

Miramar Connections Workshop 3

Notes

Meeting: Miramar Connections Working Group Workshop 3

Venue: Evans Bay Yacht Club, Evans Bay Parade **Date:** Wednesday 17 May 2017

Time: 6.00 – 8.30 pm

The third workshop of the Miramar Connection Working Group was held from 6:00-8:30 pm on Wednesday 17 May 2017, at the Evans Bay Yacht Club on Evans Bay Parade.

The attendees at the third workshop were:

Name	Organisation	Background/ Areas of interest
	-	Hobart Street resident
	-	Sidmore Street resident
	-	Ira Street resident
	-	Beacon Hill Road resident
Mike Mellor	Living Streets Aotearoa	Seatoun Heights resident
Robin Boldarin	Miramar Maupuia Residents Association (MMPA)	
Alistair Smith	Cycle Aware Wellington (CAW)	
	Miramar BID	
	Miramar BID	
	Miramar BID	
Jan Noering	Wellington City Council	Project Manager
Ben Alexander	Wellington City Council	Project Engagement Officer
Bridget Parrott	Wellington City Council	Communications Advisor
Sharleen Hannon	GHD	Project Designer
Eamonn Hyland	GHD	Project Designer

There was also one Wellington City Councillors (Eastern Ward) in attendance:

- Councillor Sarah Free, Public Transport, Cycling and Walking Portfolio Lead

Apologies were received from:

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

- A. Finalising the Community Objectives
- B. Explaining how we plan to compare and short list options (MCA process)
- C. Developing the long list of treatment options
- D. Exploring specific intersections to better understand problems and discuss possible solutions

A summary of these discussions are set out below.

A. COMMUNITY OBJECTIVES

The Council's Cycling Investment Objectives:

- 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

The outcomes identified at Workshop 2 have been developed into a set of draft SMART (Specific, Measurable, Achievable, Relevant and Time-bound) as set out below.

Miramar Working Group Objective	SMART Objective
<i>Safe for everyone / all road users – prioritise those most vulnerable</i>	Improve the safety of road users
<i>Reduce / control travel speeds on the routes;</i>	Improve the sustainability, liveability and attractiveness of Miramar
<i>Future proof our proposals / make resilient</i>	Make resilient
<i>Better connectivity of pedestrian and cycle networks</i>	Improve connections for pedestrians and cyclists
<i>Reduce opportunity for conflicts between all road users</i>	Reduce opportunity for conflicts between all road users
<i>Improve the experience / appearance for everyone.</i>	Improve the sustainability, liveability and attractiveness of Miramar (as 2 nd objective above)
	Improve the level of service for pedestrians
	Improve the level of service for cyclists
	Maintain or improve the level of service for buses and bus users
	Maintain or improve the level of service for other motorised vehicles

Confirm Draft SMART Objectives

- **Improve the safety of road users**
 - Crashes, injuries, deaths, serious injuries;
 - Perception of safety.
- **Improve the sustainability, liveability and attractiveness of Miramar**
 - Reduction in speed on local roads;
 - Improve urban amenities and increased green space;
 - Improved economic performance.
- **Make resilient**
 - Infrastructure designed to incorporate climate change, earthquake resilience.
 - Ability to alter to install rail, electric cars etc.
- **Improve connections for pedestrians and cyclists**
 - Safe / dedicated connection at intersections
 - Improve route consistency for cyclists.
- **Reduce opportunity for conflicts between all road users**
 - Reduce conflicts between cyclist, pedestrians, vehicles and buses.

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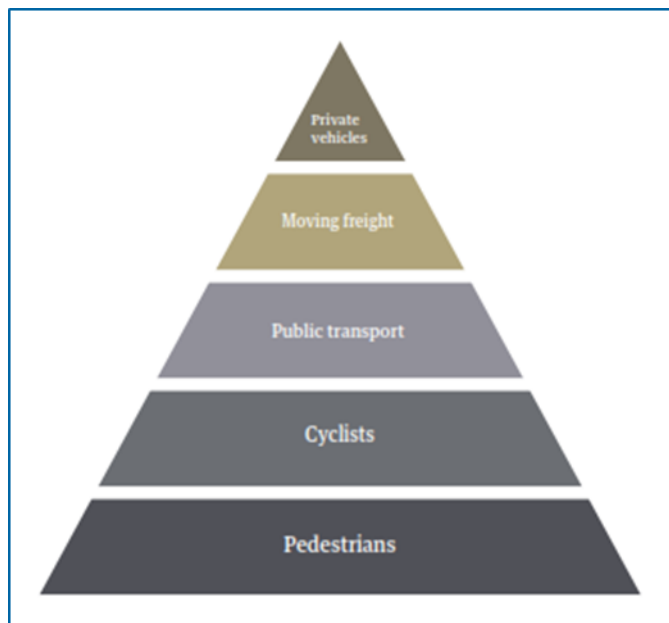
Confirm Draft SMART Objectives

- **Improve the level of service for pedestrians**
- **Improve the level of service for cyclists**
- **Improve or maintain level of services for buses and bus users**
- **Improve or maintain the level of service for other motorised vehicles**

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Discussion:

1. 'Reduction in speed on local roads' should sit under 'Improve the safety of road users'
2. 'Improve the safety of road users' needs to include reference to more vulnerable road users in line with the Council's Sustainable Transport Hierarchy, which encourages walking and cycling over other modes of transport (as shown in the figure below)



3. Add 'and convenient' to 'Safe / dedicated connection at intersections' and add 'and pedestrians' to 'Improve route consistency for cyclists'
4. Change 'Improve or maintain level of services for buses and bus users' to 'Improve the level of service for buses and bus users'

The finalised list of Community Objectives will be presented at Workshop 4.

