

Miramar Connections Workshop 1

Notes

Meeting: Miramar Connections Working Group Workshop 1

Venue: ASB Sports Centre, Kilbirnie

Date: Wednesday, 5 April 2017

Time: 6.30 – 8.30 pm

The first workshop of the Miramar Connection Working Group was held from 6:30-8:30 pm on Wednesday 5 April 2017, at the ASB Sports Centre in Kilbirnie.

The attendees at the first workshop were:

Name	Organisation	Background/ Areas of interest
	-	Hobart Street resident (Miramar resident for 40 years) Young family
	-	Hobart Street resident Young family Representing other Hobart Street residents
	-	Ira Street resident Concerned about use of Ira Street as a rat run
	-	Beere Haven Road resident Cycle everywhere, whenever, wherever Interested in cycle promotion
	-	Sidmore Street resident & cyclist Young family Member of St Aidan's Church (Miramar)
Mike Mellor	Living Streets Aotearoa	Seatoun Heights resident (Miramar resident for 30 years) Concerned about focus given to walking
Ben Wilde	Cycle Aware Wellington	Totara Road resident Miramar mountain bike trails Family - older children
	Strathmore Park Progressive	
	Miramar BID	
Jessica Rattray	NZ Transport Agency	
Charles Agate	Greater Wellington RC	
Jan Noering	Wellington City Council	Project Manager, WCC
Ben Alexander	Wellington City Council	WCC
Sharleen Hannon	GHD	Project Designer
Eamonn Hyland	GHD	Project Designer

There was also one Wellington City Councillor in attendance:

- Councillor Chris Calvi-Freeman, Eastern Ward Councillor, Transport Strategy and Operations Portfolio Lead

Apologies were received from:

- Alastair Smith, with Ben Wilde attending for this meeting
- Mel Wallwork
- Guy Hartshorn
- Robin Boldarin
- Thomas Wurtzel
- Amy Kearse, NZ Transport Agency
- Tim Alexander

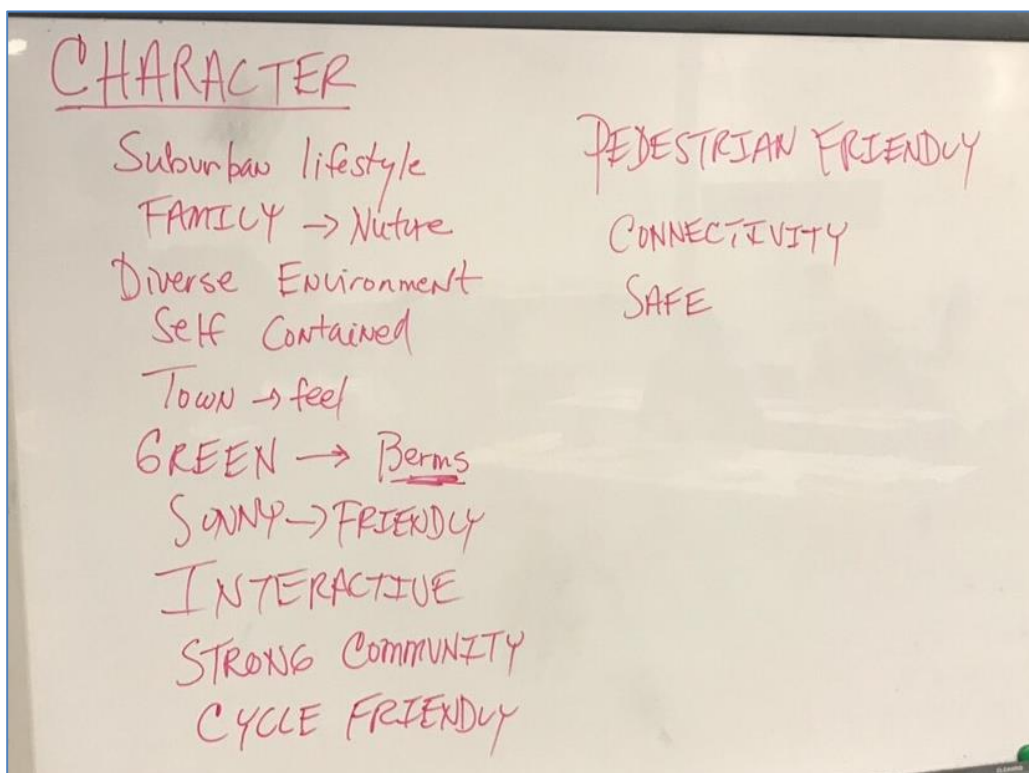
The discussions for the evening were broadly focussed around the following topics:

