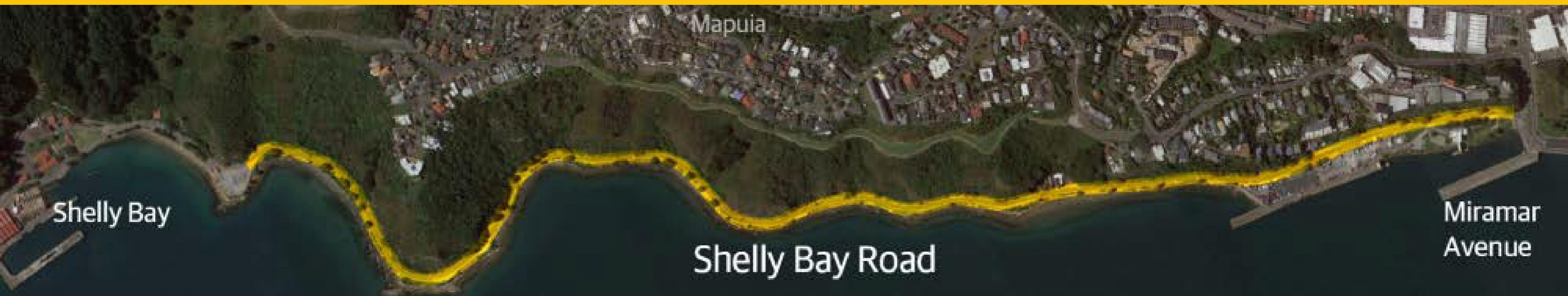


# Shelly Bay Road Upgrade Briefing.

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

22 June 2022 Council Briefing.





# Briefing Purpose.

**To update Councillors on progress on the Shelly Bay Road upgrade options and stakeholder engagement.**

The Shelly Bay Road Upgrade Engagement paper will be presented to council on 25 August to direct officers on next steps.







Background.

# **Shelly Bay Road is a narrow, coastal road 2.4km in length with an average width of 7m.**

The road corridor is constrained by the existing topography, with steep slopes on the landward side and the coastal marine area on the other side.

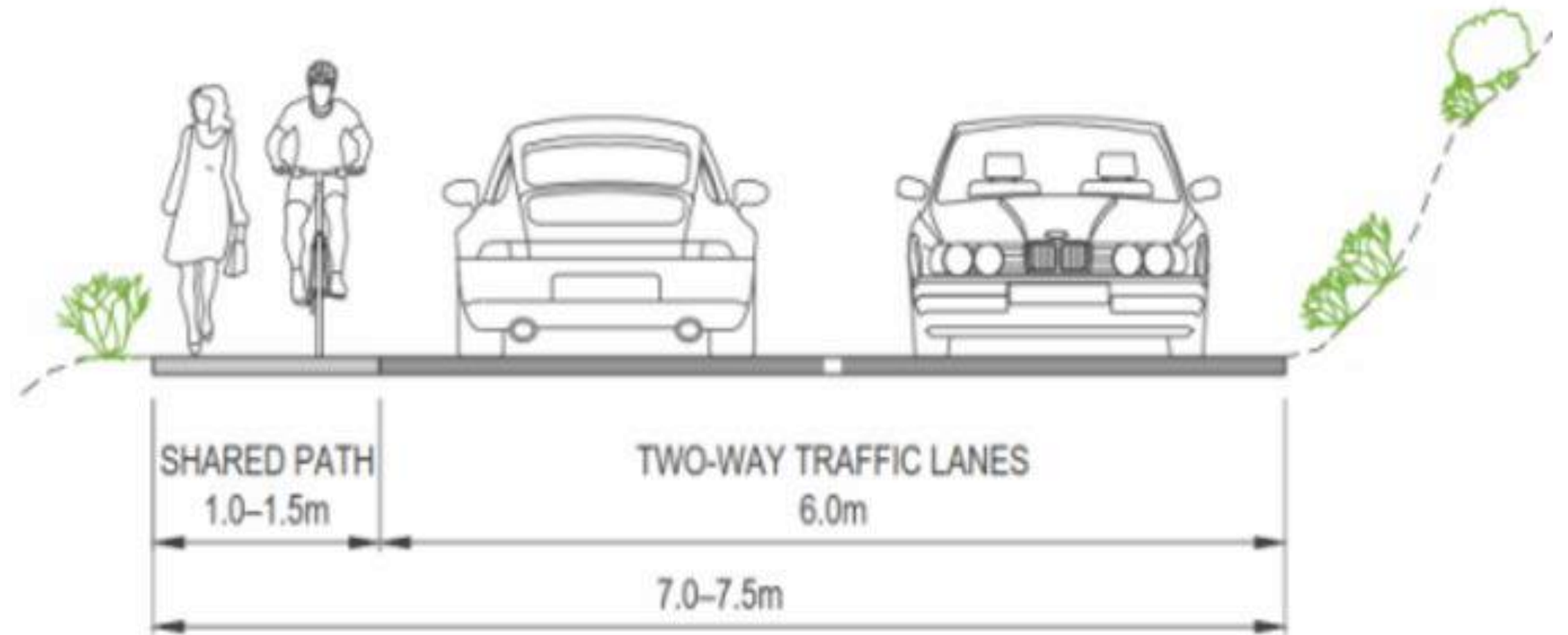
Out of the 2.4km, there is a footpath for only 450m of it, other than that there are no further pedestrian or cycling provisions.

