

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Reference: TR 30 – 17

Location: Cobham Drive & Miramar Avenue - Kilbirnie & Miramar

Proposal: Cycle Path, P180, No Stopping at All Times and Shared Path

Information: The Cobham Drive active transport improvements are being proposed to make it safer and more convenient for people on bikes and those on foot to get around. The corridor provides a critical connection from the Miramar Peninsula to the Wellington CBD and Kilbirnie area.

Wellington City Council typically receives several complaints a year regarding the shared pathway along Cobham Drive. Normally these reports involve people on bikes and pedestrians coming into conflict. In order to address this it is proposed that a separate cycle path and footpath are created along the entire length of Cobham Drive from the Evans Bay Parade intersection to Shelly Bay Road. The plans also look to provide improved crossing infrastructure for people on bikes at the signalised Evans Bay Parade intersection. The Shelly Bay Road intersection will be addressed through a separate project and consultation.

Along the seawall area between the Calabar Road intersection and Miramar Avenue, the proposal would reduce the number of on-street car parks by 10. The maximum number of parkers (both on- and off-street) recorded in the area during the parking survey was 23 during the week and 28 on the weekend. This demand included 18 vehicles parked both during the week and on the weekend which may indicate these vehicles are for sale given the long duration. The proposal includes 19 car parks with a P180 limit to ensure availability for people wanting to access the area for recreation purposes rather than sale of vehicles.

Near the Troy Street roundabout, the proposal looks to reduce the large gravel parking area. The maximum number of parkers recorded in the area during the parking survey was three during the week and two on the weekend. The proposal includes five car parks with a P180 limit to ensure availability for people wanting to access the area for recreation purposes. This includes relocation of the parking area to remove conflict points with people on foot.

As part of this project it is also proposed to provide significant urban design enhancements to the area. This will include improved access to the Meridian wind sculptures and other added amenities along the pathway to improve user experiences.

Council engineers recommend this Traffic Resolution to proceed as this will provide a substantially improved level of service for people on bikes

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and on foot, as well as amenity for users with only a small impact on existing parking use and vegetation.

If the proposed legal changes are approved, further work to develop the urban design and detail of the separate pathways will start in May.

Key dates:

- | | |
|---|--------------|
| 1) Advertisement in The Dominion Post newspaper. | 7 March 2017 |
| 2) Feedback period closes. | 4 April 2017 |
| 3) If no objections received, report sent to the City Strategy Committee for approval. | 4 May 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

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Legal Description:

Delete from Schedule A (Time Limited), Schedule B (Class Restricted), Schedule C (Direction), Schedule D (No Stopping), Schedule G (Give Way & Stop), Schedule H (Pedestrian Crossings), and Schedule I (Cycle Lanes) of the Traffic Restrictions Schedules

Column One	Column Two	Column Three
Cobham Drive	<i>Bus Stop – At All Times</i>	<i>North side, commencing 218.5 metres north of its intersection with Troy Street and extending in an easterly direction following the northern kerbline for 12 metres.</i>
Cobham Drive	<i>Bus Stop – At All Times</i>	<i>South side, commencing 292 metres south of its intersection with Calabar Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>
Cobham Drive	<i>Bus Stop – At All Times</i>	<i>West side, commencing 471 metres south of its intersection with Miramar Avenue and extending in a southerly direction following the western kerbline for 12 metres.</i>
Cobham Drive	<i>Combined Cycle and Pedestrian Track</i>	<i>North side, commencing from its intersection with Evans Bay Parade and extending in an easterly direction to its intersection with Maupuia Road.</i>
Cobham Drive	<i>P180</i>	<i>West side, commencing 173 metres north of its intersection with the Calabar Road roundabout at Cobham Drive and extending in a northerly direction following the western kerbline for 60 metres.</i>
Cobham Drive	<i>No Stopping – At All Times</i>	<i>East side, commencing at its intersection with Miramar Avenue and extending in a southerly direction following the eastern kerbline for 105 metres.</i>

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Cobham Drive	<i>No Stopping – At All Times</i>	<i>West side, commencing 140 m south of its intersection with Shelly Bay Road and extending in a southerly direction for 10 metres</i>
Cobham Drive	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with the Calabar Road roundabout at Cobham Drive and extending in a northerly direction following the western kerbline for 130 metres</i>

