

Appendix G – Short List Option Plans

This appendix 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.

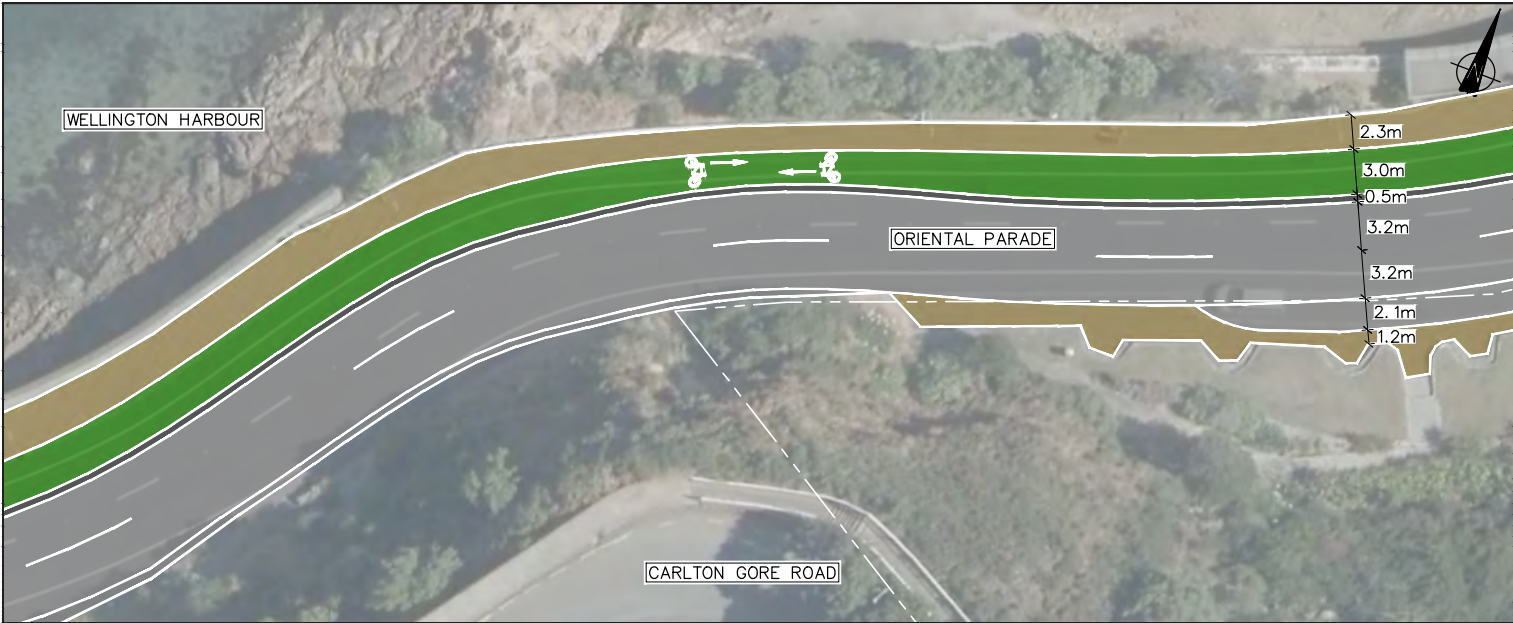
ORIENTAL BAY ORIENTAL PARADE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

