

27 September 2017

Freepost 2199  
Miramar Avenue (proposed traffic resolution TR 118-17)  
Wellington City Council  
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**Re: Miramar Avenue (proposed traffic resolution TR 118-17)**

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

1. The Architectural Centre opposes TR 118-17. If the following points were addressed then we could support the cycleway.
2. The proposal is to build a two-way cycleway from Portsmouth Road predominantly along the northern side of Miramar Avenue.
3. There are significant issues for this proposal, including the lack of:
  - (a) viable intersection designs
  - (b) infrastructure (road markings etc) to facilitate the return of cyclists to the relevant position on the road beyond the cycleway
  - (c) infrastructure to facilitate cyclists accessing the cycleway
4. More specifically:
  - (a) the proposal needs to be extended, from its current conclusion at the corner of Miramar Avenue and Shelly Bay Road, across to the corner of Cobham Dr and Shelly Bay Road in order to link it to the recreational routes around the harbour. This is particularly important given the rationale for this cyclepath is to encourage less confident riders. We note that the consultation documentation refers to consideration of this "as part of the potential Shelly Bay Road/Miramar Avenue/Cobham Drive intersection upgrade," but we consider that omitting this vital part of the route, and leaving it to a later stage, which may or may not happen, to be irresponsible.
  - (b) in addition to the need for an extension to the Cobham Dr/Shelly Bay Rd cnr, there is no indication of how the proposal will facilitate the following road cyclists to access the proposed cycleway. Those:
    - i. riding north up Portsmouth Road
    - ii. riding west down Miramar Avenue (is it intended that they turn right across westward Miramar Avenue traffic?)
    - iii. riding south down Tauhinu Rd (is there a dropped curve along the footpath to facilitate them joining the cyclepath?)



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- (c) the rationale for the raised portion of Miramar Avenue (east of the Maupuia Road intersection) is not apparent. Any value in traffic calming at this point seems to be justified in only the eastward direction, and having this size bumper bar across the road may cause problems for buses.
- (d) Wellington's recent efforts in cycleway design (Victoria Street and Island Bay) have not been successful. This has been particularly brought home by the recent collision between a pedestrian and cyclist on the Island Bay cycleway (reported on Wednesday 20 September) resulting in facial surgery for the pedestrian and a broken shoulder and injured hip for the cyclist,<sup>1</sup> and we consider these problems to be largely due to using cycleways designed for different contexts, and cheapening of the original design.



Miramar Avenue/Portsmouth Road/Tauhinu Road intersection

- (e) We are concerned that similar tendencies are being seen in this design; the Miramar Avenue/Portsmouth Road/Tauhinu Road intersection being a poor cousin to intersection design in the Netherlands, which are usually held up as best practice. We strongly encourage the council not to be so cheap and to implement the adopted design in full - rather than the half-hearted attempt in the TR 118-17.

<sup>1</sup> Stewart, Matt "injured pedestrian hit by cyclist on Island Bay cycleway speaks out *Dominion Post* (20 September 2017) <https://www.stuff.co.nz/dominion-post/capital-life/96950445/injured-pedestrian-hit-by-cyclist-on-island-bay-cycleway-speaks-out>



Intersection design in the Netherlands



Intersection design in the Netherlands



Intersection design in the Netherlands

- (f) finally, many commuter cyclists may prefer riding on the road rather than a cycleway competing with slower novice cyclists. Signs to

explicitly permit this option need to signal to drivers that cyclists retain the right to ride on the road if they prefer this.

Thank you for this opportunity to comment on the proposed Miramar Avenue cycleway. If you have any questions please do not hesitate to contact us.

Yours faithfully



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