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	<i>Cycle Path (Two Way) - At all times</i>	<i>North side, commencing at its intersection with Evans Bay Parade (Grid coordinates x= 1750311.4m y= 5425015.4m) and extending in an easterly direction to its intersection with Shelly Bay Road.</i>
Miramar Avenue	<i>Shared Path - At all times</i>	<i>North side, commencing at its intersection with Shelly Bay Road (Grid coordinates x=1751630.9m & y=5424737.8m) and extending in an easterly direction for 96 metres.</i>

Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	<i>P180 – At all times</i>	<i>West side, commencing 58 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751570.9 & y=5424730.8m) and extending in a southerly direction following the western kerbline for 54</i>

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		<i>metres.</i>
Cobham Drive	<i>P180 – At all times</i>	<i>West side, commencing 122 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751535.7m & y=5424672.7m) and extending in a southerly direction following the western kerbline for 60 metres.</i>
Cobham Drive	<i>P180 – At all times</i>	<i>Area on the north side of Cobham Drive, commencing 975 metres east of its intersection with Evans Bay Parade (Grid coordinates x= 1750311.4m y= 5425015.4m), and extending in an easterly direction following the Northern kerbline for 40 metres (Grid coordinates x=1751118.4m y= 5424473.4m). The area then extends perpendicular in a northward direction for 17 metres (Grid coordinates x= 1751075.9 m y= 5424483.1m and Grid coordinates x= 1751115.2m y= 5424490.0m).</i>

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	<i>No stopping at all times</i>	<i>North side, commencing at its intersection with Evans Bay Parade, (Grid coordinates x= 1750311.4m y= 5425015.4m) and extending in an easterly direction following the northern kerbline for 1448 metres.</i>
Cobham Drive	<i>No stopping at all times</i>	<i>North side, commencing at its intersection with Shelly Bay Road, (Grid coordinates x=1751624.3m & y=5424740.3m) and</i>

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Cobham Drive	<i>No stopping at all times</i>	<i>extending in a westerly direction following the northern kerbline for 58 metres. West side, commencing 112 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751540.9m & y=5424681.5m) and extending in a southerly direction following the western kerbline for 10 metres.</i>
Cobham Drive	<i>No stopping at all times</i>	<i>South side, commencing at its intersection with Evans Bay Parade, (Grid coordinates x=1750308.0m & y=5424992.6m) and extending in an easterly direction following the southern kerbline for 1076 metres.</i>
Cobham Drive	<i>No stopping at all times</i>	<i>South side, commencing at its intersection with Shelly Bay Road, (Grid coordinates x= 1751847.3m, y= 5432099.4m) and extending in an southerly direction following the eastern kerbline for 661 metres.</i>

Prepared By: **Brett McPhedran**

(Transport Development Engineer)

