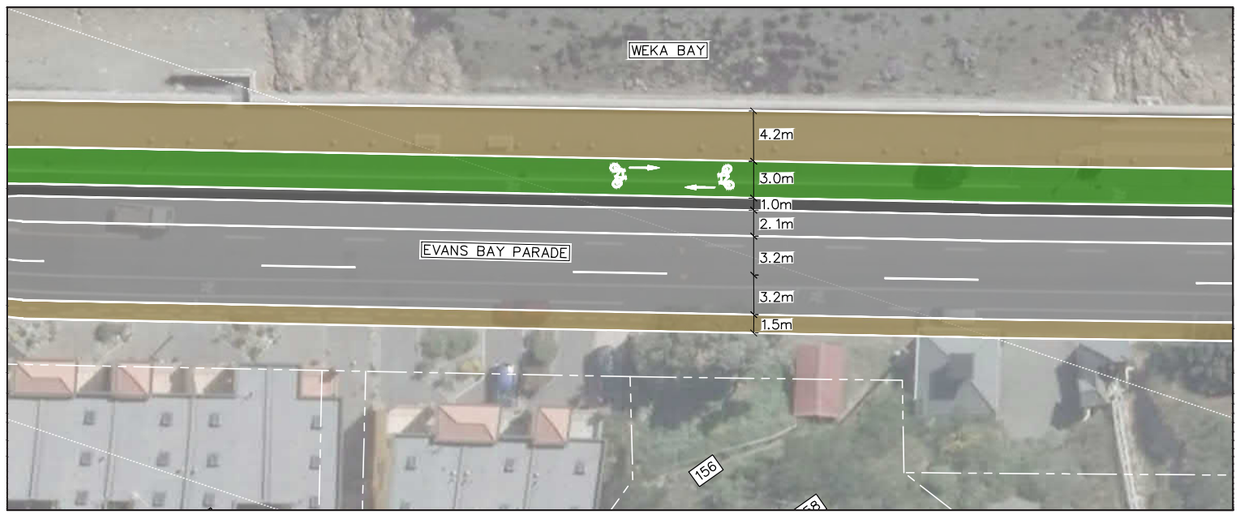
Wellington City Council
Me Heke Ki Pōneke

EXISTING ROAD LAYOUT

OPTION A



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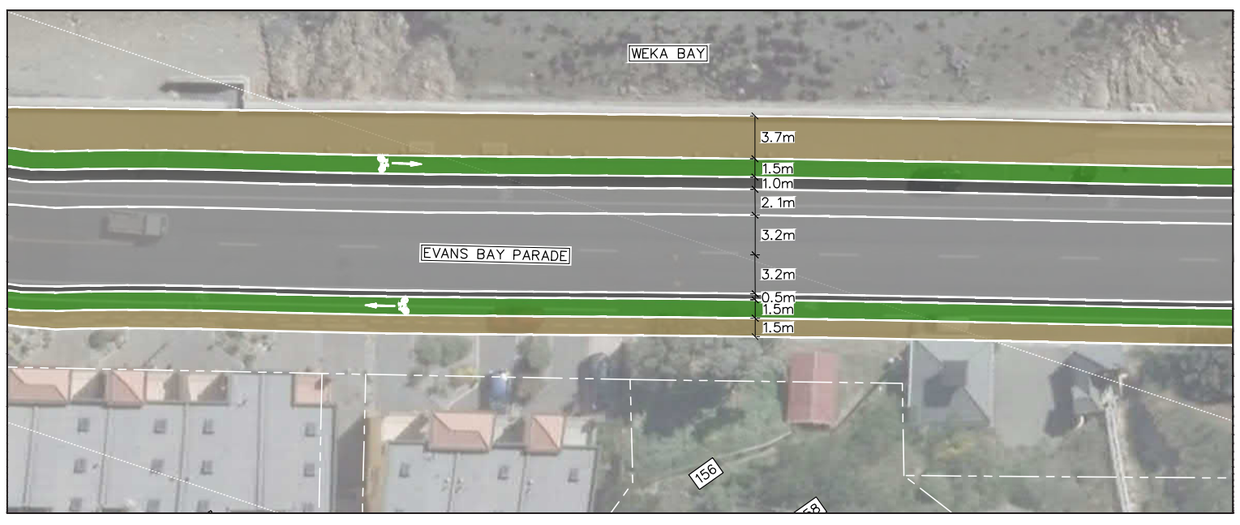

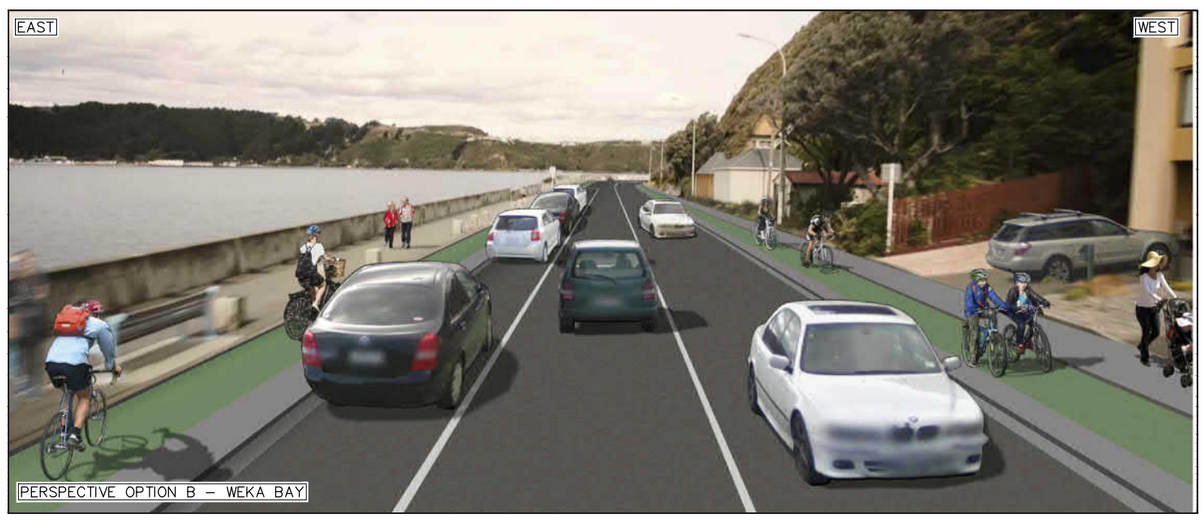

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GRETA POINT
EVANS BAY PARADE

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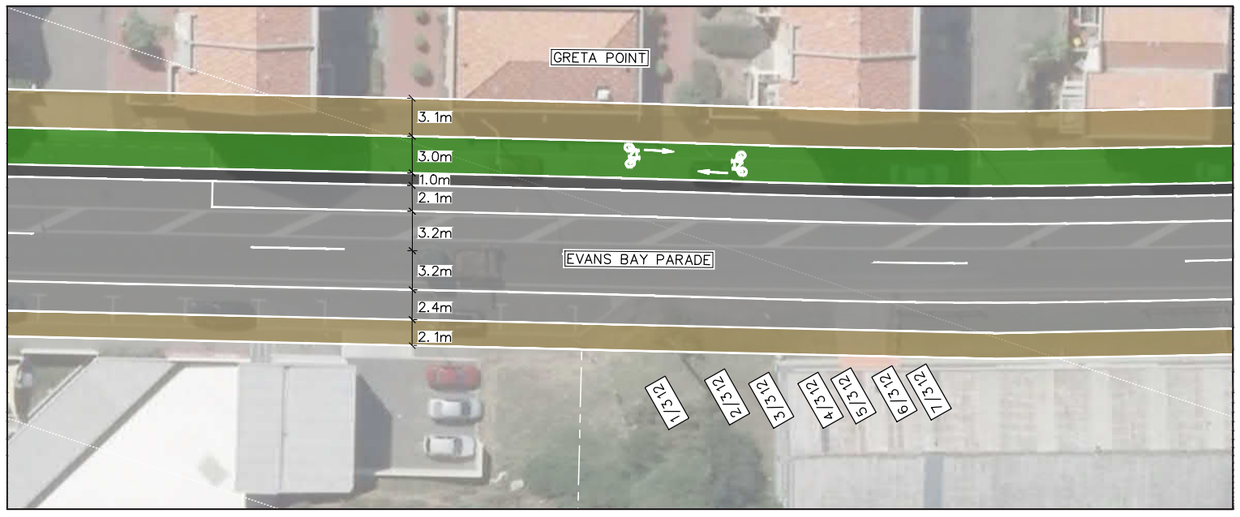
EXISTING ROAD LAYOUT

OPTION A



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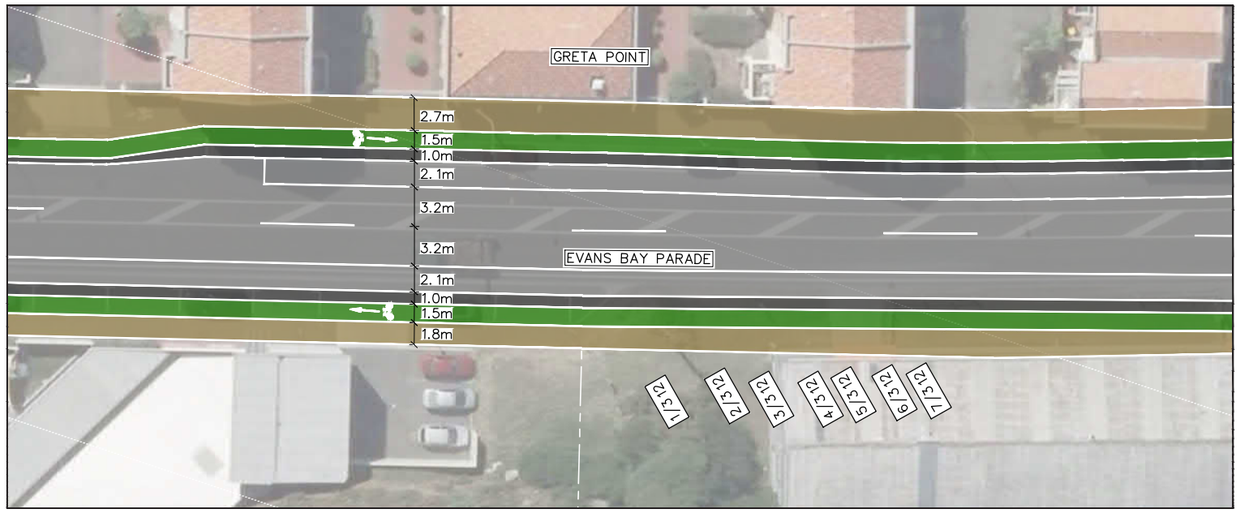


