

## Samira Ghadimi (AT)

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**From:** Manoj Nathoo (AT)  
**Sent:** Wednesday, 30 April 2025 9:39 am  
**To:** Siobhan O'Donovan (AT)  
**Subject:** FW: Karangahape Designs combined April 2025 SP mark up.pptx

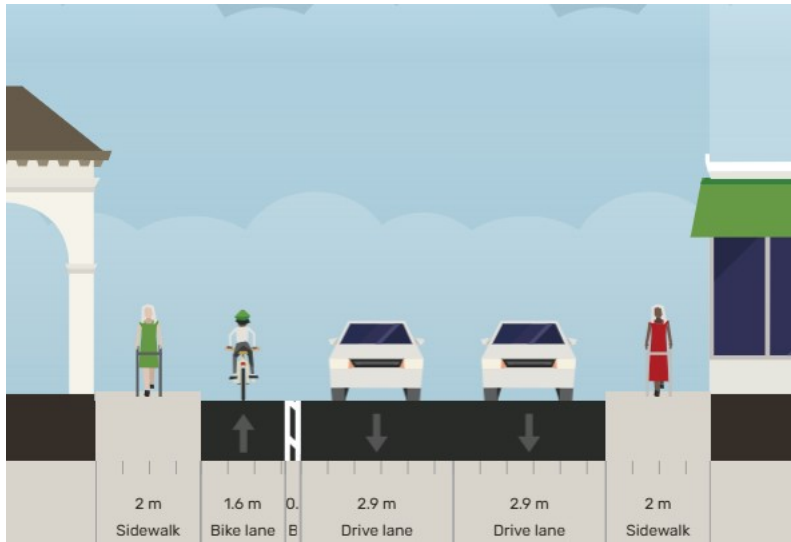
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**From:** Mitra Prasad (AT) <Mitra.Prasad@at.govt.nz>  
**Sent:** Thursday, 24 April 2025 12:00 pm  
**To:** Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>; Sophia Wang (AT) <Sophia.Wang@at.govt.nz>; Andy Irwin (AT) <Andy.Irwin@at.govt.nz>; Irene Tse (AT) <Irene.Tse@at.govt.nz>  
**Cc:** Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>  
**Subject:** RE: Karangahape Designs combined April 2025 SP mark up.pptx

Hi Putri

The preference would definitely be to drop a traffic lane and retain the bidirectional cycle lane as the existing arrangement works quite well. However if that is not feasible my thoughts are below.

- Up hill cycle lane only would be the most beneficial. Sharrows for downhill section would need to include some thought around how downhill / south bound cyclists can access Light path entry point – visibility around corner is not good to weave across NBD traffic. How is this cyclist movement being accommodated?
- If we are happy with 2.9m traffic lanes (which includes eastern channel for southbound lane) an option could be to squeeze in a 0.3m buffer and 1.6m cycle lane (including channel so potentially only 1.3m usable space) see below snip. This might help with rubbish truck tracking.
- Overall any solution with 2 way for vehicles and an uphill cycle lane is going to result in compromises for cycles and general traffic, given the tracking.



Nga mihi  
Mitra

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**From:** Putri Kusumawardhani (AT) <[Putri.Kusumawardhani@at.govt.nz](mailto:Putri.Kusumawardhani@at.govt.nz)>

**Sent:** Wednesday, 23 April 2025 9:52 am

**To:** Suresh Patel (AT) <[Suresh.Patel@at.govt.nz](mailto:Suresh.Patel@at.govt.nz)>; Sophia Wang (AT) <[Sophia.Wang@at.govt.nz](mailto:Sophia.Wang@at.govt.nz)>; Andy Irwin (AT) <[Andy.Irwin@at.govt.nz](mailto:Andy.Irwin@at.govt.nz)>; Mitra Prasad (AT) <[Mitra.Prasad@at.govt.nz](mailto:Mitra.Prasad@at.govt.nz)>; Irene Tse (AT) <[Irene.Tse@at.govt.nz](mailto:Irene.Tse@at.govt.nz)>

**Cc:** Manoj Nathoo (AT) <[Manoj.Nathoo@at.govt.nz](mailto:Manoj.Nathoo@at.govt.nz)>

**Subject:** RE: Karangahape Designs combined April 2025 SP mark up.pptx

Hi Suresh,

Wellington has been exploring the implementation of an uphill one-way cycleway and downhill sharrow due to their narrow traffic lanes and road gradients. Below is an image rendering from WCC's public consultation.