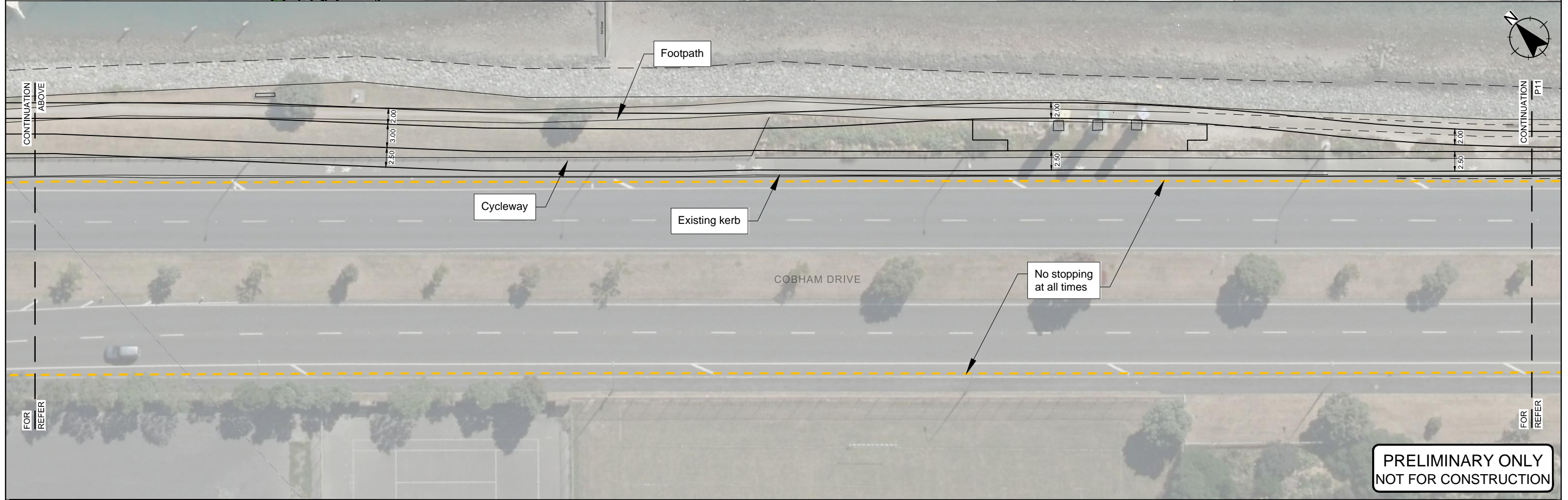
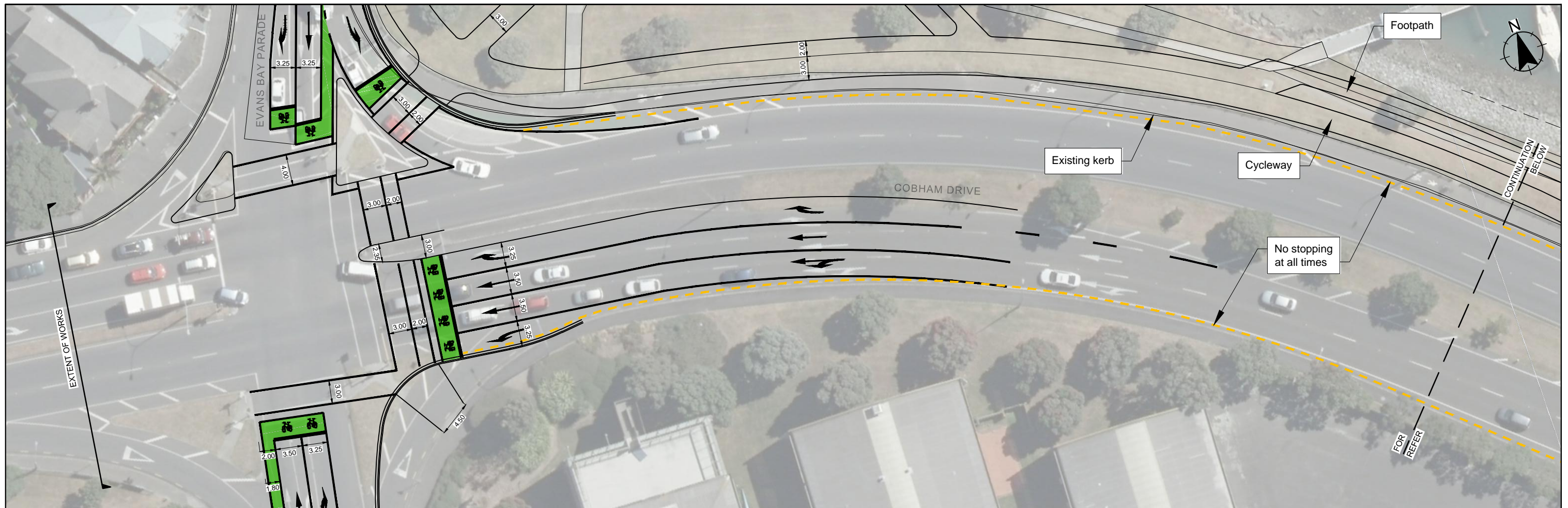
Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 20/2/17

