

Criteria	Safety (Inv. Obj 1)	Directness	Connectivity/ Integration (Inv. Obj 2)	Attractiveness (including UDIA and Inv. Obj 3)	Comfort	OPTED (OR Social Safety)	Cycle Design Context Score				Local Business Impact	Local Resident Impact	Operational and Network Impacts	Community and Stakeholder Score				Ease of Construction and costs	Land Requirements /Easements /Other Agreements	Programme and Costs Score				Results										
Description	* Safety over route for cyclists GO/NO GO CRITERIA * Safety along route for all road users * Relative conflict with other road users such as pedestrians, buses, trucks * Crossing driveways, access points * Intersection conflict points * Traffic speeds, volumes, composition * risk of fatal or serious injuries	* Time and distance to travel * Delays at intersections * Match to desire lines	* Easy to recognise route * Good match to local schools, shops, parks, other public buildings * Good connection to public transport nodes * Limited changing of facility types * Few complicated manoeuvres, few turns * Easy to use and follow * Accessibility to amenities (schools, PT, city)	* Pleasant journey experience * Infrastructure fits into surroundings and context of area * Opportunities for enhancement * Inviting and interesting * Exposure to elements (traffic, wind, noise, rain etc.) * Integration with Central City Transformation plan	* Comfort of users experience * Mental exertion, limit stop / start * Gradient, surface quality * Consistency of route * Consideration of pathway widths	* Achievement and perception of safety * Natural surveillance * Positive activation, sense of ownership * Well designed and maintained environment	Base	MCR	Community	Risk	* Impact on local business interests * Access to properties * Effects on access * Parking spaces lost - is offset possible * Estimated effect on patronage * Changes to the streetscape * Schools	* Impact on local residents * Access to properties * Impact on on-street parking * Changes to the streetscape * Impact on journey time if route changes network	* Alignment with ITS * Loading or changes to the network (signals, cul-de-sacs) * Public transport routes affected * Operation costs for street cleaning, rubbish collection * Effect on maintenance operations	Base	MCR	Comm	Risk	* Increased costs due to: ** Property purchase ** Complicated facilities, effects on utilities (heritage, waterways etc.) * Constructability (Budget Risk) ** Adaptability for future developments	* Programme delays due to: ** Land/property acquisition ** Legal processes - consents (heritage, waterways etc.) ** Legal processes - access, easements (Timing Risk) ** Mana whenua	Base	MCR	Comm	Risk	Base Weighting Score	Comments	Design context weighted	Community and stakeholder weighted	Cost and risk weighted						
Base Score & Weighting	Score 0 to +2	12.5%	Score -2 to +2	8.3%	Score -2 to +2	8.3%					Score -2 to +2	8.3%	Score -2 to +2	8.3%			Score -2 to 0	8.3%							100%									
MCR user weighted		11.7%		11.7%		11.7%						5.0%		5.0%				7.5%								100%								
Community weighted		3.5%		2.3%		2.3%						23.3%		23.3%				7.5%								100%								
Cost / Risk weighted		3.5%		2.3%		2.3%						5.0%		5.0%				35.0%								100%								
East/ West connection - Waterloo Station to Riverlink Cycleway bridge																																		
Green (A) - Knights Road / Bunny Street / Margaret Street	Interaction with 11 intersections across the route. Knights Road is a bus route with 7 stops and the Bunny Street bus hub which has safety concerns	1= Shortest route (2km). Likely delays at intersections at Bloomfield, Laings, Queens and High (if retained for prioritised vehicle movement).	Direct connections to two schools and close connections to 2 others. Connects through all major PT hubs and to the centre of the CBD, close to Civic centre. Coherent route and easy to identify	Restricted space along Knights Road will reduce opportunities for enhancement through this section. However, in coordination with the Central City Transformation plan and in collaboration with CWRPC there are opportunities to enhance the central city sections of the proposed route and integrate shared streets. Opp. to include the Knights Road pocket park in the project	Route likely to present stop/ starts due to large number of intersections and the bus hub. Corridor allows opportunities for a consistent facility type and provides appropriate widths to allow for uncompromised path widths	Areas of concern include CBD streets which have reduced passive surveillance outside of business hours. Bus hub can also be a place where loitering is evident, this can present an intimidating environment. Remainder of route has good levels of passive surveillance from adjacent road and neighbouring properties	-1.0	4.58	5.83	1.27	1.27		1.0				We felt the likely residential and access impacts would be in part offset by the trial, and that it would have prepared residents for the overall impact of the project.	-1.0	2.0	1.67	1.0	4.7	1.0		1.0	-1.0	-0.41667	0	0	0	5.83	6.8	5.9	2.3