- What is the wider character of Miramar/ some of the positive things you see in Miramar?
- What are some of the Miramar-wide issues?
- What are the issues, constraints and opportunities you see from developing the four routes?

A summary of these discussions are set out below.

What is the wider character of Miramar?

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



The following points further expand on those noted in the image above (recorded during the workshop):

- Suburban lifestyle
- Good place to raise a family
- No major social problems, safe
- Diverse environment - beaches, cafes, cinema – and self-contained, like a small town
- Destination for people from outside Miramar due to beaches, cafes etc
- Really wide and green berms, some are tree-lined (Miramar Avenue and Park Road)
- Sunny
- Friendly/ interactive – people walk around and talk to each other
- Strong community feel
- Cycle-friendly – relatively flat
- Pedestrian-friendly

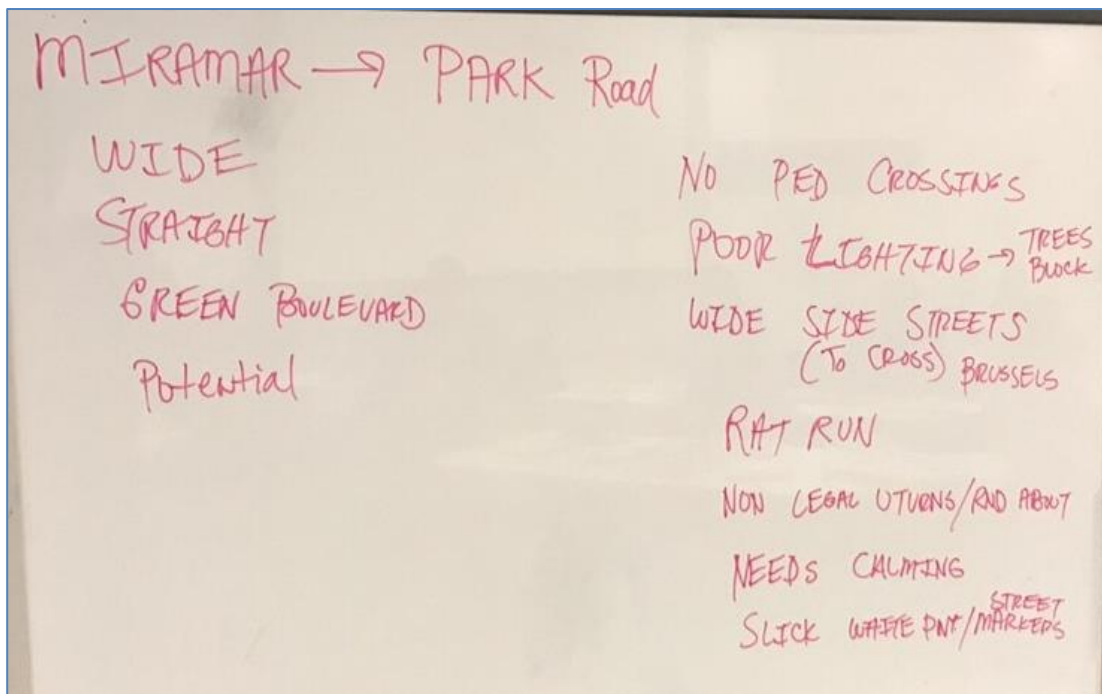
What are some of the Miramar-wide issues?

The following points capture the thoughts of the Working Group to the above question, as well as those highlighted at the Open Day:

- People come to Miramar for work (film industry and commercial kitchens)
- Weta Workshop parking spill over
- White painted road markings can be slippery, particularly when wet and when covered in pohutukawa flowers
- High speeds and crashes and the link between these
A suggestion for a Miramar-wide posted speed limit reduction was deemed to be outside the project scope
- All of the routes are also bus routes and interactions between cyclists and buses/ bus stops will need careful consideration, noting there will be changes to bus routes in 2018
- There are a significant number of residential driveways in Miramar, cars reversing out pose a possible issue

What are the issues, constraints and opportunities you see from developing Park Road?