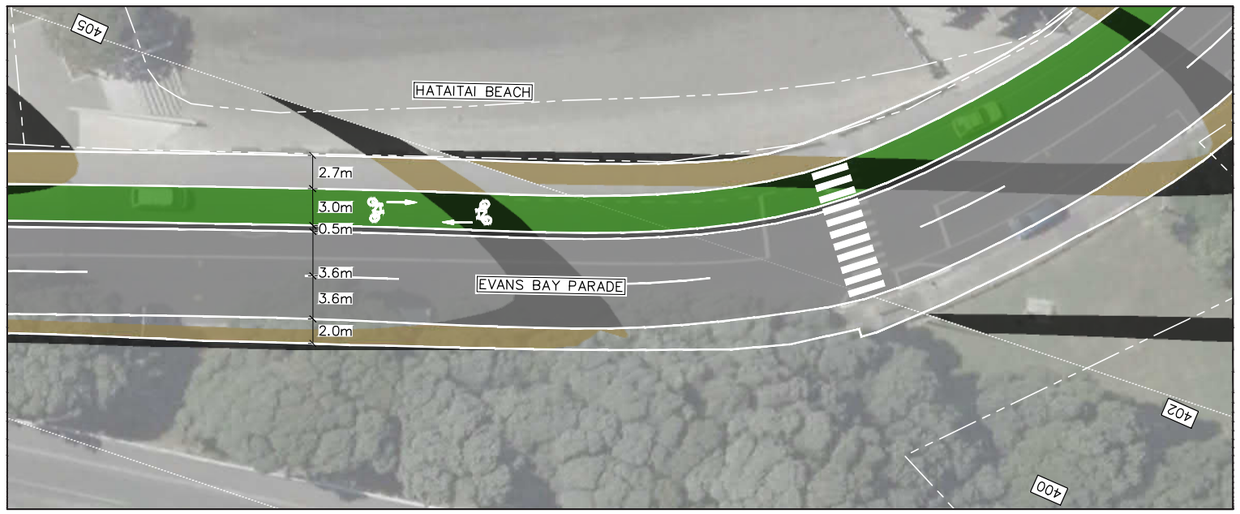
Tonkin+Taylor
studiopacificarchitecture

HATAITAI BEACH
EVANS BAY PARADE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

EXISTING ROAD LAYOUT

OPTION A



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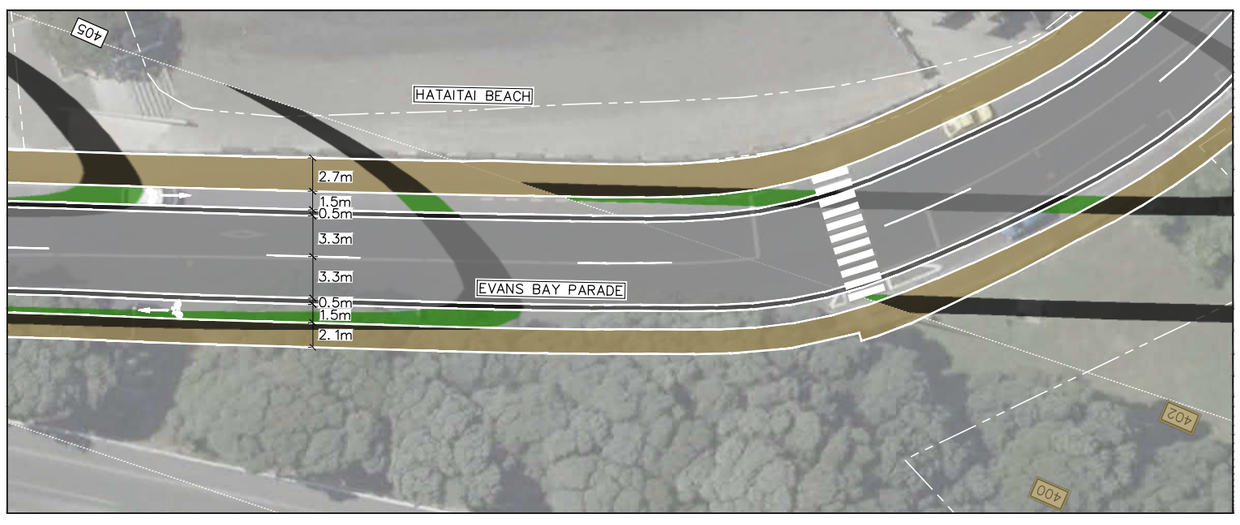
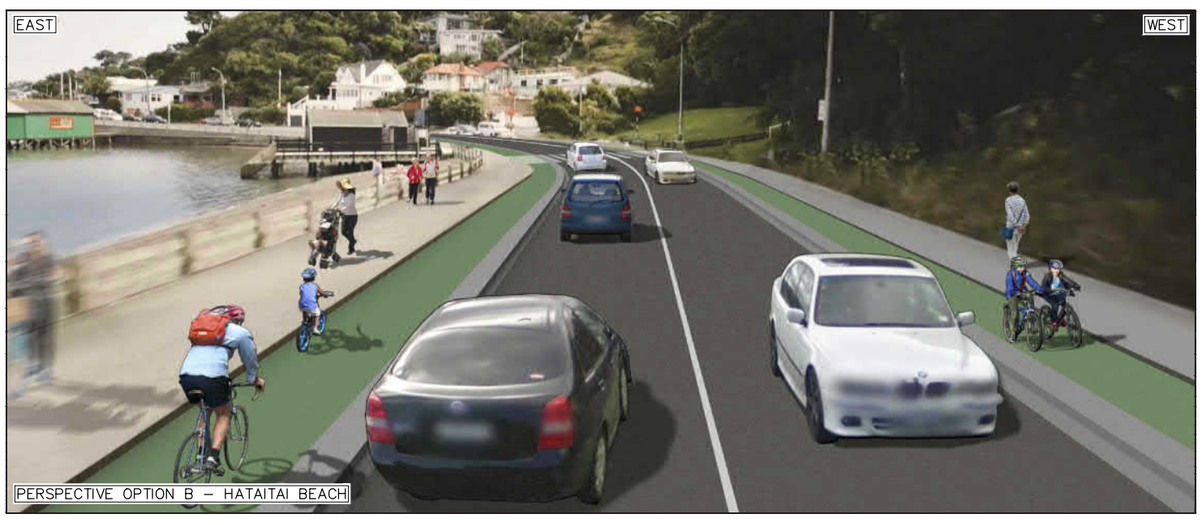




Appendix H – Short List Option Summary Table

Bay Connections, Evans Bay - Short Listed Options Assessment

Project and Option	Evans Bay (at Oriental Parade) – Option A	Evans Bay (at Oriental Parade) – Option B	Evans Bay (at Weka Bay) – Option A	Evans Bay (at Weka Bay) – Option B	Evans Bay (at Greta Point) – Option A	Evans Bay (at Greta Point) – Option B	Evans Bay (at Hataitai Beach) – Option A	Evans Bay (at Hataitai Beach) – Option B
Cycleway Description	Harbour side two-way protected cycleway with dedicated footpath along harbour and parallel parking on one side.	One-way protected cycle lanes on each side with dedicated footpath along harbour and parallel parking on one side.	Harbour side two-way protected cycleway with dedicated footpath along harbour and parallel parking on one side.	One-way protected cycle lanes on each side with dedicated footpath along harbour and parallel parking on one side.	Harbour side two-way protected cycleway with dedicated footpath along harbour and parallel parking on one side.	One-way protected cycle lanes on each side with dedicated footpath along harbour and parallel parking on one side.	Harbour side two-way protected cycleway with dedicated footpath along harbour and parallel parking on one side.	One-way protected cycle lanes on each side with dedicated footpath along harbour and parallel parking on one side.
Likely uptake of cycling[1]	It is estimated that there will be an increase of 150 cycle trips per day undertaken along Evans Bay Parade for both options							
Parking changes[2]	**Between Carlton Gore Road and Maida Vale Road** **Existing;** Approximately 100 on-street parallel parking spaces. **Proposed;** 75–95 on-street parallel parking spaces.	**Between Carlton Gore Road and Maida Vale Road** **Existing;** Approximately 100 on-street parallel parking spaces. **Proposed;** 45–65 on-street parallel parking spaces.	**Between Maida Vale Road and north end of Greta Point** **Existing;** Approximately 85 on-street parallel parking spaces. **Proposed;** 65–85 on-street parallel parking spaces.	**Between Maida Vale Road and north end of Greta Point** **Existing;** Approximately 85 on-street parallel parking spaces. **Proposed;** 55–75 on-street parallel parking spaces.	**Greta Point** **Existing;** Approximately 75 on-street parallel parking spaces. **Proposed;** 65–85 on-street parallel parking spaces.	**Greta Point** **Existing;** Approximately 75 on-street parallel parking spaces. **Proposed;** 65–85 on-street parallel parking spaces.	**Between south end of Greta Point and Cobham Drive** **Existing;** Approximately 200 on-street parallel parking spaces. **Proposed;** 95–115 on-street parallel parking spaces.	**Between south end of Greta Point and Cobham Drive** **Existing;** Approximately 200 on-street parallel parking spaces. **Proposed;** 95–115 on-street parallel parking spaces.
Trees	No changes are proposed to existing trees or the coastal marine environment for both options							
Bus stops	Bus stops will be maintained in current locations for both options							
Driveways	No changes to the existing driveways. No driveways cross this cycle facility in this section.	No changes to the existing driveways. Parking setback from driveways increased from 1.0m to 3.0m to improve visibility to cyclists and allow entry/exit manoeuvres without crossing the centre line on the road.	No changes to the existing driveways. No driveways cross this cycle facility in this section.	No changes to the existing driveways. Parking setback from driveways increased from 1.0m to 3.0m to improve visibility to cyclists and allow entry/exit manoeuvres without crossing the centre line on the road.	No changes to the existing driveways.	No changes to the existing driveways. Parking setback from driveways increased from 1.0m to 3.0m to improve visibility to cyclists and allow entry/exit manoeuvres without crossing the centre line on the road.	No changes to the existing driveways. Except at the Evans Bay Yacht Club, no driveways cross this cycle facility in this section.	No changes to the existing driveways. Parking setback from driveways increased from 1.0m to 3.0m to improve visibility to cyclists and allow entry/exit manoeuvres without crossing the centre line on the road.
Vehicle lane widths[3]	**Existing;** 3.5m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.5m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.7m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.7m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.6m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.6m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.7m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).	**Existing;** 3.7m wide traffic lanes. **Proposed;** 3.2–3.9m wide traffic lanes (allowing for lane widening around curves).
Cycle lane widths[4]	**Existing;** 1.2m wide on-road cycle lanes (no buffer). **Proposed;** 3.0m wide two-way cycleway with 0.5m buffer to traffic lane.	**Existing;** 1.2m wide on-road cycle lanes (no buffer). **Proposed;** 1.5m wide one-way cycle lanes with 0.5m buffer to traffic lane.	**Existing;** 1.4m wide on-road cycle lanes (no buffer). **Proposed;** 3.0m wide two-way cycleway with 1.0m buffer to parking.	**Existing;** 1.4m wide on-road cycle lanes (no buffer). **Proposed;** 1.5m wide one-way cycle lanes with 1.0m buffer to parking and 0.5m buffer to traffic lane.	**Existing;** No on-road cycling facility. 3.5m wide shared path on harbour side. **Proposed;** 3.0m wide two-way cycleway with 1.0m buffer to parking.	**Existing;** No on-road cycling facility. 3.5m wide shared path on harbour side. **Proposed;** 1.5m wide one-way cycle lanes with 1.0m buffer to parking and 0.5m buffer to traffic lane.	**Existing;** No on-road cycling facility. 2.7m wide shared path on harbour side. **Proposed;** 3.0m wide two-way cycleway with 0.5m buffer to traffic lane.	**Existing;** No on-road cycling facility. 2.7m wide shared path on harbour side. **Proposed;** 1.5m wide one-way cycle lanes with 0.5m buffer to traffic lane.
Flush median / traffic islands	No existing or proposed islands/ flush median.	No existing or proposed islands/ flush median.	No existing or proposed islands/ flush median.	No existing or proposed islands/ flush median.	Existing 2.0m wide flush median to be removed.	Existing 2.0m wide flush median to be removed.	No existing or proposed islands/flush median.	No existing or proposed island/flush median.
Footpaths[5]	**Existing;** 2.0–3.0m wide footpath on harbour side. **Proposed;** 2.0–3.0m wide footpath on harbour side. 1.2m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	**Existing;** 2.0–3.0m wide footpath on harbour side. **Proposed;** 2.0–3.0m wide footpath on harbour side. 2.8m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	**Existing;** 3.9m wide footpath on harbour side. **Proposed;** 4.2m wide footpath on harbour side. 1.5m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	**Existing;** 3.9m wide footpath on harbour side. **Proposed;** 3.7m wide footpath on harbour side. 1.5m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings	**Existing;** 3.0–3.5m wide shared path on harbour side. 1.0–2.0m wide footpath on hill side. **Proposed;** 3.1m wide footpath on harbour side. 2.0m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	**Existing;** 3.0–3.5m wide shared path on harbour side. 1.0–2.0m wide footpath on hill side. **Proposed;** 2.7m wide footpath on harbour side. 2.0m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	**Existing;** 2.7m wide shared path on harbour side. 1.5m wide footpath on hill side. **Proposed;** 2.7m wide footpath on harbour side. 2.0m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	**Existing;** 2.7m wide shared path on harbour side. 1.5m wide footpath on hill side. **Proposed;** 2.7m wide footpath on harbour side. 2.0m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.

