

# Memo

<b>To:</b>	<b>Wellington City Council</b>	<b>Job No:</b>	<b>1014113.1000</b>
<b>From:</b>	<b>Janine Sziklasi, Sharon Parackal</b>	<b>Date:</b>	<b>29 April 2022</b>
<b>Subject:</b>	<b>Shelly Bay Road Upgrade – short list of options</b>		

In July 2020, T+T issued the report *Shelly Bay Road Upgrades – Options assessment report (v1)* for Wellington City Council (WCC). The purpose of the report was to investigate options to upgrade Shelly Bay Road that more closely align to Waka Kotahi New Zealand Transport Agency guidance as a minimum and the Great Harbour Way plan as an aspiration. The primary objective of the upgrade is to create an environment on Shelly Bay Road that delivers a safer and more inviting setting for pedestrians, cyclists, and other road users along the Wellington coast. The assessment considers the options against the minimum standard consented road works required for the Shelly Bay development as a baseline.

At the time of writing the July 2020 T+T report, the option assessment process had been progressed to the long-listing phase. The report outlines a long list of options to upgrade the road. Since the report was issued, the options have been refined down to a short list of options through a series of workshops with WCC and a community advisory group for the project. This memo provides a high-level summary of the long list (as per the July 2020 report) and the resulting refined short list.

The T+T report from July 2020 will be updated to reflect the full options assessment process that's been undertaken to date. The updated report will be issued to support a recommendations report being prepared in June 2022 by Council officers for Councillors.

## Applicability

This report has been prepared for the exclusive use of our client Wellington City Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

### Memo prepared by:

Janine Sziklasi

*Transportation Engineer*

### Authorised for Tonkin & Taylor Ltd by:

Chris Purchas

*Project Director*

### Attachments:

- **Appendix A:** Description of facility options (excerpt from July 2020 T+T report)
- **Appendix B:** Long list (excerpt from July 2020 T+T report with additional commentary on which options were not short-listed and why)
- **Appendix C:** Draft short list (as at date)

29-Apr-22

t:\wellington\tt projects\1014113\1014113.1000\workingmaterial\consultation\1014113.1000\_shelly bay road upgrades - short list of options\_tt memo.docx

# Appendix A: Description of facility options

---

## A1 Walking and cycling facility options

The following facilities were considered as options for pedestrians and cyclists on the corridor:

- 1 **Footpath and cycle lanes**  
This option includes a footpath for pedestrians and on-road cycle lanes for cyclists. Cycle lanes are located on both sides of the road and delineated from motor vehicles by road markings, with the opportunity to provide protection through narrow separators, such as bollards.
- 2 **Separated path**  
This option includes a separated path that provides designated areas for pedestrians and cyclists. Separated paths are physically protected from motor vehicles by safety barriers and/or grade separations.
- 3 **Shared path**  
This option includes a shared path that provides shared space for pedestrians and cyclists. Shared paths are physically separated from motor vehicles.
- 4 **Footpath only**  
This option includes a footpath for pedestrians and no cycle-only infrastructure. Cyclists would be required to share the traffic lane with motor vehicles.
- 5 **No walking/cycling facilities**  
This option does not include any facilities for pedestrians or cyclists. Pedestrians and cyclists would be required to navigate road shoulders and share the corridor space with motor traffic.