Background.

## Resource Consent.

**In 2017 a resource consent was granted to The Wellington Company Limited which included the requirement to upgrade Shelly Bay Road**

The Developer would commission the work and use its own contractors.



Consented Option Diagram.

### Notes:

The consented design uses the existing road carriageway and does not meet the Waka Kotahi guidance as a minimum and aspirations of the Great Harbour Way project as there is not enough room to provide both a separated path and separate cycleway.



Background.

## 2017 Council Meeting

**In September 2017 Council requested that officers:**

“further investigate, including key stakeholder engagement, the upgrade of Shelly Bay Road between Miramar Avenue and Shelly Bay, comprising options that more closely align to New Zealand Transport Agency guidance as a minimum and the Great Harbour Way plan as an aspiration, which aims to deliver a safer and more inviting environment for walkers, cyclist and other users”.

## Post-2017 Council Meeting

**Since the 2017 meeting:**

- » Council has been involved in or impacted by several proceedings related to the Shelly Bay development
- » Council Officers negotiated the terms of the Shelly Bay Development Agreement, which was completed and signed in December 2021.

Background.

## 2021 Judicial Review

Challenging the Panel's finding on the transportation effects and the roading infrastructure finding (that the roading infrastructure proposed was sufficient and appropriate for the development).

**Council was successful on both points.**

- **Transportation Effects**  
**Court finding:** Panel had not misunderstood the scale of adverse effects and the decision was supported by adequate evidence and the decision was one that a reasonable decision-maker could reach.
- **Roading Infrastructure**  
**Court finding :** The conclusion on roading infrastructure was supported by the evidence and was one that a reasonable decision-maker could make.

# Development Agreement (DA).

## **Under the Development Agreement there are specific requirements for the road upgrade work under this agreement:**

- » The developer has agreed not to commence its consented road works until Council completes the community engagement process and comes to a decision about the upgrade of the road
- » If Council decides to do road upgrade works instead of the developer's consented road upgrade, Council must notify the developer within specific timeframes so that Council's road works are consistent with the requirements of the developer's resource consent.