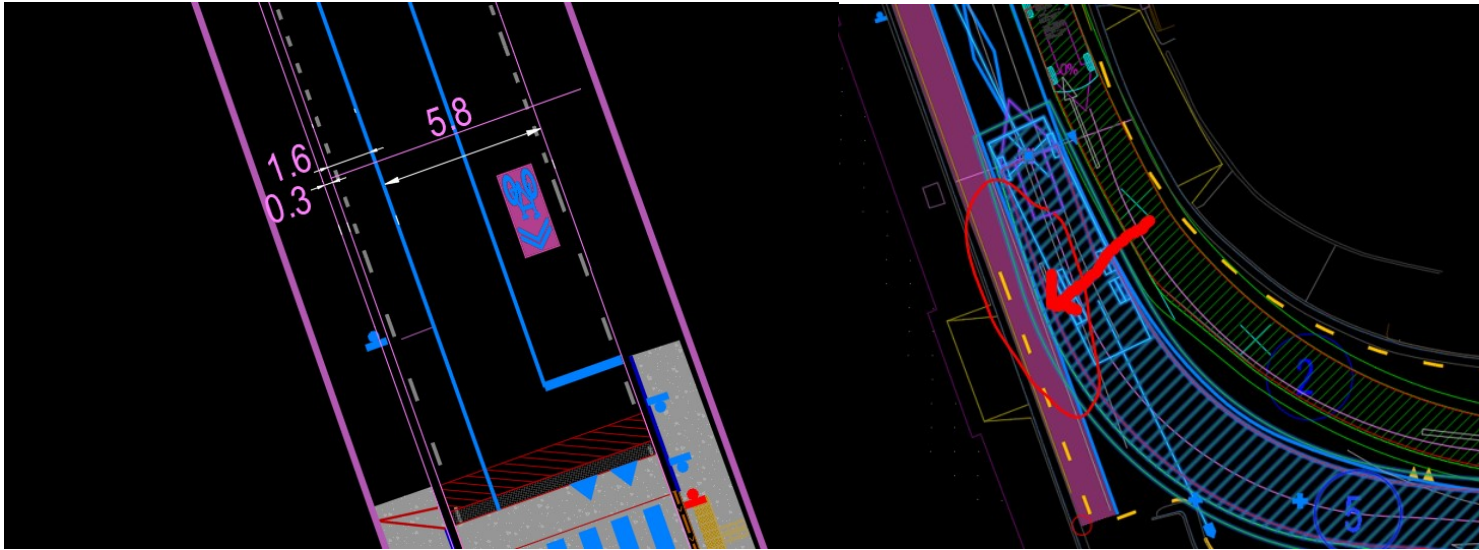


East St is designed as a low-speed environment, and with this type of road intervention (temporary) - a white line marking can be considered. There is a merit in providing an uphill dedicated cycleway, but the operational interface between uphill people on bike, northbound rubbish trucks, and southbound general vehicle - is something that need to be carefully considered. [@Andy Irwin \(AT\)](#) from Geometric should provide his insight for the (narrow) traffic lane width and tracking – since the narrow traffic lanes might trigger a Departure.

[@Mitra Prasad \(AT\)](#) [@Irene Tse \(AT\)](#) may I have your insight about the uphill cycleway and downhill sharrow on East St?

The traffic lanes are 2.9m each with no buffer space (500mm truck envelope overlapping with cycle lane) meaning all elements here are sub-standard in terms of operational width.