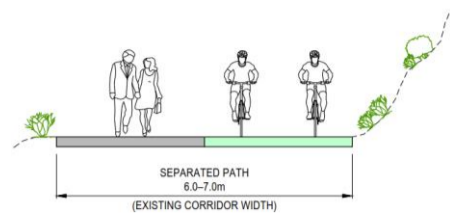
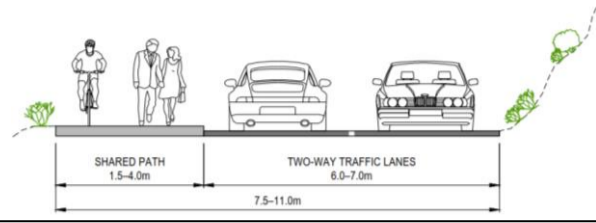
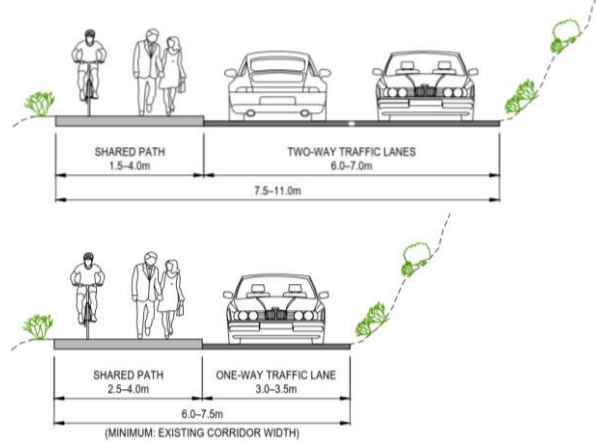
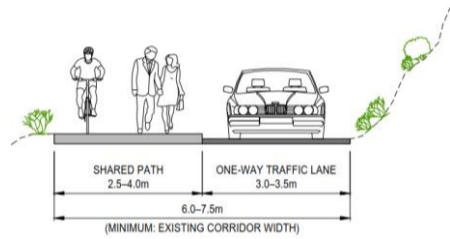
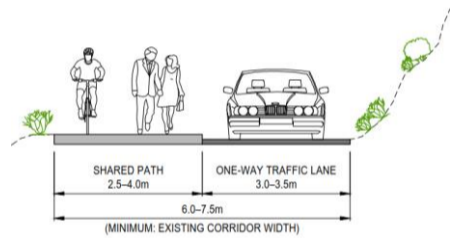
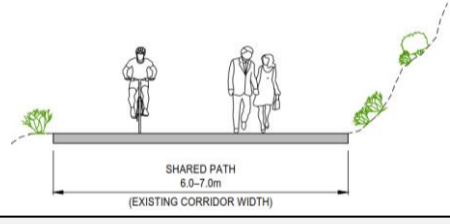
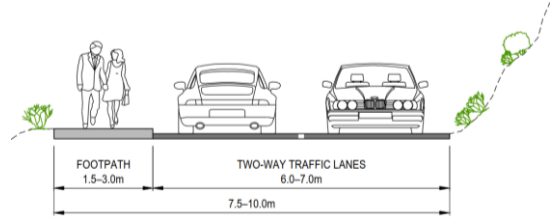
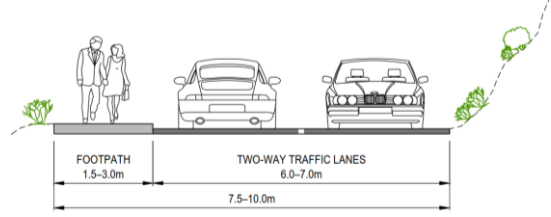
## A2 Traffic facility options

The following facilities were considered as options for motor vehicle traffic on the corridor:

- A **Two traffic lanes**  
This option includes two traffic lanes that accommodate two-way motor vehicle traffic at all times.
- B **Two traffic lanes: time restricted**  
This option includes two traffic lanes that are restricted to use by certain road users depending on the time of day and/or the day of the week. At times, the traffic lanes would allow for two-way motor vehicle traffic, while at other times motor vehicles would be restricted and the lanes would be available for use by active transport modes.
- C **Two traffic lanes: local one-way controls**  
This option typically provides two traffic lanes that accommodate two-way motor vehicle traffic. At localised sections, only a single traffic lane is provided, and one-way controls are required, such as Give Way signage or traffic signals.
- D **One traffic lane: northbound or southbound flow**  
This option includes one traffic lane for one-way motor vehicle traffic at all times. The traffic flow may be in the northbound or southbound direction (not selected at the long list stage).
- E **One traffic lane: tidal flow**  
This option includes one traffic lane for tidal flow of motor vehicles. Tidal flow would allow for traffic to travel in one direction at times, and in the opposite direction other times.
- F **No traffic lanes**  
This option does not include any facilities for motor vehicle traffic at any times. Motor vehicle would be required to use an alternative route.