Blue (B) - Birch St / Waterloo Road / High Street / Countdown laneway / Rutherford Street	Interaction with 7 intersections across the route. Bus route with 5 stops on Waterloo between Birch and High Sts	Direct 2.1km route to the CBD with likely delays at intersections (Cornwall, Bloomfield and possible delays at Queens, High and Rutherford). Potential for delays through Bunny Street and bus hub	Connects to the Rail stations at either end of the route, however, misses the Central bus hub in its current location on Bunny Street. Connects to the centre of the CBD and Birch Avenue commercial centre with minor deviation	Restricted space along Waterloo Road will reduce opportunities for enhancement through this section. However, in coordination with the Central City Transformation plan there are opportunities to enhance the central city section of the proposed route and integrate shared streets. There is also an opportunity to enhance Birch Street and the commercial area adjacent to this project	Consistent route with fewer chances of stop/starts than Knights Road. Corridor widths allow opportunities to integrate suitable facilities with appropriate widths without compromise	Areas of concern includes Birch Avenue commercial centre area, CBD streets and Countdown lane which have no passive surveillance outside of business hours. Remainder of route has good levels of passive surveillance from adjacent road and neighbouring properties	-1.0	5.83	7.00	1.62	1.62		1.0				We felt the likely residential and access impacts would be more severe than for Option A, due to the trial having been conducted elsewhere. However, the lessons from it could still be applied to help mitigate some of the negative effects. From a user perspective we felt Waterloo Rd has less of a crown than Knights Rd and would be more comfortable to ride on. The project would have a positive effect on the streetscape, and a minimum impact on journey time for other users.	-1.0	1.0	0.83	0.5	2.3	0.5		2.0	-1.0	-0.41667	0.75	0.75	3.5	7.08	8.3	4.7	5.6
Purple (B1) - Waterloo Road via Waterloo Slip road	Interaction with 8 intersections across the route. Bus route with 5 stops on Waterloo between Oxford Tce and High Sts	1= Shortest route 2.0km route to the CBD with likely delays at intersections (Birch, Cornwall, Bloomfield, and possible delays at Queens, High and Rutherford).	Connects only to Melling Station PT hub. Provides a coherent straight line route to the centre of the CBD.	Restricted space along Waterloo Road will reduce opportunities for enhancement through this section. However, in coordination with the Central City Transformation plan there are opportunities to enhance the central city section of the proposed route and integrate shared streets and laneways	Consistent route with fewer chances of stop/starts than Knights Road. Corridor widths allow opportunities to integrate suitable facilities with appropriate widths without compromise	Areas of concern include CBD streets which have reduced passive surveillance outside of business hours. Remainder of route has good levels of passive surveillance from adjacent road and neighbouring properties	-1.0	3.75	4.67	1.04	1.04		0.0				As above, similar impacts to A and B, with a slightly more negative effect at the eastern end of Waterloo Rd due to passing through the roundabout/overbridge intersection. This is also a less direct route.	-1.0	1.0	0.00	0.0	0.0	0.0		2.0	-1.0	0.42	0.75	0.75	3.5	4.17	5.4	1.8	4.5
Red (C) - Knights Road / Laings Road / Daly Street	Interaction with 11 intersections across the route. Bus route with 7 stops on Knights Road between Waterloo Stn and Laings Road.	Direct route to the CBD via Knights Rd but with 400m diversion around the city to avoid safety and conflicts of the bus hub. Will connect to new bridge via Riverlink pathway. Likely delays at intersections at Bloomfield, Bunny, Laings, Queens and High (if retained for prioritised of vehicle movement) Total = 2.4km (18% longer)	Direct connections to two schools and close connections to 2 others. Connects to at least the edge of all PT hubs. Connection to the Civic Centre, library and Art gallery. Coherent route and easy to identify for the first half, although deviates around the CBD which reduces coherence and easy to follow route. Includes civic connections (1.5)	Restricted space along Knights Road will reduce opportunities for enhancement through this section. However, in coordination with the Central City Transformation plan and the Riverlink project there are opportunities to enhance the central city and riverside sections of the proposed route and integrate with shared streets and laneways. Connection with Riverlink will enhance the experience for users	Route likely to present stop/ starts due to large number of intersections and the bus hub. Corridor allows opportunities for a consistent facility type and provides appropriate widths to allow for uncompromised path widths	Areas of concern include CBD streets and laneways which have reduced passive surveillance outside of business hours. Remainder of route has good levels of passive surveillance from adjacent road and neighbouring properties	-1.0	2.08	2.33	0.58	0.58		1.0				Least impact on CBD parking, however it does take users around the outskirts of the CBD, meaning they are less likely to stop. Would likely be seen as more of a commuting route than one which takes users to the CBD. Would improve streetscape and have similar effects on local schools as the other options.	1.0	2.0	2.50	1.5	7.0	1.5		0.0	-1.0	-1.25	-0.75	-0.75	-3.5	3.33	3.1	6.8	-1.4