There is a proposed bridge threshold on the northern of East St (Suresh, Sophia - *correct me if I am wrong*) which might help to manage the traffic flow, perhaps reducing the likelihood of this three movements happening at the same time.



Ngā mihi,

**Putri Kusumawardhani | Senior Specialist – Active Modes Design**

**Design & Engineering | Infrastructure & Place**

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**From:** Suresh Patel (AT) <[Suresh.Patel@at.govt.nz](mailto:Suresh.Patel@at.govt.nz)>

**Sent:** Wednesday, 23 April 2025 7:22 am

**To:** Putri Kusumawardhani (AT) <[Putri.Kusumawardhani@at.govt.nz](mailto:Putri.Kusumawardhani@at.govt.nz)>; Sophia Wang (AT) <[Sophia.Wang@at.govt.nz](mailto:Sophia.Wang@at.govt.nz)>

**Cc:** Manoj Nathoo (AT) <[Manoj.Nathoo@at.govt.nz](mailto:Manoj.Nathoo@at.govt.nz)>

**Subject:** Fw: Karangahape Designs combined April 2025 SP mark up.pptx

Kia ora Putri and Sophia

Is it worth pursuing the unidirectional cycleway option noting there is no space for concrete separators, only a line?

Ngā mihi / kind regards  
Suresh Patel

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**From:** [REDACTED] <[REDACTED]@beca.com>

**Sent:** Tuesday, April 22, 2025 5:15:29 pm

**To:** Suresh Patel (AT) <Suresh.Patel@at.govt.nz>

**Cc:** Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>; Sophia Wang (AT) <Sophia.Wang@at.govt.nz>; Ian Kingston (AT) <Ian.Kingston@at.govt.nz>; Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; [REDACTED] <[REDACTED]@beca.com>; [REDACTED] <[REDACTED]@beca.com>

**Subject:** RE: Karangahape Designs combined April 2025 SP mark up.pptx

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Hi team,

As discussed last week, I have investigated if the unidirectional cycleway option is feasible. Outcomes are summarised below.

Note that checks were completed using an unprotected unidirectional cycleway as the available width available does not allow for protection.

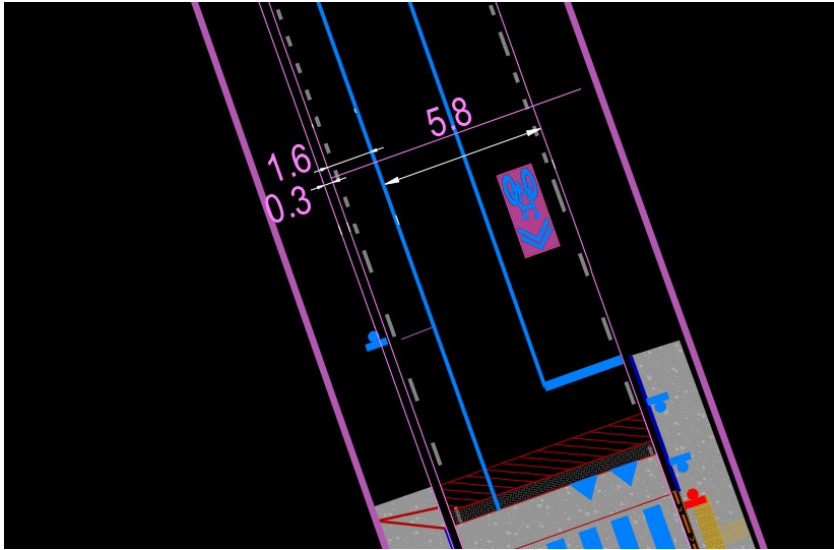
The cross-section at the most constrained section of East St with the unidirectional cycleway is defined by these widths:

<0.3m channel> <1.6m cycleway (min. as per practice note 04)> <2.9m NB lane> <2.9m SB lane> <0.3m channel>

The 2.9m lane widths are below the typical 3m minimum, but still above the 2.7m min. for local roads which East St is classified as. This is for the section of East St to the north of the proposed raised table crossing. Lane widths south of the crossing get as wide as 3.1m for both directions.