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



The following points further expand on those noted in the image above (recorded during the workshop) and also include those highlighted at the Open Day and those identified in the Issues Paper.

Positives/ Opportunities

- Wide, straight road
- Green boulevard
- Potential for improvements
- Work with water infrastructure teams to identify planned improvement projects and to align work programmes

Issues/ Observations

- Lighting obscured by trees running down the roadside berms
- Brussels Street intersection very wide, no safe place for pedestrian to cross. Lots of vulnerable people including children (north of Miramar Central School) and elderly. Used by road users who bypass town centre
Supported by crash data - four crashes at this intersection in past five years, one was a cyclist
- Others side streets are also wide and difficult for pedestrians to cross
- Tauhinu Road and side roads used as 'rat-runs' by road users to avoid town centre congestion
Supported by Park Road traffic count data - more vehicles travelling southbound than northbound, suggesting alternative routes are used
- Road is too wide, high traffic speeds, needs calming

Supported by Park Road (at Rex Street) traffic count data - cars recorded travelling faster than 50 km/h speed limit, 85th percentile 55 km/h northbound and 57 km/h southbound

- Miramar Avenue roundabout - illegal U-turns and traffic can back up Park Road (choke point)
Five crashes at this intersection in past five years, one was an eight year old pedestrian
- There are safety concerns with cycling behind the angle parking at the southern end of Park Road
- Choke point at north end of Park Road
- Miramar Central School generates a high number of pedestrian, cyclist and vehicle movements at school start and finish times

Constraints

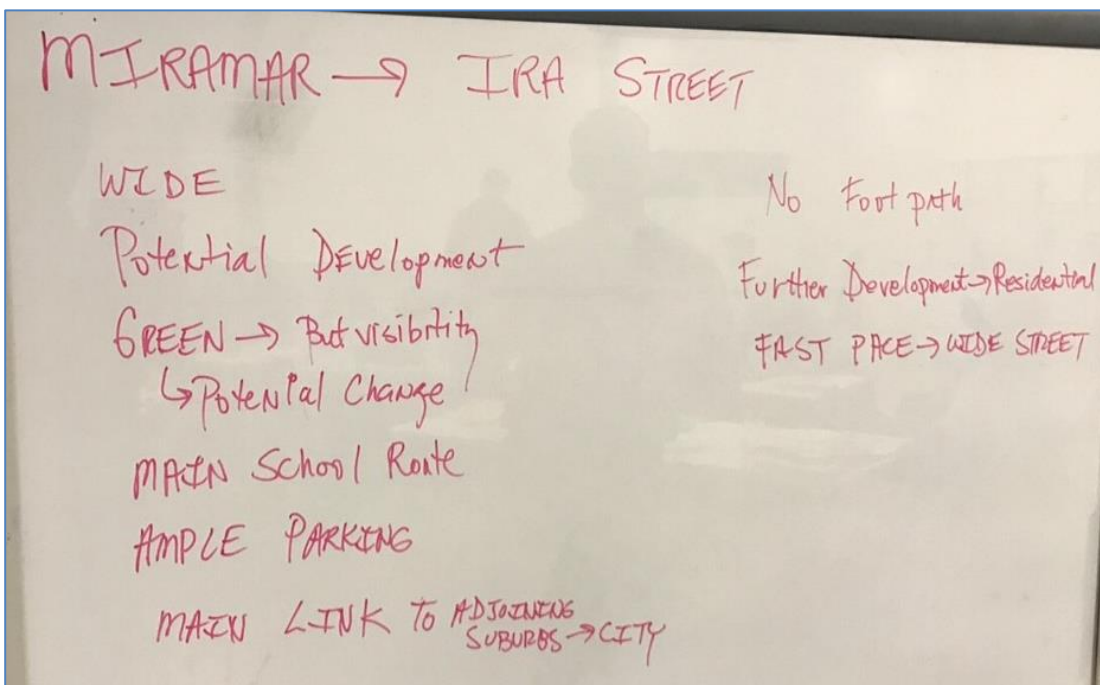
- None identified

Outside Scope/ Project Area

- The area north of the Miramar North Road roundabout where a number of commercial premises are located and the carriageway narrows to 11 metres
- Weta traffic around Revans, Camperdown, outside Miramar North School – no resident parking and dangerous for school children
- Improvements to Miramar Town Centre being progressed as a separate project

What are the issues, constraints and opportunities you see from developing Ira Street?