Project and Option	Evans Bay (at Oriental Parade) – Option A	Evans Bay (at Oriental Parade) – Option B	Evans Bay (at Weka Bay) – Option A	Evans Bay (at Weka Bay) – Option B	Evans Bay (at Greta Point) – Option A	Evans Bay (at Greta Point) – Option B	Evans Bay (at Hataitai Beach) – Option A	Evans Bay (at Hataitai Beach) – Option B
Intersection treatments	A facility will be provided at intersections for cyclists and pedestrians to cross between side roads and the seaside cycle way. There are no side roads on the harbour side of Evans Bay Parade, so there would be few vehicles crossing the cycle facility.	A facility will be provided at intersections for pedestrians and eastbound cyclists to cross between side roads and the seaside cycle lane. Reduced corner kerb radii and cycle markings will reduce speeds of turning vehicles and highlight cycle priority.	A facility will be provided at intersections for cyclists and pedestrians to cross between side roads and the seaside cycle way. There are no side roads on the harbour side of Evans Bay Parade, so there would be few vehicles crossing the cycle facility.	A facility will be provided at intersections for pedestrians and eastbound cyclists to cross between side roads and the seaside cycle lane. Reduced corner kerb radii and cycle markings will reduce speeds of turning vehicles and highlight cycle priority.	There are no side road intersections in Greta Point.	There are no side road intersections in Greta Point.	A facility will be provided at intersections for cyclists and pedestrians to cross between side roads and the seaside cycle way. There are no side roads on the harbour side of Evans Bay Parade, so there would be few vehicles crossing the cycle facility.	A facility will be provided at intersections for pedestrians and eastbound cyclists to cross between side roads and the seaside cycle lane. Reduced corner kerb radii and cycle markings will reduce speeds of turning vehicles and highlight cycle priority.
Kerb changes[6]	The existing kerb on the harbour side will be removed and new kerb constructed. Existing kerb on hill side to remain.	The existing kerbs on both sides will be removed and new kerbs constructed.	The existing kerb on the harbour side will be removed and new kerb constructed. Existing kerb on hill side to remain.	The existing kerbs on both sides will be removed and new kerbs constructed.	The existing kerb on the harbour side will be removed and new kerb constructed. Existing kerb on hill side to remain.	The existing kerbs on both sides will be removed and new kerbs constructed.	The existing kerb on the harbour side will be removed and new kerb constructed. Existing kerb on hill side to remain.	The existing kerbs on both sides will be removed and new kerbs constructed.
Overall Benefit Statement	**<u>Option A (two-way cycleway)</u>** **Pro's;** - Provides a safe road layout for all users that meets the minimum standards for pedestrian, cycling and motor vehicle facilities. - Dedicated cycle space within corridor, improved level of service for cyclists. - Width of cycle facility adequate for passing/overtaking when there are no oncoming cyclists. - Minimal conflict with vehicles at intersections. - Low number of driveway crossings. - More parking maintained than one-way cycle lane option. **Con's;** - Cycle path at or near footpath level creates potential for pedestrian conflict. - Two-way cycleway may also be less intuitive for some users.				**<u>Option B (one-way cycle lanes)</u>** **Pro's;** - Provides a safe road layout for all users that meets the minimum standards for pedestrian, cycling and motor vehicle facilities. - Dedicated cycle space within corridor, improved level of service for cyclists. - May be more intuitive for some road users **Con's;** - Conflict at intersections between westbound cyclists and turning vehicles. - Cycle path at or near footpath level creates potential for pedestrian conflict. - Width of cycle facility not adequate for passing/overtaking of slower cyclists. - High number of driveway crossings. - More parking removal than two-way cycleway.			

<u>Notes:</u>

1 Cycling uptake estimated using New Zealand Transport Agency Economic Evaluation Manual (2017) SP11 Walking and Cycling Facilities.

2 **Parking Total Change:**

Existing: 460 on street parallel parking spaces

Proposed Option A (two-way cycleway): 330-370 on street parallel parking spaces

Proposed Option B (one-way cycle lanes): 290-330 parallel parking spaces.

Public off-street parking at Balaena Bay and the Evans Bay Yacht and Motor Boat Club will not be affected for either option.

3 Typical dimensions are noted within this table. Additional lane widening (up to 0.7m) is provided around corners where required to accommodate vehicle tracking.

4 Typical dimensions noted within this table. In one location, approximately 250m north of Carlton Gore Road on Oriental Parade, the road reserve is too narrow to accommodate the desired cycle lane widths and the width reduces for approximately 50m. Reduced cycle lane widths for this location;

- 1.2m one-way cycle lanes with 0.4m buffer to traffic lane
- 2.2m two-way cycleway with 0.5m buffer to traffic lane

5 Typical dimensions noted within this table. In some locations the road reserve is too narrow to accommodate desired footpath and width reduces for short lengths. Minimum footpath width on route 1.5m for both options.

6 Cycle lanes could be located;

- At road level with barrier kerb between cycle lanes and traffic lanes/parking,
- At footpath level
- In-between (Copenhagen style)
- Preferred location to be identified from public feedback during September open days

Appendix I – Workshop Minutes

The following section contains minutes from each of the five workshop meetings. The minutes outline the items discussed and decisions confirmed during each meeting. The following minutes are included:

- Workshop 1 Minutes – Thursday 6 April
- Workshop 2 Minutes – Friday 28 April
- Workshop 3 Minutes – Thursday 18 May
- Workshop 4 Minutes – Thursday 15 June
- Workshop 5 Minutes – Thursday 20 July

Evans Bay Connections Workshop 1

Minutes of Working Group Workshop

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Meeting: Evans Bay Connections Working Group Workshop 1

Venue: St. Pat's College, 581 Evans Bay Parade, Main Library **Date:** 6-April-2017

Time: 18:30

The first workshop of the Evans Bay Connections Working Group was held from 6:30pm–8:30pm on 6 April 2017, at the St. Pat's College Main Library. The attendees at the first workshop were:

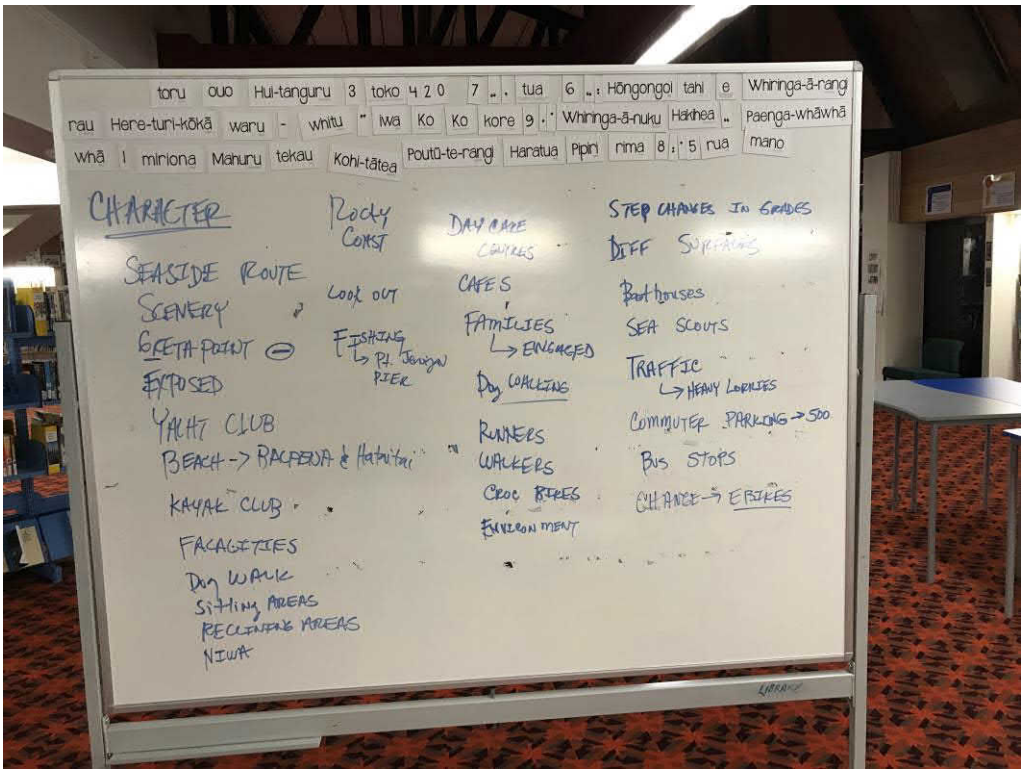
	Name	Organisation
Present	Mike Mellor	Living Streets
	James Burgess	CAW
	Neal Swindells	St Pat's College
	Teresa Maguire	Community Resident
	Kirsten Ashely	Community Resident
	Kara Lipski	Community Resident
	Jessica Rattray	NZTA
	Brett McPhedran (BM)	WCC
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	T+T
	Camden Wright	T+T
	Cr. Chris Calvi-Freeman	WCC
	Cr. Sara Free	WCC
	Cr. Simon Marsh	WCC
	Cr. Diane Calvert	WCC
	Cr. Iona Pannet	WCC
Apologies / Not Attending:	Ari Stevens	Community Resident
	Celia Goldsmith	Community Resident
	Clive Antsey	CMC Trust
	Grant Bryden	Community Resident
	Hugh McGuire	Community Resident
	Dr. Kathleen Logan	Hataitai Resident's Association
	Phil Fisher	NIWA

The discussions for the evening were broadly focussed around the following topics:

- What the existing character / feel of Evans Bay is;
- What the wider character of Evans Bay is;
- What are some of the positive things about Evans Bay;
- What are some of your dislikes about Evans Bay;
- What are the outcomes you want from developing this area; and
- What are some higher level options to achieve these outcomes?

