# Miramar Connections Workshop 2

## Notes

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

**Meeting:** **Miramar Connections Working Group Workshop 2**

**Venue:** **ASB Sports Centre, Kilbirnie** **Date:** **Wednesday 26 April 2017**

**Time:** **6.00 – 8.00 pm**

The second workshop of the Miramar Connection Working Group was held from 6:00-8:00 pm on Wednesday 26 April 2017, at the ASB Sports Centre in Kilbirnie.

The attendees at the second workshop were:

| Name | Organisation | Background/ Areas of interest |
|---|---|---|
| | - | Hobart Street resident |
| | - | Hobart Street resident |
| | | |
| | - | Beere Haven Road resident |
| | - | Sidmore Street resident |
| Mike Mellor | Living Streets Aotearoa | Seatoun Heights resident |
| Alistair Smith | CAW | |
| Robin Boldarin | MMPA | |
| | Miramar BID | |
| | Miramar BID | |
| | Miramar BID – Weta Group | |
| Charles Agate | Greater Wellington | Future Bus Network, observation |
| Jan Noering | Wellington City Council | Project Manager |
| Ben Alexander | Wellington City Council | Project Engagement Officer |
| Sharleen Hannon | GHD | Project Designer, observation |
| Eamonn Hyland | GHD | Project Designer, observation |

There were also three Wellington City Councillors (Eastern Ward) in attendance:

- Councillor Chris Calvi-Freeman, Transport Strategy and Operations Portfolio Lead
- Councillor Sarah Free, Public Transport, Cycling and Walking Portfolio Lead
- Councillor Simon Marsh

Apologies were received from:

- Jessica Rattray, NZ Transport Agency
- Amy Kearse, NZ Transport Agency

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

A. Confirming issues and discussing how they align with the three wider Cycling in Wellington Problem Statements and agreeing how the Issues Paper will be finalised
B. What are the outcomes we want from developing the Miramar routes? What are the objectives for Miramar?
C. What are the different options for cycleways?

A summary of these discussions are set out below.

## A. CONFIRMING ISSUES

### Finalising the Issues Paper

- The complete list of issues (as set out in the Workshop 1 Meeting Notes) will be updated to include the additional issues identified at Workshop 2 and will be included in the Issues Paper
- The Issues Paper will be circulated to the Working Group for final comments and then finalised and published on the Council's website www.transportprojects.org.nz

### Background: Cycling in Wellington – 3 problems

Why we are we investing/ the problems we need to solve:

1. Poor cycling perception – poor cycling uptake, due to the perception that cycling is unsafe and inconvenient, is reducing cycling's contribution to the transport system
2. Unappealing environment – an unappealing environment for people on bikes is reducing transport and recreation choices for Wellingtonians
3. High crash risk - unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes

### Confirming Issues – Park Road route

*Unappealing environment*

- Street lighting not effective (obscured by trees)
- Difficult/ feels unsafe to cross some side streets due to widths and increased volumes due to rat running (Brussels St in particular)
- High traffic speeds (road is too wide, needs calming) (traffic count data at Rex Street - 85th percentile 55 km/h northbound and 57 km/h southbound)
- Angle parking at the southern end (potential crash risk for cyclists)
- Choke points at both ends
- Design of roundabout at Miramar Avenue (also mentioned as Hobart Street issue)
- High number of buses
- Loose chip surface not cycle-friendly[1]

*High crash risk*

- Brussels Street intersection (four crashes at this intersection in past five years, one was a cyclist)
- Side roads: Rex Street and Rotherham Terrace
- Miramar Avenue roundabout (five crashes at this intersection, one was an eight year old pedestrian)

[1] The blue text indicates the additional issues identified at this Workshop

**Confirming Issues – Ira Street/ Miramar Avenue route**

*Unappealing environment*

- Design of Chelsea Street / Para Street / Miramar Avenue intersection
- Feels unsafe to use pedestrian crossing at Miramar Avenue/ Ira Street intersection - due to location/ visibility
- Kerb extensions at pedestrian crossing at Miramar Avenue/ Ira Street intersection create a pinch point for cyclists
- High traffic speeds (traffic count data at The Quadrant - 85th percentile 54 km/h northbound and 55 km/h southbound)
- Design of overall road layout (narrow parking lanes, footpath and berm inconsistencies, painted markings visually unattractive)
- Bus shelters needed/ need improvements

*High crash risk*

- Chelsea Street / Para Street / Miramar Avenue intersection
- Caledonia Street intersection