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



The following points further expand on those noted in the image above (recorded during the workshop) and also include those highlighted at the Open Day and those identified in the Issues Paper.

Positives/ Opportunities

- Wide street
- High availability of parking
- Green – wide berm, trees (but there is potential for change, not established trees)
- Strong visibility/ sight distance
- Main route for local school trips
- Key connector to Town Centre
- Holy Cross School is part of the Council's Bikes in Schools programme

Issues/ Observations

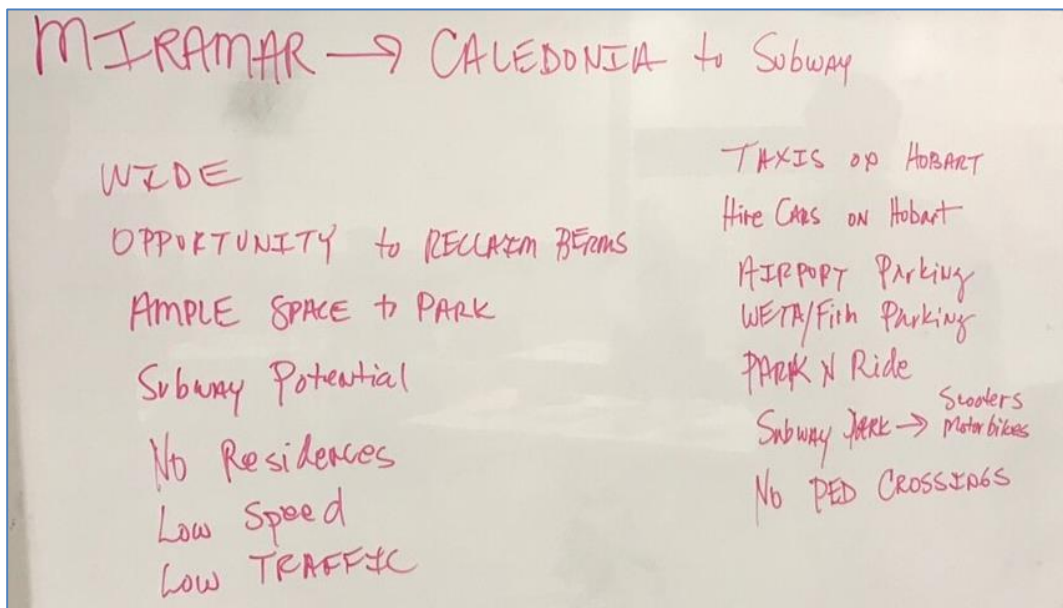
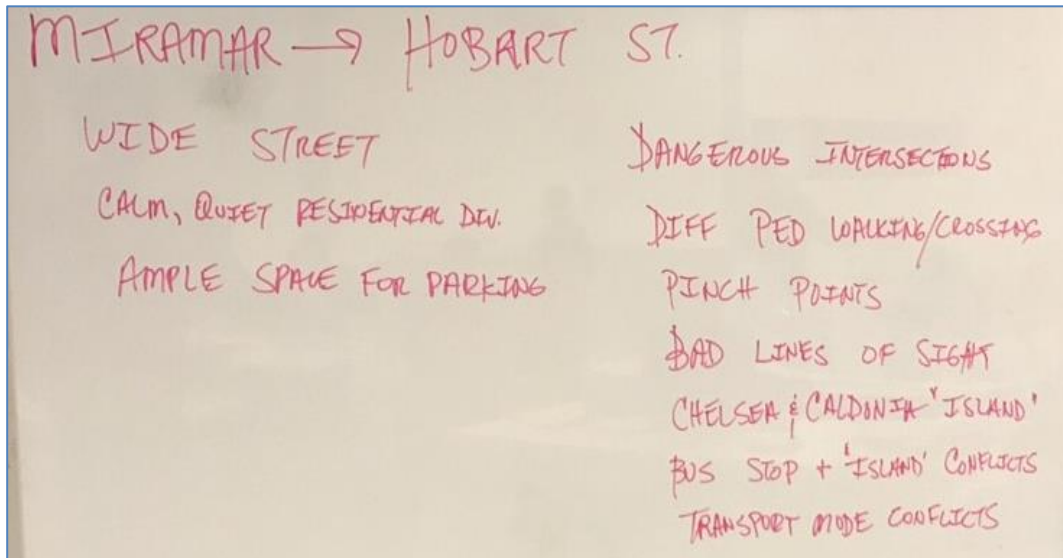
- Chelsea Street / Para Street / Miramar Avenue intersection
 - Poor visibility on certain approaches – from the community centre
 - High speeds through the intersection
 - Not clear who has priority
- Pedestrian crossing at intersection of Miramar Avenue and Ira Street doesn't feel safe to use due to visibility and kerb extensions reduce the width of the carriageway and create a pinch point for cyclists
- Speeding (used as a race track) and drivers don't notice the slight curve
Supported by Ira Street (at The Quadrant) traffic count data – cars recorded travelling faster than 50 km/h speed limit, 85th percentile 54 km/h northbound and 55 km/h southbound
- Road layout:
 - Narrow parking lanes - car wheels outside
 - East side - footpath only (south of 72) a retaining wall and no footpath (south of Otaki Street)
 - Encroachment – houses on north west side (numbers 60-86 Ira Street)
 - Wide berm on west side
 - Painted median and parking area not visually attractive
- Infill housing – no off-street parking
- Poor bus shelter, no bus shelter on other side
- High demand for parking – Miramar Avenue close to Town Centre

