*Suburban Centres Cycle Network Planning*

# Miramar Blueprint

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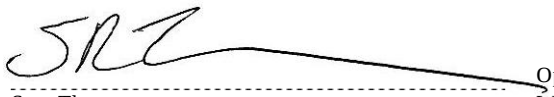
Prepared By



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Senior Transportation Engineer

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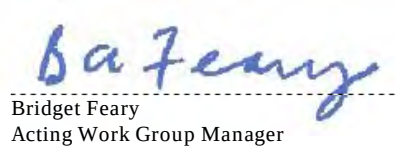

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# Contents

# 1 Introduction

Opus International Consultants Ltd was commissioned by Wellington City Council to prepare a Cycle Network Blueprint for the Miramar Suburban Centre.

## 1.1 Project Objective

The objective of this project was to create a suburban cycle network blueprint for Miramar by engaging with key stakeholders and the local community to identify key routes for development in the long term. It should be acknowledged that this report is a snapshot in time and will be subject to change as demands and land-use patterns change.

## 1.2 Report Content

This report documents the outcomes of the Miramar Suburban Centre Cycle Network Blueprint project and includes the following information:

- Engagement – a high level summary of the engagement undertaken.
- The Blueprint – a description of and justification for the identified potential routes.
- Priorities – a prioritisation of the potential routes.
- Summary – a summary of the outcomes of the project.

## 1.3 Project Area

The project area is shown in Figure 1 below.

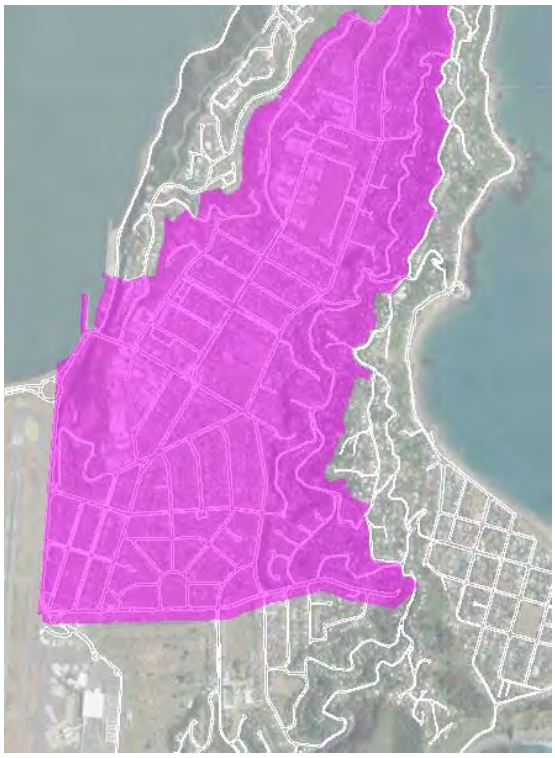


**Figure 1: Study Area**

# 2 Engagement

Community engagement was carried out by Opus International Consultants Ltd on behalf of Wellington City Council regarding cycle network planning for the Kilbirnie and Miramar suburban areas. The aims of the engagement were to:

- Seek public feedback on priorities and views on developing any new cycle facilities.
- Engage with key stakeholders in order to understand current needs and expectations of the future.
- Provide feedback on the benefits and issues of potential upgrades to feed into the overall evaluation.

Engagement methods used included:

- Initial design workshop with Wellington City Council.
- Face-to-face meetings and workshops with stakeholder and community groups.
- Two public open days, held within the two suburban neighbourhoods.

Using interactive media, feedback from both the open days and the community workshops was captured on large maps of the area, and provided directly to the design team. Discussions held at these meetings and open day events raised some key themes, such as:

- The need for increased safety (and feelings of safety) by physical separation from vehicles.
- Better clarity of the rights of cyclists to use different routes (i.e. shared paths, cycle lanes, and off-road routes).
- The Miramar cutting and Broadway Road were mentioned several times at different events as key areas on the existing network that needed improvements.

Attendees at the open days, and to some extent at community meetings/workshops tended to be people who were already active recreational or commuter cyclists, and people who already had strong opinions about the value of cycling and active transport.

A comprehensive report on the community engagement has been prepared titled *Community Engagement Feedback: Miramar Suburban Centre Cycle Network Planning.*

# 3 Identified Potential Cycle Improvements

The following potential cycle routes identified by the community form the network Blueprint for Miramar. The overall Blueprint and the existing typical cross sections along each of these routes are shown in Appendix A. The colour of each route is just to distinguish between routes.