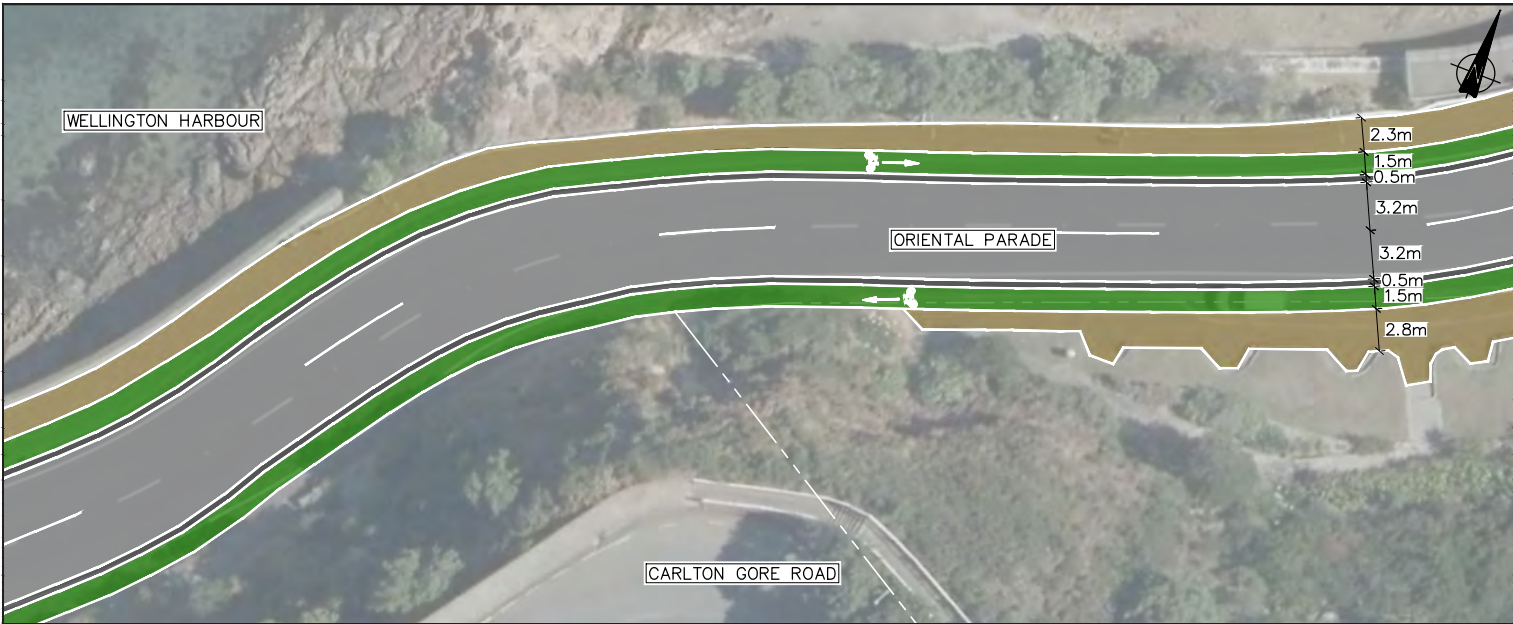
EXISTING ROAD LAYOUT



OPTION A

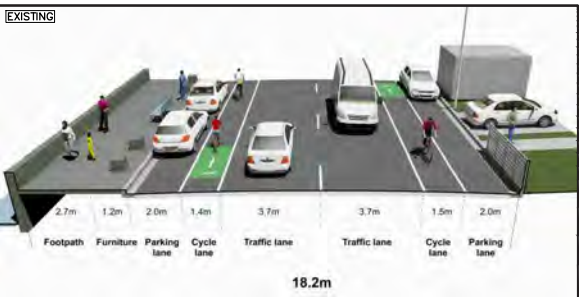


OPTION B

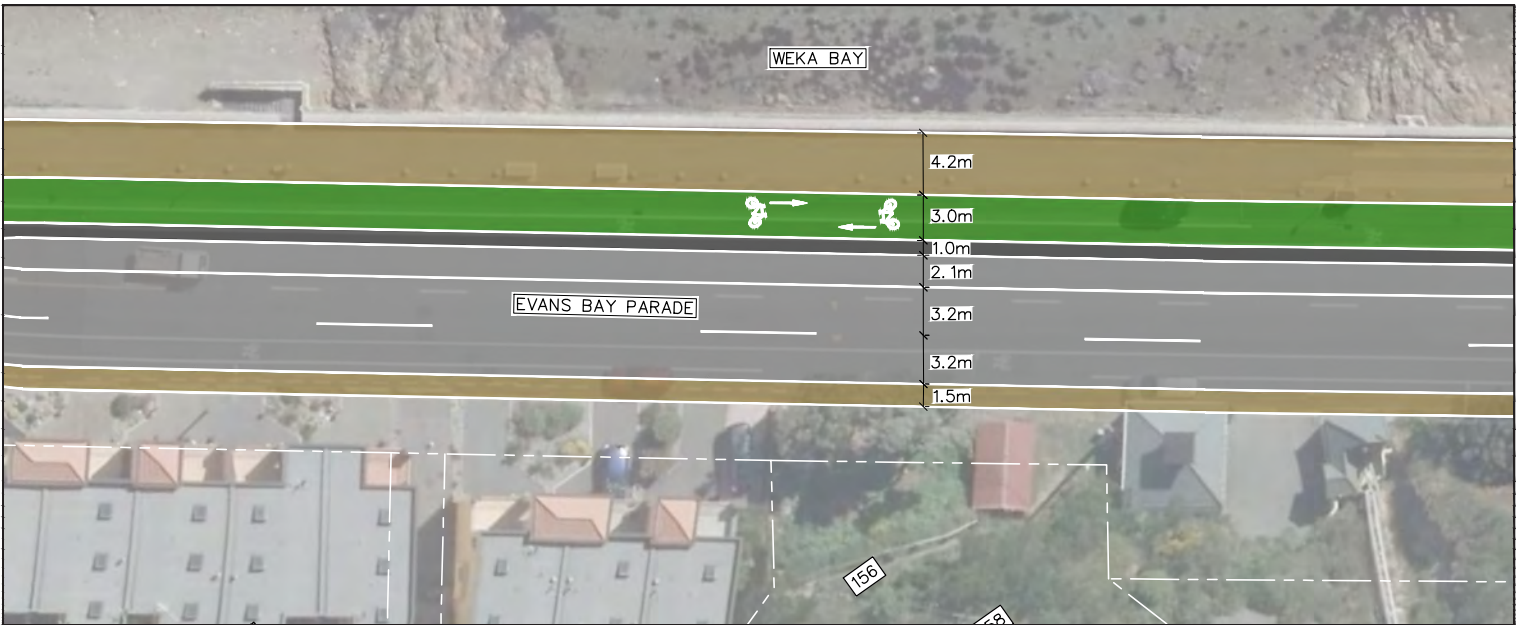


**WEKA BAY
EVANS BAY PARADE**

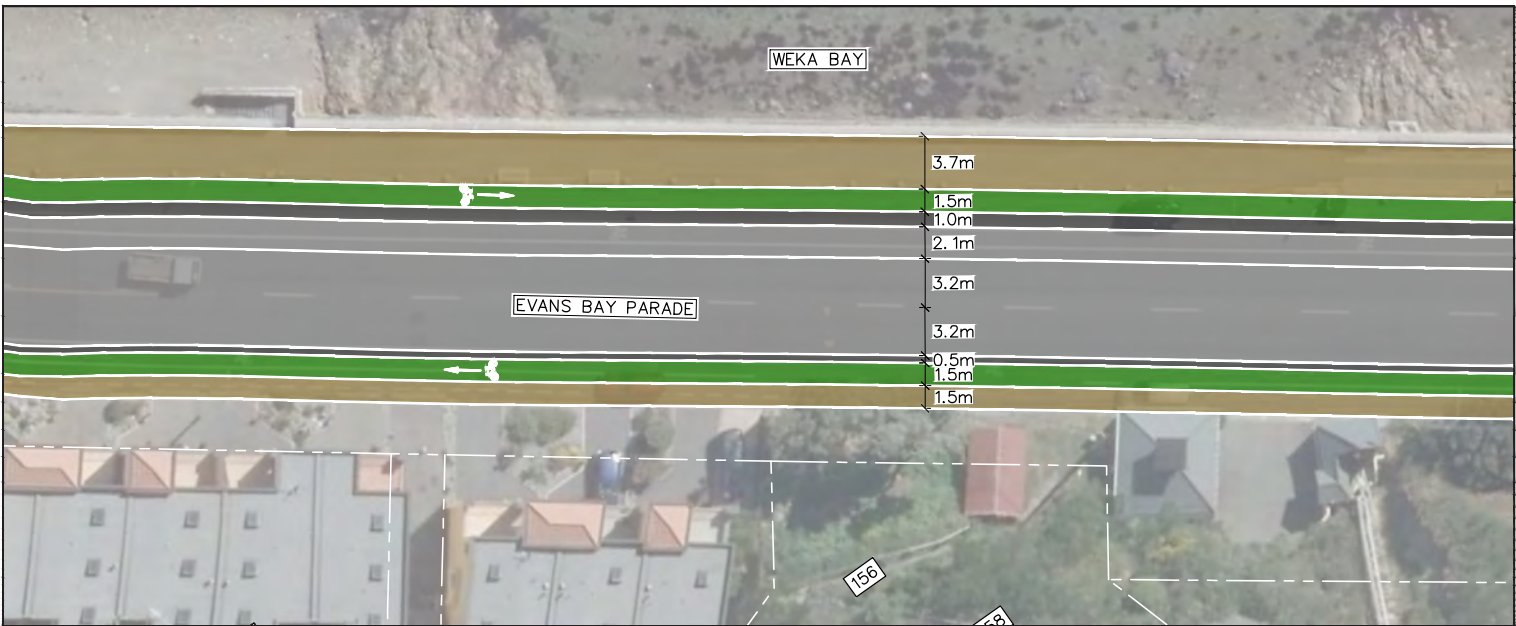
EXISTING ROAD LAYOUT



OPTION A



OPTION B

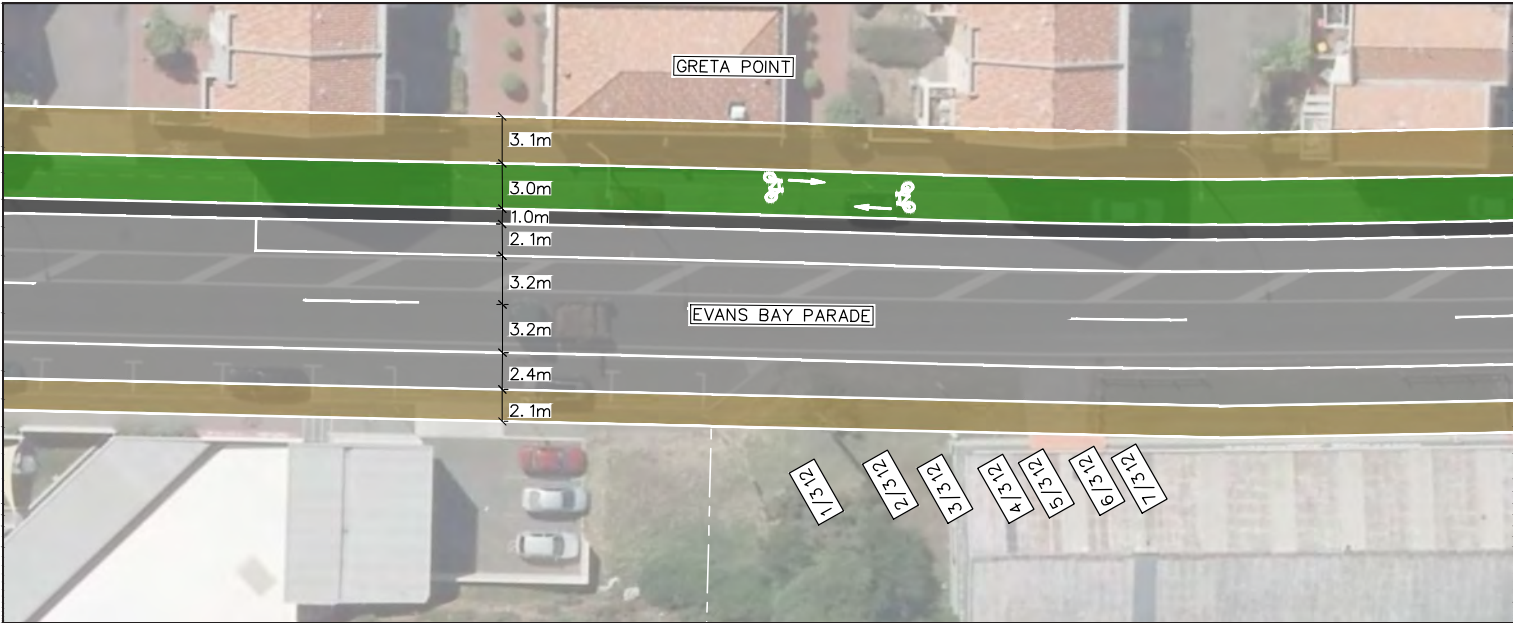


GRETA POINT EVANS BAY PARADE

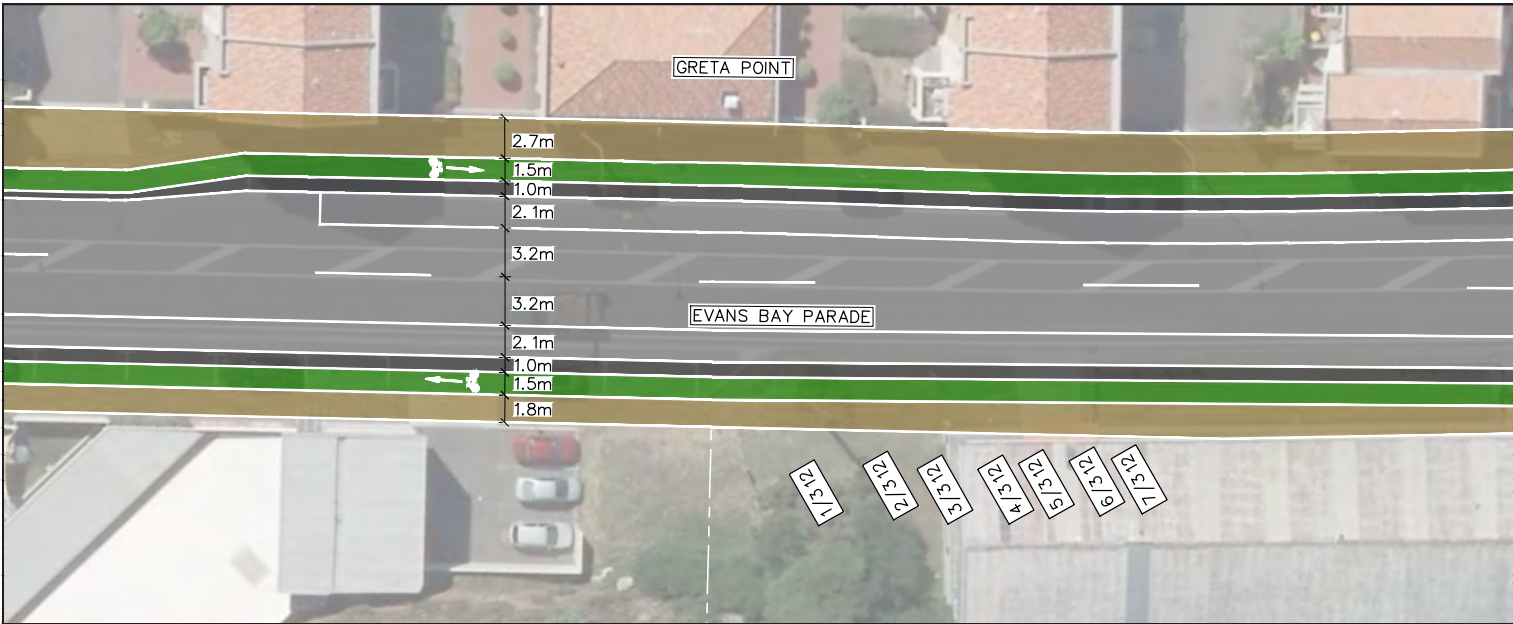
EXISTING ROAD LAYOUT



OPTION A



OPTION B

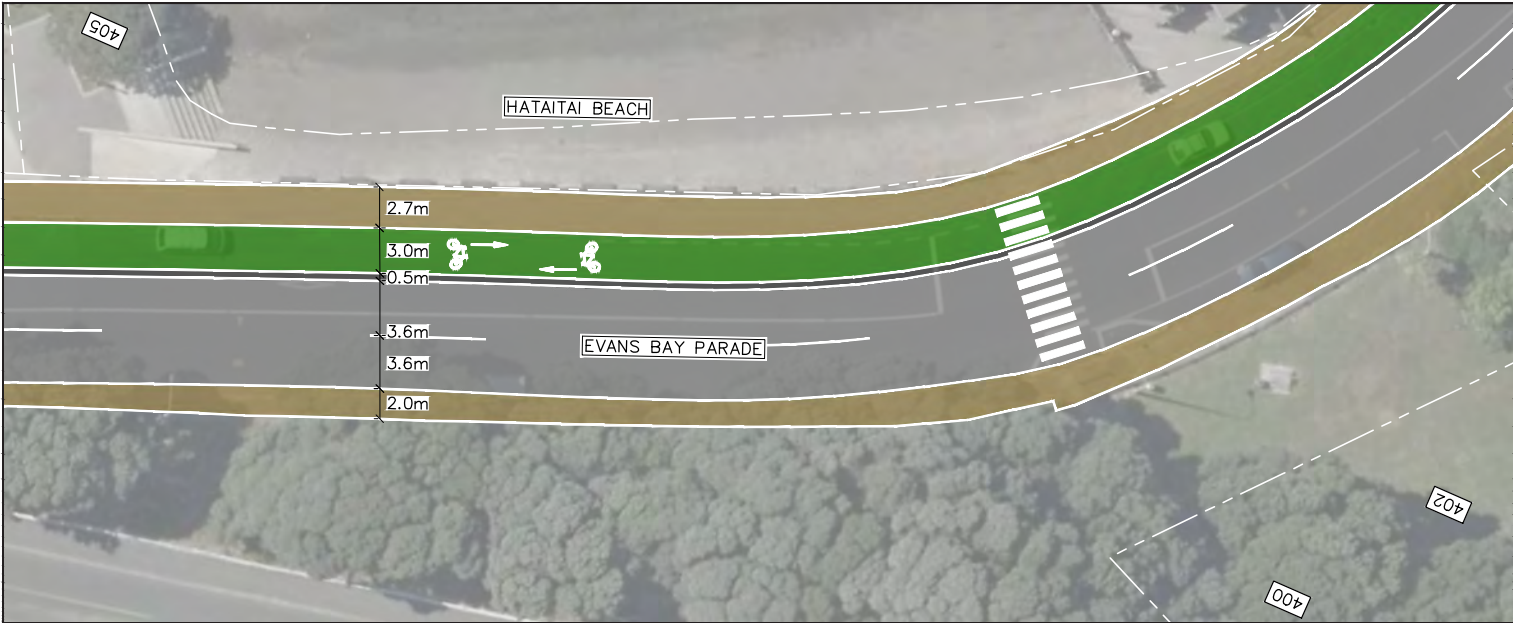


**HATAITAI BEACH
EVANS BAY PARADE**

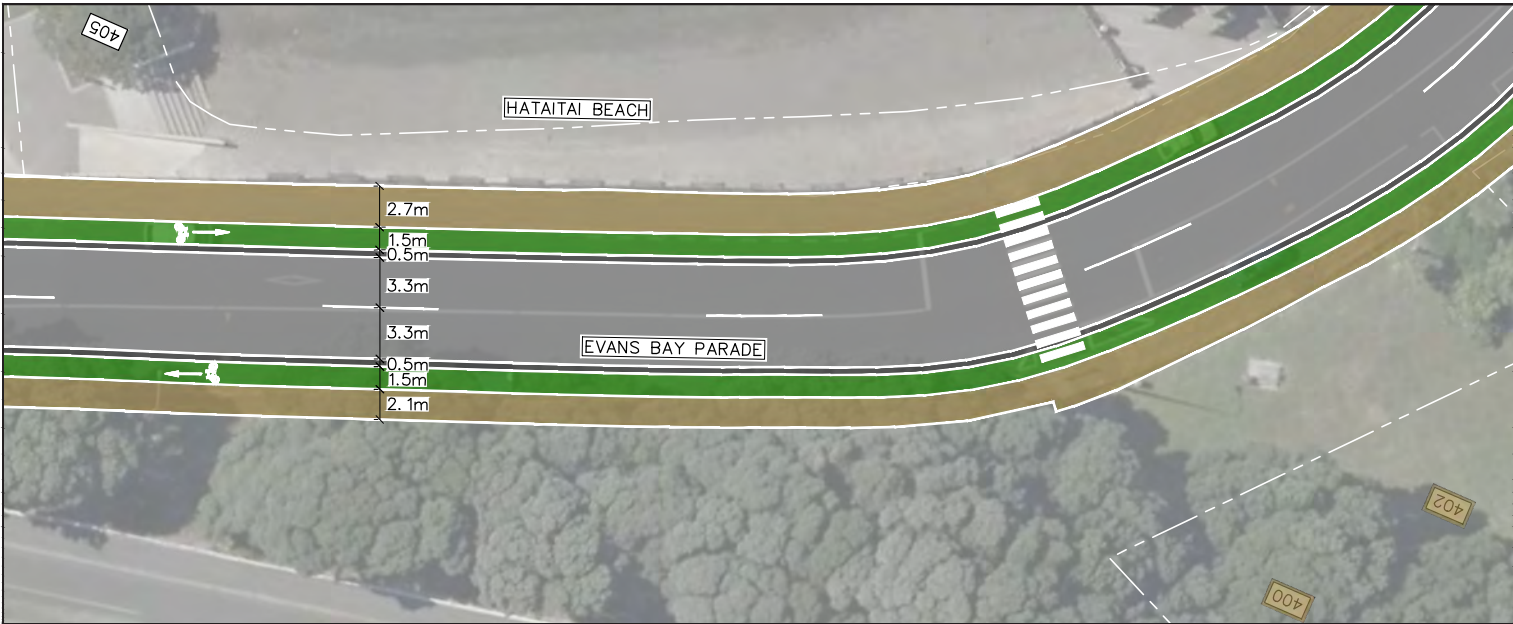
EXISTING ROAD LAYOUT



OPTION A



OPTION B



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	Option A (two-way cycleway) Pro’s; <ul style="list-style-type: none">- 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; <ul style="list-style-type: none">- Cycle path at or near footpath level creates potential for pedestrian conflict.- Two-way cycleway may also be less intuitive for some users.				Option B (one-way cycle lanes) Pro’s; <ul style="list-style-type: none">- 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; <ul style="list-style-type: none">- 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.			
Notes: <div><div>1</div><div>Cycling uptake estimated using New Zealand Transport Agency Economic Evaluation Manual (2017) SP11 Walking and Cycling Facilities.</div></div> <div><div>2</div><div>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.</div></div> <div><div>3</div><div>Typical dimensions are noted within this table. Additional lane widening (up to 0.7m) is provided around corners where required to accommodate vehicle tracking.</div></div> <div><div>4</div><div>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;<ul style="list-style-type: none">- 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</div></div> <div><div>5</div><div>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.</div></div> <div><div>6</div><div>Cycle lanes could be located;<ul style="list-style-type: none">- 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</div></div>								

Appendix I – Workshop Minutes

This appendix 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

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:

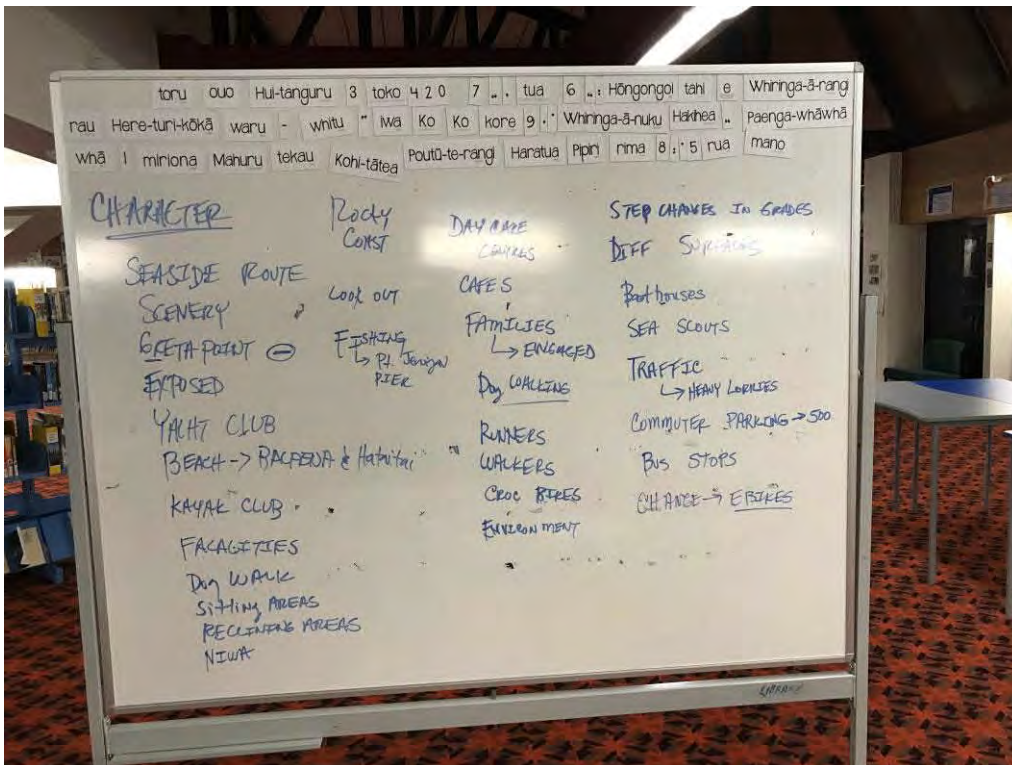
Present	Name	Organisation
	Mike Mellor	Living Streets
	James Burgess	CAW
	Neal Swindells	St Pat's College
	Teresa Maguire	Community Resident
	Kirsten Ashely	Community Resident
	Kara Lipski	Community Resident
	Jessica Rattray	NZTA
	Brett McPhedran (BM)	WCC
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	T+T
	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?

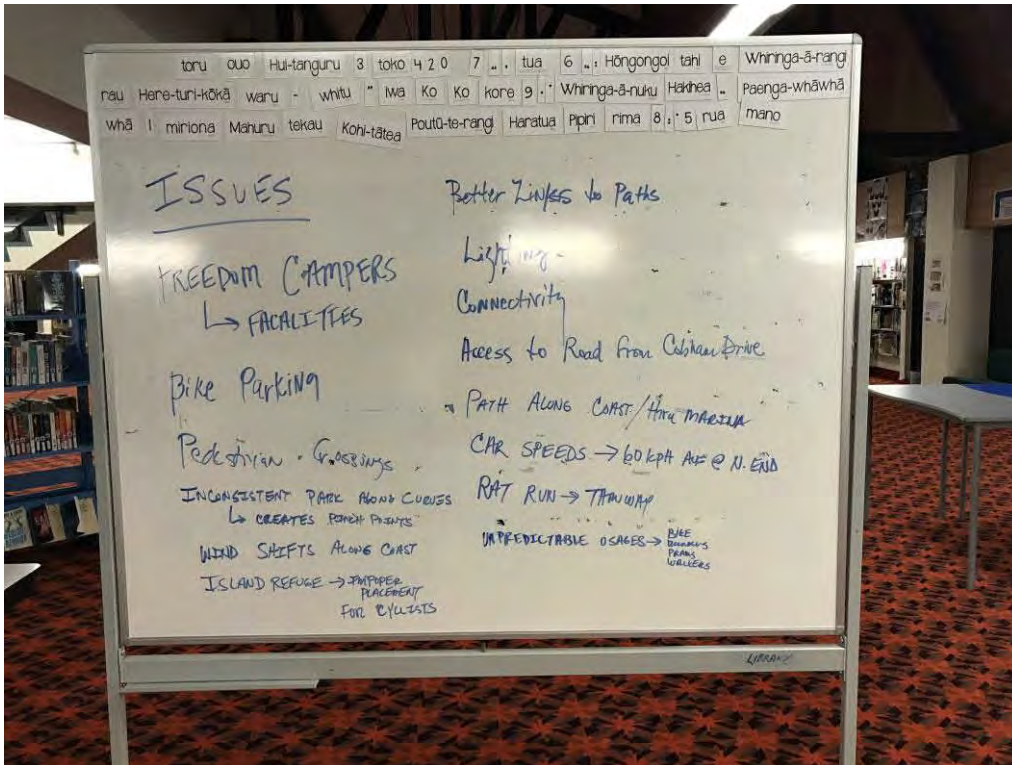
The outcomes of these discussions are listed in detail below. The meeting agenda is attached.