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	B Amended design	SAW	23/02/17	Designed	SAW	12/16
	A Amended design	SAW	21/02/17	Drawn	JK	02/17
	Revision	App	Date	Approved	SAW	21/02/17
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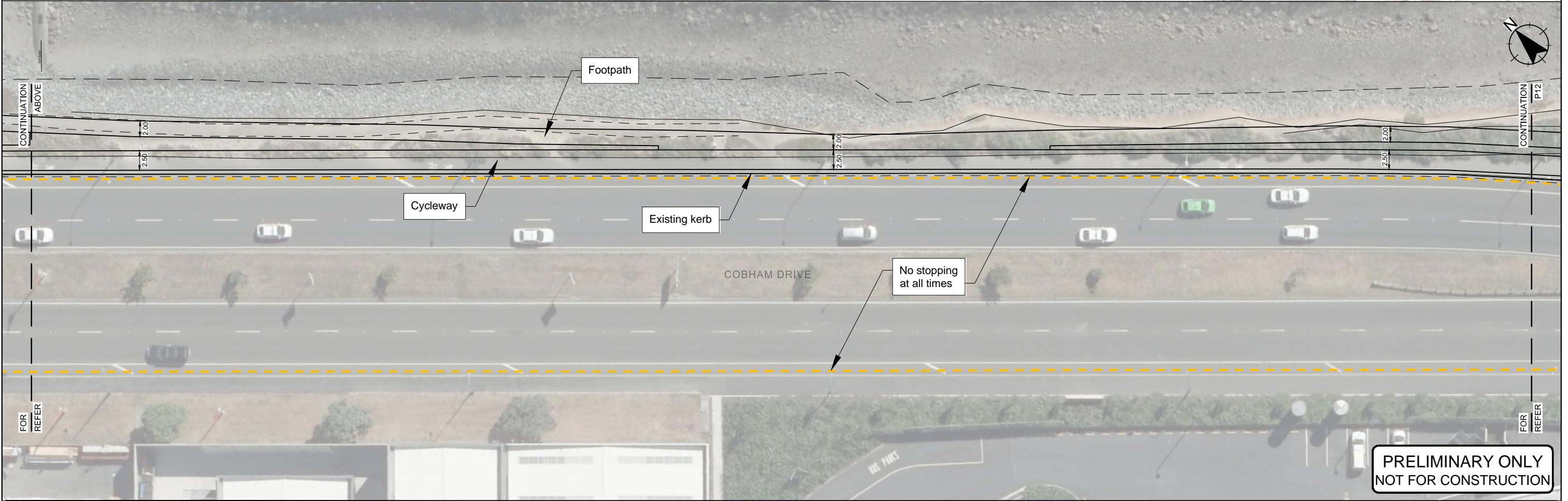
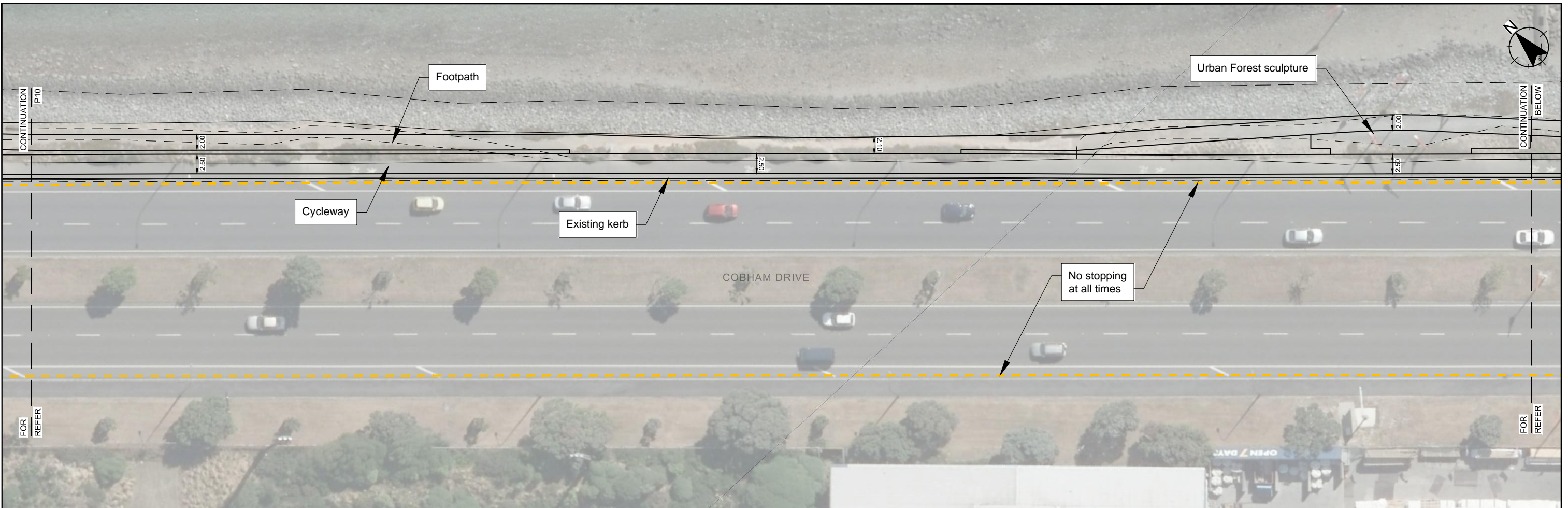
Project Title
Bay Connections - Cobham Drive