**Figure 2: Cycle Network Blueprint**

## 3.1 Route A

### Description

Weka Street, Camperdown Road and Park Road.

### Reason for Selection

Key north-south spine connecting northern and central Miramar with the town centre and arterial routes into the city. Connects to bottom of Mountain Bike Park, provides access to industrial / film areas, provides access to school and park.

### Alternative Routes Considered

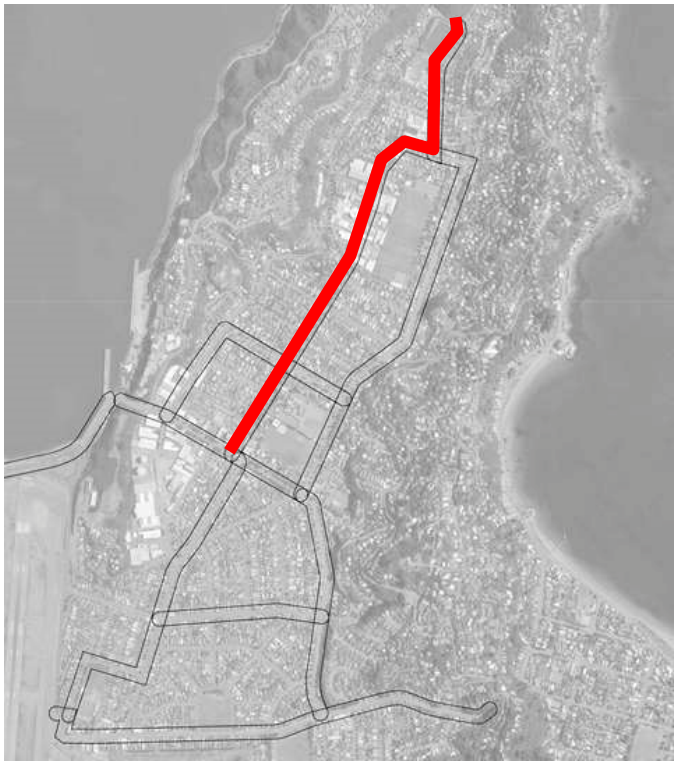
Route B (Para Street) – both included.

### Target Audience

School, Recreational and Commuter Cyclists.

### Potential Impact on corridor

Removal of painted median, reduction in road width and reduction in grassed berm.



### Traffic Volumes / Cycle Crash History

1,000 – 7,000 vpd/ three recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.2 Route B

### Description

Camperdown Road, Darlington Road and Para Street.

### Reason for Selection

Key north-south spine connecting the western hills / Seatoun Heights with the Miramar town centre and key routes into the city. Also provides access to schools and recreational areas.

### Alternative Routes Considered

Route A – both included.

### Target Audience

School, Recreational and Commuter Cyclists.

### Potential Impact on corridor

Removal of painted median, reduction in road width and reduction in grassed berm.

### Traffic Volumes / Cycle Crash History

2,000 – 7,000 vpd/ three recorded cycle crashes between 2004 and 2013(refer Appendix C).

## 3.3 Route C

### Description

Tauhinu Street and Brussels Street.

### Reason for Selection

Provides a bypass of the Miramar Town Centre and connects to north-south arterial routes.

### Alternative Routes Considered

Rotherham Terrace – not selected as would increase duplication of north-south routes. Rotherham Terrace would require back tracking to connect to Awa Road.

### Target Audience

Commuter Cyclists.

### Potential Impact on corridor

Reduction in road width and reduction in grassed berm.

### Traffic Volumes / Cycle Crash History

1,100 – 5,000 vpd/ six recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.4 Route D

### Description

Miramar Avenue.

### Reason for Selection

Connects to one of two key routes into city, collects five north-south routes. Provides access to town centre and community facilities.

### Alternative Routes Considered

None.

### Target Audience

School, Recreational and Commuter Cyclists.

### Potential Impact on corridor

Removal of painted median, reduction in road width and reduction in grassed berm.

### Traffic Volumes / Cycle Crash History

9,000 – 20,000 vpd/ 12 recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.5 Route E

### Description

Hobart Street, Kedah Street and Miro Street.

### Reason for Selection

Key north-south route connecting Miramar with Airport Underpass and access to Kilbirnie and the city. Would provide priority through many intersections.