**If Council decides to do a road upgrade which is not feasible within those time frames then the developer will proceed with its consented road upgrade and Council will do its road works afterwards.**

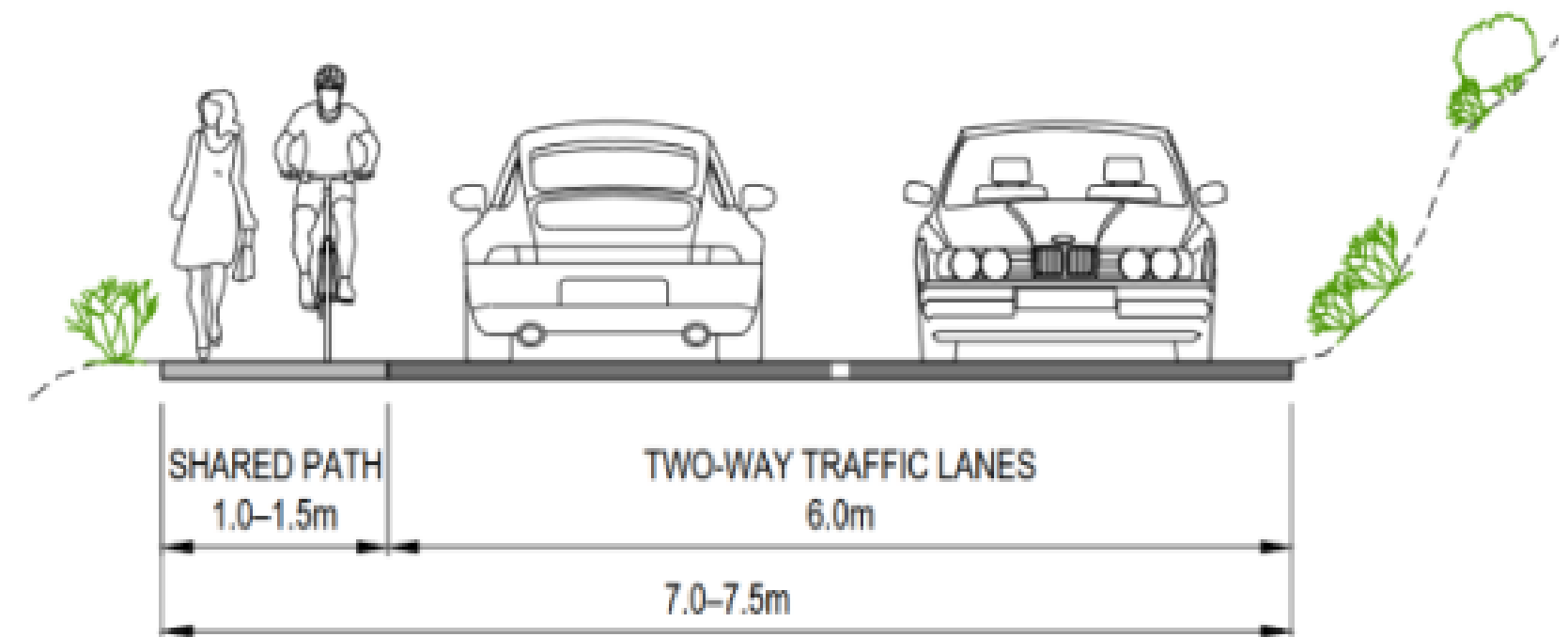
Development Agreement.

**Council's contribution to the estimated \$20 million joint infrastructure fund be capped at \$10 million and that projected costs and revenue be included in the Long-term Plan.**

**Responsibility for any costs above the \$20m fund cap falls to the Developer.**

**Notes:**

Any works beyond those required by the resource consent (for the road upgrade) would be at Council's cost.





# Completed to Date.

The technical commentary provided has been based on the cross-sections of different options as outlined by Tonkin + Taylor (2020, 2022).