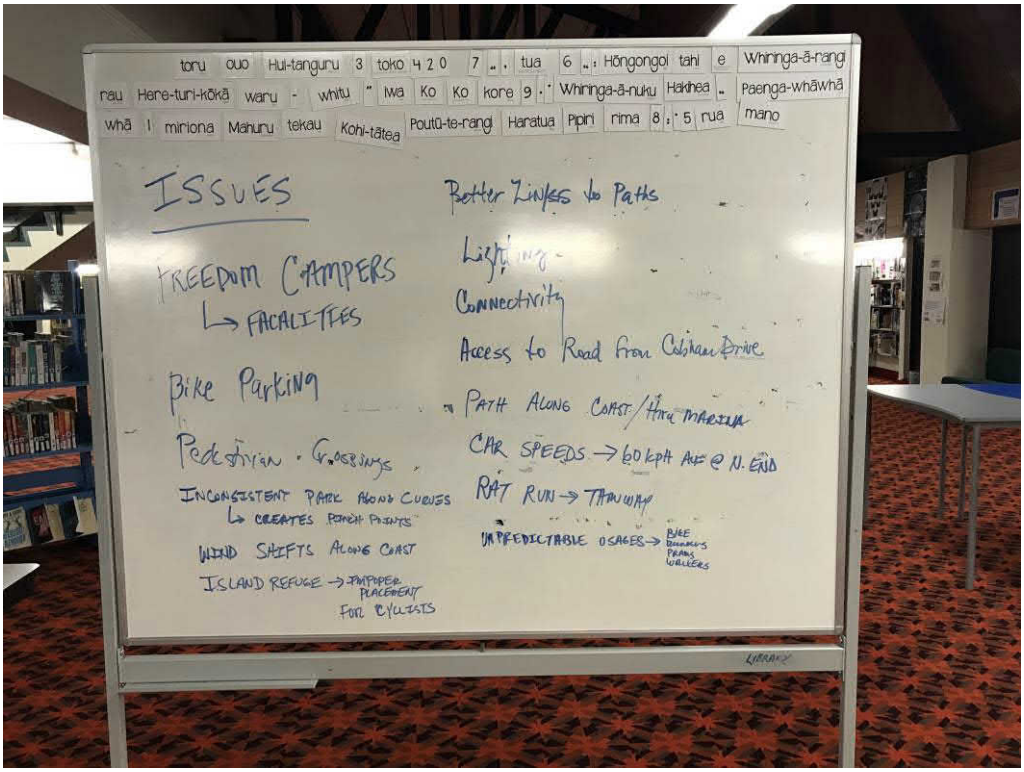
The outcomes of these discussions are listed in detail below. The meeting agenda is attached.

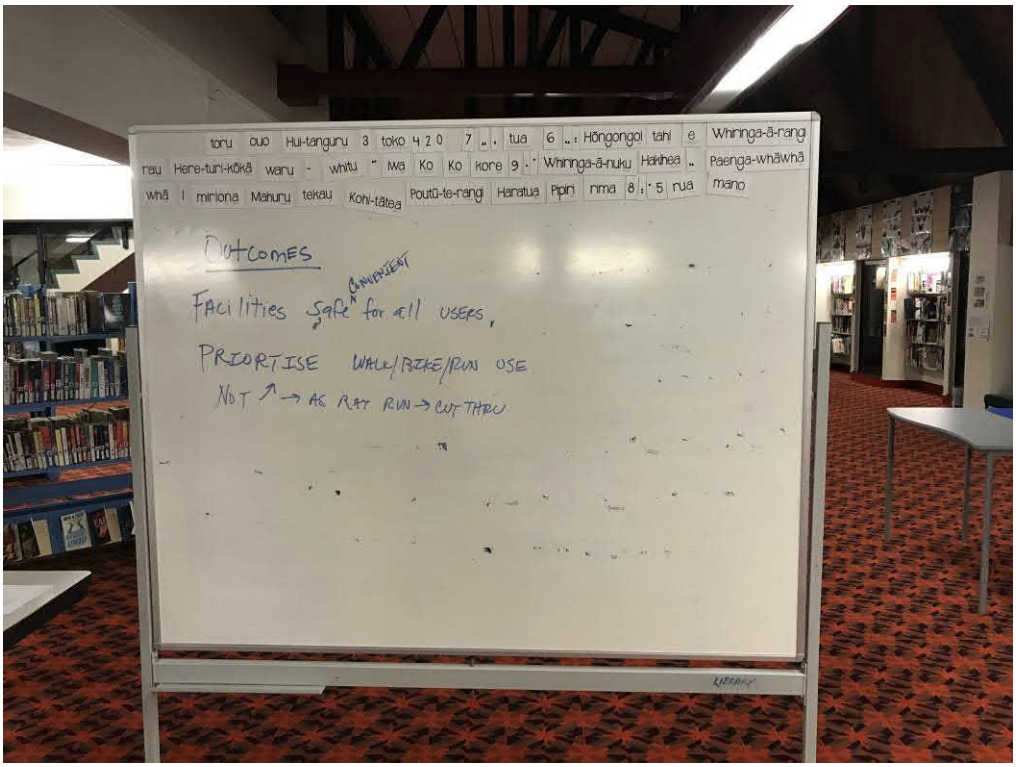
Item	Discussion	Action
1.	**Introductions/Terms of Reference**	
1.1	Introductions of the group were made, and BA explained the terms of reference for the workshop.	
1.2	BA explained to the attendees what the purpose of the workshop sessions would be, and that this is a community project to bring value to all users.	
1.3	Both confidentiality and respect were requested of all workshop attendees, although discussion of the project was encouraged amongst friends, families, and community. The aim of the workshops is to make community aspects better, safer and fun.	
1.4	BA explained that the process aims to confirm the project objectives, from which a long list of options will be measured against and further refined to come up with three short listed options. These options are to be taken to WCC for review, and through community consultation to endorse a single option. This would be achieved over three to four workshops and one public open day.	
2.	**Background Information**	
2.1	BM explained the background of the project: - Other Wellington Cycleways Programme projects around the Wellington region include Miramar Connections, Kilbirnie Connections, Bay Connections, Central Area, Northern Connections and Southern Connections. - The total Wellington Cycleways project funding is $37m over three years - Goals for the cycleway are to create one big network and enhance roads into the city, with the CBD falling under the work undertaken by the Lets Get Wellington Moving study - Plans to expand and connect Greater Wellington region - $5-6M funding for Evans Bay project	

Item	Discussion	Action
3.	**Community Values - Open Day Feedback -**	
3.1	RD summarised the values of the Evans Bay Parade area raised by the public at the two public open days: - Proximity to, views by the sea – pause points, scenery - Be ambitious – do it once, do it right - One of the best road rides in Wellington - Don't want to lose the ability to ride fast - Sharing with care - Waterfront route a relief and gem in Wellington cycleway network, beautiful and attractive route - Need to make more of around the bays route, Harbour Way - Tourism opportunities – should be superhighway standard - Lack of traffic signals, free flow for cycling - Safer route, especially for younger cyclists from city to eastern suburbs - Family friendly - User safety	
3.2	**Community Values - Brainstorm**	
3.3	A Brainstorm session of the route was carried out, highlighting values, characteristics and positive aspects of the Evans Bay Parade area.  A table of the comments raised can be found on page 9 of these minutes.	

Item	Discussion	Action
4.	**Present issues paper and Open Day Feedback**	
4.1	RD discussed the data collected from the issues paper technical investigations and surveys: - Safety is an issue for all modes. Cyclists are over represented in the crash history (8% of traffic but 32% of crashes). 26 vehicle only crashes in last 5 years - A mix of time limited (30 spaces) and unrestricted all day kerbside parking (470 spaces), with high level of long term occupancy - Vehicle volumes range from 10,000vpd to 14,500vpd - Vehicle speeds typically exceed the posted speed limit - 98% of all bus passenger trips are made to/from city centre - High pedestrian demand at Oriental Bay end of route (350 pedestrians per hour) reducing towards the Cobham Drive end (10 pedestrians per hour on average) - Number of people on bikes ranges between 70 and 180 cyclists per hour on average. LOS indicates people on bikes along route would be moderately satisfied to a little dissatisfied (location dependant)	
4.2	Comments were raised about the observed amount of speed enforcement in the area, and that the route is often used to transport VIPs.	
4.3	RD summarised issues that have been identified through technical work: - Great Harbour Way vision - Connection to adjacent packages - Effect of Let's Get Wellington Moving project - Sites of significance/cultural value - Coastal marine area, impacts of widening - Sea level rise, worse case puts Evans Bay under water - Slope stability - Storm water runoff – water quality - Weather/wind - Inconsistent cycling facilities, narrow cycle lanes and lack of adequate shared path signage, people want clarity - Road surface, both on the road and paths - Intersection layout – restricted visibility, also on corners - Differing users – commuter and recreational - User safety - Vehicle volumes and speeds - On-street parking, high proportion of long stay parking demand, encroachment into cycle lanes - Bus stops – position and patronage - Pedestrian connectivity across route	

Item	Discussion	Action
4.4	RD summarised issues raised by the public at the two open days: - Narrow cycle lanes – footpath is safest place to ride - Wide traffic lanes - Surface conditions not great - Conflict with other users on shared path (pedestrians, vehicles at Greta Point) and user speeds - Cycle lane conflict with car doors - Transition between road and shared path needs to be more frequent and improved - Connection to Oriental Bay needs improvement - Little funding to do something ambitious - On-road cycle lanes a barrier to users - Shared path doesn't serve any group well, too narrow, lack of understanding of how to use - Car versus cyclist mentality - Cyclists and pedestrian growth – infrastructure to cater for demand - Car speeds too high - Fast cyclists feel safer on road - Utilities on footpath restrict useable width - Cars cut inside corners and encroach into cycle lane - No bike parking - Resident and commuter parking along route - Balaena Bay visibility restricted with overgrown vegetation - Poor lighting - Slippery boardwalks - Café tables in Great Point reduce shared path width - Cyclist/bus passenger conflict - Lack of parking in Greta Point - Lack of shared path signage - Visibility of cyclist on shared path at driveway access - Water quality - Lack of seating for pedestrians Comments were made on lack of bathroom/shower facilities and rubbish bins, specifically around the campervan area.	

Item	Discussion	Action
4.5	**Current Issues - Brainstorm**	
4.6	A Brainstorm session of the route was carried out, highlighting the issues seen in the Evans Bay Parade area.  A table of the comments raised can be found on page 9 of these minutes.	
5.	**Bay Connections Pictures**	
5.1	BM presented a series of photos to visualise key areas along the route for discussion.	
5.2	This issue of traffic quantity and speed was raised. Straight roads are enticing for speeding. Are the roads too busy, or are they not wide enough? With regards to the 60km/h average is this a consistent daily speed, or during a specific, potentially peak period time. More analysis on speed needed.	RD
5.3	Concern was raised about the state of the cycle lanes rough surface, drain covers, and the debris left from slope rockfall on the hill side cycle lanes. It was also stated that the hillside area past Greta Point also feels safer due to lack of parking and clearer visibility.	
5.4	Due to a lack of footpath width and poorly maintained vegetation runners often are forced to run along cycle lane in places such as Balaena Bay.	

Item	Discussion	Action
6.	**Our Opportunity**	
6.1	A list of potential outcomes was presented and attendees were asked to provide feedback: - More tourists? - More people drinking coffee roadside? - More enticing places to stop? - Something the community is proud of? - Cycling facility that is safe for all users? - More people active? Feedback was that the fifth point should not limit the facility to only cyclists and that should be both convenient and safe. 	
6.2	It was raised that priority should be on users engaging with the route not just passing through it.	
6.3	The VMS sign on Cobham Drive was discussed as it can change a driver's route choice based on the time shown. It was observed that if the time was too long drivers would often take the Evans Bay route as opposed to the Mt Victoria Tunnel.	
6.4	An impact on drivers that could lighten traffic around the bay is increasing the idle time at the right turn lane Cobham Drive traffic lights, reducing the attractiveness of Evans Bay Parade	

Item	Discussion	Action
6.5	Driver visibility to oncoming vehicles and cyclists at intersections and access ways are also a concern due to vegetation, embankments and acute angle of intersection with Evans Bay Parade.	
6.6	RD summarised options raised by the public at the two open days: - Improve shared path – widen - Consistent route treatment along the whole length - Separated on road cycling facility - Separate pedestrians and cyclists - Two-way separated cycleway on sea side, remove hill side cycle lane - Remove parking one side and angle park the other side, reverse angle parking - Remove parking altogether - Educate shared path users - Safe hit bollards or armadillo bumps on existing cycle lanes to prevent vehicle encroachment - Reduce traffic speeds - Build seawalls to get more space - Mark green along cycle route - Add more pedestrian crossings - Improve surfacing on road and shared path - Stencil instructions for users - Same as Cobham Drive or Island Bay - WCC provide free bells on bikes - Dedicated cycle lanes along whole route	
7.	**High level Outcomes and Options – Group Brainstorm**	
7.1	Unable to be covered due to time restrictions Key headings: What are some high level options to achieve these outcomes? – Brainstorm (in groups): - More seating? - More traffic islands/speed restrictions? - More effective parking? - More/less green space/vegetation? Consider the following specific aspects: - How do we cater for people on foot, people riding bikes, buses & their passengers? - How do we cater for people driving cars, for trucks/service & over dimensional vehicles?	
	Meeting adjourned 8:30pm	

What are currently some of the values, characteristics and positive aspects of the Evans Bay Parade area?