**Confirming Issues – Hobart Street/ Kedah Street/ Miro Street route**

*Unappealing environment*

- Design of roundabout at Miramar Avenue (also mentioned as Park Road issue)
- Non-residential parking activities, particularly around Chelsea Street / Wexford Road/ Hobart Street intersection island when filming taking place at Stone Street Studios
- Design of intersections (Chelsea Street / Wexford Road/ Hobart Street and Caledonia Street)
- Bus stops near Caledonia Street intersection create pinch points
- Number of buses will increase in 2018
- 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
- Scooters in Airport Tunnel
- Traffic islands south of Miramar Avenue create pinch points for cyclists
- Lack of pedestrian crossing facilities – south of Caledonia Street

*High crash risk*

- Caledonia Street intersection (three crashes at this intersection, one was a fourteen year old cyclist) It was noted that the Airport Masterplan shows the closure of the Airport Tunnel to pedestrians and cyclists

**Confirming Issues – Broadway route**

*Unappealing environment*

- Traffic islands between Calabar Road and Ira Street, together with parked cars create pinch points for cyclists
- High traffic speeds (traffic count data at Monorgan Road - 85th percentile 54 km/h eastbound and 52 km/h westbound)
- 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

[1] The blue text indicates the additional issues identified at this Workshop

**Confirming Issues – Broadway route (continued)**

- Design of intersections (Hobart Street, Monorgan Road and Ira Street)
- High parking demand (Calabar Road end) – increased risk for cyclist to be hit by opening door
- Narrow carriageway at Strathmore Shops (Sharrows have recently been painted)

*Sharrow road markings are used to show where people on bikes should ride to be most visible and avoid hazards like car doors.*

*They also remind drivers to watch out for people on bikes and share the road.*

*High crash risk*

- Monorgan Rd intersection
- Ira Street intersection (five crashes at this intersection, including one 13 year old pedestrian and one cyclist)

**Confirming Issues – Seatoun Tunnel/ Ferry Street/ Dundas Street route**

*Unappealing environment*

- Design of Seatoun Tunnel – narrow traffic lanes, narrow footpath, lighting, high traffic speeds
- Visibility from Ludlam Street intersection
- Difficult to access Seatoun Tunnel footpath from Ludlam Street

*High crash risk*

- Ludlam Street intersection
- Dundas Street/ Inglis Street intersection (eight crashes at this intersection, including three cyclists)

## B. OUTCOMES/ OBJECTIVES

**The Council's Cycling Investment Objectives:**

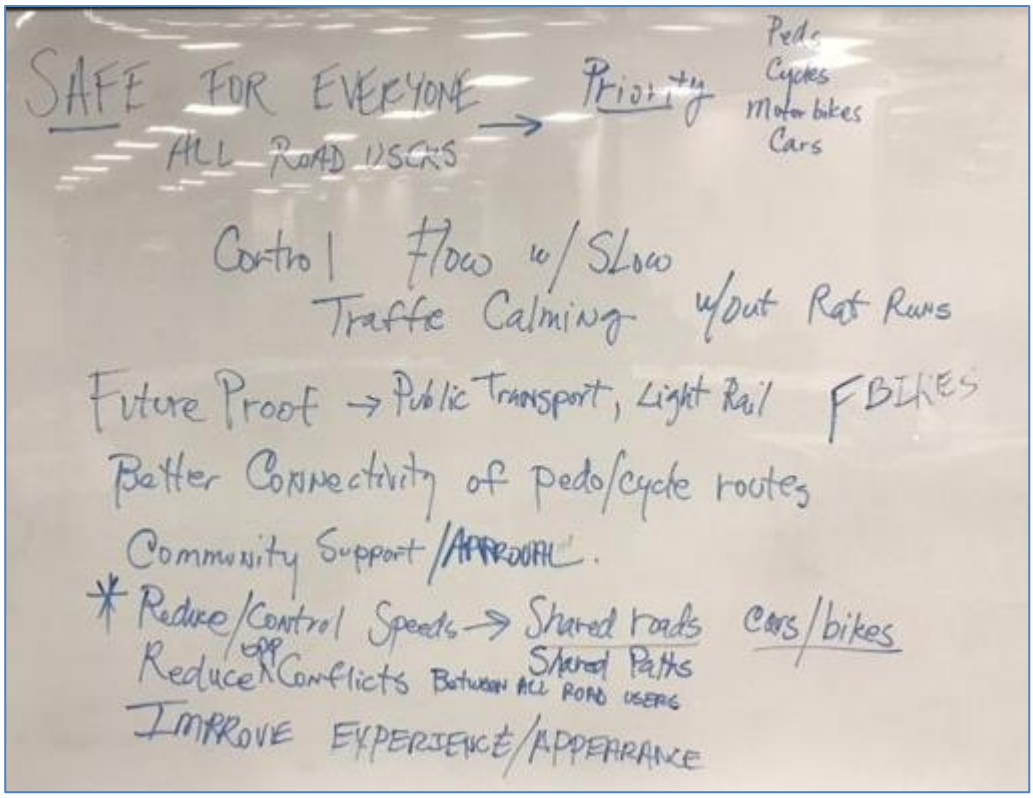
1. **Level of Service** - Achieve a high level of service for cyclists within an integrate transport network
2. **Network Efficiency** - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience
3. **Cycling Uptake** - 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