## Road Layout Options Report.

Road layout options report (Tonkin + Taylor, 2020 & 2022)



## Advisory Group Workshops.

Community advisory group set up, 2 workshops with WCC staff and Tonkin + Taylor transport engineers



## Public Engagement.

Public engagement process undertaken, 4 weeks, 331 submissions



## Technical advice.

Initial technical advice received on costings, survey work, lizard populations and regulatory requirements



## Options Multi-criteria assessment.

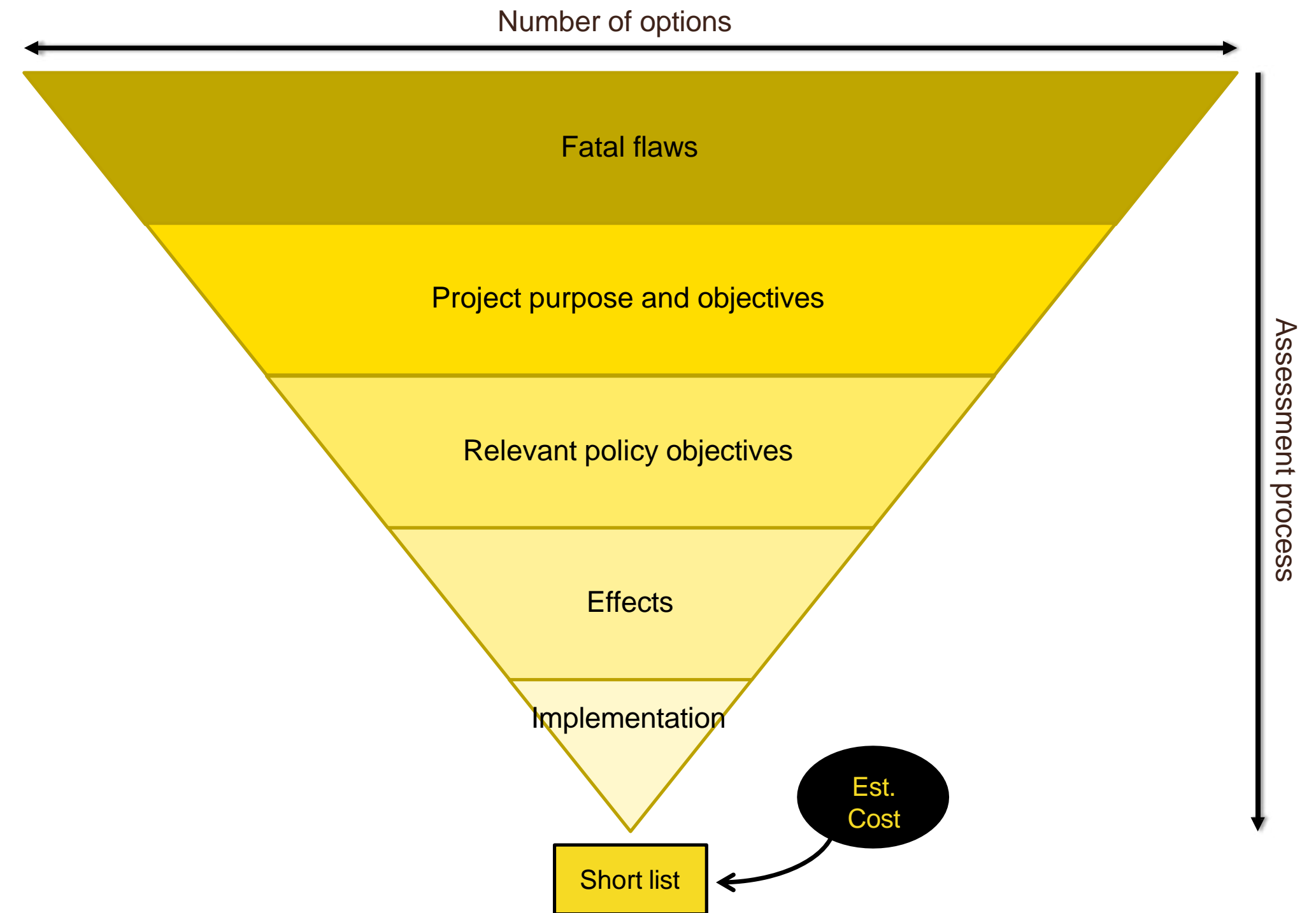
Options multi-criteria assessment undertaken (Tonkin + Taylor)

# Option Assessment.

**T+T developed an options long list, which was refined to a short list through workshops with staff and technical experts, & feedback from the stakeholder advisory group.**

The short-listed options went through a multi-criteria assessment (MCA) that assessed criteria.