# Appendix B: Long list

Option	Sub-option description	Indicative cross section(s)	Decision to include option in the short-list following workshops with WCC and community advisory group
<b>Option 1: Footpath and cycle lanes</b>			
1A	Two traffic lanes		✓
1C	Two traffic lanes: local one-way controls		✓
1D	One traffic lane: northbound or southbound flow		✗ All options with only one-way traffic flow were discounted. Through a series of workshops with WCC and the community advisory group, it was apparent that any option that restricted vehicle movements to one way flow around Te Motu Kairangi, the Miramar peninsula was unlikely to be supported by key stakeholders. Following this, it was confirmed that options with one-way traffic flow would not be considered in subsequent discussions at this stage.
1E	One traffic lane: tidal flow		✗ All tidal flow options were discounted. One of the project objectives is to maintain safe access for motor vehicles. It was determined that a tidal flow would not achieve this objective as it would be confusing and have a significant negative impact on travel options for people travelling to and from Shelly Bay.
<b>Option 2: Separated path</b>			
2A	Two traffic lanes		✓
2C	Two traffic lanes: local one-way controls		✓
2D	One traffic lane: northbound or southbound flow		✗ All options with only one-way traffic flow were discounted. Through a series of workshops with WCC and the community advisory group, it was apparent that any option that restricted vehicle movements to one way flow around Te Motu Kairangi, the Miramar peninsula was unlikely to be supported by key stakeholders. Following this, it was confirmed that options with one-way traffic flow would not be considered in subsequent discussions at this stage.
2E	One traffic lane: tidal flow		✗ All tidal flow options were discounted. One of the project objectives is to maintain safe access for motor vehicles. It was determined that a tidal flow would not achieve this objective as it would be confusing and have a significant negative impact on travel options for people travelling to and from Shelly Bay.

Option	Sub-option description	Indicative cross section(s)	Decision to include option in the short-list following workshops with WCC and community advisory group
2F	No traffic lanes		✘ All options without any vehicle access were discounted and one of the project objectives is to maintain safe access for motor vehicles.
<b>Option 3: Shared path</b>			
3A	Two traffic lanes		✓
3C	Two traffic lanes: local one-way controls		✓
3D	One traffic lane: northbound or southbound flow		✘ All options with only one-way traffic flow were discounted. Through a series of workshops with WCC and the community advisory group, it was apparent that any option that restricted vehicle movements to one way flow around Te Motu Kairangi, the Miramar peninsula was unlikely to be supported by key stakeholders. Following this, it was confirmed that options with one-way traffic flow would not be considered in subsequent discussions at this stage.
3E	One traffic lane: tidal flow		✘ All tidal flow options were discounted. One of the project objectives is to maintain safe access for motor vehicles. It was determined that a tidal flow would not achieve this objective as it would be confusing and have a significant negative impact on travel options for people travelling to and from Shelly Bay.
3F	No traffic lanes		✘ All options without any vehicle access were discounted and one of the project objectives is to maintain safe access for motor vehicles.
<b>Option 4: Footpath only</b>			
4A	Two traffic lanes		✓
4B	Two traffic lanes: time restricted		✘ All time restricted options were discounted. One of the project objectives is to maintain safe access for motor vehicles. It was determined that time restrictions would not achieve this objective as it would be confusing and have a significant negative impact on travel options for people travelling to and from Shelly Bay.

Option	Sub-option description	Indicative cross section(s)	Decision to include option in the short-list following workshops with WCC and community advisory group
4C	Two traffic lanes: local one-way controls		✓
4D	One traffic lane: northbound or southbound flow		✗ All options with only one-way traffic flow were discounted. Through a series of workshops with WCC and the community advisory group, it was apparent that any option that restricted vehicle movements to one way flow around Te Motu Kairangi, the Miramar peninsula was unlikely to be supported by key stakeholders. Following this, it was confirmed that options with one-way traffic flow would not be considered in subsequent discussions at this stage.
4E	One traffic lane: tidal flow		✗ All tidal flow options were discounted. One of the project objectives is to maintain safe access for motor vehicles. It was determined that a tidal flow would not achieve this objective as it would be confusing and have a significant negative impact on travel options for people travelling to and from Shelly Bay.
<b>Option 5: No walking or cycling facilities</b>			
5A	Two traffic lanes		✗ The purpose of the project is to create an environment on Shelly Bay Road that provides a safer and more inviting setting for pedestrians, cyclists, and other road users along the Wellington coast. This option was discounted because it would not provide any improvements for walking, cycling, or other active modes.
5B	Two traffic lanes: time restricted		✗ All time restricted options were discounted. One of the project objectives is to maintain safe access for motor vehicles. It was determined that time restrictions would not achieve this objective as it would be confusing and have a significant negative impact on travel options for people travelling to and from Shelly Bay.