Constraints

- Residential development underway and planned for east-side where retaining wall is

What are the issues, constraints and opportunities you see from developing Hobart Street?

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



The following points further expand on those noted in the image above (recorded during the workshop) and also include those highlighted at the Open Day and those identified in the Issues Paper.

Positives/ Opportunities

- A really wide and safe road with good visibility
- Miro and Kedah Street have very low traffic volumes and speeds, no residences on one side and opportunity to reclaim berms
- Calm and quiet

- Plentiful parking provided
- Low speed and low traffic volume environment
- Airport subway has potential to be an even better connection
- Bus stop by shops on Caledonia Street will relocate to Hobart Street

Issues/ Observations

- Miramar Avenue intersection has visibility issues and buses currently mount the central island when manoeuvring, which can encourage other road users to do likewise

It was noted that with the new bus network buses will no longer cross Miramar Avenue

- Impacts on parking along route:

- Stone Street Studios filming
- Community uses - churches, social hall and bridge club - north end of Hobart Street
- Airport Motor Lodge
- Kiwi Cabs operations
- Airport parking issue

It was noted that the Council's Strategy Committee is discussing this issue over the coming weeks

- A lot of irregular parking on Miro street - parking on berms, footpaths etc
- Parking also used by people who 'park and ride'
- Chelsea Street / Wexford Road/ Hobart Street intersection needs improvements
 - Particularly when heading north on Hobart from Chelsea
 - Parking around intersection island obscures visibility for road users
- Caledonia St intersection - priority is east-west not north-south

Three crashes at this intersection in past five years, one was a fourteen year old cyclist
- Bus stops near intersections create pinch points, especially where turning bays are present
- Increase in number of buses along Hobart Street in 2018 as part of new network
- Airport Tunnel:
 - Not well lit
 - Personal safety concerns (and perceived safety so people don't use it)
 - Better signage to underpass needed
 - Drop kerb has been removed, not helpful for people using pushchairs
 - Occasionally used by scooters

