

Reference: TR 42 – 15

Location: Miro Street - Miramar

Proposal: Cycle lanes

Information: Wellington City Council (WCC) is working to make walking and cycling safer and more convenient.

The tunnel located underneath the runway of Wellington Airport between Miro Street and Coutts Street is currently used by 200-300 people a day on bikes. It is a key link between the eastern suburbs (such as Miramar, Seatoun, Kilbirnie, and Strathmore) as well as wider access to the central area through the suburb of Kilbirnie.

With the recent opening of the Leonie Gill shared pathway, a safer, non-motorised alternative route to Coutts St has been provided to pedestrians and people on bikes who wish to get across Kilbirnie. Cycle and pedestrian activity in the area including through the airport tunnel is expected to increase.

Officers therefore propose to re-arrange some existing road space to create a new two way cycle facility between Broadway and the tunnel. The proposal will separate the different modes which will help improve safety and encourage further use.

The work involves moving back carparks near 7&9 Miro Street to create space for a two-way cycle lane between the footpath and the parking spaces. This will require converting the current 19 perpendicular parking spaces into 17 angle spaces. These spaces have been observed to be predominantly people who are attempting to access the airport but do not wish to pay for parking. The airport has available parking to accommodate these users but they would have to pay.

Five on-street parking spaces outside 335 & 337 Broadway need to be removed to provide adequate space for the two-way cycle lane to connect to the crossing at Broadway. Again these five parks have been observed to be airport users wishing to not pay for parking. The parking spots in front of the current residences will remain.

Officers recommend the traffic resolution proceed as effective movement and safety should have priority over airport parking.

Net parking loss: 7 spaces

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

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Legal Description:

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

Miro Street

Cycle lane

West side, commencing at the intersection with Broadway (Grid coordinates $x=1751468.5m$, $y=5423539.2m$), extending in a northerly direction following the western kerbline for 123.2 metres and terminating 206.0 metres south of its intersection with Kedah Street (Grid coordinates $x=1751499.8m$ $y=5423814.3m$).

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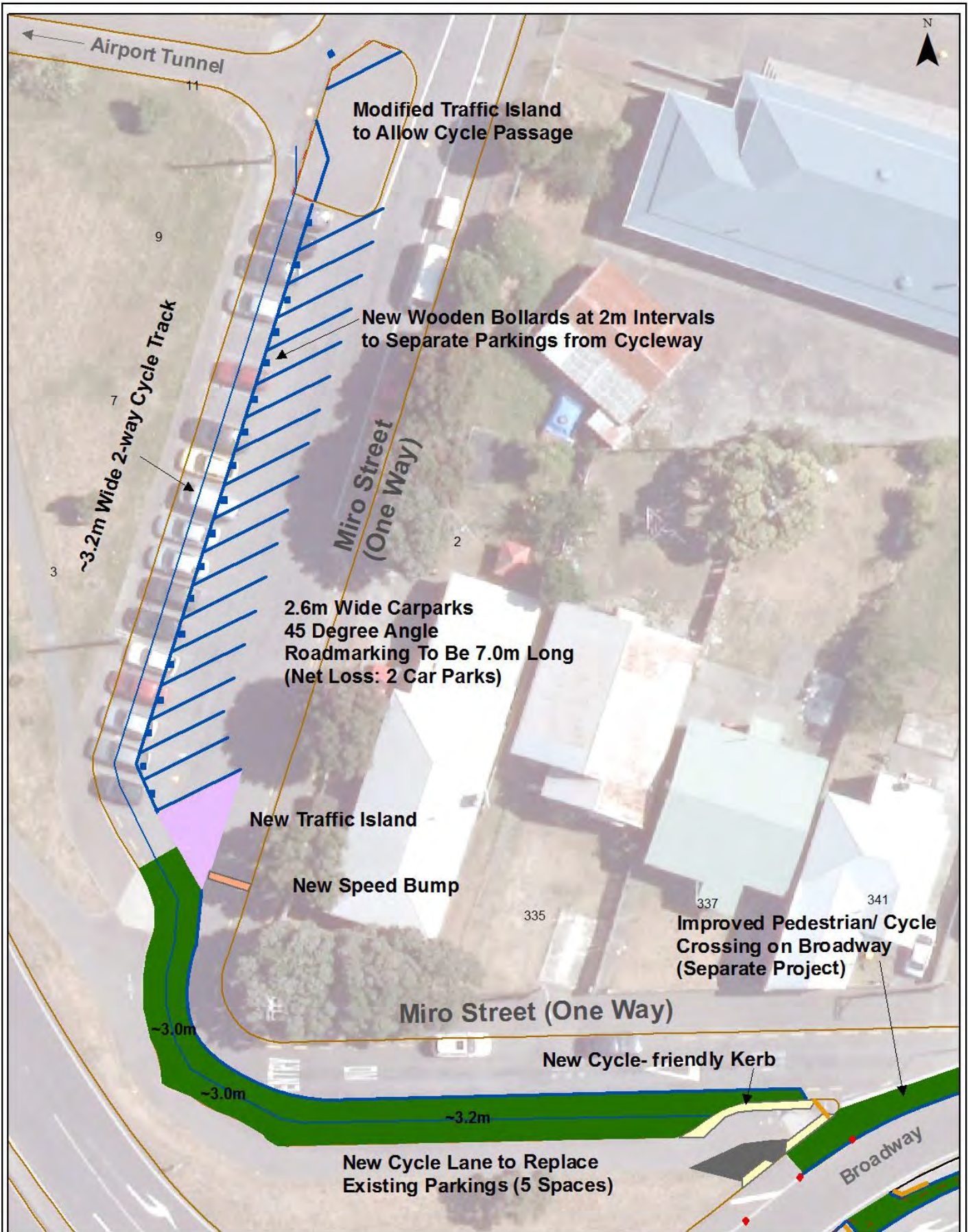
Prepared By: David Huang (Cycling Projects Engineer)

Approved By: Steve Spence (Chief Transport Planner)

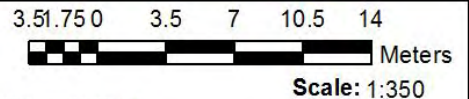
Date:

WCC Contact:

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**MIRO STREET, MIRAMAR
PROPOSED TRAFFIC RESOLUTION, TR 42 -15**



Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: huang2d
DATE: 5/05/2015
REFERENCE:

**Absolutely Positively
Wellington City Council**
Mc Hete Ki Pōneke