# Appendix C: Draft short list (as at date)

Option	Description	Updated indicative cross section(s)
<b>Category 1: Options that fit within the existing corridor width</b>		
Baseline option	Minimum standard consented road works: 6m carriageway (2 x 3m-wide traffic lanes) and a 1-1.5m-wide shared path	<p>SHARED PATH 1.0-1.5m TWO-WAY TRAFFIC LANES 6.0m 7.0-7.5m</p>
<b>Category 2: Options requiring a wider corridor – up to 12.0m</b>		
4A/4C	Footpath only and two traffic lanes  <i>Option 4C is the opportunity to introduce pinch points (short sections where vehicles are restricted to one lane, operating similar to a one-way bridge)</i>	<p>Typical cross section:</p> <p>FOOTPATH 1.5-3.0m BUFFER 0.5-1.0m TWO-WAY SHARED TRAFFIC LANES 8.0m 10.0-12.0m</p> <p>Cross section at pinch points:</p> <p>FOOTPATH 1.5-3.0m BUFFER 0.5-1.0m ONE-WAY SHARED TRAFFIC LANE 4.0m 6.0-8.0m</p>
3A/3C	Shared path and two traffic lanes  <i>Option 3C is the opportunity to introduce pinch points (short sections where vehicles are restricted to one lane, operating similar to a one-way bridge)</i>	<p>Typical cross section:</p> <p>SHARED PATH 3.0-4.0m BUFFER 0.5-1.0m TWO-WAY TRAFFIC LANES 6.0-7.0m 9.5-12.0m</p> <p>Cross section at pinch points:</p> <p>SHARED PATH 3.0-4.0m BUFFER 0.5-1.0m ONE-WAY TRAFFIC LANE 3.0-3.5m 6.5-8.5m</p>
<b>Category 3: Options requiring a wider corridor – up to 15m</b>		
1A/1C	Footpath/cycle lanes and two traffic lanes  <i>Option 1C is the opportunity to introduce pinch points (short sections where vehicles are restricted to one lane, operating similar to a one-way bridge)</i>	<p>Typical cross section:</p> <p>FOOTPATH 1.5-3.0m BUFFER 0.5-1.0m CYCLE LANE 1.5-2.0m TWO-WAY TRAFFIC LANES 6.0-7.0m CYCLE LANE 1.5-2.0m 11.0-15.0m</p> <p>Cross section at pinch points:</p> <p>FOOTPATH 1.5-3.0m BUFFER 0.5-1.0m CYCLE LANE 1.5-2.0m ONE-WAY TRAFFIC LANE 3.0-3.5m CYCLE LANE 1.5-2.0m 8.0-11.5m</p>
2A/2C	Separated path and two traffic lanes  <i>Option 2C is the opportunity to introduce pinch points (short sections where vehicles are restricted to one lane, operating similar to a one-way bridge)</i>	<p>Typical cross section:</p> <p>FOOTPATH 1.5-3.0m CYCLE PATH 2.0-3.0m BUFFER 0.5-1.0m TWO-WAY TRAFFIC LANES 6.0-7.0m SEPARATED PATH 4.0-7.0m 10.0-14.0m</p> <p>Cross section at pinch points:</p> <p>FOOTPATH 1.5-3.0m CYCLE PATH 2.0-3.0m BUFFER 0.5-1.0m ONE-WAY TRAFFIC LANE 3.0-3.5m SEPARATED PATH 4.0-7.0m 7.0-10.5m</p>