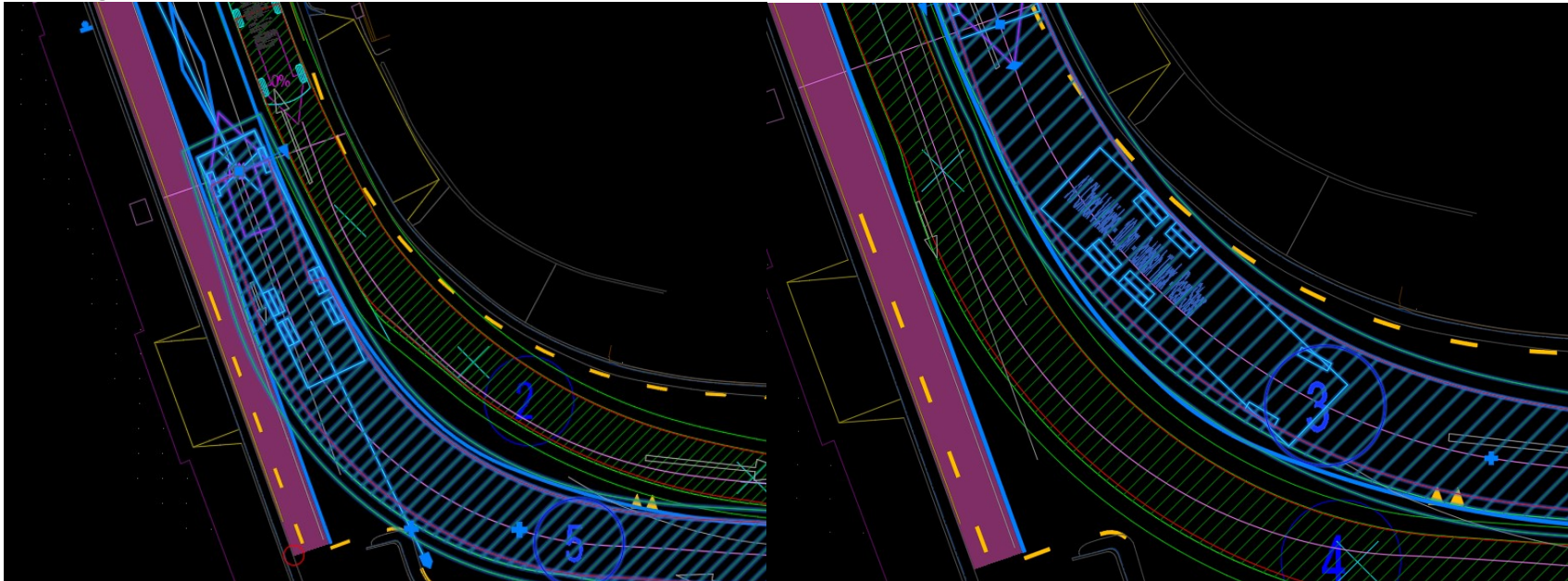
Putri did mention that the channel width can be included in the 1.6m if it's flushed with the carriageway but this will require additional civil works and potentially compromise the conveyance capacity of the channel.