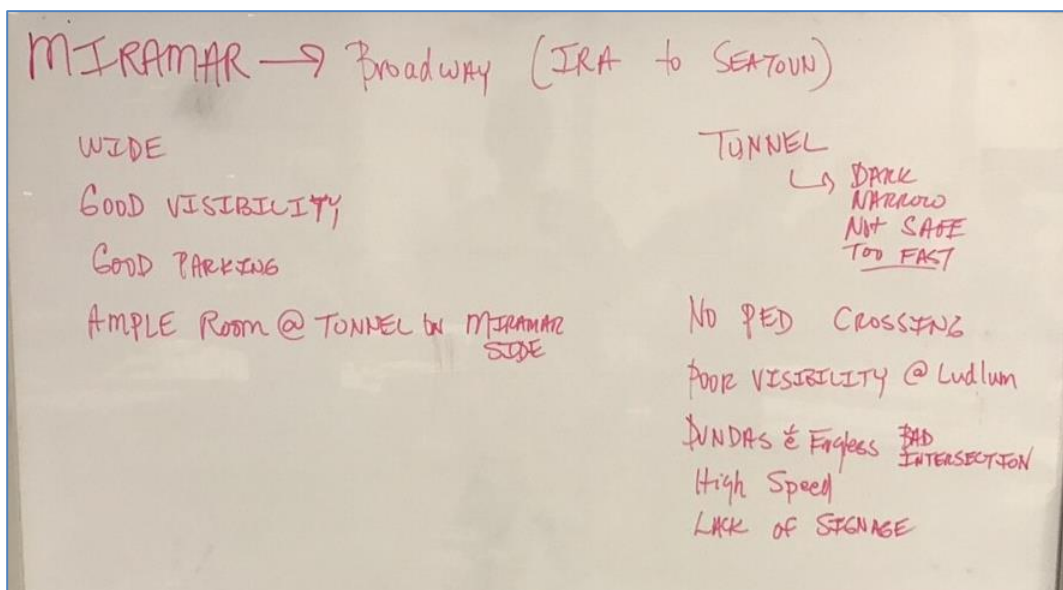
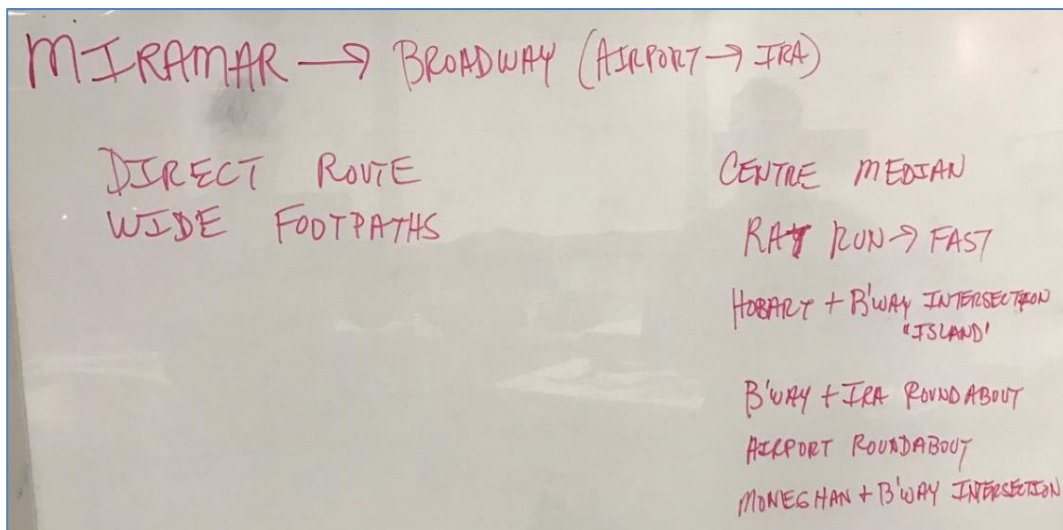
There have been discussions about this with NZ Police and no action is to be taken at present
- Pinch points traffic islands south of Miramar Avenue
- Miro Street footpath is narrow
- Can route be extended to include section of Hobart Street between Kedah Street and Broadway?
- General lack of pedestrian crossing facilities - none south of Caledonia Street

Constraints

- None identified

What are the issues, constraints and opportunities you see from developing Broadway?

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



The following points further expand on those noted in the image above (recorded during the workshop) and also include those highlighted at the Open Day and those identified in the Issues Paper.

