

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 118 – 17
- Location:** Miramar Avenue, between Shelly Bay Road and Tauhinu Road
- Proposal:** Cycle path and associated parking changes
- Information:** Background

Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long Term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.

Proposal in this Traffic Resolution report

The Council has been working with Enterprise Miramar Peninsula since 2016 on ways of improving Miramar Avenue as part of furthering economic development for Miramar. Their working group held a series of workshops to identify the issues and come up with a short list of options for discussion with the wider community. After the review and approval of the final four options (A, B, C and D), their working group agreed that the development of Miramar Avenue should be staged. Phase 1 focuses on the section between Shelly Bay Road and Tauhinu Road. It proposes an off-road bike path on the northern side of Miramar Avenue between Shelly Bay Road and Tauhinu Road, and installing traffic signals at the Tauhinu Road/Miramar Avenue intersection with provision for people on bikes to cross. Concepts for phase 2 (between Tauhinu Road and Park Road) have been developed but require further consideration.

This report seeks approval to add an off-road two-way cycle path on the northern side of Miramar Avenue between Shelly Bay Road and Tauhinu Road, and to relocate the existing bus stops in this section of road.

Below is a list of changes we are proposing:

- A 3.0m wide off-road two-way cycle path to be installed on the northern side of Miramar Avenue between Shelly Bay Road and Tauhinu Road.
- A 2.0m wide footpath to be installed on both sides of Miramar

PROPOSED TRAFFIC RESOLUTION

Avenue between Shelly Bay Road and Tauhinu Road.

- The two bus stops between Maupuia Road and Tauhinu Road will be modified to allow traffic signals to be installed at the Miramar Avenue/Tauhinu Road intersection.
- The existing northbound bus stop at the bottom of Maupuia Road will be relocated further north past the proposed pedestrian and cycle crossing facilities.
- The existing “No Stopping At All Times” (NSAAT) no parking lines on the eastern side of Maupuia Road will be extended from the Miramar Avenue intersection to the existing southbound bus stop. This will enable the safe operation of the relocated northbound bus stop.
- 5 metres of “No Stopping At All Times” (NSAAT) no parking lines will be installed on the eastern side of Tauhinu Road to allow the signalisation of the Miramar Avenue/ Tauhinu Road intersection.
- There are no car parking spaces on Miramar Avenue between Shelly Bay Road and Portsmouth Road and there will continue to be no car parking spaces.

Key Dates:

- | | |
|--|------------------|
| 1) Advertisement in The Dominion Post newspaper | 4 September 2017 |
| 2) Feedback period closes | 2 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

| Column One | Column Two | Column Three |
|-----------------------|-------------------------------|--|
| Miramar Avenue | <i>Bus Stop, at all times</i> | <i>North side, commencing 19 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerbline for 10 metres.</i> |
| Miramar Avenue | <i>Bus Stop, at all times</i> | <i>South side, commencing 14 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline for 12 metres.</i> |
| Maupuia Road | <i>Bus Stop, at all times</i> | <i>West side, commencing 6 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 12 metres.</i> |
| Maupuia Road | <i>Bus Stop, at all times</i> | <i>East side, commencing 47 metres east of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerbline for 12 metres.</i> |

PROPOSED TRAFFIC RESOLUTION

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

| Column One | Column Two | Column Three |
|-----------------------|----------------------------------|---|
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>North side, commencing from its intersection with Maupuia Road and extending in an easterly direction following the northern kerbline for 19 metres.</i> |
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline for 10.5 metres.</i> |
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>South side, commencing at its intersection with Tauhinu Road and extending in a westerly direction following the southern kerbline for 19.5 metres</i> |
| Tauhinu Road | <i>No Stopping, at all times</i> | <i>East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerbline for 11 metres.</i> |
| Maupuia Road | <i>No Stopping, at all times</i> | <i>East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerbline for 31 metres.</i> |
| Maupuia Road | <i>No Stopping, at all times</i> | <i>West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 6 metres.</i> |
| Maupuia Road | <i>No Stopping, at all times</i> | <i>West side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the western kerbline for 29.5 metres.</i> |

PROPOSED TRAFFIC RESOLUTION

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

| Column One | Column Two | Column Three |
|------------------------------|-------------------------------|--|
| <i>Miramar Avenue</i> | <i>Bus Stop, at all times</i> | <i>North side, commencing 20.5 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerbline for 15 metres.</i> |
| <i>Miramar Avenue</i> | <i>Bus Stop, at all times</i> | <i>South side, commencing 20 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline for 15 metres.</i> |
| <i>Maupuia Road</i> | <i>Bus Stop, at all times</i> | <i>West side, commencing 18 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 16 metres.</i> |
| <i>Maupuia Road</i> | <i>Bus Stop, at all times</i> | <i>East side, commencing 47 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerbline for 12 metres.</i> |

PROPOSED TRAFFIC RESOLUTION

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

| Column One | Column Two | Column Three |
|-----------------------|----------------------------------|---|
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>North side, commencing from its intersection with Maupuia Road and extending in an easterly direction following the northern kerbline for 20.5 metres.</i> |
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>North side, commencing from its intersection with Tauhinu Road and extending in a westerly direction following the northern kerbline for 19.5 metres.</i> |
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline for 20 metres.</i> |
| Miramar Avenue | <i>No Stopping, at all times</i> | <i>South side, commencing 35 metres from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline to its intersection with Cobham Drive.</i> |
| Tauhinu Road | <i>No Stopping, at all times</i> | <i>East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerbline for 16 metres.</i> |
| Maupuia Road | <i>No Stopping, at all times</i> | <i>East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerbline for 47 metres.</i> |

PROPOSED TRAFFIC RESOLUTION

Column One

Column Two

Column Three

Maupuia Road

No Stopping, at all times

West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 18 metres.

Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Miramar Avenue

Cycle path (Two-way)

Westbound and Eastbound, north side, between Tauhinu Road and Shelly Bay Road.

PROPOSED TRAFFIC RESOLUTION

Prepared By: Daniel Cairncross

(Principal Transport Engineer)

Approved By: Paul Barker

(Planning Manager Network Improvement)

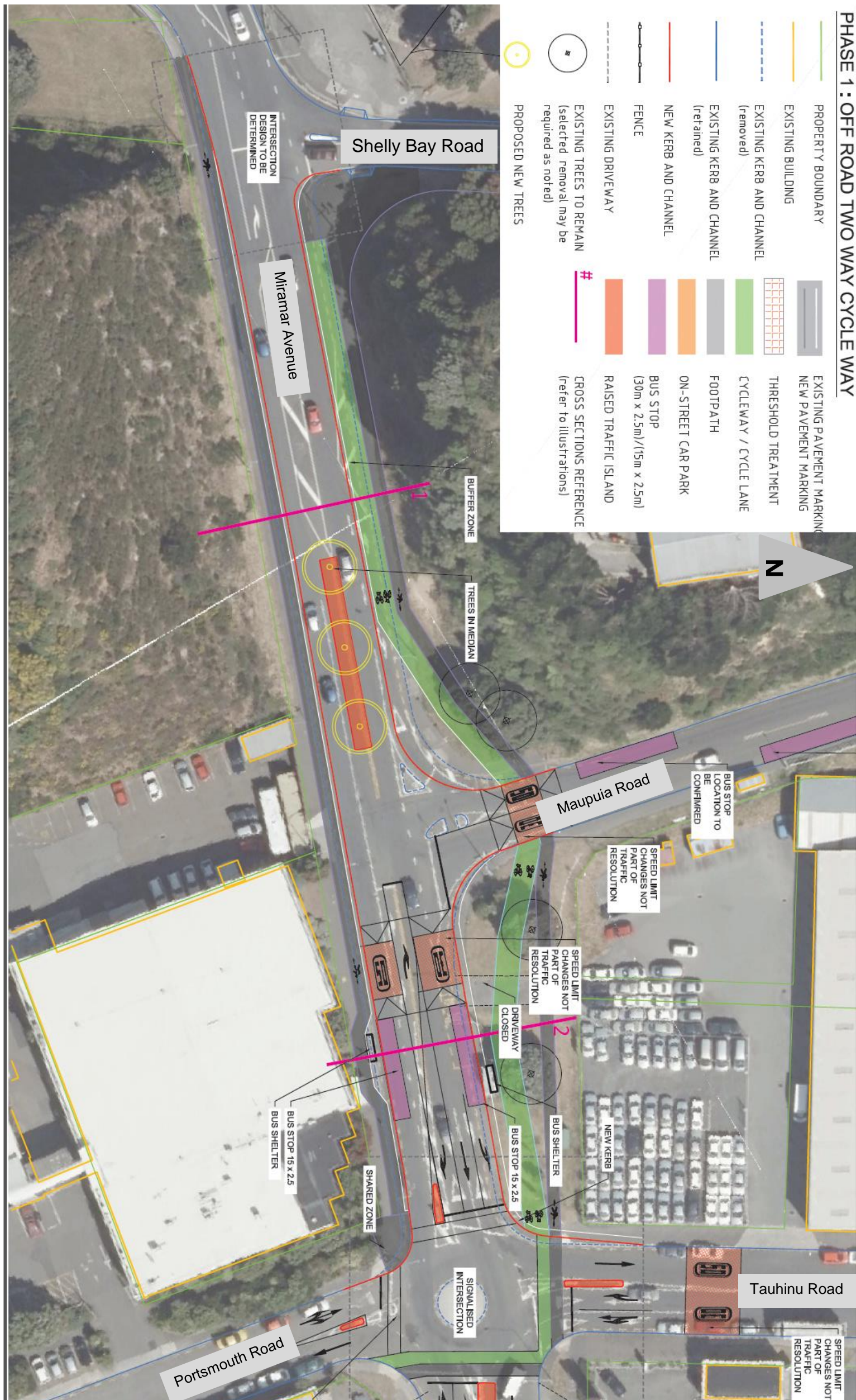
Date: 31/8/2017

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PROPOSED TRAFFIC RESOLUTION

Appendix A - Traffic Resolution Plan



Appendix B – Artist Impression



Option D - View 1

JACOBS

Absolutely Positively
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Me Heke Ki Pōneke

Isthmus.

pg 13

Miramar Cycleway - July 2017
Urban and Landscape Design Preliminary Concept

DRAFT

FEEDBACK RECEIVED

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