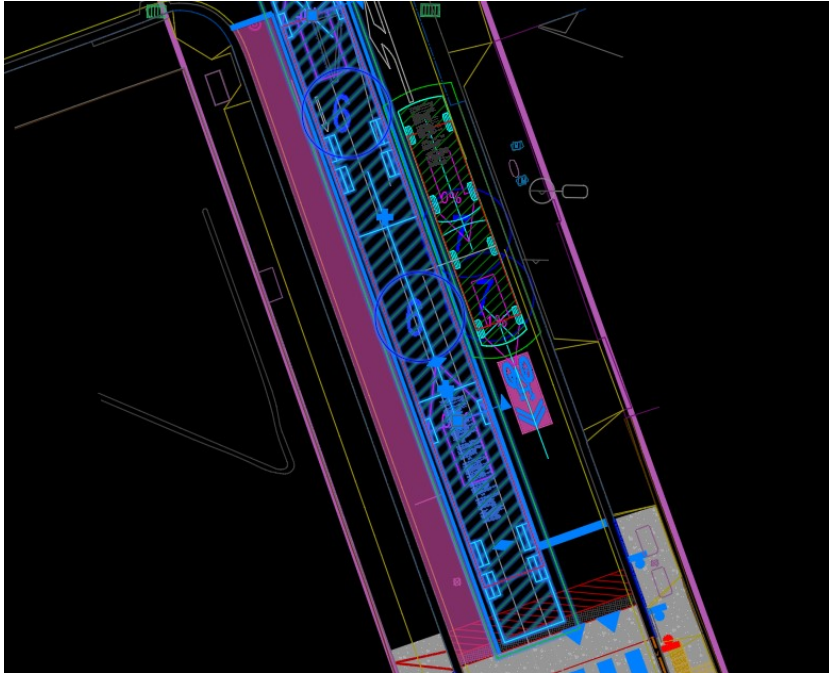


Tracking checks were completed using a 10.3m Rubbish truck and 95<sup>th</sup> vehicle going in opposite directions. Vehicle body wise, there are no clashes but the 0.5m clearances are overlapping in areas where the lanes narrow up. The 0.5m clearance for the rubbish truck tracking northbound also encroaches into the cycleway as seen in the snips below.

**Tracking at bottom of East St**



### Tracking at north of proposed raised crossing on East St



Do you still want us to progress sketches for this option? Umer and I are happy to discuss further in our catchup meeting tomorrow.

Cheers,

Transport Engineer

Beca

Phone: [REDACTED]

[www.beca.com](http://www.beca.com)

[igniteyourthinking.beca.com](http://igniteyourthinking.beca.com)



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Sensitivity: General

**From:** Suresh Patel (AT) <[Suresh.Patel@at.govt.nz](mailto:Suresh.Patel@at.govt.nz)>

**Sent:** Thursday, April 17, 2025 2:28 PM

**To:** [REDACTED] <[REDACTED]@beca.com>; [REDACTED] <[REDACTED]@beca.com>; Sophia Wang (AT) <[Sophia.Wang@at.govt.nz](mailto:Sophia.Wang@at.govt.nz)>; Ian Kingston (AT) <[Ian.Kingston@at.govt.nz](mailto:Ian.Kingston@at.govt.nz)>; Manoj Nathoo (AT) <[Manoj.Nathoo@at.govt.nz](mailto:Manoj.Nathoo@at.govt.nz)>

**Cc:** Suresh.Patel <[Suresh.Patel@at.govt.nz](mailto:Suresh.Patel@at.govt.nz)>; Putri Kusumawardhani (AT) <[Putri.Kusumawardhani@at.govt.nz](mailto:Putri.Kusumawardhani@at.govt.nz)>

**Subject:** Karangahape Designs combined April 2025 SP mark up.pptx

You don't often get email from [suresh.patel@at.govt.nz](mailto:suresh.patel@at.govt.nz). [Learn why this is important](#)

Kia ora

Marked up options as discussed attached.

Meeting on Wed to review initial sketches & feasibility of options.

[REDACTED] to review final sketches on Monday 28<sup>th</sup> & provide to AT

This is an additional & urgent piece of work that will need to be costed, AT will pay. [REDACTED] to advise cost but work to proceed in the meantime.

Ngā mihi / kind regards

**Suresh Patel | Delivery Manager Network Integration (CRL Precinct Integration Manager)**

**Rail Infrastructure | Infrastructure & Place**

**Auckland Transport**

20 Viaduct Harbour Avenue, Auckland 1010

Private Bag 92250, Auckland 1142

M [REDACTED]

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