Positives/ Opportunities

- Wide, straight road
- Wide footpaths
- Good visibility
- Good parking provision
- Great connector

- Direct route
- A good space on Strathmore Park side of Seatoun Tunnel to enable vehicles to pass cyclists they may have been held up behind through tunnel
- Kahurangi School and Scots College are part of the Council's Bikes in Schools programme
- In response to a petition for a pedestrian crossing on Strathmore Avenue just south of Broadway (being considered by the Strategy Committee on 13 April 2017), it has been suggested that the Strathmore Avenue/ Broadway roundabout could be replaced with a signalised intersection

Issues/ Observations

Broadway (Calabar Road to Seatoun Tunnel)

- Pinch points - between Calabar Road and Ira Street the traffic islands within the painted median, along with parked cars create pinch points for cyclists, not enough space for cars to overtake - as a result some people who cycle take an alternative route or cycle on the footpath along this section
- Potential for a cyclist to be hit by an opening car door along section between Calabar Road and Ira Street
- Residents park on south side of road instead of in driveways (avoid reversing into traffic)
- High demand for parking – airport end
- High traffic speeds

Supported by Broadway (at Monorgan Road) traffic count data - cars recorded travelling faster than 50 km/h speed limit, 85th percentile 54 km/h eastbound and 52 km/h westbound

- The path for westbound cyclists from Broadway to the Airport Tunnel is not clear
- Intersection with Hobart Street very confusing, have to turn twice if turning right from Broadway (from Seatoun)

Three crashes at this intersection in past five years, one was a sixteen year old pedestrian and one was a twelve year old cyclist

- Scots College generates a high number of pedestrian, cyclist and vehicle movements at school start and finish times
- Provide a link to Scots College down Monorgan Road
- Difficult for vehicles to turn right out of Morgan Road
- Design of roundabout at Ira Street doesn't slow traffic speeds

Five crashes at this intersection in past five years, including one 13 year old pedestrian and one cyclist

- The narrowing of the carriageway at the Strathmore shops reduces the carriageway width for cyclists, noting that a car was observed crossing the centreline to pass a cyclist at the narrowing

Seatoun Tunnel and Seatoun

- Seatoun Tunnel:
 - Traffic lanes are too narrow for cyclists and vehicles to share the road side by side
 - Existing footpath in the Seatoun Tunnel is only 1.1 metres wide and too narrow in its current form for a shared cycle and pedestrian path

- Difficult to access the footpath from Ludlam Street/ east side of Ferry Street
- Poor lighting
- Visibility is limited coming out of Ludlam Street
- Vehicles sometimes overtake cyclists inside of the tunnel (double yellow lines)
- High traffic speeds
- Dundas/ Inglis Street intersection:
 - High crash rate, 8 crashes in past 5 years including 3 cyclists
 - Green paint makes cyclists travel close to kerb so cars think they are turning left
 - Priority not clear
- St Anthony's School on Ludlam Street generates a high number of pedestrian, cyclist and vehicle movements at school start and finish times
- Generally, Seatoun intersections have large corner radii which encourages high speed movements
- Seatoun intersections do not seem to have a consistency of priority movements

Constraints

- Works in proximity to the heritage-designated Norfolk Island Pine tree at 411 Broadway would require consent if the cycleway route disturbed soil or requires the laying of impervious surfaces within the dripline of the tree
- Works in proximity to the Maori site in the road corridor at approximately 459 Broadway would require further investigations
- Ngati Toa and Taranaki iwi have advised that consultation should be undertaken with iwi on all proposed Miramar cycleway routes as there may be additional sites of significance to Maori not shown on the District Plan Maps, which could be affected by any proposed works.
- At Kauri Street intersection a lot of spray paint marks were observed - it is unknown if works are planned here that may affect any future designs or timing of works
- Future plans for Miramar South School land (Miro/ Kedah Streets)

Outside Scope/ Project Area

- Calabar Road intersection - taxis and other vehicles drive around the roundabout and this is leading to local congestion problems, it is understood this is due to roading layout changes and waiting restrictions within airport

Strathmore Park Progressive and Beautification Association planning to write to NZ Transport Agency about this and Councillor Free has undertaken to raise with WCC Officers