**Options were assessed by both seaward and landward impacts**



## Notes:

Options were not assessed against affordability and planning feasibility criteria in MCA – however this will be considered in the paper.



# Engagement Feedback.

The main themes from the May 2022 engagement exercise can be captured as follows:

## Utilising existing road width

One-way system  
Lower speed limit / traffic calming

### Safety

Environmental & ecological (maintain or improve)

Separate & sufficiently wide walk/bike path

## Widening the road

Dedicated walking & cycling

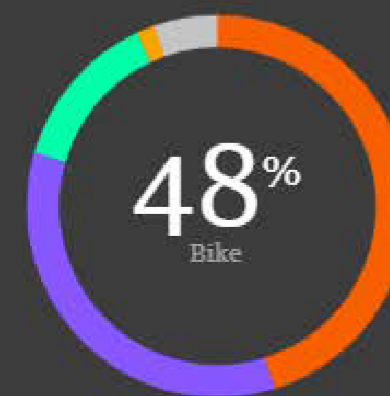
No road widening

## What we're hearing: Shelly Bay Road

**332**

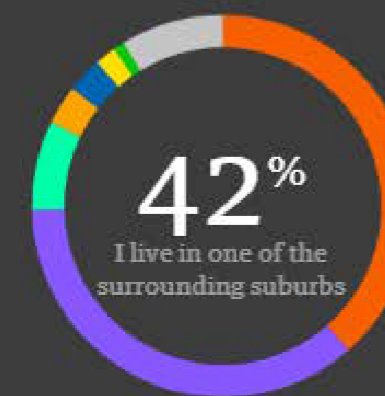
responses (preliminary results)

### What is the main way you travel on Shelly Bay Road?



- Bike (48%)
- Car/van (36%)
- Walk/run (14%)
- Motorbike (2%)
- Truck (0%)
- Skateboard or scooter (0%)
- Wheelchair or mobility aid (0%)
- Did not answer (5%)

### What is your primary relationship to the Shelly Bay Road area?



- I live in one of the surrounding suburbs (42%)
- I do recreational activities in the area (e.g. running, fishing etc.) (40%)
- I visit the area (e.g. to see friends or businesses) (8%)
- I travel through the area (4%)
- I live in Wellington (3%)
- My work/business is in the area (2%)
- I live on Shelly Bay Road (1%)
- I don't have a relationship to the area (0%)
- Did not answer (9%)

### If you use this area for recreation, what kind of activities do you do?



- Walking, running, cycling, dog-walking etc (56%)
- Swimming and/or using the beach (28%)
- Water-sports (e.g. sailing, kayaking, boating, fishing etc) (13%)
- I don't use the area for recreational activities (3%)
- Did not answer (3%)

# The Options.

## Short Term

(completed within consent timeframes)

There are no options that can be delivered within the consent timeframes that meet minimum Waka Kotahi standards

**Due to timing, funding and regulatory requirements, any upgrade that exceeds the specifications of the consented design would need to be completed after the developer has completed their consented road upgrade.**

## Long Term

(completed after consent timeframes)

There are seven options that have come through in the short list following the MCA assessment process (see Executive Summary, T & T report). These include separated facilities and additional funding would need to be sought.

