





















| Management Case |

Location	Option	Benefits	Disbenefits	Comment	Shortlist
	direct property access still available	turning bays means corridor can be dedicated to other uses.			
Hutt Road - Kaiwharawhara	Raised median/restrictions on direct property access - alternative access provided	Removes right angle crash risk that can be more severe. Removes risk of vehicles turning across (more vulnerable and less visible) motorcyclists and cycleway users.	Restricting access to property will have negative social impacts. May increase delay and travel distance for property access users.	Negative social impacts on property access restrictions.	No
Hutt Road - Kaiwharawhara	Raised median/restrictions on direct property access - no alternative access provided	Removes right angle crash risk that can be more severe. Removes risk of vehicles turning across (more vulnerable and less visible) motorcyclists and cycleway users. May result in unsafe/unexpected u-turning at intersections.	Restricting access to property will have negative social impacts. May increase delay and travel distance for property access users.	Negative social impacts on property access restrictions.	No

Other Physical Works

All	No widening or build-outs	No change or improvements for cycling, pedestrians, or public transport unless carparking is altered.	Provides no improvement to pedestrian safety.	Poor performance against the investment objectives.	No
All	0 - 1m (or up to 2m on one side) widening beyond existing kerb	Widening beyond kerb will limit traffic management to lower levels.	Reduction in footpath width will have a negative impact on amenity and pedestrian LOS.	Poor performance against the investment objectives.	No
All	1 - 1.5m (or 2 - 3m on one side) widening beyond existing kerb	Widening beyond kerb will limit traffic management to lower levels.	Reduction in footpath width will have a negative impact on amenity and pedestrian LOS.	Poor performance against the investment objectives.	No
All	1.5 - 2m (or 3 - 4m on one side) widening beyond existing kerb	Widening beyond kerb will limit traffic management to lower levels.	Reduction in footpath width will have a negative impact on amenity and pedestrian LOS.	Poor performance against the investment objectives.	No
All	2 - 2.5m (or 4 - 5m on one side) widening beyond existing kerb	Widening beyond kerb will limit traffic management to lower levels.	Reduction in footpath width will have a negative impact on amenity and pedestrian LOS.	Poor performance against the investment objectives.	No

Location	Option	Benefits	Disbenefits	Comment	Shortlist
All	>2.5m (or >5m on one side) widening beyond existing kerb	Widening beyond kerb will limit traffic management to lower levels.	Reduction in footpath width will have a negative impact on amenity and pedestrian LOS.	Poor performance against the investment objectives.	No
All	0 - 1m (or up to 2m on one side) build out from existing kerb	Increase in footpath width will have a positive impact on amenity and pedestrian LOS.	Could impact one lane of traffic should be manageable at lower levels of traffic management.	Good alignment with Pedestrian LOS and amenity investment objective.	Yes
All	1 - 1.5m (or 2 - 3m on one side) build out from existing kerb	Increase in footpath width will have a positive impact on amenity and pedestrian LOS.	Potentially impacting up to two lanes of traffic. Stop go traffic management may therefore be required during construction.	Good alignment with Pedestrian LOS and amenity investment objective.	Yes
All	1.5 - 2m (or 3 - 4m on one side) build out from existing kerb	Increase in footpath width will have a positive impact on amenity and pedestrian LOS.	Potentially impacting up to two lanes of traffic. Stop go traffic management may therefore be required during construction.	Good alignment with Pedestrian LOS and amenity investment objective.	Yes
All	2 - 2.5m (or 4 - 5m on one side) build out from existing kerb	Increase in footpath width will have a positive impact on amenity and pedestrian LOS.	Will impact two lanes or more of traffic. Stop go traffic management may therefore be required during construction or night works.	Not to be progressed given the level of difficulty to physically implement this option and have sufficient space to accommodate bus and cycling in the corridor.	No
All	>2.5m (or >5m on one side) build out from existing kerb	Increase in footpath width will have a positive impact on amenity and pedestrian LOS.	Will impact two lanes or more of traffic. Stop go traffic management may therefore be required during construction or night works.	Not to be progressed given the level of difficulty to physically implement this option and have sufficient space to accommodate bus and cycling in the corridor.	No