### Alternative Routes Considered

- Chelsea Street – not chosen as less direct.
- South end of Hobart Street – not chosen due to busy intersection with Broadway.
- Kauri Street – could be considered at next stage of design.

### Target Audience

School and Commuter Cyclists.

### Potential Impact on corridor

Reduction in road width and reduction in grassed berm.

### Traffic Volumes / Cycle Crash History

300 – 3,000 vpd/ three recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.6 Route F

### Description

Ira Street.

### Reason for Selection

To provide a connected network and access for south east Miramar.

### Alternative Routes Considered

None.

### Target Audience

School, Recreational and Commuter Cyclists.

### Potential Impact on corridor

Removal of painted median / reduction in grassed berm.

### Traffic Volumes / Cycle Crash History

5,000 – 6,000 vpd/ four recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.7 Route G

### Description

Devonshire Road.

### Reason for Selection

To provide a connected network and access for southern Miramar.

### Alternative Routes Considered

Strathavon Road / The Quadrant – not chosen as less connectivity.

### Target Audience

School and Commuter Cyclists.

### Potential Impact on corridor

Reduction in road width / berm.

### Traffic Volumes / Cycle Crash History

2,000 – 5,000 vpd/ two recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.8 Route H

### Description

Broadway to Airport Underpass.

### Reason for Selection

Key east-west connection to Kilbirnie and the City in the east and Miramar South, Strathmore and Seatoun in the west. Safety issues identified. Provides access to schools and recreational areas.

### Alternative Routes Considered

None.

### Target Audience

School, Recreational and Commuter Cyclists.

### Potential Impact on corridor

Removal of planted median / reduction in road width. Potential parking impact.

### Traffic Volumes / Cycle Crash History

6,000 – 12,000 vpd/ six recorded cycle crashes between 2004 and 2013 (refer Appendix C).

## 3.9 Improvement Types

The following improvement types may be considered for each of these routes:

- Shared Path
- On-Road Cycle Lanes
- Protected Cycle Lanes
- Improved Signs and Markings
- Slow zones.

# 4 Priorities

To assist Wellington City Council with sequencing and seeking funding the following prioritisation process has been identified.

## 4.1 Criteria

The following Criteria have been identified, and each route has been scored on a 10 point scale as shown in Table 1 below.

**Table 1: Priority Ranking Criteria**

| Criteria | Weighting | Comments |
|---|---|---|
| Existing Facility | 15% | 10 points if no existing facility, 0 points if existing facility. |
| Existing Demand | 15% | Subjective assessment of existing demand based on feedback and counts; 0 = low demand, 10 = high demand. |
| Safety Issues | 20% | Subjective assessment of current safety based on feedback and reported crash history; 0 = low risk, 10 = high risk. |
| Potential Demand | 15% | Subjective assessment of potential demand based on feedback and counts; 0 = low demand, 10 = high demand. |
| Buildability | 15% | Subjective assessment of buildability of potential improvements; 0 = complex, 10 = simple. |
| Community Impact | 20% | Subjective assessment of community impact (parking / loss of recreation space) of potential improvements; 0 = high, 10 = low. |

## 4.2 Ranking

The priority order of the routes identified in the blueprint are listed below with further detail shown in Appendix B.

1. Route H – Broadway
2. Route D – Miramar Avenue
3. Route C – Tauhinu Street & Brussels Street
4. Route B – Darlington Road & Para Street and Route E – Hobart Street to Airport Underpass
5. Route F - Ira Street
6. Route A – Park Road & Weka Street
7. Route G - Devonshire Road

# 5 Summary

This Cycle Network Blueprint for the Miramar Suburban Centre has identified a proposed prioritised network of routes for cycle improvements based on community engagement and network planning principles. This information will be used by the Council to select routes for the next stage of development. This will include further engagement, identification of specific improvements and effects.