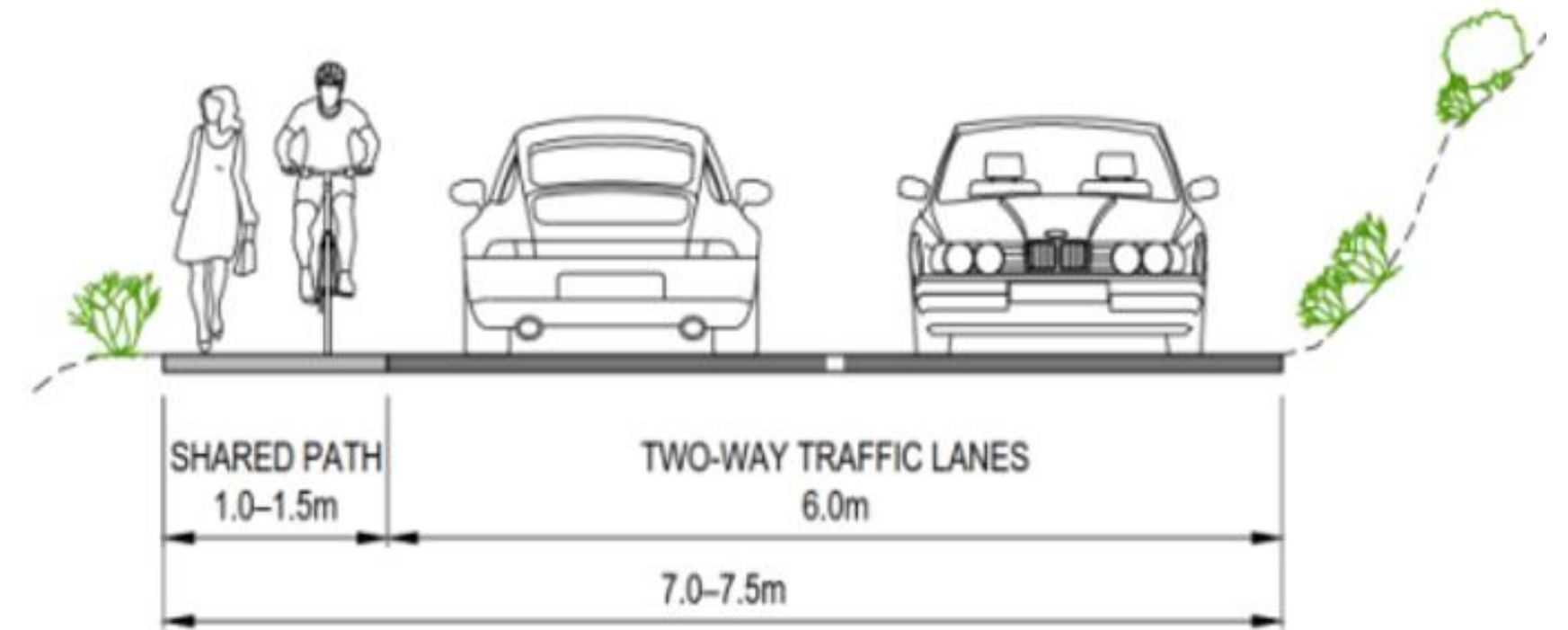


# Short term - Consented Design

**Delivery of the minimum consented road works on Shelly Bay Road needs to occur within the timeframes specified in the consent.**

Under the development agreement, any upgrades that WCC decides to do above and beyond the consent requirements need to either

- a) Meet the timeframe requirements of the developer's resource consent or
- b) Be completed after the developer has completed the consented road upgrade.