Sheet Title
Concept Layout
Sheet 1

Level 13
Kordia House
109-125 Willis Street
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Project No	Sheet	Revision
709549.001	P10	B



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		App	Date	Approved	SAW	21/02/17
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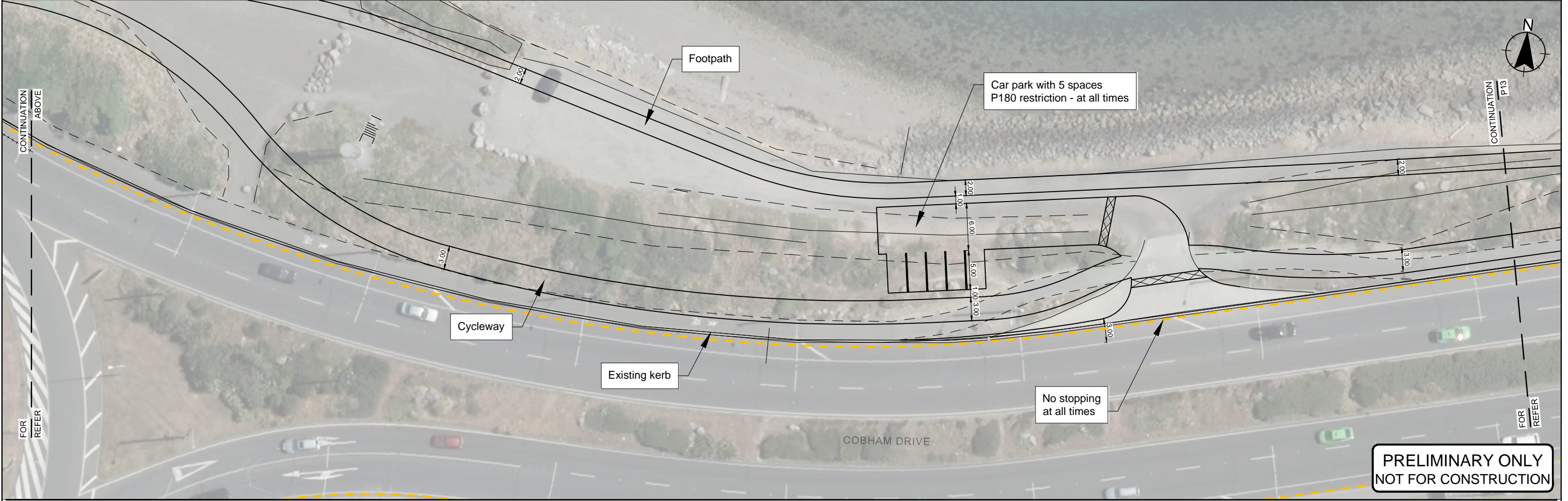
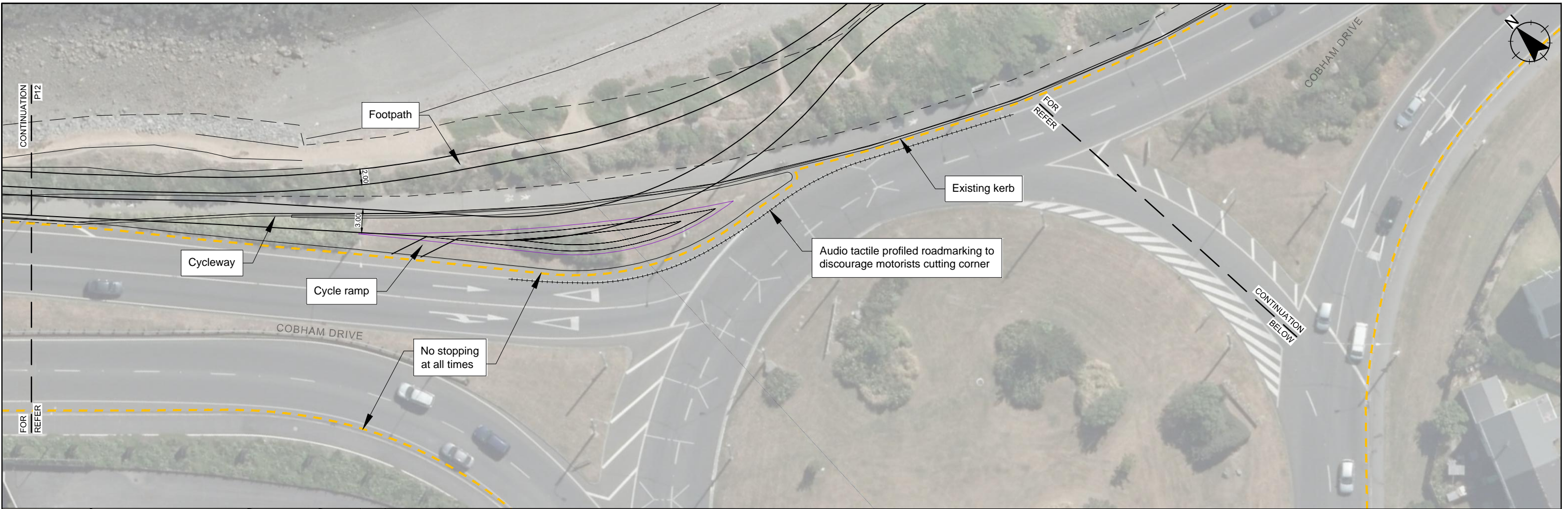
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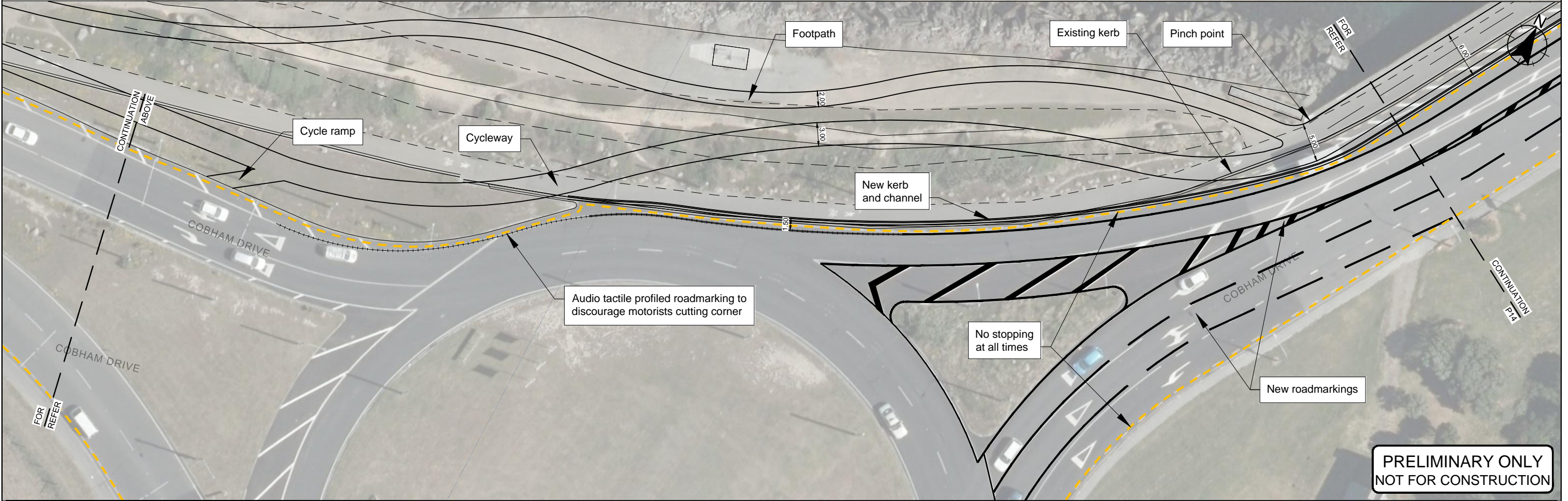