# Appendix A – Cycle Network Blueprint

# Miramar

Commuter Route

Recreational Route

School Route

Transport Agency Responsibility

Great Harbour Way

## Route A

## Route B

## Route C

## Route D

## Route E

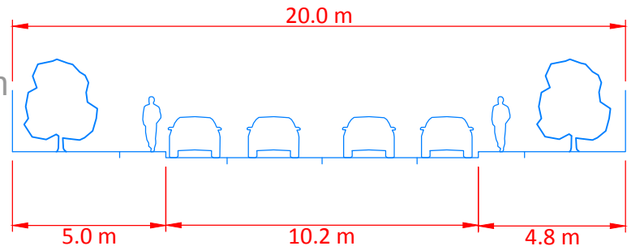
## Route F

## Route G

## Route H

DAVID FARRINGTON PARK
MIRIMAR NORTH SCHOOL
WETA WORKSHOPS
MIRAMAR CHRISTIAN SCHOOL
TENNIS COURTS
INDUSTRIAL AREA
MIRAMAR PARK
PARK ROAD
COBHAM DRIVE
MIRAMAR RETAIL AREA
30 KM/H
MIRAMAR POLICE
MIRAMAR CENTRAL SCHOOL
POLO GROUNDS
HOLY CROSS SCHOOL
CHELSEA STRET PLAY AREA
CHELSEA STREET
IRA STREET
DEVONSHIRE ROAD
MIRAMAR SOUTH SCHOOL (CLOSED)
CRAWFORD GREEN
BROADWAY
AIRPORT SUBWAY
MIRAMAR LINKS
SCOTS COLLEGE

Cross Section 1

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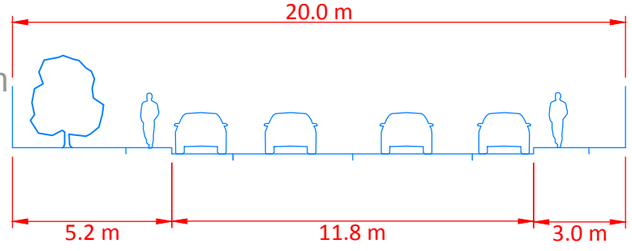


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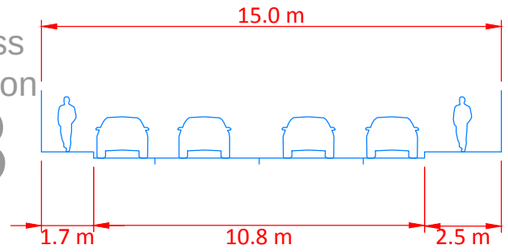


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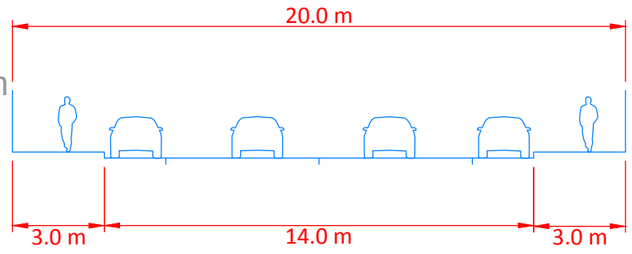


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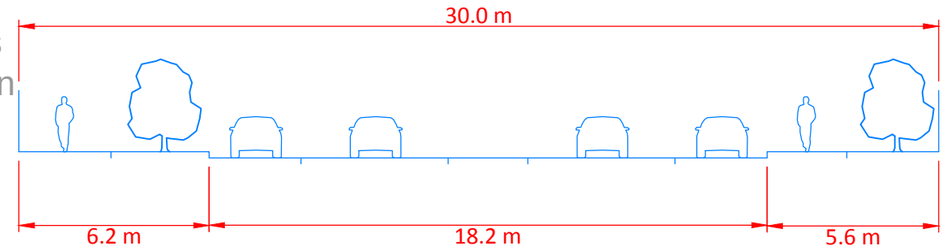


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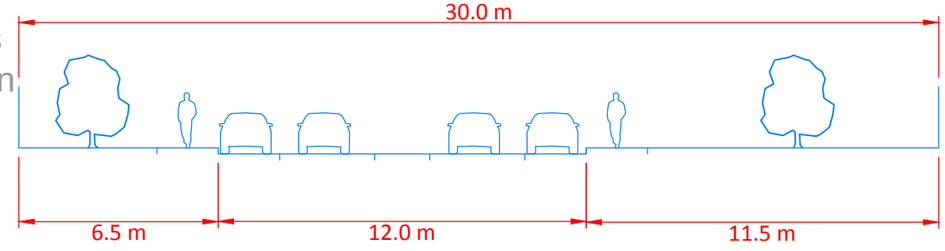