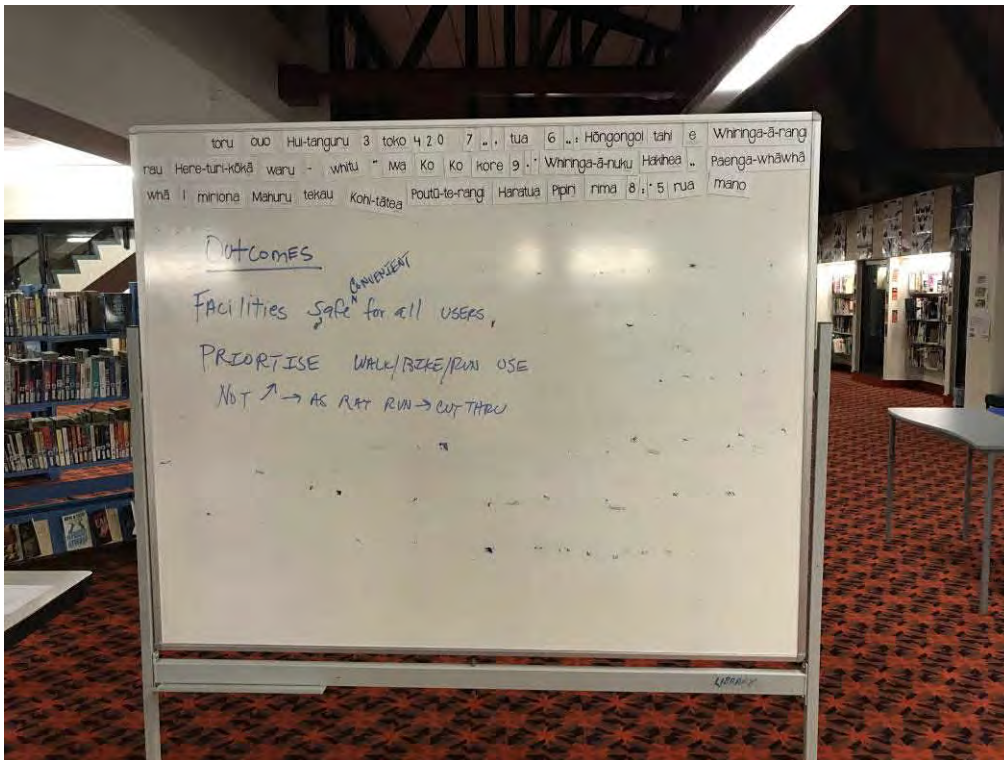
Item	Discussion	Action
1.	Introductions/Terms of Reference	
1.1	Introductions of the group were made, and BA explained the terms of reference for the workshop.	
1.2	BA explained to the attendees what the purpose of the workshop sessions would be, and that this is a community project to bring value to 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	<p>BM explained the background of the project:</p> <ul style="list-style-type: none"> - 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	<p>RD summarised the values of the Evans Bay Parade area raised by the public at the two public open days:</p> <ul style="list-style-type: none"> - 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	<p>A Brainstorm session of the route was carried out, highlighting values, characteristics and positive aspects of the Evans Bay Parade area.</p>  <p>A table of the comments raised can be found on page 9 of these minutes.</p>	

Item	Discussion	Action
4.	Present issues paper and Open Day Feedback	
4.1	<p>RD discussed the data collected from the issues paper technical investigations and surveys:</p> <ul style="list-style-type: none"> - 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	<p>RD summarised issues that have been identified through technical work:</p> <ul style="list-style-type: none"> - 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	<p>RD summarised issues raised by the public at the two open days:</p> <ul style="list-style-type: none"> - 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 <p>Comments were made on lack of bathroom/shower facilities and rubbish bins, specifically around the campervan area.</p>	

Item	Discussion	Action
4.5	Current Issues - Brainstorm	
4.6	<p>A Brainstorm session of the route was carried out, highlighting the issues seen in the Evans Bay Parade area.</p>  <p>A table of the comments raised can be found on page 9 of these minutes.</p>	
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	<p>A list of potential outcomes was presented and attendees were asked to provide feedback:</p> <ul style="list-style-type: none"> - 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? <p>Feedback was that the fifth point should not limit the facility to only cyclists and that should be both convenient and safe.</p> 	
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	<p>RD summarised options raised by the public at the two open days:</p> <ul style="list-style-type: none"> - 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	<p>Unable to be covered due to time restrictions</p> <p>Key headings:</p> <p>What are some high level options to achieve these outcomes? – Brainstorm (in groups):</p> <ul style="list-style-type: none"> - More seating? - More traffic islands/speed restrictions? - More effective parking? - More/less green space/vegetation? <p>Consider the following specific aspects:</p> <ul style="list-style-type: none"> - 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
<u>Evans Bay Parade</u>	<ul style="list-style-type: none"> • Scenery, seaside route, rocky coast • Look-outs/pause points • Fishing, Pt Jerminham 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 	<ul style="list-style-type: none"> • 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
<u>Evans Bay Parade</u>	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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
	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Encourage change in VMS messaging or traffic signals to reduce attractiveness of route for vehicles as rat run

Evans Bay Workshop 1

Agenda

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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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): <ul style="list-style-type: none"> - 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): <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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

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

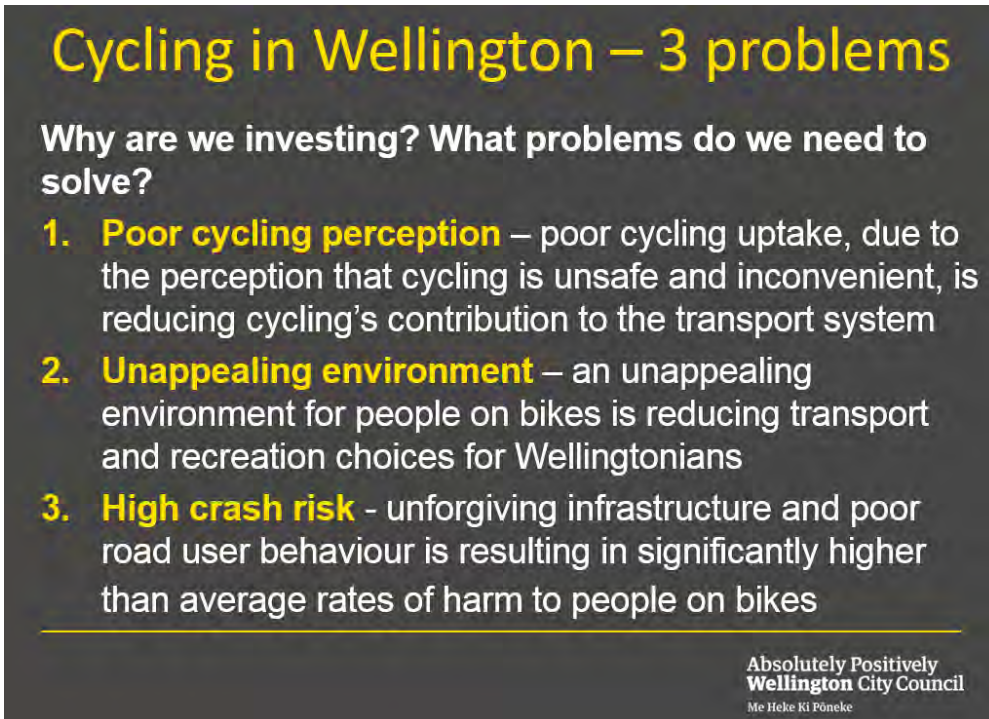
The discussions for the evening were broadly focussed around the following topics:

- 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.

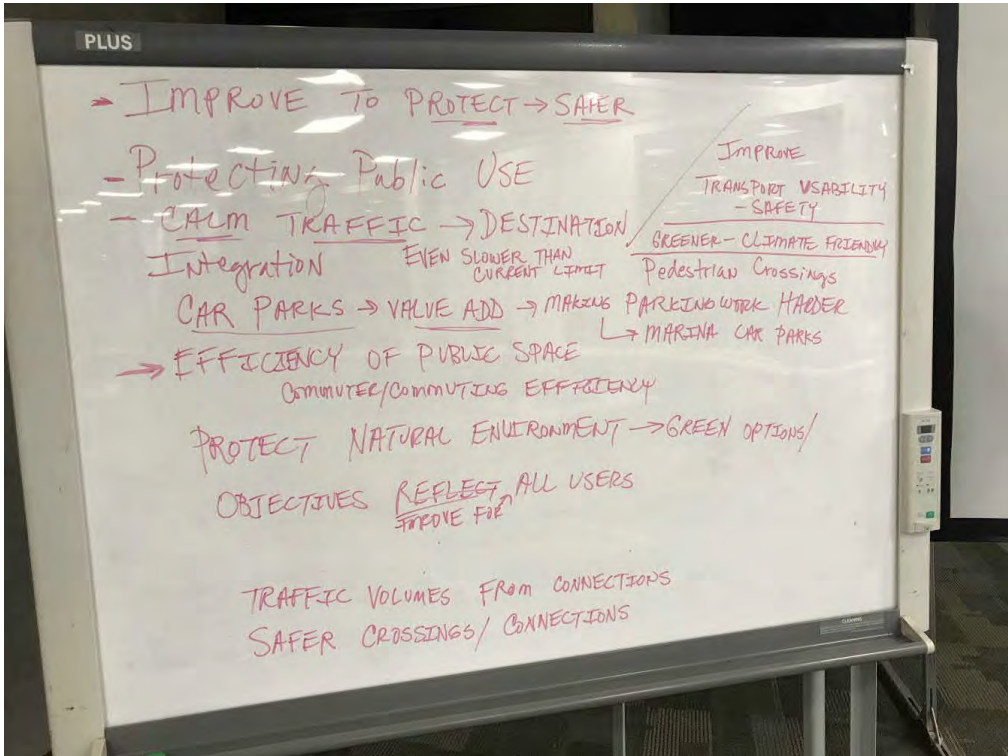
The outcomes of these discussions are listed in detail below. The meeting agenda is attached.

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	<p>BM and RD explained the summary of workshop 1 and the evidence base, including:</p> <ul style="list-style-type: none"> - 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. <p>This background information is contained within the meeting minutes for workshop 1, and within the draft issues paper prepared by Tonkin + Taylor.</p> <p>Working group members were encouraged to read the documentation in their working group information pack and the issues report.</p>	

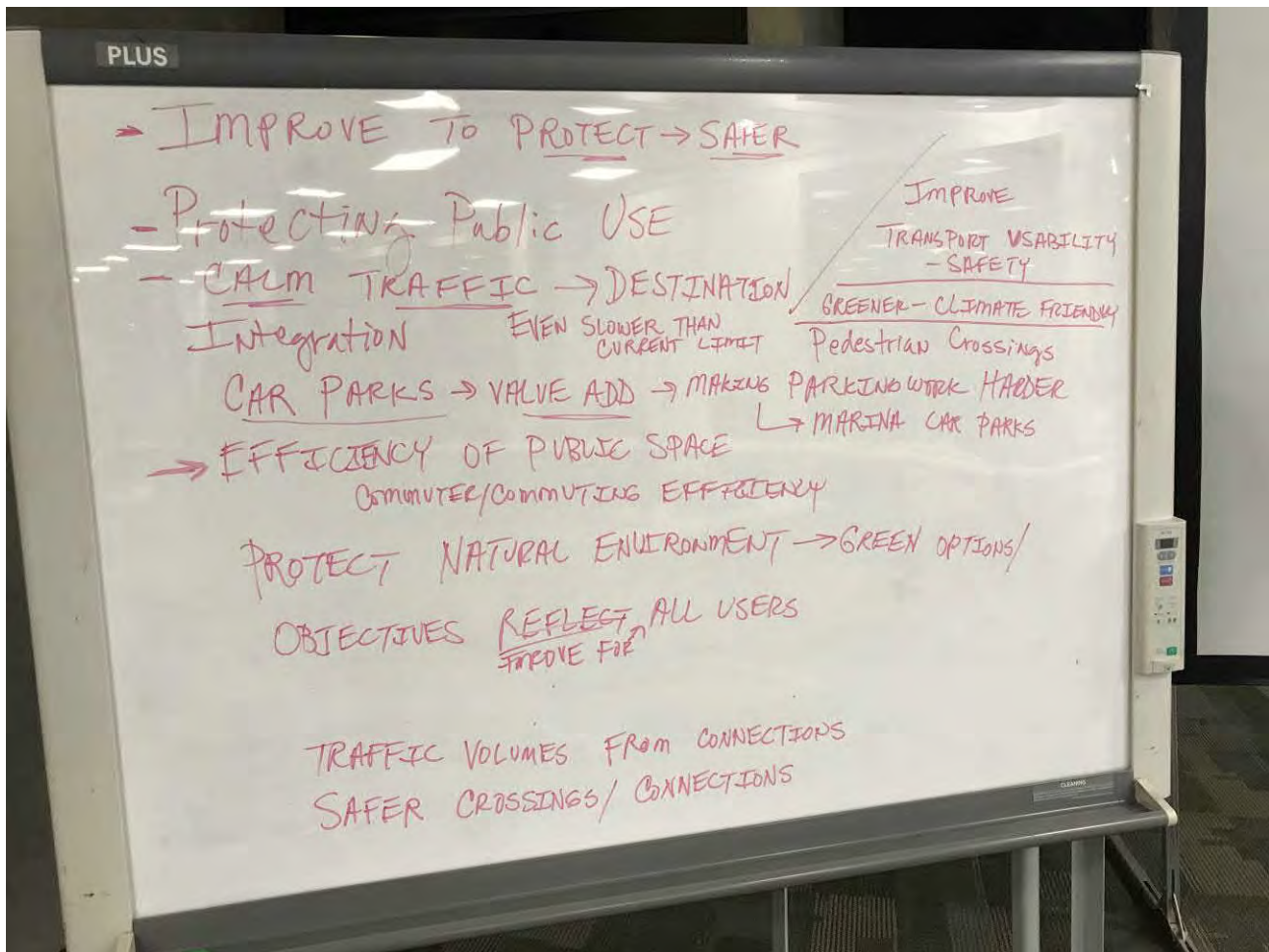
Item	Discussion	Action
3.	Confirming the Issues	
3.1	<p>RD summarised the issues paper, and other issues identified through the public open days and working group session 1.</p> <p>These issues were reported in the workshop 1 meeting minutes. Further issues for consideration were raised by working group members including:</p> <ul style="list-style-type: none"> - 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. 	<p>RD to investigate reporting historic traffic flow data for Evans Bay Parade</p> <p>RB to clarify feedback requested on issues paper and timetable for gathering feedback</p>

Item	Discussion	Action
4.	The Opportunity	
4.1	<p>BA presented a slide that showed the reason for investment in cycling infrastructure.</p>  <p>The opportunity - \$4M to spend. The correction was noted for the total available budget for the project.</p> <p>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:</p> <ul style="list-style-type: none"> - 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	<p>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.</p>	

Item	Discussion	Action
5.2	<p>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.</p> <p>The WCC Cycling objectives were shown. These objectives have a cycling focus, which are agreed with government for the investment funds for the project:</p> <div data-bbox="236 443 1236 1184"> <h2 style="color: #FFD700;">WCC Cycling Investment Objectives</h2> <ol style="list-style-type: none"> 1. Level of Service - Achieve a high level of service for cyclists within an integrate transport network. 2. Network Efficiency - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience. 3. Cycling Uptake - Cycling is a viable and attractive transport choice. 4. Cycle Safety - The crash rate, number and severity of crashes involving people on bikes is reduced. 5. Wellington City Improvements - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington. <div style="text-align: right; margin-top: 20px;"> <p>Absolutely Positively Wellington City Council <small>Me Heke Ki Pōneke</small></p> </div> </div>	

Item	Discussion	Action
5.3	<p>The working group brainstormed the following community objectives</p> 	
5.4	<p>The working group discussion also covered the following:</p> <ul style="list-style-type: none"> - 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

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	<p>RB provided an update on actions arising from the last workshop;</p> <ul style="list-style-type: none"> – 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	<p>RB explained to the working group the purpose of workshop # 3 and that the project team were seeking to:</p> <ul style="list-style-type: none"> – 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	<p>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.</p> <p>RD is to collate all of the additional issues identified for inclusion in the final Issues Paper.</p>	RD to update Issues Paper.