**Some possible suggestions were put forward:**

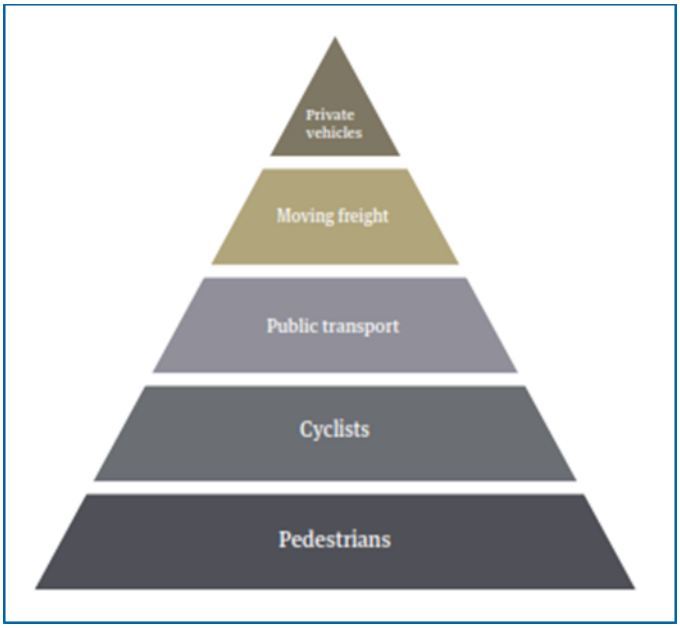
- Reduce travel speeds on local roads
- Make local streets more appealing for pedestrians and cyclists, making them more community/people focused
- Create a safer environment for pedestrians, cyclists, buses, cars etc.
- Reduce through traffic on local streets, improving the community feeling of streets
- Increase connectivity where possible

**What are the outcomes we want from developing the Miramar routes?**

The image below captures some of the thoughts of the Working Group to the above question.




1. **Safe for everyone/ all road users**
   - But there is a level of vulnerability that needs to be considered
     *The Council's Urban Growth Plan sets out the Council's Sustainable Transport Hierarchy, which encourages walking, cycling and public transport over other modes of transport (as shown in the figure below)*



2. **Reduce/control travel speeds on the routes**
   - Control flows
   - Traffic calming
   - Without making rat runs (some of the Working Group don't see rat runs as a bad thing, e.g. alternative routes taken to avoid Miramar Town Centre)
   - Options could include reducing speed to 30 km/h and sharing road - may not encourage the interested but concerned
   - Gold standard is separated cycle and pedestrian paths – it is worth having
   - Continue the level of service of Cobham Drive into Miramar (noting this is outside scope)

3. **Future proof our proposals/ make resilient**
   - Consider Light rail (2 to 3 times the capacity of buses)
   - Bus routes/ bus stops
   - E-bikes

4. **Better connectivity of pedestrian and cycle networks**
   - That is often in the details, e.g. wider radiuses can put parents off walking their children to school

5. **Identify solutions that have support of the community and value for money**
   - Community approval for everything

6. **Reduce opportunities for conflicts between all road users**
   - Shared paths reduce conflicts with vehicles however, increase the opportunities for conflict with pedestrians, especially those who are more vulnerable, e.g. visually impaired
   - Increased awareness

7. **Improve the experience/ appearance for everyone**

**Next steps:** The outcomes identified above will be developed into a set of SMART (Specific, Measurable, Achievable, Relevant and Time-bound) investment objectives and will be confirmed at Workshop 3.