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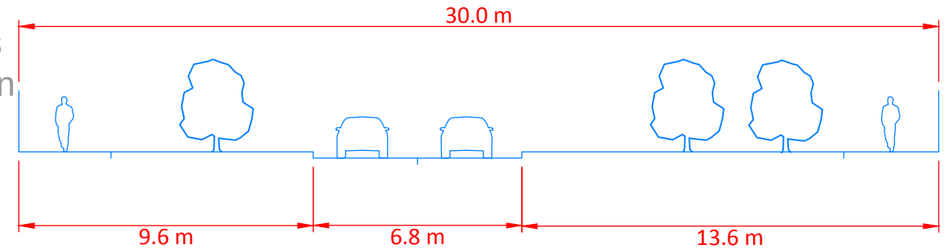


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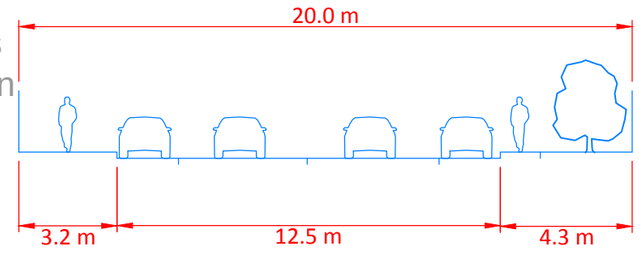
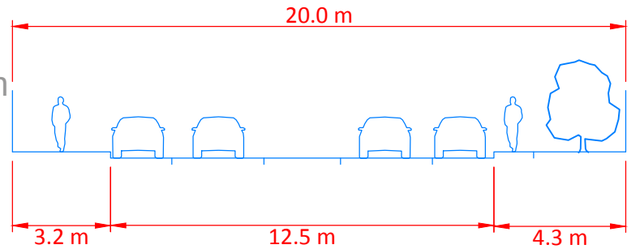



# Miramar

Cross Section 9

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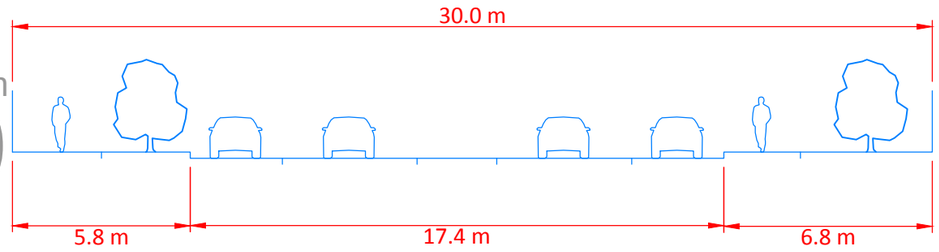


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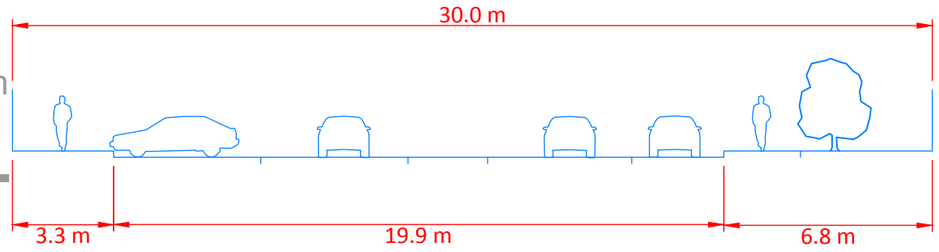


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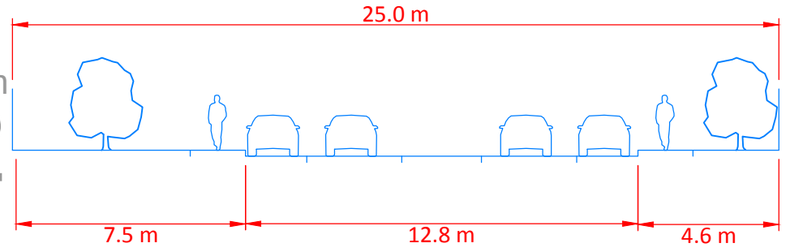