Route	Positive	Negative
Evans Bay Parade	• Scenery, seaside route, rocky coast • Look-outs/pause points • Fishing, Pt Jerningham pier • Yacht and Kayak Clubs, Sea Scouts • Beach, swimming areas (Balaena, Hataitai) • Facilities, restrooms, water fountains, seating • Dog park • Recreational areas (Fishing) • Commercial activity (Cafes, Day-care Centres, NIWA) • Engaged, family community • Range of pedestrians(walkers, jogger, runners, dog walking) • Vastly changing hobbies/sports (Windsurfing) • Boat houses • Bus Stops • Campervan area • Change to E-bikes, croc bikes, bike tourism	• Greta Point (high traffic) • Exposed to weather • Environmental Quality (under water) • Inconsistent Surfaces • Traffic dominated (Heavy Vehicles) • Bus stop location and design • Commuter Parking • Step changes in path grades and varying quality of surfaces

What are currently some of the issues around the Evans Bay Parade area?

Route	Issue	Comments/Outcomes
Evans Bay Parade	• Freedom campers (lack of facilities and rubbish bins) • Lack of bike parking • Poor connectivity, lack of facilities for pedestrians to cross to seaside, particularly from Mt Victoria tracks • Poor quality, inconsistent lighting • Access to road from Cobham Drive • Car speed too high (perception generally exceeds posted 50km/h) • Used as through route, not destination (rat run) • Inconsistent/intermittent parking and poor sightline causes pinch points for cyclists	• Opportunity to create link/path along coast through the marina • Bus stops are conveniently placed for pedestrians • Island refuge crossing placement good for pedestrians but not for cyclists • Consistency of all elements needed for clarity even if placement isn't necessarily perfect • Planning for more users as area could become a very popular destination • Safe and convenient facilities for all users • Prioritise walking, cycling and active mode use over vehicles

Route	Issue	Comments/Outcomes
	• Pedestrian refuge island at Greta Point creates pinch point for on-road cyclists • Changing winds can cause sudden change in speed and uncontrollable sideways movement for cyclists • Balaena bus stop on cycle lane • Transferring from cycle lane to shared path • Island refuge crossing creates pinch point • Unpredictable movements along shared path i.e. pedestrians step into cycle lane due to lack of adequate width for all users	• Encourage change in VMS messaging or traffic signals to reduce attractiveness of route for vehicles as rat run

Evans Bay Workshop 1

Agenda

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Meeting: **Evans Bay Working Group Workshop 1**

Venue: **St. Pat's College, 581 Evans Bay Parade, Main Library**

Date **Thursday, 6-April-2017** **Time:** **18:30**

	Agenda Item	Owner
1	Introductions / Terms of Reference	Ben
2	**Background Information:** - Present the overall picture – Great Harbour Way, other projects going on - Outline extent of the Project area	Brett
3	**Community Values - Evans Bay Parade/The Bays Connections – Brainstorm**: - What is the wider character of Evans Bay? - How does this route connect with the greater city network? - What are currently some of the positive things you see in the Evans Bay Parade area? - What are the issues currently happening in the Evans Bay Parade area?	Brett/Ben
4	**Present Issues Paper:** - Current data available – car, bike, pedestrian, & bus stats; parking & crash stats - Present issues identified in Issues Paper - Open day summary - Are these accurate? Any more to add? Discuss how to finalise	Ryan
5	**Our Opportunity** – approximately $5-6M to spend on street improvements **What are the outcomes you want from developing this area? – Brainstorm (in groups):** - Who should we be catering for? All types of pedestrians/cyclists? - What is an appropriate level of service for each user group? - Something the community is proud of?	Brett/Ben
6	**What are some high level options to achieve these outcomes? – Brainstorm (in groups):** - **Some standard treatment options – review booklet** - More pedestrian and/or cycle crossings? - More/less green space/vegetation/urban design enhancements? - Other ideas? **Consider the following specific aspects:** - How do we cater for people on foot? - How do we cater for people riding bikes? - How do we cater for the buses and passengers? - How do we cater for people driving cars? - How do we cater for trucks/service & delivery vehicles?	Brett/Ben

Evans Bay Connections Workshop 2

Minutes of Working Group Workshop

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Meeting: Evans Bay Connections Working Group Workshop 2

Venue: ASB Centre, Kilbirnie **Date:** 28-April-2017

Time: 18:00

The second workshop of the Evans Bay Connections Working Group was held from 6:00pm–8:00pm on 28 April 2017, at ASB Centre, Kilbirnie. The attendees at the second workshop were:

Present	Name	Organisation
	Grant Bryden	Community Resident
	Ryan Leatham	Evans Bay Yacht and MB Club
	Teresa Maguire	Community Resident
	Thomas O'Flaherty	Commuter Cyclist
	Kim Eriksen	Commuter Cyclist
	James Burgess	CAW
	Richard Boeve	Commuter Cyclist
	Mike Mellor	Living Streets
	Mr & Mrs Clive Anstey	CMC Trust
	Kirsten Ashely	Community Resident
	Chris Banks	Commuter Cyclist
	Cr. Chris Calvi-Freeman	WCC
	Cr. Sara Free	WCC
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	T+T
	Roger Burra (RB)	41 South

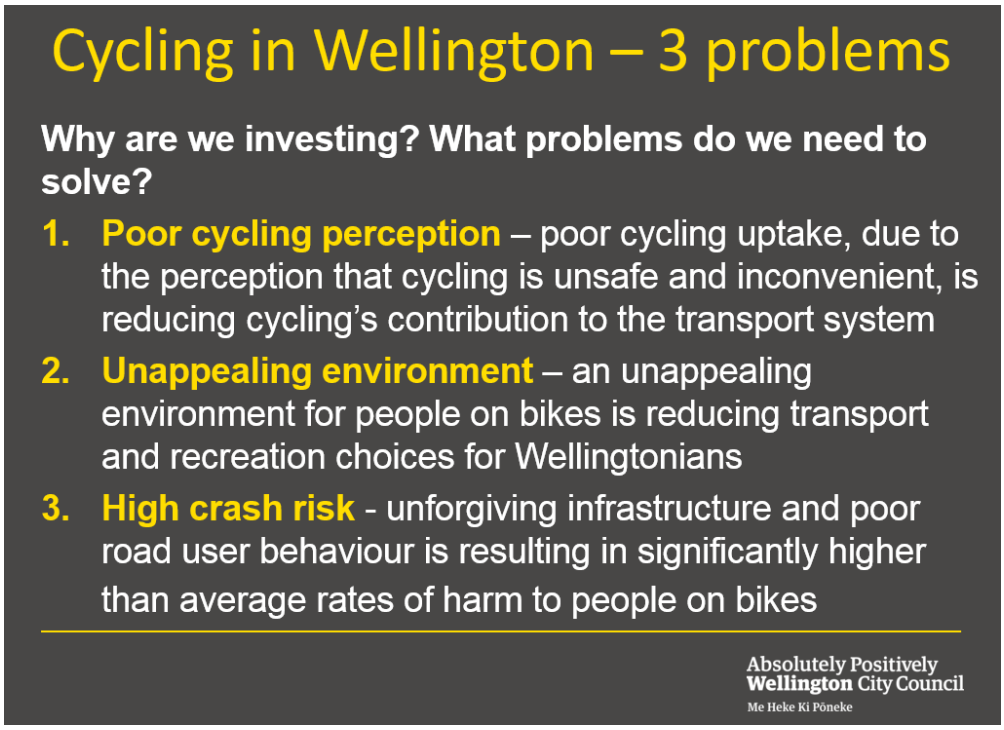
The discussions for the evening were broadly focussed around the following topics:

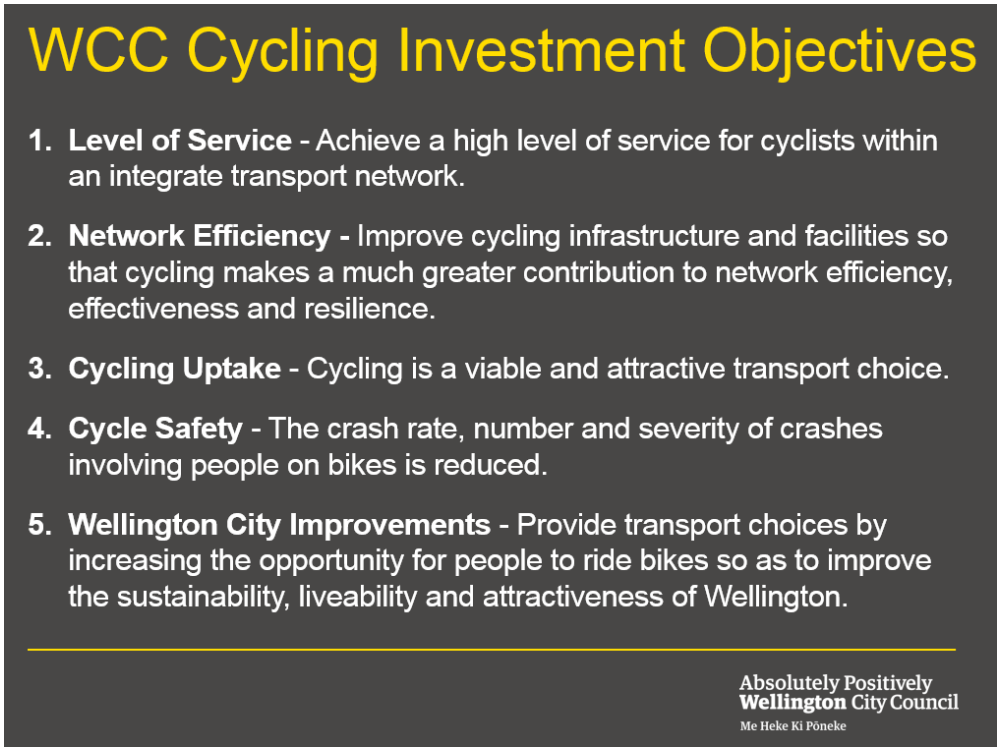
- Introduction to Roger Burra of 41 South – new Project Manager on behalf of Wellington City Council
- A summary of workshop 1 – including the process and goals, evidence base, character of Evans Bay, opportunities, issues and constraints of the Evans Bay route
- Confirming the issues from workshop 1, and the issues paper
- The opportunity – what outcomes are sought from this project
- A brainstorm of investment objectives; and
- Discussion of the long list of project options.

