

Miramar Connections Workshop 5

Notes

Meeting: Miramar Connections Working Group Workshop 5

Venue: Evans Bay Yacht Club, Evans Bay Parade **Date:** Wednesday 19 July 2017

Time: 6.00 – 8.00 pm

The fifth workshop of the Miramar Connections Working Group was held from 6:00-8:00 pm on Wednesday 19 July 2017, at the Evans Bay Yacht Club on Evans Bay Parade. The attendees were:

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

Apologies were received from:

- David Williams
- Grant Petherick
- Eric Cartmell
- Thomas Wurtzel, Miramar BID
- Tim Alexander, Miramar BID – Weta Group
- Amy Kearse, NZ Transport Agency
- Simon Kennett, NZ Transport Agency

The purpose of the workshop:

- A. Summarise the process of how we got here
- B. Review designs of short listed options and suggest improvements
- C. Agree and confirm short listed options to take forward for community consultation
- D. Set out the next steps - where to from here?

Project Updates:

- **Airport parking** - P24hr has been approved by the Council and will be implemented by 1 Oct. Residents will be exempt and will be given one permit per household (to be reviewed after six months)
- **Miramar South School sale** – Ministry of Education did not make a declaration on 30 June 2017 as they had previously advised
- **Miramar Town Centre plans** – Plans presented and discussed by Jan showing Phase 1 between Shelly Bay Road and Tauhinu Road which is to be progressed via Traffic Resolution in the coming months and Phase 2 between Tauhinu Road and Park Road which required further funds to be identified
- **Bus stop and route changes** - Greater Wellington Regional Council contact is now Mark Edwards
- **Improvements to Airport Subway** - It was questioned whether the improvements suggested for the Airport Subway are being progressed as part of this project? The Project Team have been advised that this is a separate project being progressed by the Council and the Airport and the Working Group's suggestions have been passed on

Ben advised that the Council will keep the Working Group updated on these projects.

A. HOW WE GOT HERE

The Project Team summarised the process of how we have gotten to this point.

- A long long list was created and resulted in the identification of 29 options and 103 sub-options
- The long long list was sifted to identify options that did not meet the Council's cycling investment objective, the community objectives, requirements such as bus frequencies and delays for bus lanes or other factors such as community acceptance and the ability to fit within the existing road corridor (property boundary to property boundary)
- The remaining feasible options were further developed with consideration given to improvements to intersections and other areas of concern
- A multi-criteria assessment (MCA) of these options was undertaken
- The MCA was refined to twelve key criteria for presenting at the workshop
- The Long List for each route was assessed at Workshop 4 and a short listing exercise was undertaken

Short List of Options

No.	Description	Park Rd	Ira St	Hobart St	Broadway	Seatoun
1	One-way cycle lanes between kerb & parking	n/a	x	x	x	n/a
1A	One-way cycle lanes between kerb & parking, car door buffer zone	✓	✓	✓	✓	✓
2	One-way cycle lanes between parking & traffic lane	n/a	x	x	x	n/a
2A	One-way cycle lanes between parking & traffic lane, car door buffer zone	✓	✓	✓	✓	x
3	Two-way separated path between footpath & parking	✓	✓	x	✓	x
3A	Two-way separated path (Miro/ Kedah only)	n/a	n/a	✓	n/a	n/a
4	Mixed traffic, 30 km/h speed, sharrows	x	x	x	x	✓
4A	Mixed traffic, 30 km/h speed, sharrows (Miro/ Kedah only)	n/a	n/a	✓	n/a	n/a
5	Reduced speeds	x	x	x	x	n/a
6	Do Nothing	x	x	x	x	x
7	Northbound cycle lane between angle parking and kerb (within existing 30km/h zone only)	x	n/a	n/a	n/a	n/a

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B. REVIEW DESIGN OF SHORT LISTED OPTIONS AND SUGGEST IMPROVEMENTS

Hobart Street

The Project Team discussed the issues they had faced implementing Options 1A (one-way cycle lanes between kerb & parking, car door buffer zone) and 2A (one-way cycle lanes between parking & traffic lane, car door buffer zone) on Hobart Street, within the constraints given:

- No reductions to footpath width
- Trees retained
- No parking reduction (WCC just signalled intention to protect resident's parking in this area)
- 12m kerb to kerb south of Chelsea St

Accordingly, these two options have not been progressed.