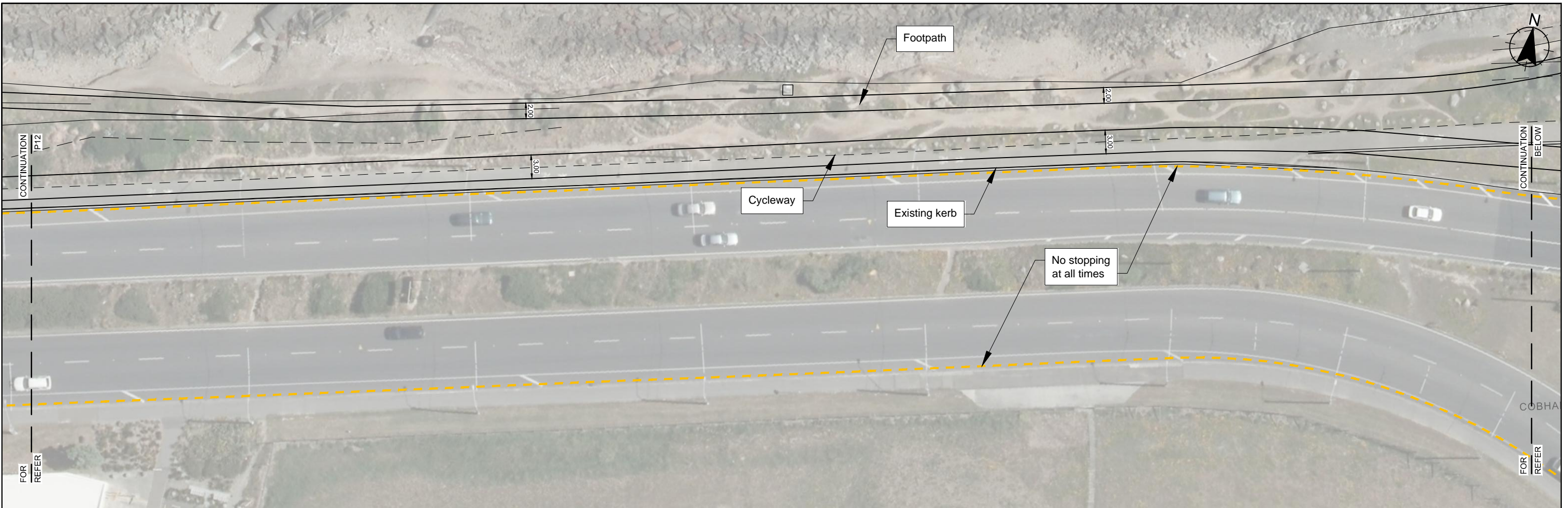
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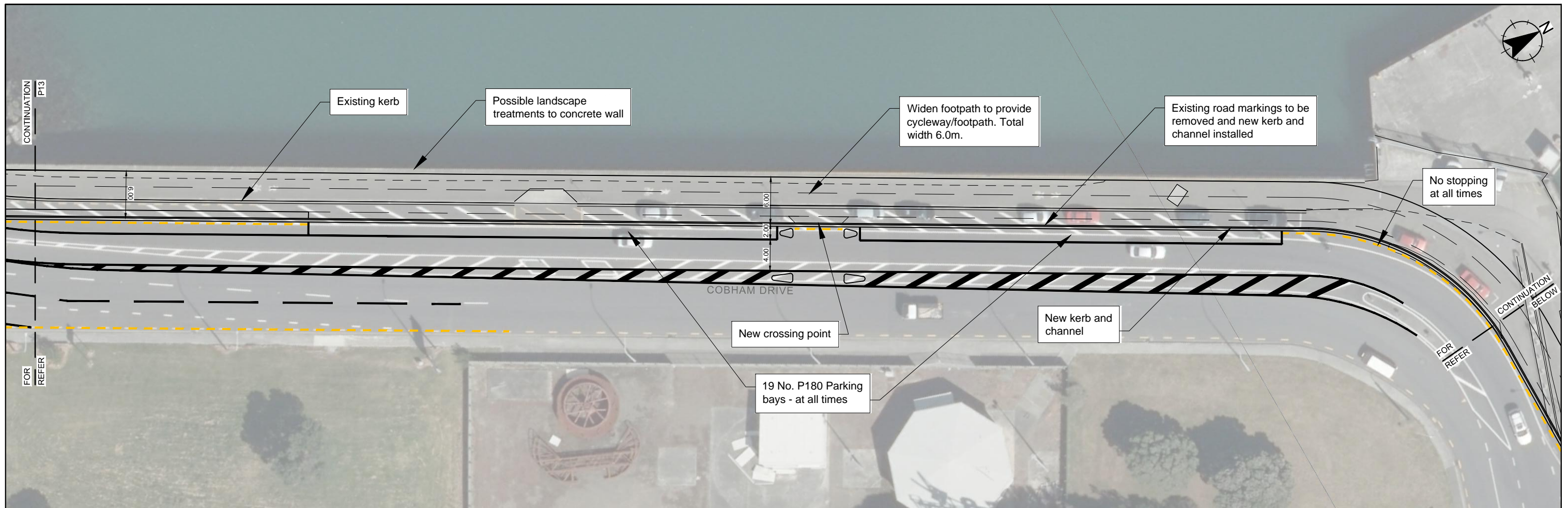
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 Sheet 4