Item	Discussion	Action
4.	Overview of Shortlisting Process	
4.1	<p>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.</p>  <p>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:</p> <ul style="list-style-type: none"> – Effects – Implementation – Cost 	
4.2	<p>Working Group discussion on this process is summarised as follows:</p> <ul style="list-style-type: none"> – 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 	<p>RB to feed back on the current status of work on the adjacent section of Oriental Bay</p>

Item	Discussion	Action
4.3	<p>RB outlined how the long list and MCA analysis fits within the Working Group Process</p> <ul style="list-style-type: none"> 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 <p>The Working Group process is outlined in the presentation attached to these meeting minutes.</p>	
5.	Evans Bay Investment Objectives	
5.1	<p>A set of community objectives were introduced for discussion and refinement with the working group;</p> 	

Item	Discussion	Action
5.2	<p>Items to note and subsequently action include:</p> <ul style="list-style-type: none"> – 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

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

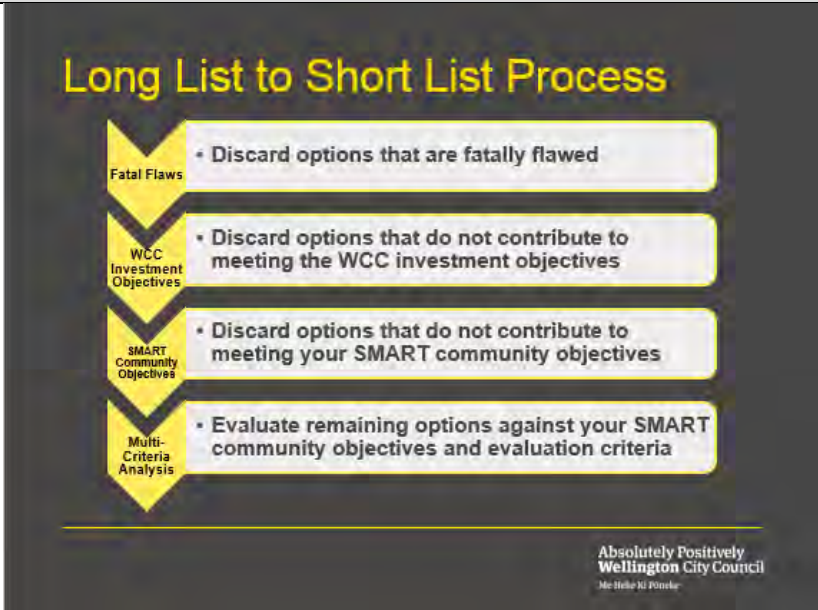
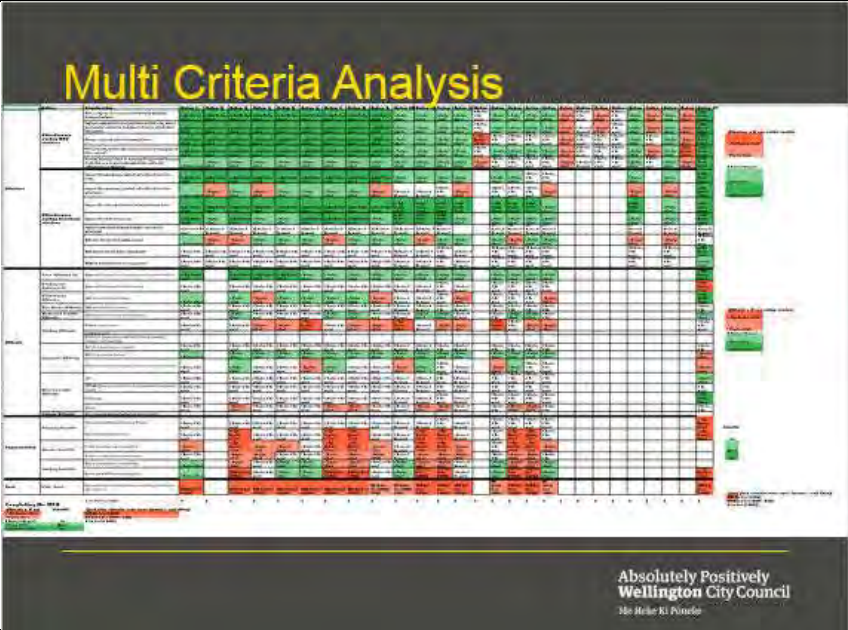
The discussions for the evening were broadly focussed around the following topics:

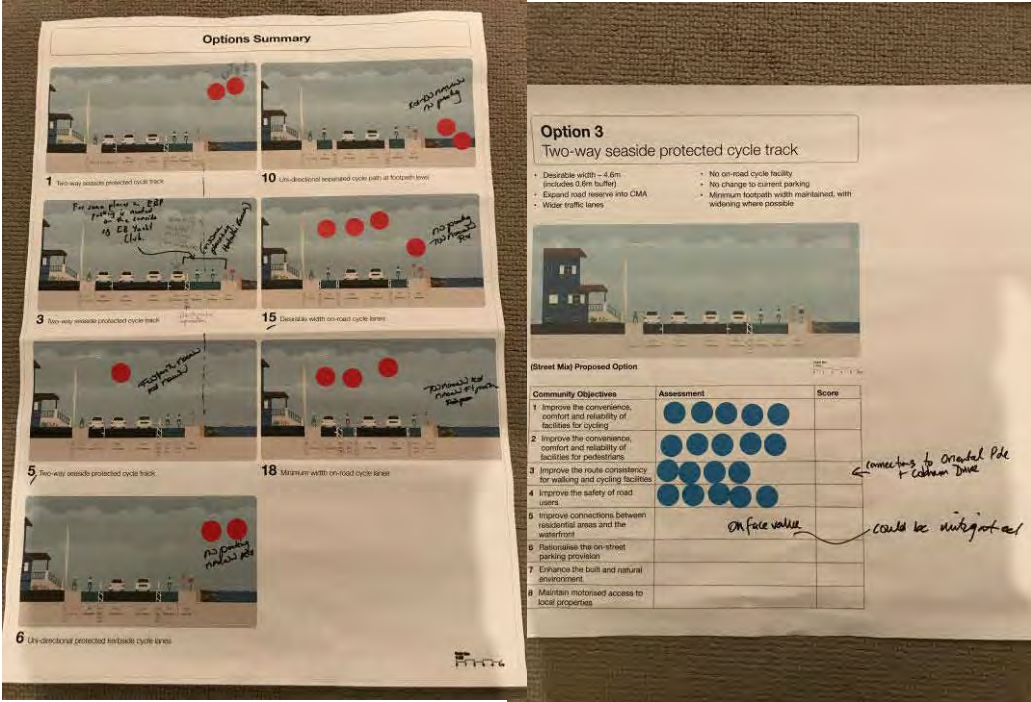
- A summary of workshop #3 and the goals for this workshop #4
- A recap on the process to date
- A reminder of the five Council Investment Objectives, and finalisation of the Community Objectives
- The short listing process – a recap of the long list evaluation process and initial sifting of options
- 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; <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – 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. <div data-bbox="446 1431 1165 1964" data-label="Diagram"> <pre> graph LR W1[Workshop 1 - Define issues - Update issues paper] --> W2[Workshop 2 - Define Working Group's objectives - Develop SMART objectives - Start long listing process] W2 --> W3[Workshop 3 - Confirm Working Group objectives - Long listing exercise - Undertake MCA analysis] W3 --> W4[Workshop 4 - Present draft option comparison - Agree short listings - Develop short listed options] W4 --> W5[Workshop 5 - Present short listed options - Update short listed options with feedback from Working Group members] W5 --> W6[Workshop 6 - Confirm recommended options for public consultation - WCC/NZTA confirm decision to proceed to public consultation] W6 --> CO[Community Open Days - Present shortlisted options - Funding to be approved] CO --> C[Councillors - Decide which option should progress to detailed design - Detailed design] </pre> </div>	

Item	Discussion	Action
4.	Evans Bay Investment Objectives	
4.1	<p>RB gave an update on the Community Objectives, summarising the changes made since the last workshop, incorporating the working group feedback as shown below</p>  <p>RB also gave a reminder of the five WCC Investment Objectives.</p>	
5.	Overview Shortlisting Process	
5.1	<p>RB gave a recap of the short listing evaluation process;</p> <ul style="list-style-type: none"> – 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
	 <p>The diagram illustrates the 'Long List to Short List Process' as a series of four downward-pointing chevrons, each representing a filter step:</p> <ul style="list-style-type: none"> Fatal Flaws: Discard options that are fatally flawed. WCC Investment Objectives: Discard options that do not contribute to meeting the WCC investment objectives. SMART Community Objectives: Discard options that do not contribute to meeting your SMART community objectives. Multi-Criteria Analysis: Evaluate remaining options against your SMART community objectives and evaluation criteria. <p>The process is branded with 'Absolutely Positively Wellington City Council' and the Māori motto 'He Haka Ki Pōwhiri'.</p>	
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	
	 <p>The image shows a complex 'Multi Criteria Analysis' spreadsheet. It features a large grid with numerous columns and rows, where each cell is color-coded (green, yellow, or red) to represent different levels of performance or risk. The spreadsheet is organized into sections, likely corresponding to different criteria or objectives. The WCC logo and motto are visible at the bottom.</p>	
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	<p>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.</p> 	
7.2	<p>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.</p>	
7.3	<p>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.</p>	
8.	<p>Meeting adjourned 8:30pm. Next workshop to be held on Thursday 20 July from 6pm-8pm, at Evans Bay Yacht Club.</p>	

Evans Bay Connections Workshop 5

Minutes of Working Group Workshop

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:

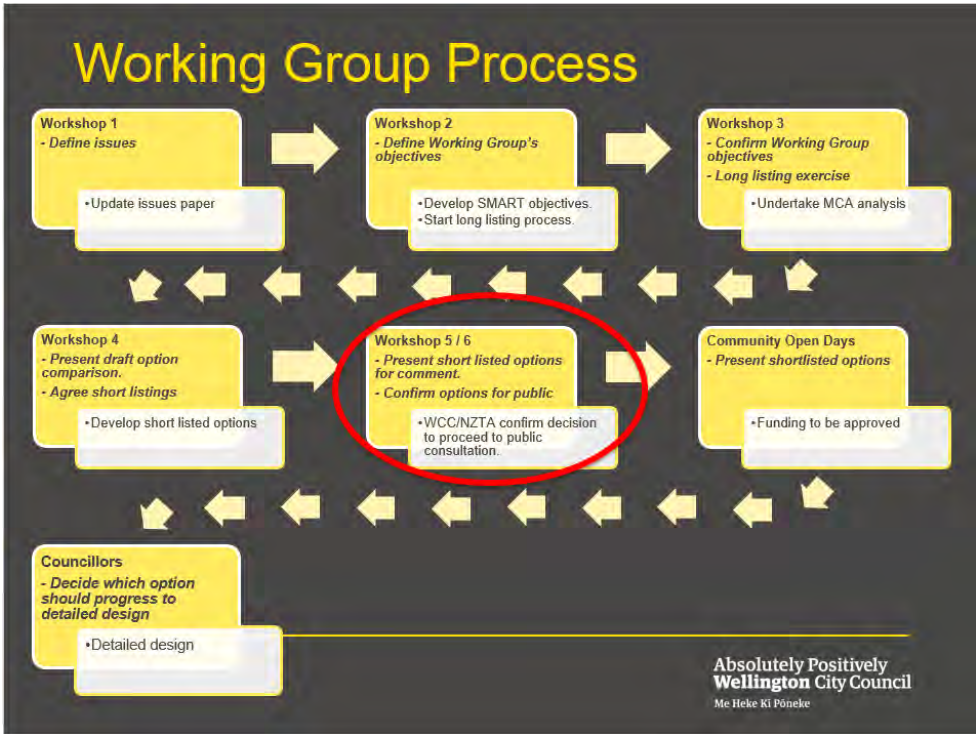

Present	Name	Organisation
	Darrell Statham (DS)	WCC Project Manager
	Ben Alexander (BA)	WCC
	Ryan Dunn (RD)	Tonkin + Taylor (T+T)
	Janine Sziklasi (JS)	Tonkin + Taylor (T+T)
	Michael Lowe (ML)	Studio Pacific Architecture (SPA)
	Ryan Leatham	Evans Bay Yacht and MB Club
	James Burgess	CAW
	Mike Mellor	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; <ul style="list-style-type: none">– 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; <ul style="list-style-type: none">– 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; <ul style="list-style-type: none">– Cobham Drive– Oriental Parade	

Item	Discussion	Action
2.4	<p>RD reviewed the Working Group Process and highlighted the stage for workshop #5.</p>  <p>Working Group Process</p> <ul style="list-style-type: none"> Workshop 1 - Define issues <ul style="list-style-type: none"> Update issues paper Workshop 2 - Define Working Group's objectives <ul style="list-style-type: none"> Develop SMART objectives. Start long listing process. Workshop 3 - Confirm Working Group objectives <ul style="list-style-type: none"> Long listing exercise Undertake MCA analysis Workshop 4 - Present draft option comparison. <ul style="list-style-type: none"> Agree short listings Develop short listed options Workshop 5 / 6 - Present short listed options for comment. <ul style="list-style-type: none"> Confirm options for public WCC/NZTA confirm decision to proceed to public consultation. Community Open Days - Present shortlisted options <ul style="list-style-type: none"> Funding to be approved Councillors - Decide which option should progress to detailed design <ul style="list-style-type: none"> Detailed design <p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p>	
2.5	<p>BA gave a brief overview of the process to-date, as shown below.</p>  <p>How We Got Here</p> <ul style="list-style-type: none"> Long long list developed Sifting long list to identify feasible options <ul style="list-style-type: none"> Not progressed: <ul style="list-style-type: none"> Shared paths Basic do-minimum sharrows treatment Parking clearways Shared space Development of feasible long list for each route Multi-criteria assessment (MCA) Refined to 12 key criteria Assessment of Long List and Short Listing of Options <p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p>	
3.	Option Descriptions	

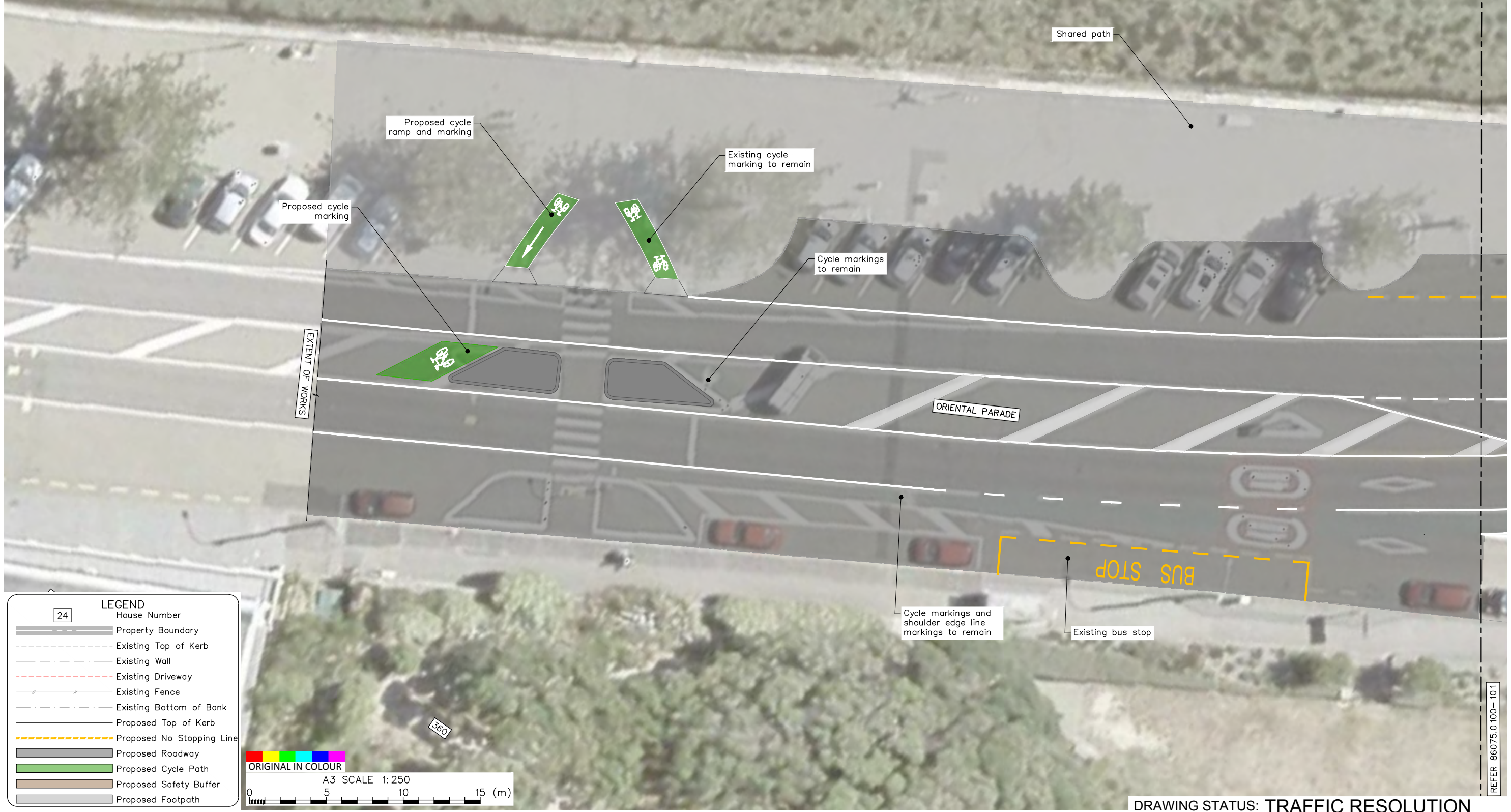
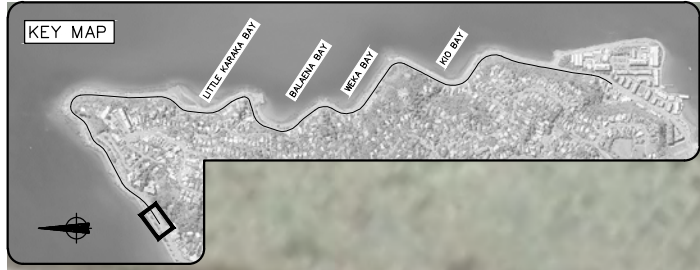
Item	Discussion	Action
3.1	BA gave a recap of the shortlisting process and the four shortlisted options to be review during the workshop.	
3.2	RD explained that the following features have not yet been detailed in the four short list options, but are elements that are being explored and would be included at a later stage of the design process; <ul style="list-style-type: none"> – Traffic calming measures – Pedestrian crossings – Bus stops – Cyclist crossings 	
4.	Activity: Confirm Shortlisted Options for Community Consultation	
4.1	<p>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.</p> 	

Item	Discussion	Action
4.2	<p>Following the activity, the working group came back together to discuss the options.</p>  <p>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.</p>	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	

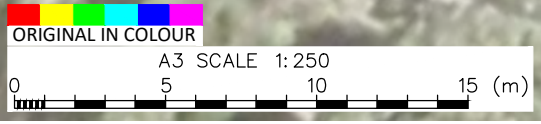
Appendix J – Traffic Resolution Option Plans

This appendix includes plans for the recommended design option for the entire length of the route.