The Project Team have given consideration to a 'Neighbourhood Greenway' or 'Mixed Traffic' option which is suitable for Hobart Street due to its lower volumes (2,750 p/day) however it would require lower speeds to be achieved (currently 50 km/h 85th percentile, noting that these may increase if there is a change of priority at Devonshire Road/ Caledonia Street). The difficulty in introducing physical measures to reduce speeds (see images below) is the impact these would have on buses. The Project Team advised this is still a work in progress and asked for any suggestions in relation to this.

Again it was questioned whether this is the right route and this is to be raised at a meeting with WCC and NZTA.



Neighbourhood greenway, Point England, Auckland



Patrick Street Slow Zone, Petone, Wellington

ACTIVITY

For each route, the Working Group was asked:

- Suggestions for improvements to options
- What have we missed?
- What is/ isn't good about this option?
- Should we take the option forward to consultation?

C. DISCUSSION: CONFIRM SHORT LISTED OPTIONS

The Working Group discussed and agreed the short list of options for each route, as shown in the table.

No.	Description	Park Rd	Ira St	Hobart St	Broadway	Seatoun
1	One-way cycle lanes between kerb & parking	n/a	x	x	x	n/a
1A	One-way cycle lanes between kerb & parking, car door buffer zone	✓	✓	x	✓	✓
2	One-way cycle lanes between parking & traffic lane	n/a	x	x	x	n/a
2A	One-way cycle lanes between parking & traffic lane, car door buffer zone	✓	x	x	✓	x
3	Two-way separated path between footpath & parking	x	✓	x	✓	x
3A	Two-way separated path (Miro/ Kedah only)	n/a	n/a	x	n/a	n/a
4	Mixed traffic, 30 km/h speed, sharrows	x	x	x	x	✓
4A	Mixed traffic, 30 km/h speed, sharrows (Miro/ Kedah only)	n/a	n/a	✓	n/a	n/a
5	Reduced speeds	x	x	x	x	n/a
6	Do Nothing	x	x	x	x	x
7	Northbound cycle lane between angle parking and kerb (within existing 30 km/h zone only)	x	n/a	n/a	n/a	n/a

Discussions:

- Park Road** – it was agreed that Option 3 (two-way separated path between footpath and parking) would not be taken forward to public consultation for the following reasons:
 - The number of driveways and side streets would significantly impact on the safety of cyclists
- Ira Street** – it was agreed that Option 2A (one-way cycle lanes between parking and traffic lane, car door buffer zone) would not be taken forward to public consultation for the following reasons:
 - The option is largely the same as the existing situation, offering little additional protection for cyclists, so will not increase the level of service and encourage the ‘interested but concerned’
 - The cost/ benefit doesn’t stack up as this option involves considerable kerb changes and therefore will have a high costs with little increased benefits for any road user
- Hobart Street** – it was agreed that Option 3A (two-way separated path - Miro/ Kedah only) would not be taken forward to public consultation for the following reasons:
 - The significant tree removal involving mature pohutukawa trees which also act as a sound barrier from airport noise for residents
 - High costs, especially when compared to Option 4A (Mixed traffic, 30 km/h speed, sharrows - Miro/ Kedah only)

- **Consistency of options** - it was noted that Option 2A (one-way cycle lanes between parking & traffic lane, car door buffer zone) had been taken forward on Park Road but was not supported on Ira Street. The group felt that it was a suitable option on Park Road because it is wider
- **Intersection improvements** – overall these were well supported across the routes, with minor improvements suggested
- **Pedestrian and cyclist segregation** – a comment was made that across all options there needed to be clear segregation between pedestrians and cyclists

NEXT STEPS

- The designs of the short listed options will be updated with the suggestions for improvements and these will be presented at the **Community Open Days on Wednesday 6 and Saturday 9 September at the ASB Sports Centre**
- Traffic Resolutions on preferred option for each route in mid-November (4 week community consultation process)
- Councillors will make final decision in March 2018
- Detailed design and construction follows