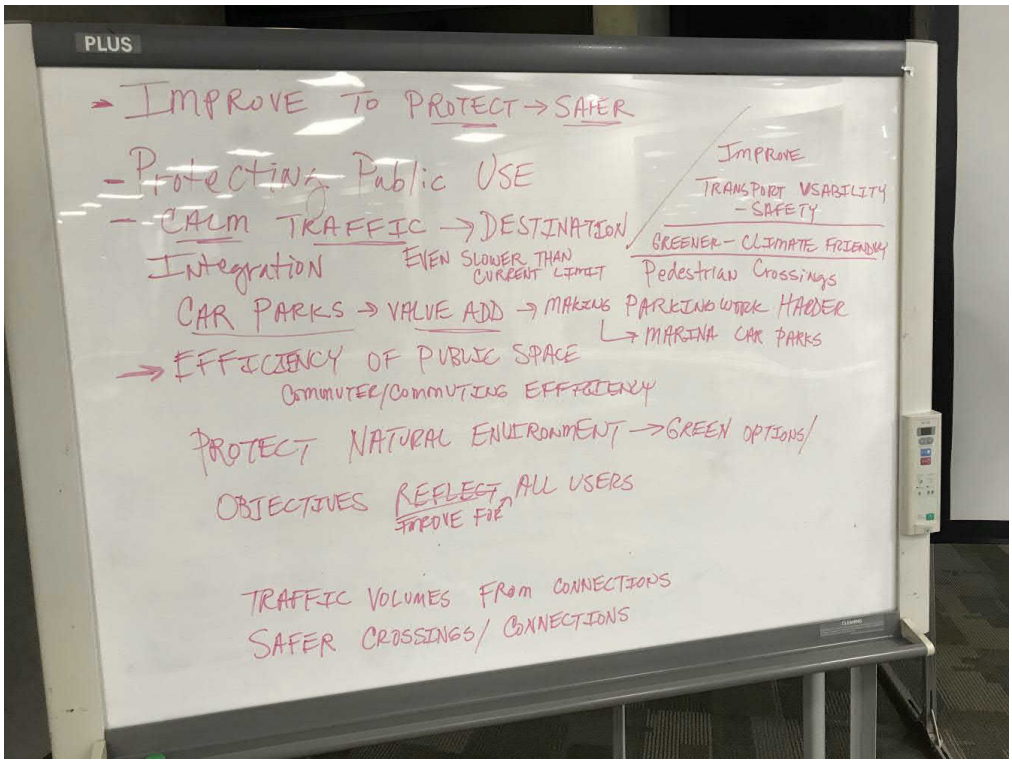
The outcomes of these discussions are listed in detail below. The meeting agenda is attached.

Item	Discussion	Action
1.	**Introductions**	
1.1	Introductions of the group were made, with a few newcomers to the working group not present at workshop 1. Introduction of Roger Burra to the working group.	
1.2	BA explained to the attendees what the purpose of workshop 2 would be, and that this is the workshop that confirmed the community objectives, and looked to develop the long list of possible initiatives.	
2.	**Background Information**	
2.1	BM and RD explained the summary of workshop 1 and the evidence base, including: - The background to the project - The purpose of the working group, the process and the goals, including the terms of reference - The evidence base presented (data analysis) contained in the issues report - The outcomes of the workshop 1 group activity defining the character of Evans Bay - The outcomes of the workshop 1 group activity defining the opportunities, issues and constraints of the Evans Bay route. This background information is contained within the meeting minutes for workshop 1, and within the draft issues paper prepared by Tonkin + Taylor. Working group members were encouraged to read the documentation in their working group information pack and the issues report.	

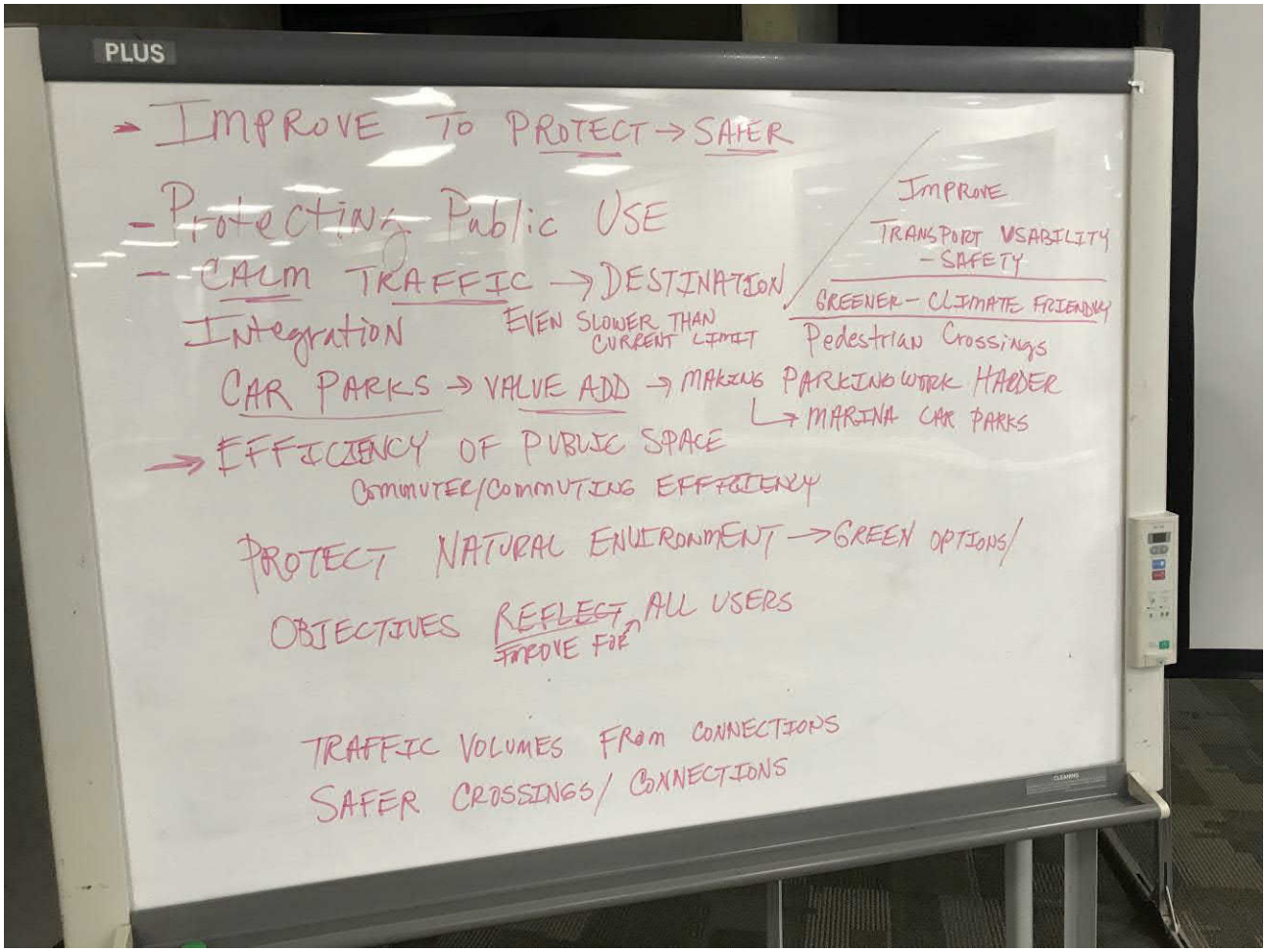
Item	Discussion	Action
3.	**Confirming the Issues**	
3.1	RD summarised the issues paper, and other issues identified through the public open days and working group session 1. These issues were reported in the workshop 1 meeting minutes. Further issues for consideration were raised by working group members including: - Consideration of e-bikes - The diversity within user groups - RD raised the results of further traffic speed records and parking occupancy surveys. It was confirmed that some 50% of drivers exceed the 50km/h speed limit on Evans Bay Parade. The parking occupancy surveys showed an average of some 45% of the 500 parking spaces on Evans Bay Parade are occupied at any one time on the survey week. - These latter two issues formed the discussion on objectives later in the workshop - A working group member raised the possibility of obtaining historic traffic flow data for Evans Bay Parade to observe traffic growth on the corridor over previous years. RD to investigate. - The working group were asked to contribute feedback on the issues paper, in order for the issues paper to be finalised. The importance of a robust issues paper was discussed, this forms the evidence base of issues for which the project investment must be targeted to solving. RB is to send an email to working group members advising what feedback is to be sought on the issues paper.	RD to investigate reporting historic traffic flow data for Evans Bay Parade RB to clarify feedback requested on issues paper and timetable for gathering feedback

Item	Discussion	Action
4.	**The Opportunity**	
4.1	BA presented a slide that showed the reason for investment in cycling infrastructure.  The opportunity - $4M to spend. The correction was noted for the total available budget for the project. BA asked what the outcomes the working group want from developing Evans Bay Parade. A list of potential outcomes was presented and attendees were asked to provide feedback to assist in developing the project objectives: - More tourists? - More people drinking coffee roadside? - More enticing places to stop? - Something the community is proud of? - Cycling facility that is safe for all users? - More people active?	
5.	**Investment Objectives**	
5.1	There are to be two sources of investment objectives by which options are assessed and ranked for their contribution towards. These will be the WCC Cycling Investment Objectives, and the community objectives developed in workshop 2. The objectives will be one measure used to proceed towards a preferred project option.	

Item	Discussion	Action
5.2	Working group members queried the development of community project objectives around vehicle safety when the project budget was for cycleway infrastructure. There was concern that cycling infrastructure opportunities may lose out to non-cycleway initiatives. The WCC Cycling objectives were shown. These objectives have a cycling focus, which are agreed with government for the investment funds for the project: 	

Item	Discussion	Action
5.3	The working group brainstormed the following community objectives 	
5.4	The working group discussion also covered the following: - Framing of an objective around vehicle use (restriction of volumes, speeds or both) - A question was raised around the WCC future vision for use of Evans Bay Parade, with reference to the Lets Get Wellington Moving project. RB to follow up information on current WCC vision. - The urban development strategy user hierarchy was referenced - Controlling parking behaviour during events that has adverse effects on residential area along Evans Bay (i.e. event parking from Kilbirnie) - Making existing facilities such as parking spaces 'work harder' - Making a community village feel for Evans Bay Parade rather than a vehicle dominated through route.	RB to feed back on the scope or opportunity for exploring options to "de-power" the Evans Bay route between the Eastern Suburbs and City Centre
5.5	A draft list of community project objectives is provided on page 7 of these minutes.	
	Meeting adjourned 8:00pm	

Community Project Objectives



1. Improve the safety of road users
2. Improve connections between residential areas and the waterfront
3. Enhance the built and natural environment
4. Improve the level of service for pedestrians
5. Improve the efficiency of on-street parking provision
6. Maintain current levels of access for motorised vehicles
7. Improve the route consistency for walking and cycling facilities

Evans Bay Connections Workshop 3

Minutes of Working Group Workshop

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Meeting: Evans Bay Connections Working Group Workshop 3

Venue: Evans Bay Yacht Club, Evans Bay Parade **Date:** 18-May-2017

Time: 18:00 – 20:30

The third workshop of the Evans Bay Connections Working Group was held from 6:00pm–8:30pm on 18 May 2017, at ASB Centre, Kilbirnie. The attendees at the second workshop were:

Present	Name	Organisation
	Ryan Leatham	Evans Bay Yacht and MB Club
	Kara Lipski	Community Resident
	Kim Eriksen	Commuter Cyclist
	Mike Mellor	Living Streets
	Clive Anstey	CMC Trust
	Jennie Roy	Community Resident
	Teresa Maguire	Community Resident
	Simon Kennett	NZTA
	Lyn Murphy	WCC
	Richard Boeve	Commuter Cyclist
	Bridget Parrott	WCC
	Mark Fletcher (MF)	Studio Pacific Architecture (SPA)
	Thomas O'Flaherty	Commuter Cyclist
	Chris Banks	Commuter Cyclist
	Kirsten Ashely	Community Resident
	James Burgess	CAW
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	Tonkin + Taylor (T+T)
	Roger Burra (RB)	WCC Project Manager

The discussions for the evening were broadly focussed around the following topics:

- A summary of workshop #2 and the goals for this workshop #3
- Confirming the issues paper
- A reminder of the five Council Investment Objectives, and discussion and refinement of the Community Objectives
- The evaluation process – evaluating long list options to produce the short list of project options
- Discussion/brainstorm of the long list of project options.