The plans were produced for the traffic resolution process and are for consultation purposes only. The plans include cycling, walking, driving, and parking provisions and typical dimensions.



LEGEND	
24	House Number
	Property Boundary
	Existing Top of Kerb
	Existing Wall
	Existing Driveway
	Existing Fence
	Existing Bottom of Bank
	Proposed Top of Kerb
	Proposed No Stopping Line
	Proposed Roadway
	Proposed Cycle Path
	Proposed Safety Buffer
	Proposed Footpath



DESIGNED :	JASZ	Nov.17
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DESIGN CHECKED :	BS	Nov.17
DRAFTING CHECKED :	NSD	Nov.17
CADFILE :	\\86075.0100-100_125.dwg	
APPROVED :	NOT FOR CONSTRUCTION	
1	Traffic Resolution Issue	
0	80% Traffic Resolution Issue	RWD Oct.17
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TITLE		
ORIENTAL PARADE		
Traffic Resolution (Sheet 1 of 28)		
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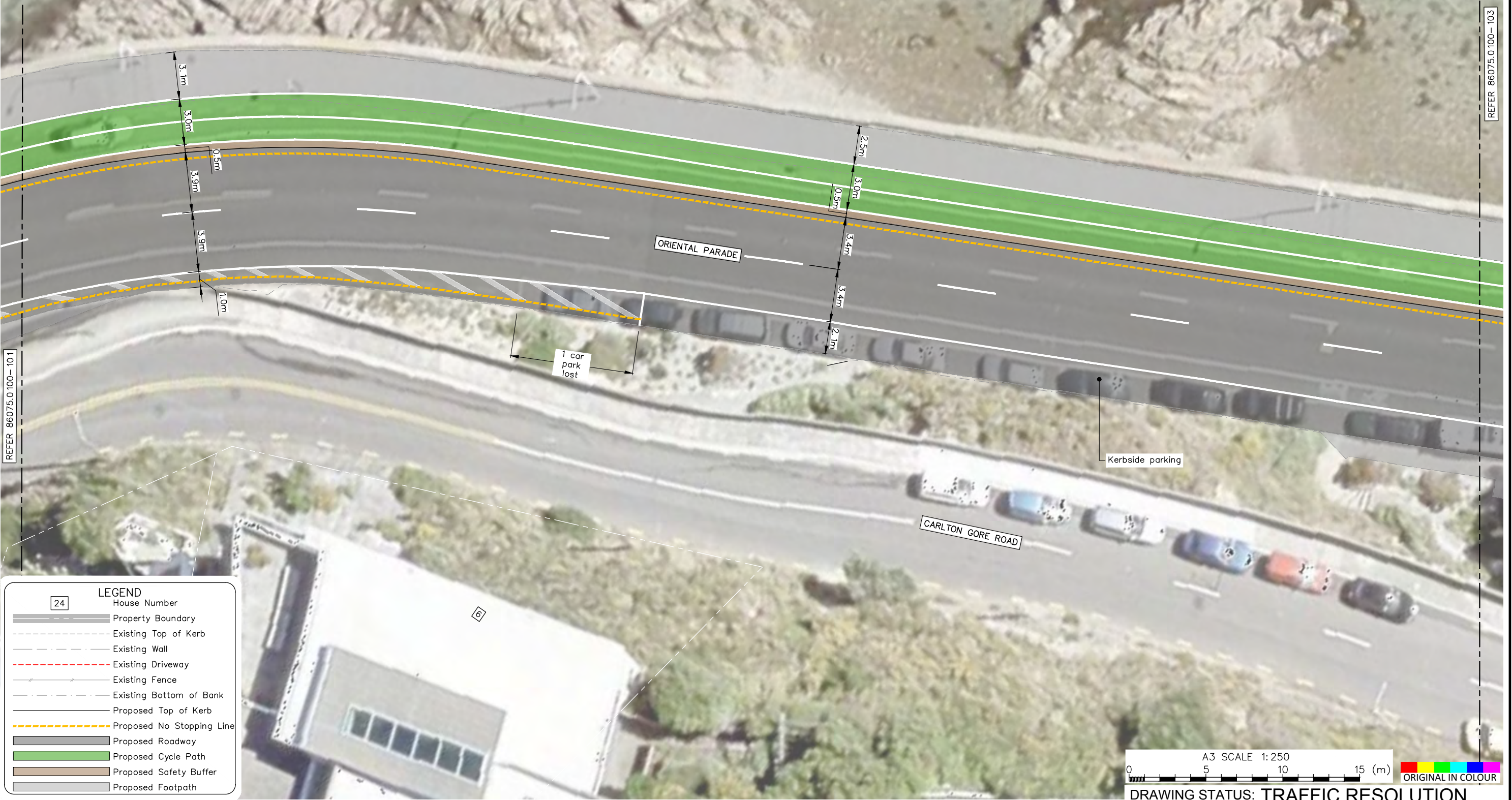
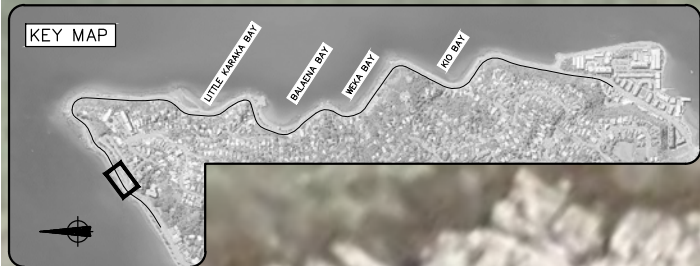
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TITLE		ORIENTAL PARADE	
		Traffic Resolution (Sheet 2 of 28)	
SCALES (AT A3 SIZE)		DWG. No.	REV.
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24

LEGEND

House Number

Property Boundary

Existing Top of Kerb

Existing Wall

Existing Driveway

Existing Fence

Existing Bottom of Bank

Proposed Top of Kerb

Proposed No Stopping Line

Proposed Roadway

Proposed Cycle Path

Proposed Safety Buffer

Proposed Footpath



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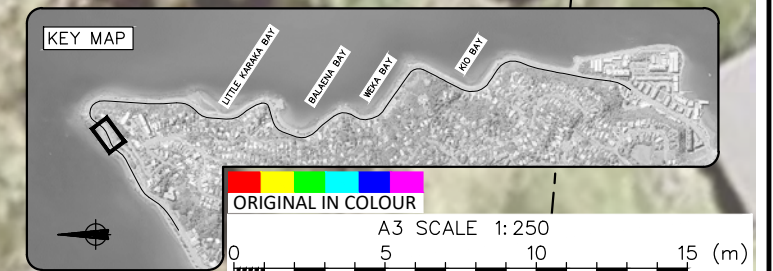
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URBAN CYCLEWAYS PROGRAMME: EVANS BAY
TITLE
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Traffic Resolution (Sheet 4 of 28)
SCALES (AT A3 SIZE)
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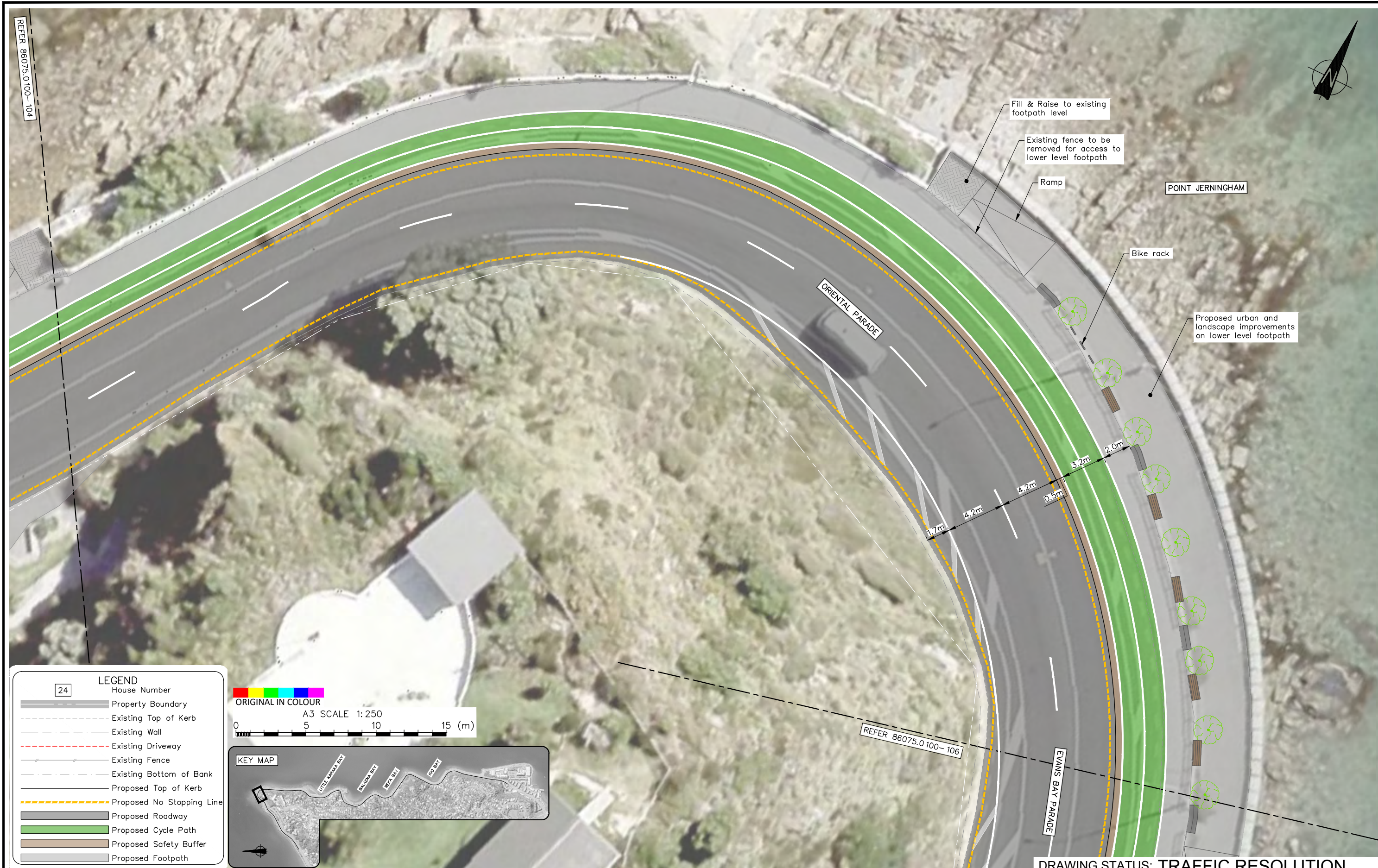


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DRAWING STATUS: TRAFFIC RESOLUTION



LEGEND

24 House Number

Property Boundary

Existing Top of Kerb

Existing Wall

Existing Driveway

Existing Fence

Existing Bottom of Bank

Proposed Top of Kerb

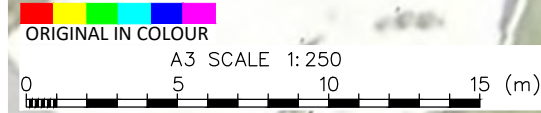
Proposed No Stopping Line

Proposed Roadway

Proposed Cycle Path

Proposed Safety Buffer

Proposed Footpath



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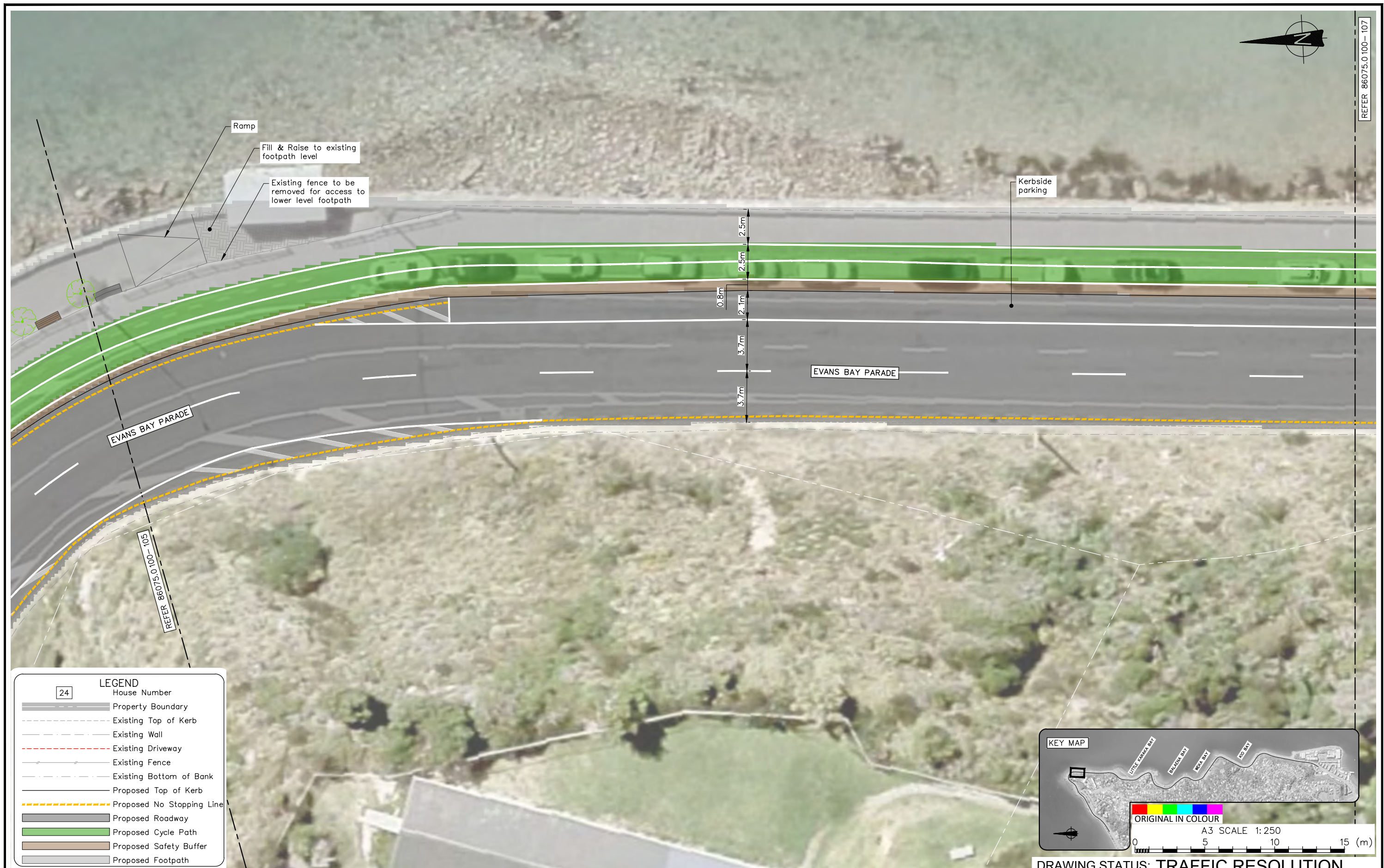
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TITLE		
ORIENTAL PARADE & EVANS BAY PARADE		
Traffic Resolution (Sheet 6 of 28)		
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TITLE EVANS BAY PARADE Traffic Resolution (Sheet 7 of 28)		
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TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 7 of 28)
SCALES (AT A3 SIZE)
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TITLE EVANS BAY PARADE Traffic Resolution (Sheet 8 of 28)		
SCALES (AT A3 SIZE) 1: 250		DWG. No. 86075.0100- 107
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REFER 86075.0 100- 107



24

LEGEND

House Number

Property Boundary

Existing Top of Kerb

Existing Wall

Existing Driveway

Existing Fence

Existing Bottom of Bank

Proposed Top of Kerb

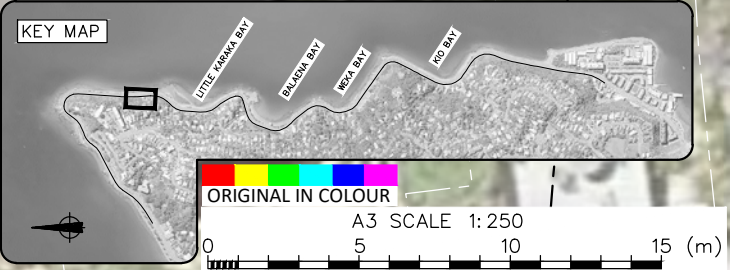
Proposed No Stopping Line

Proposed Roadway

Proposed Cycle Path

Proposed Safety Buffer

Proposed Footpath



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EVANS BAY PARADE

Traffic Resolution (Sheet 9 of 28)

SCALES (AT A3 SIZE)

1: 250

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86075.0 100- 108

REV.