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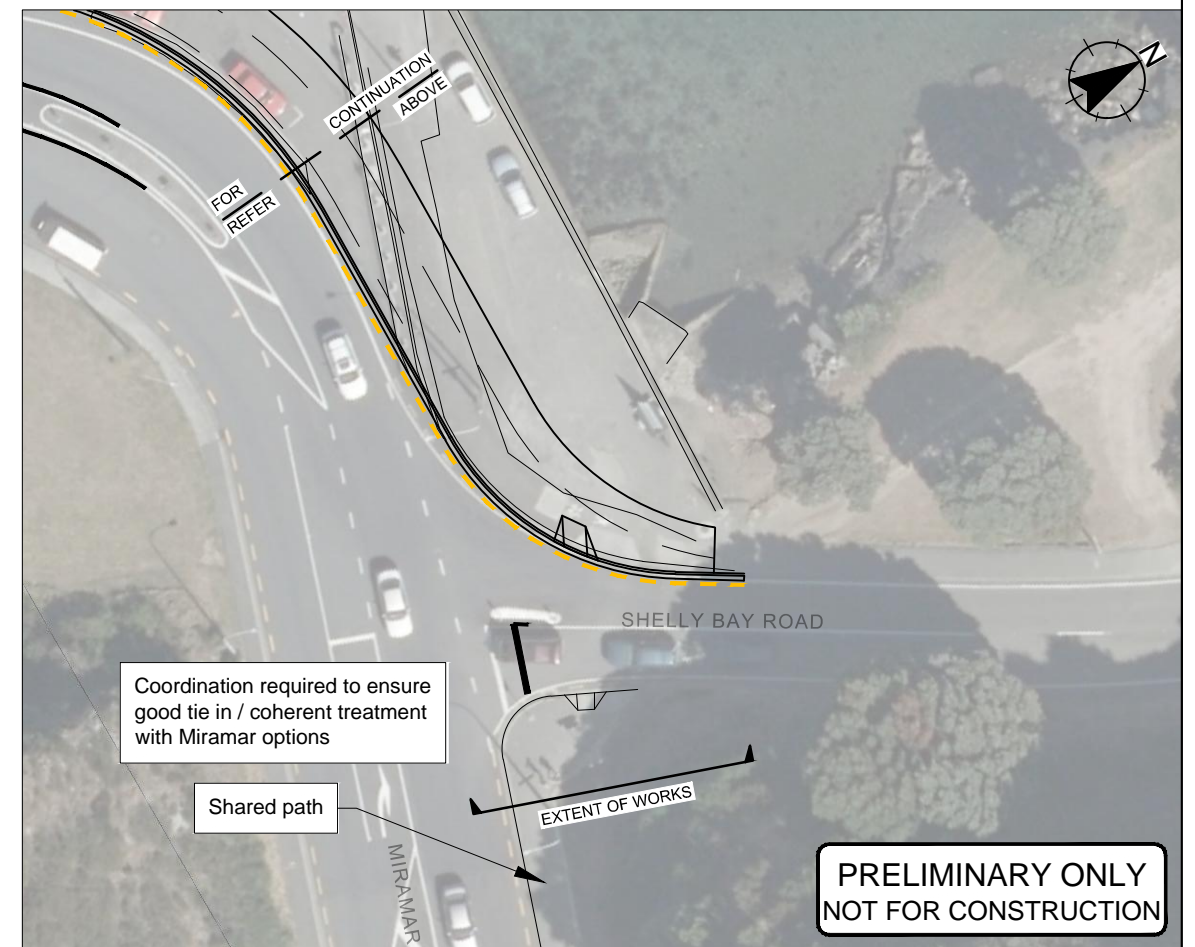
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Project No	Sheet	Revision
709549.001	P13	B



SITE OVERVIEW

1:4000 @ A1
1:8000 @ A3



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	C Amended design	SAW	23/02/17	Surveyed	OPUS	01/07
	B Amended design	SAW	21/02/17	Designed	SAW	12/16
	A Amended design	SAW	15/02/17	Drawn	JK	02/17
	Revision	App	Date	Reviewed	SAW	15/02/17
		App	Date	Approved	SAW	15/02/17

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Project Title
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Project No: 709549.001 Sheet: P14 Revision: C

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		App	Date	Approved	SAW	15/02/17

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Project Title
Bay Connections - Cobham Drive

Sheet Title
**Concept Layout
 Evans Bay Parade Intersection**

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