## C. CYCLEWAY OPTIONS

| CYCLE FACILITY OPTION | CHILD/NOVICE | BASIC COMPETENCE | EXPERIENCED |
|---|---|---|---|
| Kerbside cycle lane | 🚲🚲 | 🚲🚲🚲🚲🚲 | 🚲🚲🚲🚲🚲 |
| Cycle lane next to parking | 🚲 | 🚲🚲🚲🚲 | 🚲🚲🚲🚲 |
| Contra-flow cycle lane | 🚲 | 🚲🚲🚲🚲 | 🚲🚲🚲🚲🚲 |
| Wide kerb side lane | 🚲🚲 | 🚲🚲🚲 | 🚲🚲🚲🚲 |
| Sealed shoulder | 🚲🚲 | 🚲🚲🚲🚲🚲 | 🚲🚲🚲🚲🚲🚲 |
| Bus lane | 🚲 | 🚲🚲 | 🚲🚲🚲🚲 |
| Transit lane | 🚲 | 🚲🚲 | 🚲🚲🚲🚲 |
| Slow mixed traffic | 🚲🚲🚲 | 🚲🚲🚲🚲 | 🚲🚲🚲🚲🚲 |
| Paths | 🚲🚲🚲🚲🚲 | 🚲🚲🚲🚲 | 🚲🚲🚲 |

Legend: Benefit: 🚲 minimal benefit, 🚲🚲🚲 moderate benefit, 🚲🚲🚲🚲🚲 most benefit

*Table 6.1: Suitability of cycle facility option for different cyclist categories*

- Separated paths give the most benefits to more vulnerable people, e.g. children
- Whereas for more experienced cyclists, more benefits are achieved by on-road facilities

1. Kerbside cycle lane

2. Cycle lane next to parking

3. Contra-flow cycle lanes


4. Mixed traffic

- Typically less than 30 km/h,
- Wellington examples - Lower Cuba Street, Bond Street
- Can have an impacts on buses

**5. Separated Path**

- Need a lot of space
- Tawa path is a good example but it is not on busy roads

**6. Bus Measures**

- Option on left seen in Island Bay but cycle path at footpath level
- Option on left examples of it being done well in Seattle
- Option on right places cyclists and pedestrians into conflict (this is when passengers getting on/ off bus), e.g. Victoria Street, near misses
- From a bus viewpoint, the preferred option is not indented but to stop on the street and hold up the traffic behind

**Additional comments from Greater Wellington Regional Council (GWRC)**

Per GWRC and NZTA, 'when presented with the option of an indented, or boarder designed bus stop, the preference would be to go with the NZTA recommended boarder design. It should however be noted that a third option (kerbside) bus stop is available, and that when accessing the appropriate type of stop, all three options need to be reviewed.

Further points:

- Kerbside bus stops are considered a good all-rounder option. Ability to deliver parallel docking will be more variable due to on-street parking and kerb geometry. In response the size of bus stop area may be quite extensive, which could impact on frontage access/on-street parking
- Indented bus stops should be avoided unless a road safety or speed issue demands this layout be applied. It is the worst layout in terms of reliable access, parallel docking and where bus routes share a bus stop area. This type of bus stop is not recommended, but if required, it should be designed using maximum length tapers. For coaches the indented bus stop may be a good option in response to longer dwell times. However, again parallel docking must be achieved.
- The bus boarder is considered the best bus stop layout due to the ability for the bus to reliably and consistently dock in parallel, with little risk of parking conflict. This layout needs to be carefully applied though, as can create pinch-points which may be a hazard for passing traffic and cyclists. Not suitable at all for coaches due to longer dwell times

| | | Bus stop type | | |
|---|---|---|---|---|
| | | Kerbside | Indented | Boarder |
| Objectives | Minimise bus delay | | Bus unable to exit easily | Best |
| | Maximise ease of access | | Bus may stop in the road | Most reliable |
| | Dissuade/prevent parking | Looks like part of the kerb | Looks like a parking lay-by | Best |
| | Parallel bus docking | Variable | Bus unable to dock easily | Best |
| | Bus stop kerb priority | Modest | Strong | Strongest |
| | Maintain road safety | Some unsafe overtaking | Risk to bus users due to gap between bus and footpath | Most difficult for drivers to pass bus |
| Route types | Single bus route | | | |
| | Two or more single bus routes | | Compounded s-bend moves | |
| | Two or more tandem bus routes | | Can be difficult | |
| Bus type | Single bus | | Account for central bus doors | Best |
| | Articulated bus | | Difficult to account for rear doors | Best |
| | Double deck bus | | Account for central bus doors | Best |
| | Coach | | Suitable for long dwell times | Unsuitable for long dwell times |