1



LEGEND

24 House Number

Property Boundary

Existing Top of Kerb

Existing Wall

Existing Driveway

Existing Fence

Existing Bottom of Bank

Proposed Top of Kerb

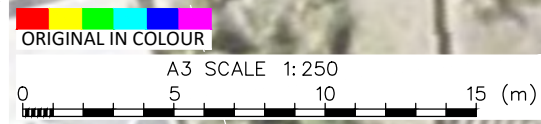
Proposed No Stopping Line

Proposed Roadway

Proposed Cycle Path

Proposed Safety Buffer

Proposed Footpath



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TITLE

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Traffic Resolution (Sheet 10 of 28)

SCALES (AT A3 SIZE)

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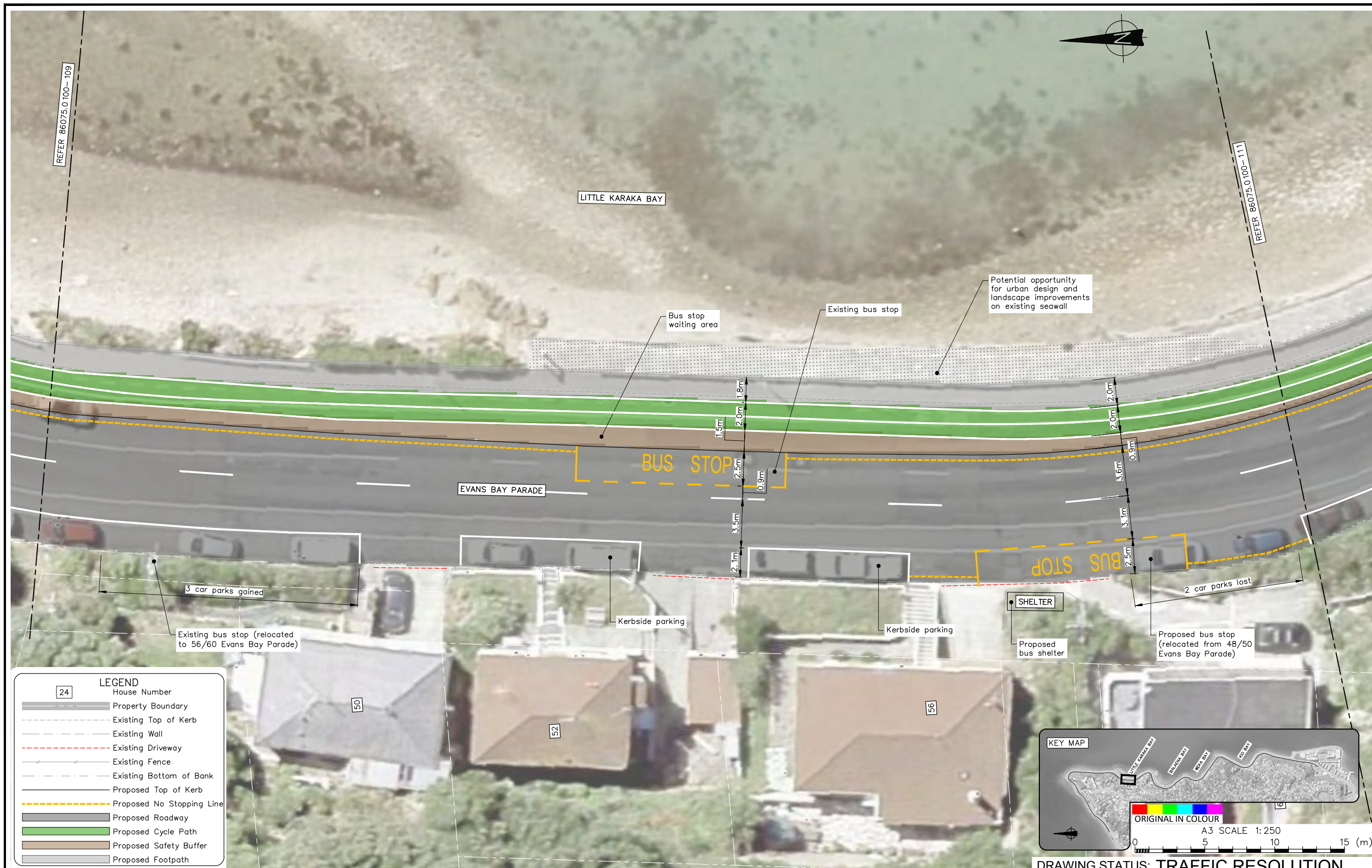
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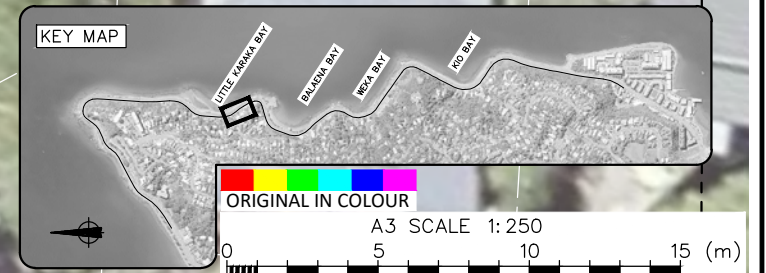
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CLIENT, PROJECT
WELLINGTON CITY COUNCIL
URBAN CYCLEWAYS PROGRAMME: EVANS BAY
TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 11 of 28)
SCALES (AT A3 SIZE)
1: 250
DWG. No.
86075.0100- 110
REV.
1

P:\86075\86075.0100 Evans Bay\WorkingMaterial\CAD\DWG\86075.0100-100_125.dwg, 111, 9/11/2017 4:05:02 PM, jasz



LEGEND	
24	House Number
	Property Boundary
	Existing Top of Kerb
	Existing Wall
	Existing Driveway
	Existing Fence
	Existing Bottom of Bank
	Proposed Top of Kerb
	Proposed No Stopping Line
	Proposed Roadway
	Proposed Cycle Path
	Proposed Safety Buffer
	Proposed Footpath



				DESIGNED :	JASZ	Nov. 17
				DRAWN :	AGDS	Nov. 17
				DESIGN CHECKED :	BS	Nov. 17
				DRAFTING CHECKED :	NSD	Nov. 17
				CADFILE :	\\86075.0100-100_125.dwg	
				APPROVED :	NOT FOR CONSTRUCTION	
1	Traffic Resolution Issue			This drawing is not to be used for construction purposes unless signed as approved		
0	80% Traffic Resolution Issue	RWD	Oct. 17	COPYRIGHT ON THIS DRAWING IS RESERVED		
REVISION DESCRIPTION		BY	DATE			

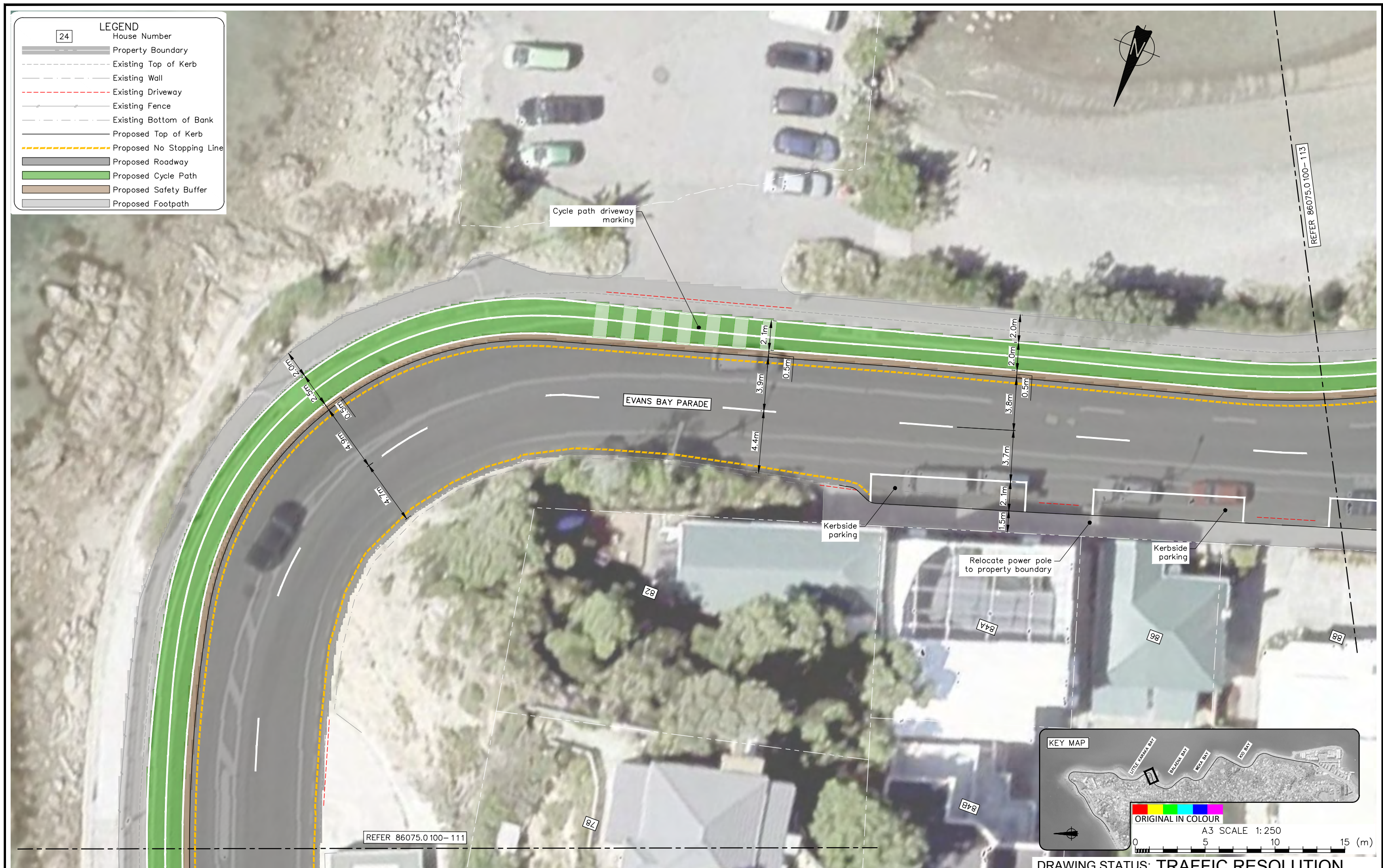
NOTES :	
1.	All dimensions are in metres unless noted otherwise.
2.	Design layout and cycle path colour are for the purposes of consultation and are indicative only.
3.	Survey supplied by Cardno (NZ) Limited. Ref. data: "NZ0117147-SU-3000.dwg". Rev.1 dated 07/10/2017.
4.	Aerial photo sourced from Cardno (NZ) Limited. Flown in October 2017. Ref. data: "NZ0117147_WCC_Urban_2017_WGTN2000.jpg".
5.	Coordinate Datum: NZGD2000, Wellington Circuit Coordinates. Origin: 41 18 04S 174 46 35E 800,000mN 400,000mE
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DRAWING STATUS: TRAFFIC RESOLUTION		
CLIENT, PROJECT		
WELLINGTON CITY COUNCIL		
URBAN CYCLEWAYS PROGRAMME: EVANS BAY		
TITLE		
EVANS BAY PARADE		
Traffic Resolution (Sheet 12 of 28)		
SCALES (AT A3 SIZE)	DWG. No.	REV.
1:250	86075.0100-111	1

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				DESIGNED :	JASZ	Nov. 17	NOTES : 1. All dimensions are in metres unless noted otherwise. 2. Design layout and cycle path colour are for the purposes of consultation and are indicative only. 3. Survey supplied by Cardno (NZ) Limited. Ref. data: "NZ0117147-SU-3000.dwg". Rev.1 dated 07/10/2017. 4. Aerial photo sourced from Cardno (NZ) Limited. Flown in October 2017. Ref. data: "NZ0117147_WCC_Urban_2017_WGTN2000.jpg". 5. Coordinate Datum: NZGD2000, Wellington Circuit Coordinates. Origin: 41 18 04S 174 46 35E 800,000mN 400,000mE
				DRAWN :	AGDS	Nov. 17	
				DESIGN CHECKED :	BS	Nov 17	
				DRAFTING CHECKED :	NSD	Nov 17	
				CADFILE : \\86075.0100- 100_125.dwg			
				APPROVED :	NOT FOR CONSTRUCTION This drawing is not to be used for construction purposes unless signed as approved		
1	Traffic Resolution Issue						
0	80% Traffic Resolution Issue	RWD	Oct. 17				
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DRAWING STATUS: TRAFFIC RESOLUTION

CLIENT, PROJECT
WELLINGTON CITY COUNCIL
URBAN CYCLEWAYS PROGRAMME: EVANS BAY

TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 15 of 28)

SCALES (AT A3 SIZE) 1:250	DWG. No. 86075.0100-114	REV. 1
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24