The outcomes of these discussions are summarised below. The meeting agenda and presentation is attached.

Item	Discussion	Action
1.	**Welcome and Introductions**	
2.	**Summary of Workshop #2 & Goals for Workshop #3**	
2.1	RB provided an update on actions arising from the last workshop; – RB has made contact with the WCC officer who can provide information on the use of the WCC owned off-street parking areas (i.e. overnight motorhome parking). RB will make this information available after he receives it – The current WCC position on the future status of Evans Bay Parade is no different to that contained within the District Plan road hierarchy. The working group were encouraged not to let this limit their thinking on short term options, or long term aspirations for Evans Bay Parade in the long list process.	
2.2	RB explained to the working group the purpose of workshop # 3 and that the project team were seeking to: – Give an understanding of the long list to short list process, including the multi-criteria analysis (MCA) evaluation process; – Confirm the community objectives, and; – Develop the long list of possible options.	
3.	**Confirming the Issues Paper**	
3.1	RD thanked the working group members who have taken the time to provide feedback on the draft issues paper. A number of issues were reported in the workshop #1 minutes, collected during the public open days, received since workshop #2 from working group members, and additional data was collected through survey and review of historic traffic data records. RD is to collate all of the additional issues identified for inclusion in the final Issues Paper.	**RD to update Issues Paper.**

Item	Discussion	Action
4.	**Overview of Shortlisting Process**	
4.1	RB outlined the approach to moving from a long list to a short list of options. The process is a sieving exercise where long list options are assessed against objectives and evaluation criteria to produce a short list of options that best meet the investment objectives.  The process is shown above, the evaluation criteria for the MCA process is shown in the workshop presentation attached to these minutes. These evaluation criteria are focused around the following: – Effects – Implementation – Cost	
4.2	Working Group discussion on this process is summarised as follows: – Fatal flaws are uncommon, if any are identified the project team will come back to the working group and check the assumptions – If the WCC objectives are not met, the option is unlikely to receive funding – Queries why the WCC cycling objectives are absent from the MCA analysis criteria – It was suggested cycling criteria should be weighted higher in the analysis – The section of Oriental Bay between Carlton Gore Rd and Freyburg Pool was identified as a possible gap in the cycling network	**RB to feed back on the current status of work on the adjacent section of Oriental Bay**

Item	Discussion	Action
4.3	RB outlined how the long list and MCA analysis fits within the Working Group Process – Between workshop 3 and 4 T+T/SPA will develop the long list ideas so they can be taken through the shortlisting process – Between workshop 3 and 4 T+T/SPA will also initiate the shortlisting process and identify a draft short list for discussion with the working group at workshop 4 – The MCA process is one of subjective scoring, will be undertaken by technical consultants, with consultation back with the working group to ensure we have captured the options assessment accurately – The analysis will compare options in order to consult and agree short-listing with the working group, the MCA tool is not the decision maker. – The initial short list options will be presented to the working group at workshop # 4, where by the end of workshop # 4 we will settle on an agreed short list which T+T and SPA will develop in more detail for workshop # 5 The Working Group process is outlined in the presentation attached to these meeting minutes.	
5.	**Evans Bay Investment Objectives**	
5.1	A set of community objectives were introduced for discussion and refinement with the working group; 	

Item	Discussion	Action
5.2	Items to note and subsequently action include: – Agreement to including cycling as a community objective; – Agreement to a re-wording of 'level of service'; – In discussion on Objective 5 – there were very different views on what should happen to on-street parking. Agreement to the inclusion of the word "rationalise" within an updated Objective 5 that more accurately captures the community views; – Objective 7 is to be updated to reflect "motorised access to property" with more focus on access rather than through movement traffic function; – How the project team might apply the WCC's mode hierarchy in our evaluation process.	**RD/RB/MF to update community objectives**
6.	**Long List Ideas Session**	
6.1	The working group attendees broke into work groups and brainstormed long list options, which were fed back to the wider group.	
6.2	RD is to take the brain storm options and generate a draft long-list for assessment.	**RD to generate draft long list**
6.3	RB outlined the possibility the technical team will supplement other options into the long list to ensure the long list is sufficiently broad and to avoid accusations of a pre-determined outcome.	
6.4	RD/MF to undertake preliminary MCA assessment of long list options, which is to include the updated community objectives for Workshop # 4.	**RD/MF to undertake MCA analysis on long list**
6.5	The date for Workshop # 4 was confirmed for Thursday 15 June 2017. Ben is to cancel Workshop # 3B.	**BA to cancel workshop # 3B.**
	Meeting adjourned 8:30pm	

Evans Bay Connections Workshop 4

Minutes of Working Group Workshop

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Meeting: Evans Bay Connections Working Group Workshop 4

Venue: Evans Bay Yacht Club, Evans Bay Parade **Date:** 15-June-2017

Time: 18:00 – 20:30

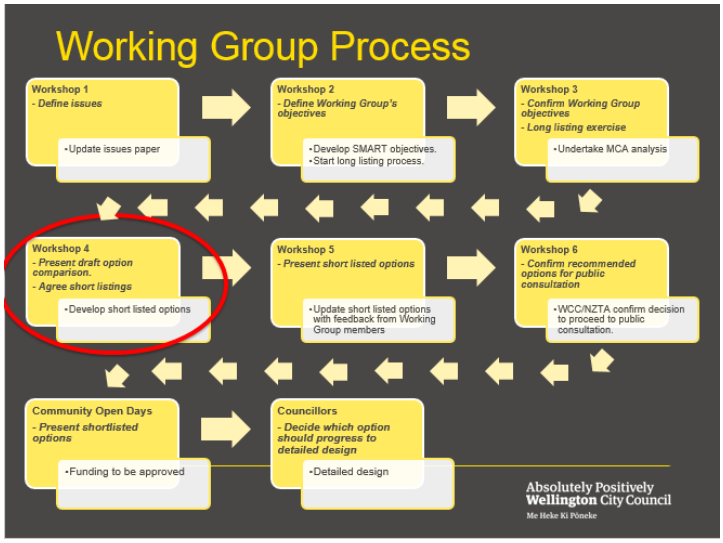
The fourth workshop of the Evans Bay Connections Working Group was held from 6:00pm–8:30pm on 15 June 2017, at the Evans Bay Yacht Club. The attendees at the fourth workshop were:

Present	**Name**	**Organisation**
	Roger Burra (RB)	WCC Project Manager
	Jennie Roy	Community Resident
	Clive Anstey	CMC Trust
	Ryan Leatham	Evans Bay Yacht and MB Club
	Mike Mellor	Living Streets
	Kim Eriksen	Commuter Cyclist
	Mark Fletcher (MF)	Studio Pacific Architecture (SPA)
	Teresa Maguire	Community Resident
	Lyn Murphy	WCC
	Bridget Parrott	WCC
	Cr. Chris Calvi-Freeman	WCC
	James Burgess	CAW
	Ryan Dunn (RD)	Tonkin + Taylor (T+T)
	Ben Alexander (BA)	WCC
	Mr Davis	Community Resident
Apologies Received	Richard Boeve	Commuter Cyclist
	Simon Kennett	NZTA
	Kara Lipski	Community Resident

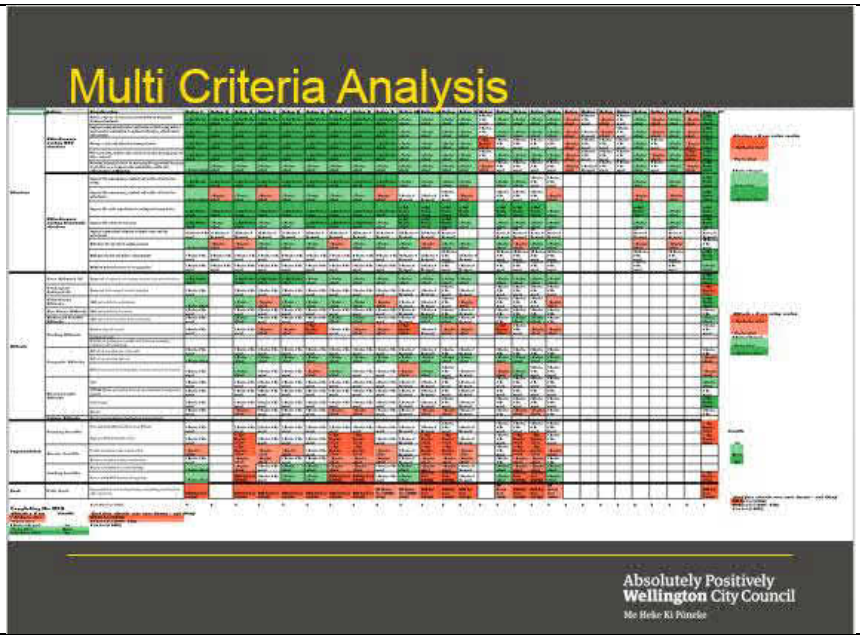
The discussions for the evening were broadly focussed around the following topics:

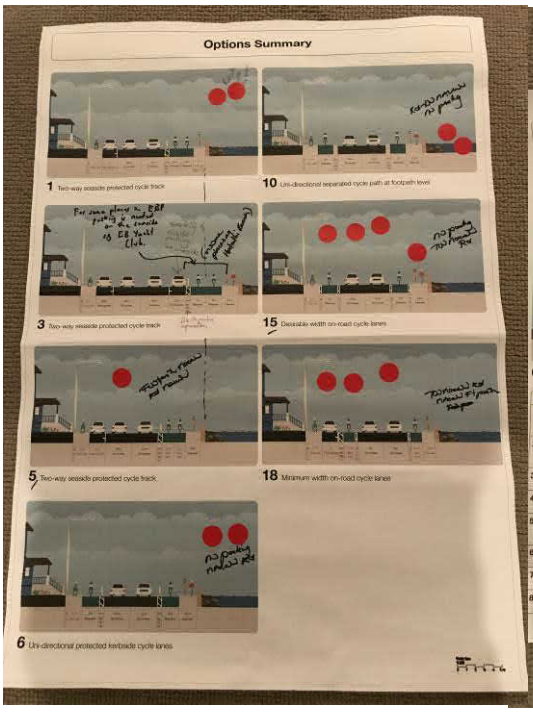
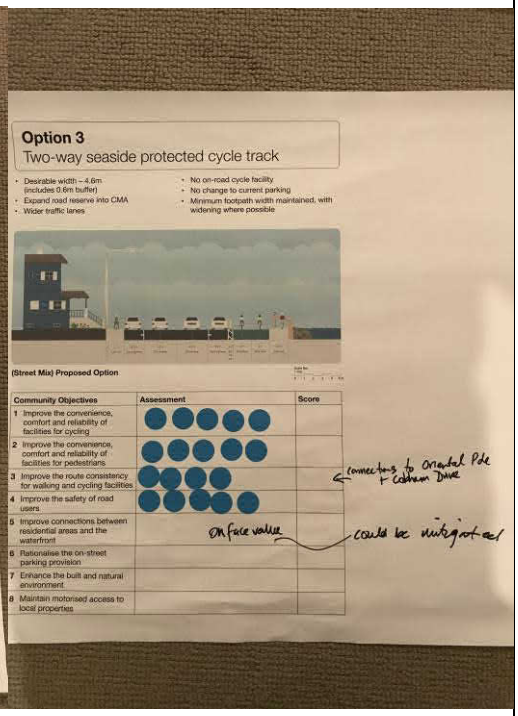
- A summary of workshop #3 and the goals for this workshop #4
- A recap on the process to date
- A reminder of the five Council Investment Objectives, and finalisation of the Community Objectives
- The short listing process – a recap of the long list evaluation process and initial sifting of options
- A group activity to evaluate option performance against Community Objectives.