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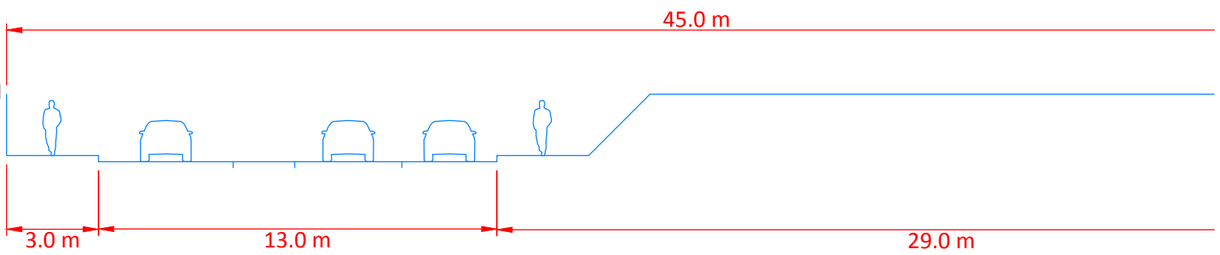


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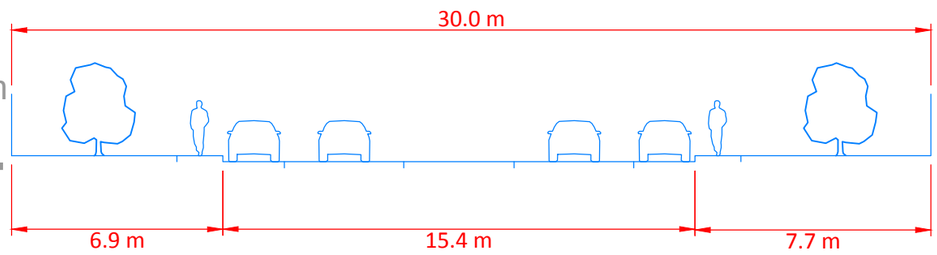


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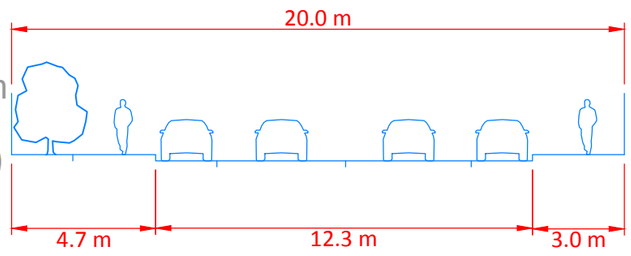


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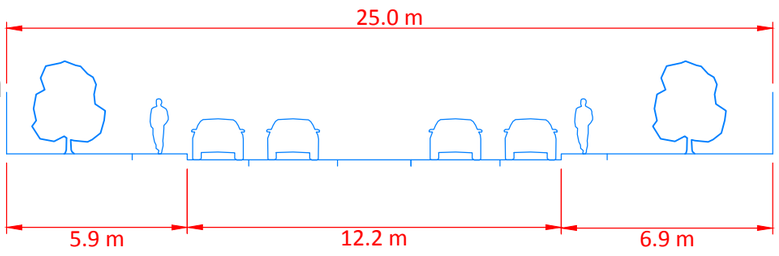
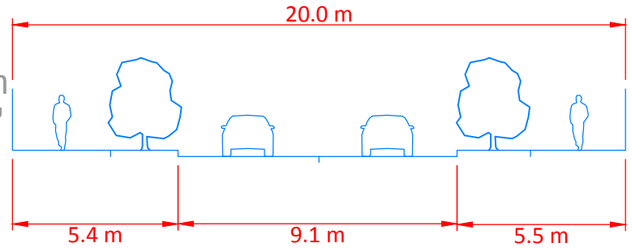



# Miramar

Cross Section 17

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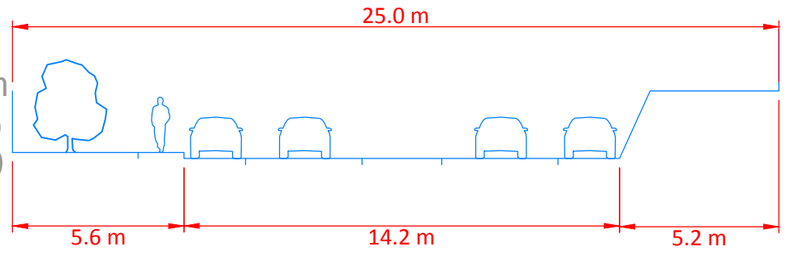