LEGEND

House Number

Property Boundary

Existing Top of Kerb

Existing Wall

Existing Driveway

Existing Fence

Existing Bottom of Bank

Proposed Top of Kerb

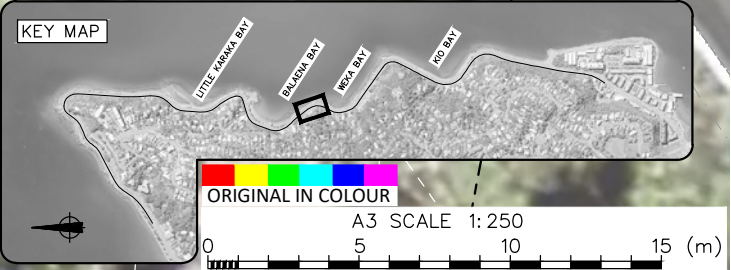
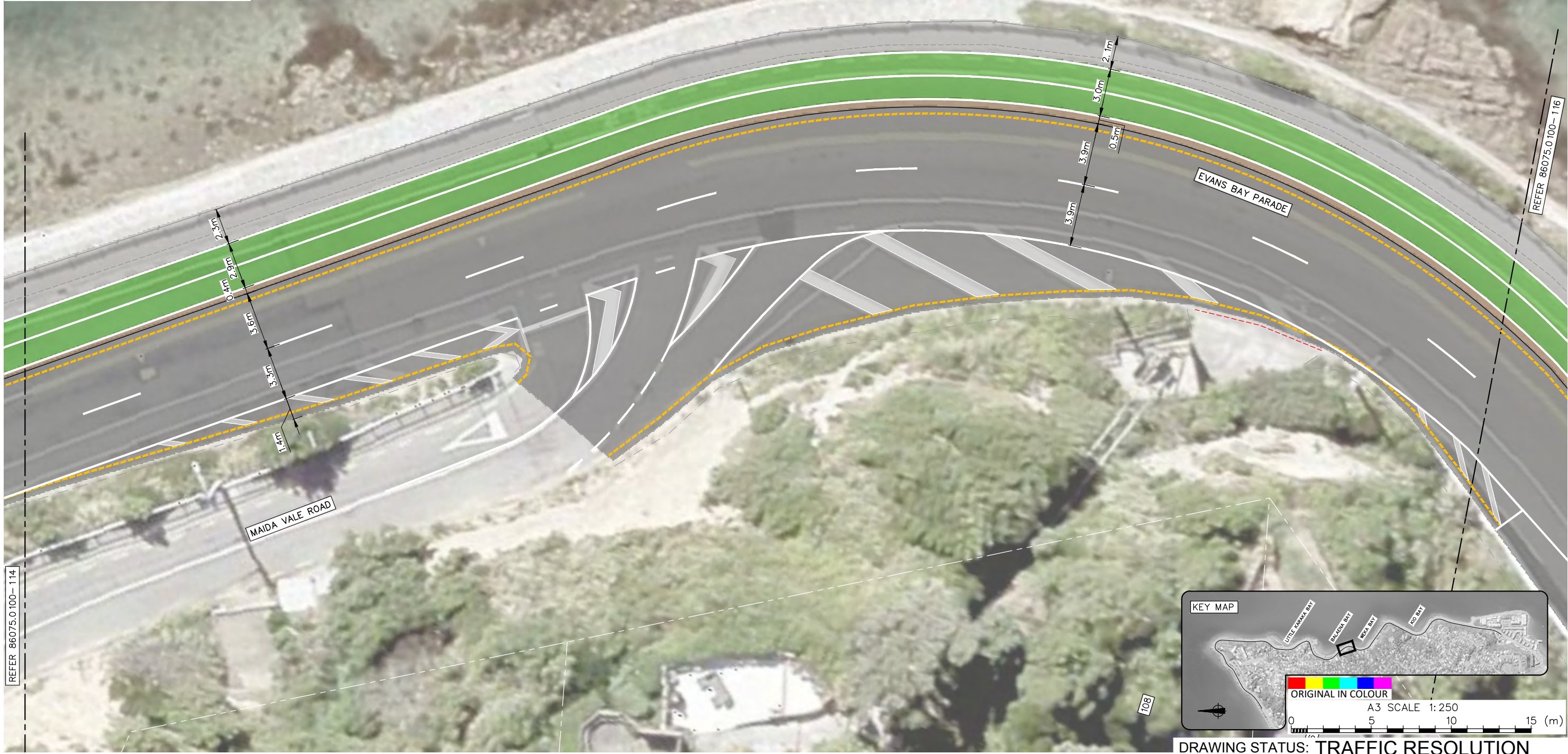
Proposed No Stopping Line

Proposed Roadway

Proposed Cycle Path

Proposed Safety Buffer

Proposed Footpath



DRAWING STATUS: TRAFFIC RESOLUTION

				DESIGNED :	JASZ	Nov. 17		
				DRAWN :	AGDS	Nov. 17		
				DESIGN CHECKED :	BS	Nov 17		
				DRAFTING CHECKED :	NSD	Nov 17		
				CADFILE :	\\86075.0 100- 100_ 125.dwg			
				APPROVED :	NOT FOR CONSTRUCTION			
1	Traffic Resolution Issue			This drawing is not to be used for construction purposes unless signed as approved				
0	80% Traffic Resolution Issue	RWD	Oct. 17					
REVISION DESCRIPTION		BY	DATE	COPYRIGHT ON THIS DRAWING IS RESERVED				

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- Coordinate Datum: NZGD2000, Wellington Circuit Coordinates. Origin: 41 18 04S 174 46 35E 800,000mN 400,000mE

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CLIENT, PROJECT		WELLINGTON CITY COUNCIL	
		URBAN CYCLEWAYS PROGRAMME: EVANS BAY	
TITLE		EVANS BAY PARADE	
		Traffic Resolution (Sheet 16 of 28)	
SCALES (AT A3 SIZE)		DWG. No.	REV.
1:250		86075.0 100-115	1



LEGEND	
24	House Number
	Property Boundary
	Existing Top of Kerb
	Existing Wall
	Existing Driveway
	Existing Fence
	Existing Bottom of Bank
	Proposed Top of Kerb
	Proposed No Stopping Line
	Proposed Roadway
	Proposed Cycle Path
	Proposed Safety Buffer
	Proposed Footpath

					DESIGNED :	JASZ	Nov. 17
					DRAWN :	AGDS	Nov. 17
					DESIGN CHECKED :	BS	Nov. 17
					DRAFTING CHECKED :	NSD	Nov. 17
					CADFILE :	\\86075.0100-100_125.dwg	
					APPROVED :	NOT FOR CONSTRUCTION	
					This drawing is not to be used for construction purposes unless signed as approved		
1	Traffic Resolution Issue						
0	80% Traffic Resolution Issue	RWD	Oct. 17				
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DRAWING STATUS: TRAFFIC RESOLUTION		
CLIENT, PROJECT		
WELLINGTON CITY COUNCIL		
URBAN CYCLEWAYS PROGRAMME: EVANS BAY		
TITLE		
EVANS BAY PARADE		
Traffic Resolution (Sheet 17 of 28)		
SCALES (AT A3 SIZE)	DWG. No.	REV.
1: 250	86075.0100-116	1



					DESIGNED :	JASZ	Nov.17	NOTES : 1. All dimensions are in metres unless noted otherwise. 2. Design layout and cycle path colour are for the purposes of consultation and are indicative only. 3. Survey supplied by Cardno (NZ) Limited. Ref. data: "NZ0117147-SU-3000.dwg". Rev.1 dated 07/10/2017. 4. Aerial photo sourced from Cardno (NZ) Limited. Flown in October 2017. Ref. data: "NZ0117147_WCC_Urban_2017_WGTN2000.jpg". 5. Coordinate Datum: NZGD2000, Wellington Circuit Coordinates. Origin: 41 18 04S 174 46 35E 800,000mN 400,000mE
					DRAWN :	AGDS	Nov.17	
					DESIGN CHECKED :	BS	Nov 17	
					DRAFTING CHECKED :	NSD	Nov 17	
					CADFILE :	\\86075.0100-100_125.dwg		
					APPROVED :	NOT FOR CONSTRUCTION This drawing is not to be used for construction purposes unless signed as approved		
1	Traffic Resolution Issue							
0	80% Traffic Resolution Issue			RWD	Oct.17			
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CLIENT, PROJECT
WELLINGTON CITY COUNCIL
URBAN CYCLEWAYS PROGRAMME: EVANS BAY

TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 18 of 28)

SCALES (AT A3 SIZE)
1:250

DWG. No.
86075.0100-117

REV.
1


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DESIGNED :		JASZ	Nov. 17
DRAWN :		AGDS	Nov. 17
DESIGN CHECKED :		BS	Nov. 17
DRAFTING CHECKED :		NSD	Nov. 17
CADFILE :		\\86075.0100-100_125.dwg	
APPROVED :		NOT FOR CONSTRUCTION	
1		Traffic Resolution Issue	
0		80% Traffic Resolution Issue	
REVISION	DESCRIPTION	BY	DATE
1	Traffic Resolution Issue	RWD	Oct. 17
0	80% Traffic Resolution Issue	RWD	Oct. 17
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5. Coordinate Datum: NZGD2000, Wellington Circuit Coordinates.
Origin: 41 18 04S 174 46 35E 800,000mN 400,000mE

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DRAWING STATUS: TRAFFIC RESOLUTION
CLIENT, PROJECT
WELLINGTON CITY COUNCIL
URBAN CYCLEWAYS PROGRAMME: EVANS BAY
TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 19 of 28)
SCALES (AT A3 SIZE)
1: 250
DWG. No.
86075.0100- 118
REV.
1

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				DESIGNED :	JASZ	Nov.17	NOTES : 1. All dimensions are in metres unless noted otherwise. 2. Design layout and cycle path colour are for the purposes of consultation and are indicative only. 3. Survey supplied by Cardno (NZ) Limited. Ref. data: "NZ0117147-SU-3000.dwg". Rev.1 dated 07/10/2017. 4. Aerial photo sourced from Cardno (NZ) Limited. Flown in October 2017. Ref. data: "NZ0117147_WCC_Urban_2017_WGTN2000.jpg". 5. Coordinate Datum: NZGD2000, Wellington Circuit Coordinates. Origin: 41 18 04S 174 46 35E 800,000mN 400,000mE
				DRAWN :	AGDS	Nov.17	
				DESIGN CHECKED :	BS	Nov 17	
				DRAFTING CHECKED :	NSD	Nov 17	
				CADFILE :	\\86075.0100-100_125.dwg		
				APPROVED :	NOT FOR CONSTRUCTION This drawing is not to be used for construction purposes unless signed as approved		
1	Traffic Resolution Issue						
0	80% Traffic Resolution Issue	RWD	Oct.17				
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DRAWING STATUS: TRAFFIC RESOLUTION

CLIENT, PROJECT
WELLINGTON CITY COUNCIL
URBAN CYCLEWAYS PROGRAMME: EVANS BAY

TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 20 of 28)

SCALES (AT A3 SIZE)
1:250

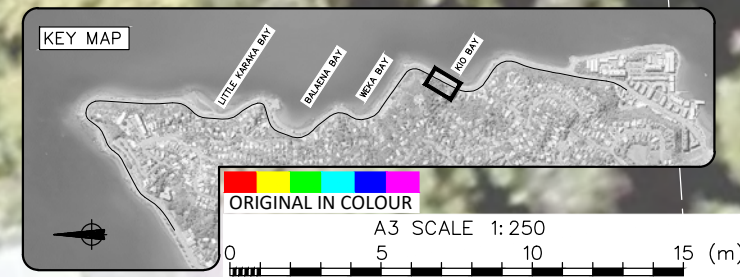
DWG. No.
86075.0100-119

REV.
1

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LEGEND	
24	House Number
	Property Boundary
	Existing Top of Kerb
	Existing Wall
	Existing Driveway
	Existing Fence
	Existing Bottom of Bank
	Proposed Top of Kerb
	Proposed No Stopping Line
	Proposed Roadway
	Proposed Cycle Path
	Proposed Safety Buffer
	Proposed Footpath



DRAWING STATUS: TRAFFIC RESOLUTION

DESIGNED :	JASZ	Nov. 17
DRAWN :	AGDS	Nov. 17
DESIGN CHECKED :	BS	Nov. 17
DRAFTING CHECKED :	NSD	Nov. 17
CADFILE :	\\86075.0100-100_125.dwg	
APPROVED :	NOT FOR CONSTRUCTION	
1	Traffic Resolution Issue	
0	80% Traffic Resolution Issue	RWD Oct. 17
REVISION DESCRIPTION	BY	DATE
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URBAN CYCLEWAYS PROGRAMME: EVANS BAY	
TITLE	EVANS BAY PARADE
Traffic Resolution (Sheet 21 of 28)	
SCALES (AT A3 SIZE)	DWG. No.
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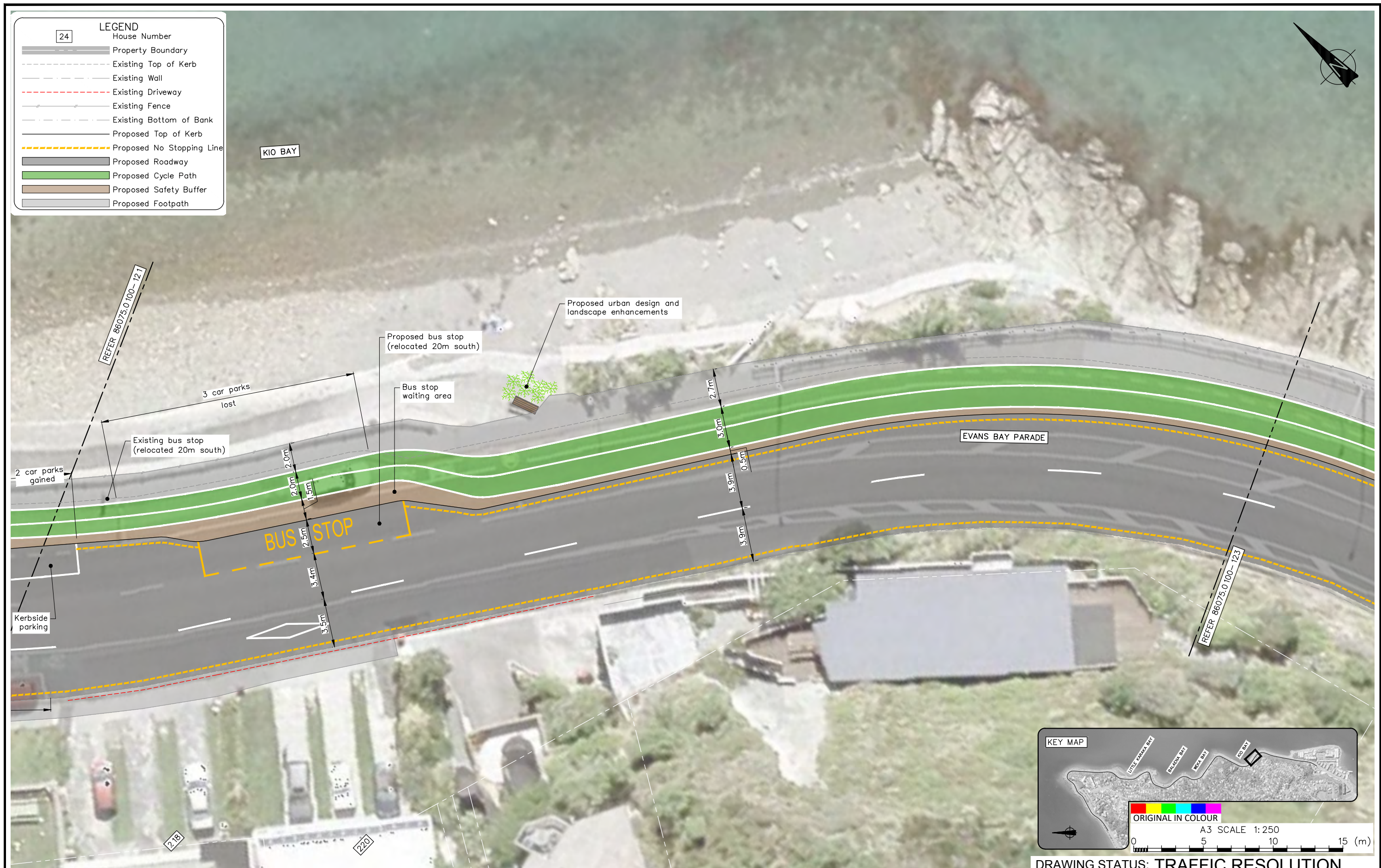
TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 22 of 28)

SCALES (AT A3 SIZE)
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TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 23 of 28)

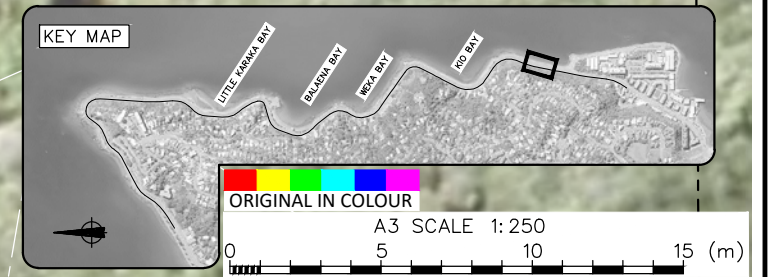
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LEGEND	
24	House Number
	Property Boundary
	Existing Top of Kerb
	Existing Wall
	Existing Driveway
	Existing Fence
	Existing Bottom of Bank
	Proposed Top of Kerb
	Proposed No Stopping Line
	Proposed Roadway
	Proposed Cycle Path
	Proposed Safety Buffer
	Proposed Footpath



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		EVANS BAY PARADE	
		Traffic Resolution (Sheet 25 of 28)	
SCALES (AT A3 SIZE)		DWG. No.	REV.
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TITLE

EVANS BAY PARADE

Traffic Resolution (Sheet 26 of 28)

SCALES (AT A3 SIZE)