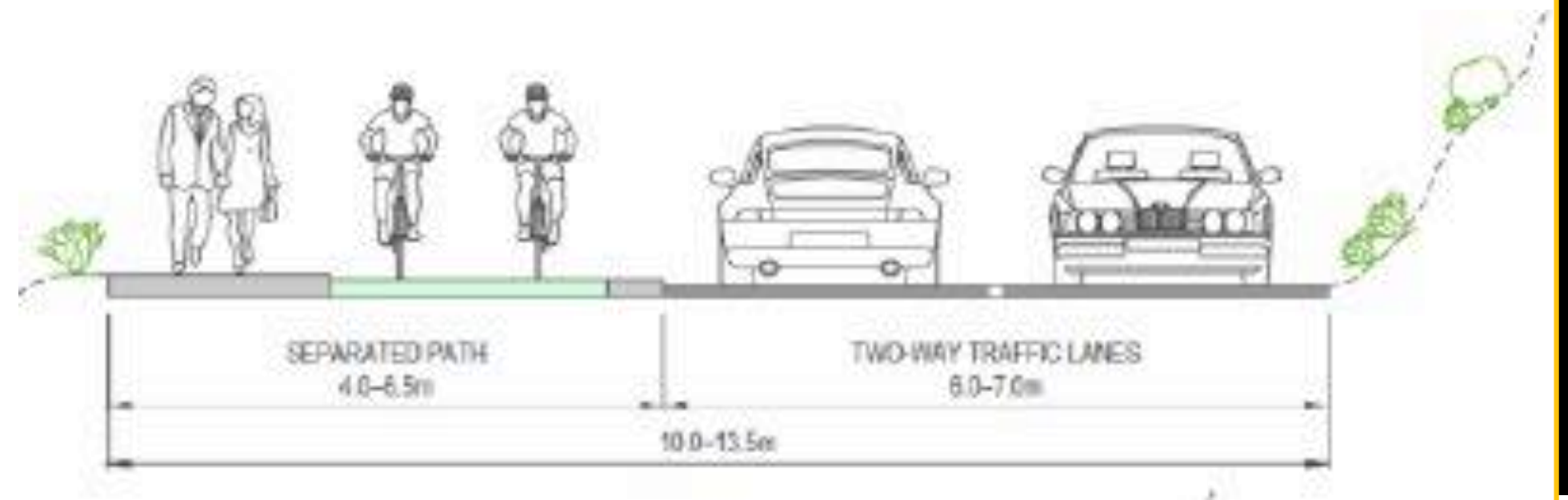
Short term / consented road option example.

# Long Term - Separated Facilities Options.

**There has been significant community support for separated facilities for pedestrians, cyclists and vehicles through engagement processes.**

In order to get this separation, the road carriageway would need to be significantly widened.

**This is a long term option – it could take up to 5 years to plan, design, consent and construct.**



Long term option cross section examples.

## Notes:

Options requiring road widening (either landward or seaward) will be subject to multiple regulatory requirements from multiple authorities.

If the Council decides to do a road upgrade after the timeframe required under the resource consent for the development, the developer will proceed with its consented road upgrade and Council will need to complete its road works afterwards.



# Cost Estimates.

The two scenarios below were selected as they represent the lower and upper bounds of the cost (and planning impacts) of potential options for the road upgrade.

Indicative cost range			
Option	Base estimate	Expected estimate	Project estimate 95th percentile
Short Term - Consented Design (already funded through the Joint Infrastructure Fund)	\$0.85m	\$0.94m	\$1.2m
Long Term - Separated Facilities Options (Great Harbour Way aspiration)	\$13.6m	\$16.3m-\$26.0m	\$19.0m-\$30.4m

Costs for the consented road works would come out of the joint infrastructure fund (\$20m)

Currently there is \$2.4m in the LTP for further investigations into the road upgrade

# Next Steps (road upgrade)

## 1/.

Councillors will receive (this week) the following information:

- Tonkin + Taylor options report (including the multi-criteria assessment)
- A full copy of all submissions
- Engagement analysis

## 2/.

Project web page will be updated with additional information and email notification sent to the advisory group members and all submitters. Further comments are welcome

## 3/.

Project email will remain open to receive any further feedback or comments

## 4/.

Councillors will consider Shelly Bay Road Upgrade recommendations on 25 August 2022 (moved from 30 June)