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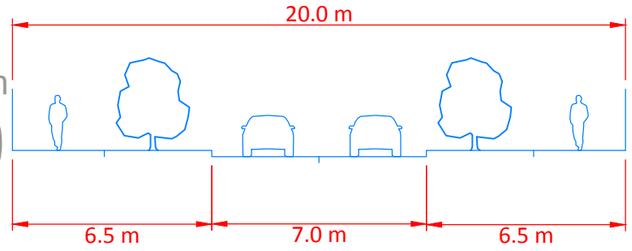


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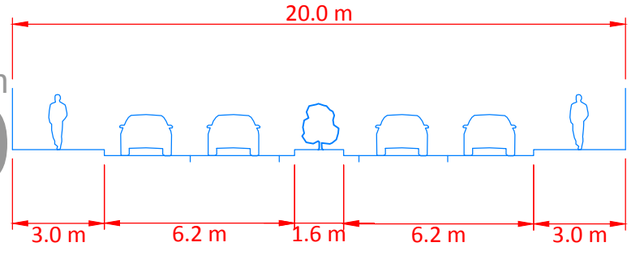
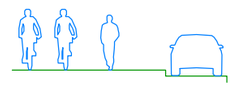


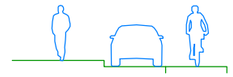

# Miramar

## Potential Improvement Cross-sections

Shared Path



On-Road Lanes



Protected Lane

# Appendix B – Priority Calculations

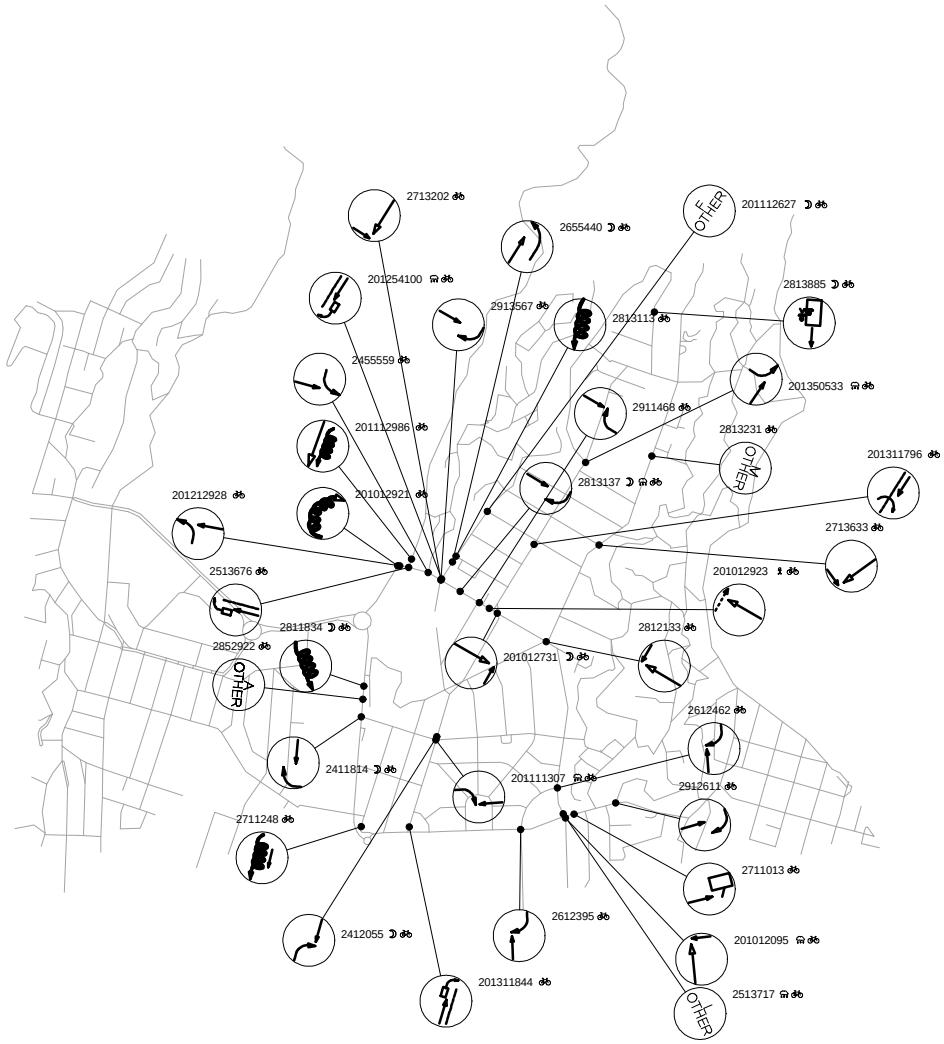
# Miramar Route Prioritisation

| # | Description | Existing Facility | | Existing Demand | | Safety Issues | | Potential Demand | | Buildability | | Community Impact | | Weighted Score | Rank |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Weighting:** | **15%** | | **15%** | | **20%** | | **15%** | | **15%** | | **20%** | | TRUE | |
| A | Park Road & Weka Street | N | 10 | Medium | 5 | Medium | 5 | Medium | 5 | Complex | 0 | High | 0 | 4 | **6** |
| B | Darlington Road & Para Street | N | 10 | Medium | 5 | Low | 0 | Medium | 5 | Complex | 0 | Low | 10 | 5 | **4=** |
| C | Tauhinu Street & Brussels Street | N | 10 | Medium | 5 | Low | 0 | High | 10 | Complex | 0 | Low | 10 | 5.75 | **3** |
| D | Miramar Avenue | N | 10 | High | 10 | High | 10 | High | 10 | Complex | 0 | Medium | 5 | 7.5 | **2** |
| E | Hobart Street to Airport Underpass | N | 10 | Low | 0 | Low | 0 | Medium | 5 | Medium | 5 | Low | 10 | 5 | **4=** |
| F | Ira Street | N | 10 | Low | 0 | Low | 0 | Low | 0 | Medium | 5 | Low | 10 | 4.25 | **5** |
| G | Devonshire Road | N | 10 | Low | 0 | Low | 0 | Low | 0 | Complex | 0 | Low | 10 | 3.5 | **7** |
| H | Broadway | N | 10 | High | 10 | High | 10 | High | 10 | Medium | 5 | Medium | 5 | 8.25 | **1** |

Note: this prioritistion is subject to change following further refinement of the blueprint

8/08/2014

# Appendix C – CAS Data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2455559
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OTHER
201311796
2813137
201212928
201012921
2713633
2513676
201012923