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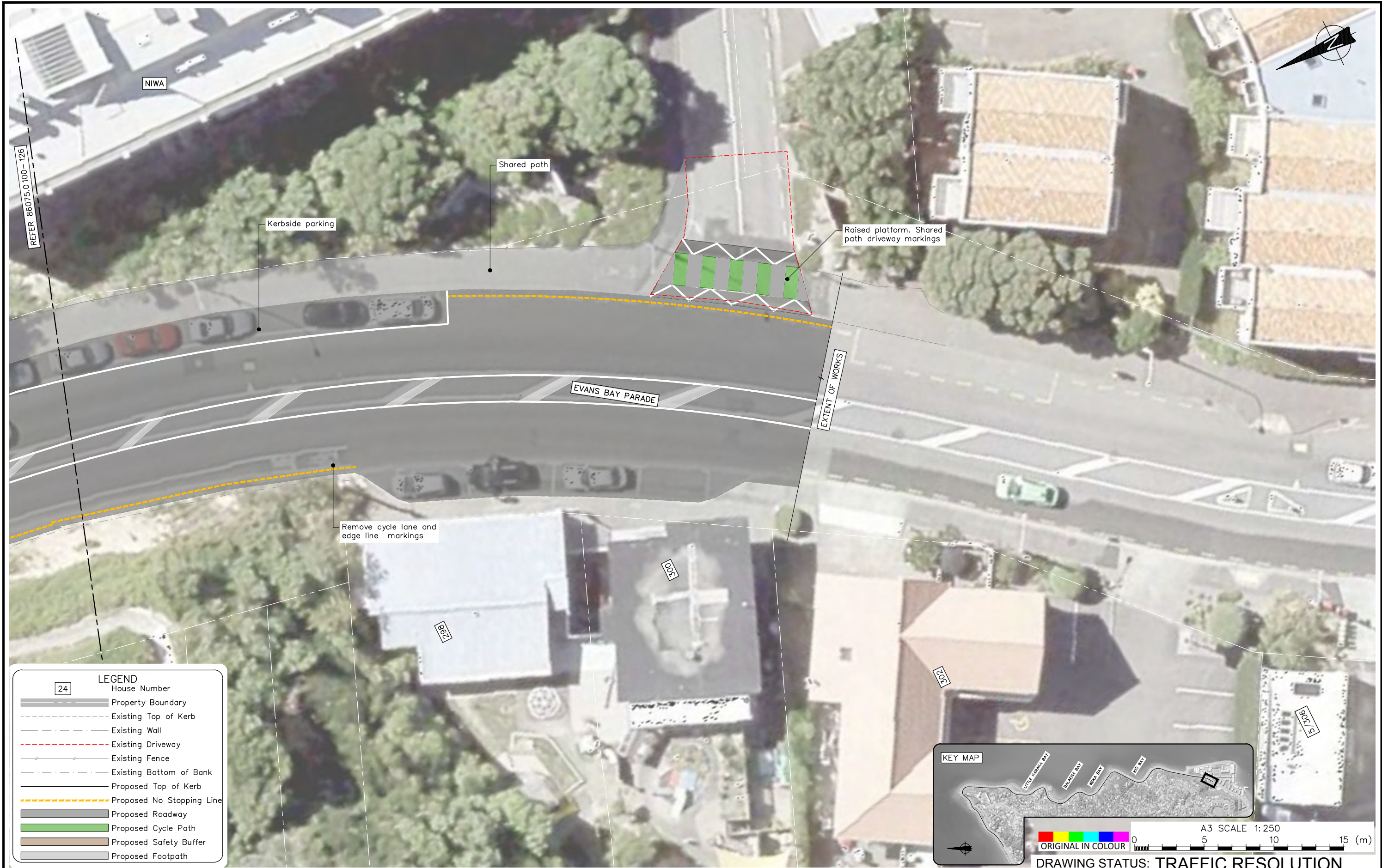


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TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 27 of 28)

SCALES (AT A3 SIZE) 1: 250	DWG. No. 86075.0100- 126	REV. 1
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TITLE
EVANS BAY PARADE
Traffic Resolution (Sheet 28 of 28)

SCALES (AT A3 SIZE) 1: 250	DWG. No. 86075.0100- 127	REV. 1
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Appendix K – Traffic Resolution Option Summary Table

Bay Connections, Evans Bay – Traffic Resolution Option Summary

Route Section	Oriental Parade (between Carlton Gore Road and Point Jerningham)	Evans Bay Parade (between Point Jerningham and Little Karaka Bay)	Evans Bay Parade (at Little Karaka Bay)	Evans Bay Parade (at Balaena Bay)	Evans Bay Parade (at Weka Bay)	Evans Bay Parade (at Kio Bay)	Evans Bay (between Kio Bay and Greta Point)
Cycle path Description	Seaward side two-way protected cycle path raised above road level with dedicated footpath along harbour and parallel parking on one side. Intermittent cycle ramp kerb crossings provided along facility for cyclists to connect to and from the cycle path.						
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.						
Cycle path ²	Existing; 1.2 m wide on-road cycle lanes (no buffer). Proposed; 2.0–3.0 m wide two-way cycle path with 0.5 m wide buffer to traffic lane.	Existing; 1.2 m wide on-road cycle lanes (no buffer). Proposed; 2.5 m wide two-way cycle path with 0.8 m wide buffer to parking.	Existing; 1.2 m wide on-road cycle lanes (no buffer). Proposed; 2.0 m wide two-way cycle path with 0.5 m wide buffer to traffic lane.	Existing; 1.2 m wide on-road cycle lanes (no buffer). Proposed; 2.0–3.0 m wide two-way cycle path with 0.3–0.5 m wide buffer to traffic lane.	Existing; 1.4 m wide on-road cycle lanes (no buffer). Proposed; 3.0 m wide two-way cycle path with 0.5 m wide buffer to traffic lane or 1.0 m wide buffer where adjacent to parking.	Existing; 1.2 m wide on-road cycle lanes (no buffer). Proposed; 2.5–3.0 m wide two-way cycle path with 0.5 m wide buffer to traffic lane and 0.8 m wide buffer to parking.	Existing; 1.2 m wide on-road cycle lanes (no buffer). Proposed; 3.0 m wide two-way cycle path with 0.8 m buffer to parking.
Footpaths ³	Existing; 2.0–3.2 m wide footpath on seaward side. 1.1–1.9 m wide footpath on hill side. Proposed; 1.8–3.2 m wide footpath on seaward side. 1.1–1.9m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	Existing; 3.0 m wide footpath on seaward side. Proposed; 2.5 m wide footpath on seaward side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	Existing; 1.4–1.8 m wide footpath on seaward side. Proposed; 1.8–2.0 m wide footpath on seaward side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	Existing; 1.2–1.4 m wide footpath on seaward side. 1.2–2.2 m wide footpath on hill side. Proposed; 1.8–2.5 m wide footpath on seaward side. 1.2–1.5 m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	Existing; 1.4–6.6 m wide footpath on seaward side. Proposed; 2.0–5.6 m wide footpath on seaward side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	Existing; 1.6–3.0 m wide footpath on seaward side. 1.4–2.1 m wide footpath on hill side. Proposed; 2.0–2.4 m wide footpath on seaward side. 1.4–2.1 m wide footpath on hill side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.	Existing; 2.7–3.0 m wide footpath on seaward side. Proposed; 2.3–3.0 m wide footpath on seaward side. Pedestrian and cyclist space will be delineated by kerb or pavement markings.
Bus stops ⁴	Existing; No existing bus stops. Proposed; No proposed bus stops.	Existing; - Northbound out-of-lane bus stop located at 24/26 Evans Bay Parade. - Southbound in-lane bus stop located opposite 24/26 Evans Bay Parade. Proposed; - Northbound out-of-lane bus stop located at 24/26 Evans Bay Parade (at existing location). - Southbound out-of-lane bus stop located opposite 24/26 Evans Bay Parade (relocated approximately 70 m north of existing location).	Existing; - Northbound out-of-lane bus stop located at 48/50 Evans Bay Parade. - Southbound in-lane bus stop located opposite 52 Evans Bay Parade. Proposed; - Northbound out-of-lane bus stop located at 56/60 Evans Bay Parade (relocated from 48/50 Evans Bay Parade). - Southbound in-lane bus stop located opposite 52 Evans Bay Parade (at existing location).	Existing; - Northbound out-of-lane bus stop located at 90 Evans Bay Parade. - Northbound out-of-lane bus stop located at 98/100 Evans Bay Parade. - Southbound in-lane bus stop located at Balaena Bay public changing rooms. Proposed; - No bus stop located at 90 Evans Bay Parade (existing stop to be removed). - Northbound out-of-lane bus stop located at 98/100 Evans Bay Parade (at existing location). - Southbound in-lane bus stop located at Balaena Bay public changing rooms (relocated 20 m south of existing location).	Existing; - Northbound out-of-lane bus stop located at 136 Evans Bay Parade. - Southbound in-lane bus stop located opposite 128 Evans Bay Parade. Proposed; - Northbound out-of-lane bus stop located at 136 Evans Bay Parade (at existing location). - Southbound out-of-lane bus stop located opposite 148 Evans Bay Parade (relocated from opposite 128 Evans Bay Parade).	Existing; - Northbound out-of-lane bus stop located at 212 Evans Bay Parade. - Southbound out-of-lane bus stop located opposite 218 Evans Bay Parade. Proposed; - Northbound out-of-lane bus stop located at 208 Evans Bay Parade (relocated from 212 Evans Bay Parade). - Southbound out-of-lane bus stop located opposite 220 Evans Bay Parade (relocated approximately 20 m south of existing location).	Existing; No existing bus stops. Proposed; No proposed bus stops.
Traffic lanes ⁵	3.5 m wide traffic lanes (allowing for lane widening around curves).	3.5–3.6 m wide traffic lanes (allowing for lane widening around curves).	3.5 m wide traffic lanes (allowing for lane widening around curves).	3.3–3.6 m wide traffic lanes (allowing for lane widening around curves).	3.5–4.1 m wide traffic lanes (allowing for lane widening around curves).	3.5 m wide traffic lanes (allowing for lane widening around curves).	3.3–4.0 m wide traffic lanes (allowing for lane widening around curves).
Parking ⁶	Existing; Approximately 38 on-street parallel parking spaces. Proposed; Approximately 28 on-street parallel parking spaces. Total loss of 10 car parks.	Existing; Approximately 30 on-street parallel parking spaces. Proposed; Approximately 26 on-street parallel parking spaces. Total loss of 4 car parks.	Existing; Approximately 17 on-street parallel parking spaces. Proposed; Approximately 20 on-street parallel parking spaces. Total addition of 3 car parks.	Existing; Approximately 9 on-street parallel parking spaces. Proposed; Approximately 10 on-street parallel parking spaces. Total addition of 1 car park.	Existing; Approximately 28 on-street parallel parking spaces. Proposed; Approximately 26 on-street parallel parking spaces. Total loss of 2 car parks.	Existing; Approximately 25 on-street parallel parking spaces. Proposed; Approximately 19 on-street parallel parking spaces. Total loss of 6 car parks.	Existing; Approximately 41 on-street parallel parking spaces. Proposed; Approximately 44 on-street parallel parking spaces. Total addition of 3 car parks.

Route Section	Oriental Parade (between Carlton Gore Road and Point Jerningham)	Evans Bay Parade (between Point Jerningham and Little Karaka Bay)	Evans Bay Parade (at Little Karaka Bay)	Evans Bay Parade (at Balaena Bay)	Evans Bay Parade (at Weka Bay)	Evans Bay Parade (at Kio Bay)	Evans Bay (between Kio Bay and Greta Point)
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.	No existing or proposed islands/flush median.	No existing or proposed islands/flush median.	Approximately 90 m length of existing 1.5 m wide flush median to be removed.
Intersection treatments	<p>Amendments to existing cyclist refuge island located west of Oriental Parade and Carlton Gore Road intersection to provide for cyclist transition between Carlton Gore Road and the seaward side cycle path and shared path.</p> <p>There are no side roads on the seaward side.</p>	<p>There are no side roads on the hill side.</p> <p>There are no side roads on the seaward side.</p>	<p>There are no side roads on the hill side.</p> <p>There are no side roads on the seaward side.</p>	<p>A facility will be provided at the Maida Vale Road intersection for cyclists to cross to the seaward side cycle path.</p> <p>There is a vehicle crossing at the Balaena Bay car park. The cycle path will have broken green markings across the driveway to increase awareness of the conflict point for both motorists and cyclists.</p>	<p>There are no side roads on the hill side.</p> <p>There are no side roads on the seaward side.</p>	<p>There are no side roads on the hill side.</p> <p>There are no side roads on the seaward side.</p>	<p>There are no side roads on the hill side.</p> <p>There is a vehicle crossing at the NIWA entrance (301 Evans Bay Parade). A raised platform is proposed to be installed across the driveway. The shared path will have broken green markings across the raised platform to increase awareness of the conflict point for motorists, cyclists, and pedestrians.</p>
Driveways	No changes to the existing driveways.	No changes to the existing driveways.	No changes to the existing driveways.	The hill side footpath in front of 82, 84, 86, 88, and 90 Evans Bay Parade will be reduced from 2.2m wide to 1.5m wide, reducing the lengths of the driveways at 82, 84, and 88 Evans Bay Parade by 0.7m.	No changes to the existing driveways.	No changes to the existing driveways.	No changes to the existing driveways.
Kerb changes⁷	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain.</p>	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain.</p>	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain.</p>	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain except in front of 82, 84, 86, 88, and 90 Evans Bay Parade, where the footpath width will be reduced and new kerb reconstructed.</p>	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain.</p>	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain.</p>	<p>The existing kerb on the seaward side will be removed and new kerb constructed.</p> <p>Existing kerb on hill side to remain.</p>
Urban design and landscape enhancements	Proposed urban design and landscaping enhancements on the lower level footpath located to the west of Point Jerningham on the seaward side. Proposed enhancements include improved pedestrian facilities, seating, planting, bicycle parking, and improved access to the waterfront. The changes would require the removal of existing planting along the harbour and for sections of the lowered path and seawall to be raised.	Proposed urban design and landscaping enhancements on the lower level footpath located at Point Jerningham on the seaward side. Proposed enhancements include improved pedestrian facilities, seating, planting, bicycle parking, and improved access to the waterfront. The changes would require sections of the lowered path to be raised.	<p>Proposed urban design and landscaping enhancements opposite 34/36 Evans Bay Parade on the seaward side. Proposed enhancements include seating and planting.</p> <p>Potential opportunity for urban design and landscaping enhancements opposite 52–62 Evans Bay Parade on the existing seawall. Proposed enhancements would include improved pedestrian facilities, seating, planting, and improved access to the waterfront. Further investigations are needed to assess the feasibility of providing the enhancements on the existing seawall.</p>	No proposed urban design and landscaping enhancements.	Proposed urban design and landscaping enhancements at Weka Bay on the seaward side. Proposed enhancements include increased seating and planting, bicycle parking, and improved access to the waterfront. The proposed changes would require the lower section of the existing footpath to be raised and for five existing planter boxes with trees to be removed.	<p>Proposed urban design and landscaping enhancements opposite 212–214 Evans Bay Parade on the seaward side. Proposed enhancements include stadium seating between existing upper and lower level footpaths, providing improved access to the waterfront.</p> <p>Proposed urban design and landscape enhancements opposite 224 Evans Bay Parade on the seaward side. Proposed enhancements include seating and planting.</p>	No proposed urban design and landscaping enhancements.

Notes:	
1	Cycling uptake estimated using New Zealand Transport Agency Economic Evaluation Manual (2017) SP11 Walking and Cycling Facilities.
2	Typical dimensions are noted within this table. In some locations the road reserve is too narrow to accommodate the desired cycle path width and it narrows for short lengths. Minimum cycle path width is 2.0m.
3	Typical dimensions are noted within this table. In some locations the road reserve is too narrow to accommodate the desired footpath width and it narrows for short lengths. Minimum seaward side footpath width is 1.8m.
4	<p>Current out-of-lane bus stops at certain locations could be redesigned as in-lane bus stops to achieve the following:</p> <ul style="list-style-type: none">- Increased footpath width allowing for urban design enhancements and improved pedestrian facilities at the southbound bus stop located opposite 24/26 Evans Bay Parade (south of Point Jerningham);- A kerb buildout to improve facilities for bus users and pedestrians at the northbound bus stop located at 56/60 Evans Bay Parade (Little Karaka Bay); and- An additional 2–3 car parks adjacent to the southbound bus stop located opposite 220 Evans Bay Parade (Kio Bay).
5	Typical dimensions are noted within this table. Additional lane widening (up to 0.9m) is provided around corners where required to accommodate vehicle tracking.
6	<p>Parking Total Change: Total loss of 15 parking spaces (8%)</p> <p>Existing: Approximately 188 on-street parallel parking spaces.</p> <p>Proposed: Approximately 173 on-street parallel parking spaces.</p> <ul style="list-style-type: none">- Public off-street parking at Balaena Bay will not be affected.
7	<p>Cycle path could be located:</p> <ul style="list-style-type: none">- At footpath level; or- In-between footpath level and road level (Copenhagen style).