Miramar Town Centre Project:

There was a discussion around the Miramar Avenue/ Miramar Town Centre project as it is outside the scope of this project but directly relates to it. The Working Group were advised that there are two options being considered and Urban design concepts are currently being prepared to show how Miramar Avenue could look. Following this, 2 to 3 options will be taken forward for consultation with the community.

B. LONG LIST TO SHORT LIST PROCESS



Multi-Criteria Analysis (MCA) Comparison Criteria

- Effects
- Implementation
- Cost

	Criteria	Consideration
Effects	Cycle Network Fit	<ul style="list-style-type: none"> • Alignment of option to any existing adjacent cycle infrastructure
	Transport Network Fit	<ul style="list-style-type: none"> • Alignment to transport corridor function
	Pedestrians Effects	LOS and safety for pedestrians
	Bus Users Effects	LOS and safety for bus users
	Motorised Traffic Effects	LOS and safety for other motorised traffic
	Parking Effects	<ul style="list-style-type: none"> • Number of parks available • Location of parks • Suitability of parking provision (balance between residential, commercial and commuter)
	Property Effects	<ul style="list-style-type: none"> • Effect of acquisition on residual land • Effect on adjacent land-use • Effect on access to business (incl. deliveries and ease of access)
	Environmental Effects	<ul style="list-style-type: none"> • Light • CPTED (Crime prevention through environmental design) where applicable • Landscaping • Marine
	Cultural Effects	<ul style="list-style-type: none"> • Based on mana whenua feedback on cultural effects

	Criteria	Considerations
Implementation	Planning Feasibility	<ul style="list-style-type: none"> Plan alignment (District, Reserves, Other) Approvals Risk (consents etc.)
	Delivery Feasibility	<ul style="list-style-type: none"> Traffic disruption during construction Business disruption during construction
	Funding Feasibility	<ul style="list-style-type: none"> Delivery cost within likely available funding Delivery within UCP timetable (if applicable)
Cost	Total Cost	<ul style="list-style-type: none"> Implementation cost including design, consenting, construction and supervision

C. DEVELOPING THE LONG LIST OF TREATMENT OPTIONS

The draft long list of treatment options developed by the Design Team (see attached) was presented and discussed. The aim of the long list group activity was for every possible option to be identified and to be able to say 'yes' we considered doing it that way.

The Working Group was asked to first think about Broadway and broke into groups of four and moved around five Alternative Areas:

1. One-way bike lanes (kerbside and cycle lane next to parking)
2. Two-way bike lanes
3. Paths (shared and separated)
4. Mixed traffic/ shared spaces
5. Other ideas

Whilst the long list was initially developed for Broadway, the Working Group agreed that the treatment options could be applied to all of the Miramar routes.

The finalised long list of treatment options will be presented at Workshop 4.

D. INTERSECTION/ TUNNEL IDEAS

The second group activity involved looking at specific intersections and areas previously identified as issues to better understand problems and discuss possible solutions:

Broadway

1. Design of Hobart Street intersection
2. Lack of signage for cyclists (to Airport Tunnel) and the route to follow via the gap in the traffic island is not considered safe for cyclists or pedestrians
3. Design of Monorgan Road intersection
4. Design of Ira Street intersection (five crashes at this intersection, including one 13 year old pedestrian and one cyclist)

Seatoun Tunnel/ Ferry Street/ Dundas Street route

1. Design of Seatoun Tunnel – narrow traffic lanes, narrow footpath, lighting, high traffic speeds
2. Dundas Street/ Inglis Street intersection (eight crashes at this intersection, including three cyclists)
3. Ludlam Street intersection – visibility and difficult to access Seatoun Tunnel footpath

Hobart Street/ Kedah Street/ Miro Street route

1. Design of Miramar Avenue roundabout - five crashes at this intersection, one was an eight year old pedestrian)
2. Non-residential parking activities, particularly around Chelsea Street / Wexford Road/ Hobart Street intersection island when filming taking place at Stone Street Studios
3. Design of Airport Tunnel – lighting, signage, lack of drop kerb, personal/ airport security, flooding, potential for cyclist and pedestrian conflict at Miro Street end of tunnel
4. Design of Chelsea Street / Wexford Road/ Hobart Street intersection
5. Design of Caledonia Street intersection (three crashes at this intersection, one was a fourteen year old cyclist)
6. Lack of pedestrian crossing facilities – south of Caledonia Street

Ira Street/ Miramar Avenue route

1. Design of Chelsea Street / Para Street / Miramar Avenue intersection
2. Feels unsafe to use pedestrian crossing at Miramar Avenue/ Ira Street intersection - due to location/ visibility
3. Caledonia Street intersection

Park Road route

1. Difficult/ feels unsafe to cross some side streets due to widths and increased volumes due to rat running (Brussels St in particular - four crashes at this intersection in past five years, one was a cyclist)
2. Also Rex Street and Rotherham Terrace
3. Angle parking at the southern end (potential crash risk for cyclists)
4. Choke points at both ends

The Design Team will incorporate these ideas in the short listed design options.