The outcomes of these discussions are summarised below. The meeting agenda is attached.

Item	Discussion	Action
1.	**Welcome and Introductions**	
2.	**Summary of Workshop #3 & Goals for Workshop #4**	
2.1	RB provided a summary of the work achieved in the last workshop #3; – The community objectives were discussed and finalised; – The Multi-Criteria Analysis (MCA) approach to comparing and short listing options was set out; and – We developed a long list of treatment options.	
2.2	RB explained to the working group the purpose of workshop # 4 and that the project team were seeking to: – Share the "Long List;" – Share the initial option sifting progress; and – Work together to identify a short list.	
3.	**Recap on Process to Date**	
3.1	RB showed the Working Group Process and highlighted the current stage for workshop #4. 	

Item	Discussion	Action
4.	**Evans Bay Investment Objectives**	
4.1	RB gave an update on the Community Objectives, summarising the changes made since the last workshop, incorporating the working group feedback as shown below  RB also gave a reminder of the five WCC Investment Objectives.	
5.	**Overview Shortlisting Process**	
5.1	RB gave a recap of the short listing evaluation process; – The project team took the long list from working group workshop #3 and developed this further, expanding the list with additional options, and grouping options; – Options considered to have fatal flaws are discarded; – An assessment was made of how well the options achieve the WCC objectives, if an option was considered to not adequately achieve these objectives it would be discarded at this stage; – An assessment was made of how well the options achieved the updated Community Objectives, again if an option was considered to not adequately achieve these objectives it would be discarded at this stage; and – A short list of options was identified for further development	

Item	Discussion	Action
		
6.	**Draft Evaluation Presentation**	
6.1	RD summarised the draft evaluation for the initial sifting of the long list options, working towards identifying a short list	
		
6.2	RD outlined the options that did not meet the WCC Cycling Investment Objectives, and the Community Objectives, which were discarded from further assessment.	
6.3	RD presented a total of seven options that made the draft short list of sieved options for further assessment.	
6.4	RD/MF to present the MCA analysis spreadsheet for review by interested working group members. The MCA spreadsheet will be made available to the working group post workshop #4.	**RD/MF to provide MCA analysis on long list**

Item	Discussion	Action
7.	**Group Activity – Short Listing Process**	
7.1	The working group attendees broke into work groups and undertook an assessment on the seven sieved options, comparing each option performance against the Community Objectives. The key themes of which were fed back to the wider group.  	
7.2	The working group were also asked to individually identify any of the seven sieved options that they “hate” or “oppose” in order to help confirm a short list of options. It was explained that the feedback from activity is intended to provide a gauge for possible community response or wider community acceptability and will not be used as an input to option comparison.	
7.3	The project team will take the working group assessments and incorporate into the assessment of options, to confirm a short list for further assessment and presentation at workshop #5.	
8.	Meeting adjourned 8:30pm. Next workshop to be held on Thursday 20 July from 6pm-8pm, at Evans Bay Yacht Club.	

Evans Bay Connections Workshop 5

Minutes of Working Group Workshop

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Meeting: Evans Bay Connections Working Group Workshop 5

Venue: Evans Bay Yacht Club, Evans Bay Parade **Date:** 20-July-2017

Time: 18:00 – 20:30

The fifth workshop of the Evans Bay Connections Working Group was held from 6:00pm–8:30pm on 20 July 2017, at the Evans Bay Yacht Club. The attendees at the fifth workshop were:

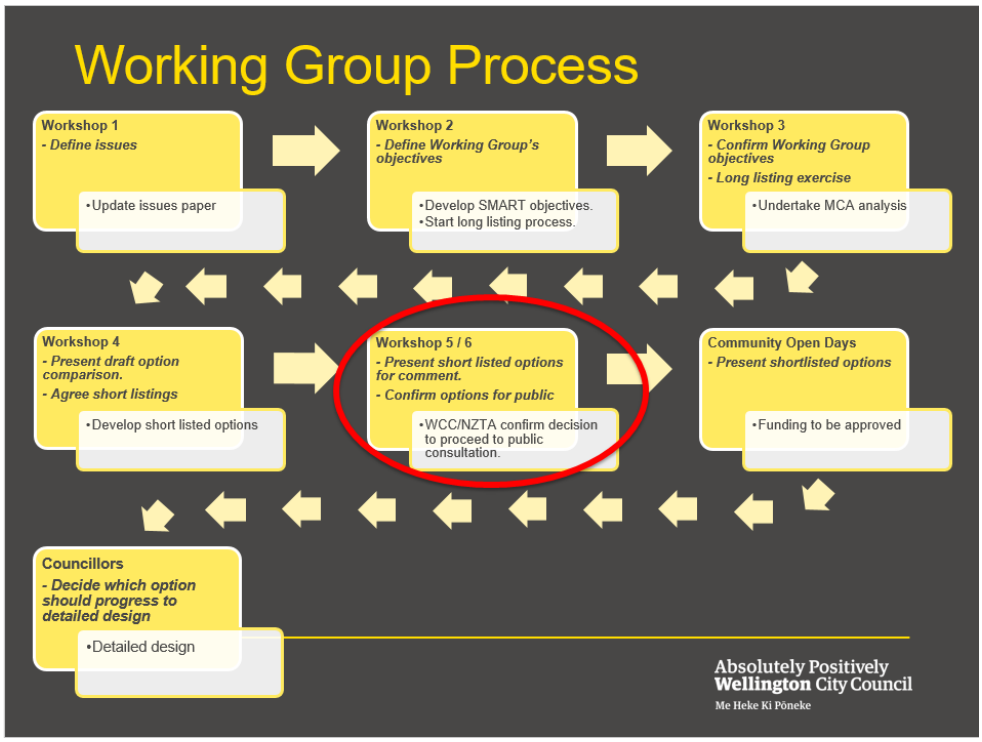
Present	Name	Organisation
	Darrell Statham (DS)	WCC Project Manager
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	Tonkin + Taylor (T+T)
	Janine Sziklasi (JS)	Tonkin + Taylor (T+T)
	Michael Lowe (ML)	Studio Pacific Architecture (SPA)
	Ryan Leatham	Evans Bay Yacht and MB Club
	James Burgess	CAW
	Mike Mellor	Living Streets
	Thomas O'Flaherty	Community Resident and Cyclist
	Howard Davis	Community Resident
	Kim Eriksen	Community Resident
	Teresa Maguire	Community Resident
	Richard Boevé	Community Resident and Cyclist
	Kirsten Ashleigh	Community Resident
	Clive Anstey	CMC Trust
	Jennie Roy	Community Resident
	Cr. Chris Calvi-Freeman	WCC
	Lyn Murphy	WCC
	Bridget Parrott	WCC
	Celia Goldsmith	Community Resident and Cyclist
	Ari Stevens	Community Resident and Cyclist

The discussions for the evening were broadly focussed around the following topics:

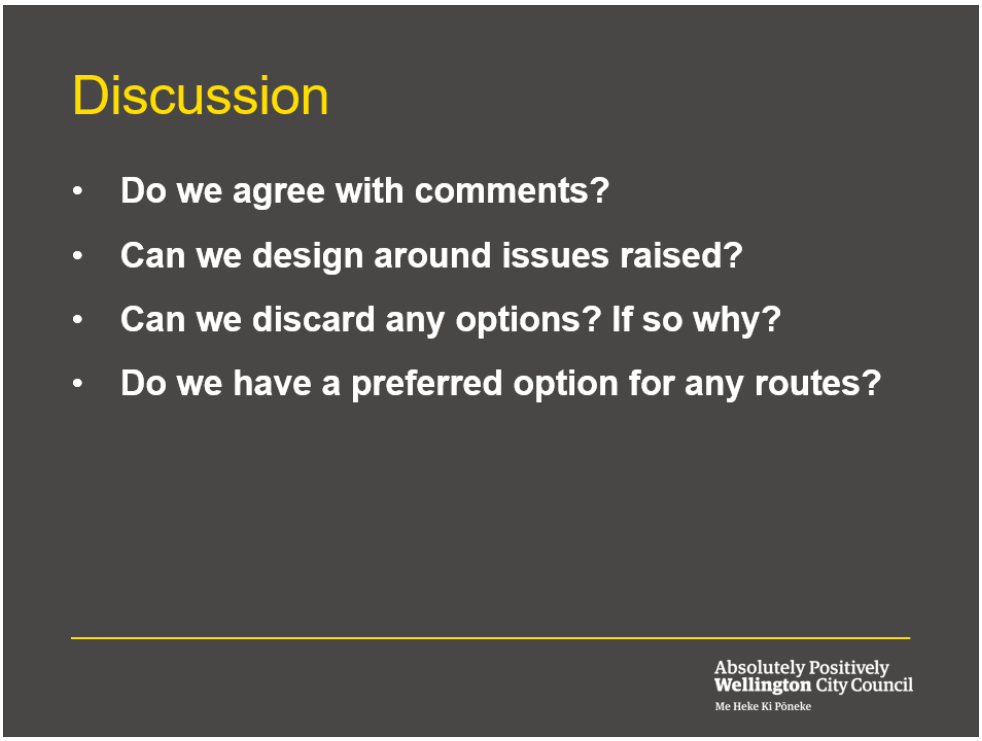
- A summary of workshop #4 and an outline of the goals for workshop #5
- Project updates and a review of the process to date
- An overview of the four shortlisted options
- An activity to confirm the short-listed options

The outcomes of these discussions are summarised below. The meeting agenda is attached.

Item	Discussion	Action
1.	**Welcome**	
2.	**Workshop #4 Summary & How We Got Here**	
2.1	BA provided a summary of the work achieved in the workshop #4; – The long list options were presented – The initial process to sieve the long list options was explained – The long list options were shortlisted through the "sticky dot" exercise and then further refined through discussion and working group agreement	
2.2	BA explained to the working group that the purpose of workshop #5 was to; – Review the designs of the shortlisted options – Confirm the shortlisted options to take forward for community consultation – Outline next steps and provide an update on the project timeline	
2.3	BA reviewed project updates for; – Cobham Drive – Oriental Parade	

Item	Discussion	Action
2.4	RD reviewed the Working Group Process and highlighted the stage for workshop #5. 	
2.5	BA gave a brief overview of the process to-date, as shown below. 	
3.	**Option Descriptions**	

Item	Discussion	Action
3.1	BA gave a recap of the shortlisting process and the four shortlisted options to be review during the workshop.	
3.2	RD explained that the following features have not yet been detailed in the four short list options, but are elements that are being explored and would be included at a later stage of the design process; – Traffic calming measures – Pedestrian crossings – Bus stops – Cyclist crossings	
4.	**Activity: Confirm Shortlisted Options for Community Consultation**	
4.1	Four different stations were set up to represent four different areas along Evans Bay Parade—Oriental Bay, Weka Bay, Greta Point, and Hataitai Beach. Each station had details for each of the four shortlisted options, including cross sections, plan views, and artist impressions. Working group attendees spent time at each station to review the options and leave comments and feedback. The working group was asked to highlight both positive and negative aspects of the designs, to provide suggestions for improvements, and to identify key elements that may have been missed. 	

Item	Discussion	Action
4.2	Following the activity, the working group came back together to discuss the options.  BA identified that fundamentally there were two options—a two-way seaside lane or two single lanes—each with two variations. A vote was taken to identify whether there was a preference between these two variations. The vote count was 13-2 in favour of the two-way seaside lane.	BA to send an email to the working group with the four short list options and their details to allow the working group to confirm final short list options for public consultation
5.	**Where to From Here?**	
5.1	The project team will take the working groups assessments and incorporate them into the updated and finalized design(s) for community consultation	
5.2	Community Open Days will take place Wednesday 6 September and Saturday 9 September at ASB Sports Centre	