2811834
2812133
2852922
OTHER
201012731
2612462
2411814
201111307
2912611
2711248
2711013
2612395
2412055
201012095
201311844
2513717
OTHER

| First Street | Distance | C I R | Second street or landmark | Crash Number | Date DD/MM/YYYY | Day DDD | Time HHMM | Description of Events | Crash Factors (ENV = Environmental factors) | Road | Natural Light | Weather | Junction | Cntrl | Tot Inj F A T | S E R | M I N |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BROADWAY | 50 | W | GLAMIS AVENUE | 2711013 | 19/01/2007 | Fri | 1720 | CAR2 EBD on BROADWAY opened door into path of another party, CYCLIST1 hit Parked Vehicle | CAR2 didnt see/look behind when opening door or leaving vehicle | Dry | Overcast | Fine | Unknown | Nil | | | 1 |
| BROADWAY | | I | TIO TIO ROAD | 2912611 | 03/07/2009 | Fri | 1050 | CYCLIST1 (Age 48) EBD on BROADWAY hit CAR2 turning right onto BROADWAY from the left | CAR2 failed to give way at give way sign | Dry | Overcast | Fine | T Type Junction | Give Way Sign | 1 | | |
| COBHAM DRIVE | 40 | W | SHELLY BAY ROAD | 201212928 | 16/11/2012 | Fri | 1438 | CYCLIST1 (Age 36) NBD on COBHAM DRIVE hit CAR2 merging from the left | CAR2 failed to give way at driveway, attention diverted by other traffic, didnt see/look when visibility limited by roadside features ENV: entering or leaving other non-commercial | Dry | Bright | Fine | Driveway | Nil | | | 1 |
| COBHAM DRIVE | 50 | W | SHELLY BAY ROAD | 201012921 | 21/09/2010 | Tue | 1423 | CAR1 NBD on COBHAM DRIVE lost control turning right on right hand bend | CAR1 too fast entering corner | Dry | Overcast | Fine | Unknown | Nil | | | 1 |
| DARLINGTON ROAD | 40 | S | TOTARA TERRACE | 2813231 | 21/09/2008 | Sun | 1110 | CYCLIST1 (Age 12) SBD on DARLINGTON ROAD hit SUV2 manoeuvring | CYCLIST1 driving or riding on footpath SUV2 failed to give way at driveway, didnt see/look when visibility limited by roadside features ENV: visibility limited by hedge or fence, entering or leaving private house / farm | Dry | Overcast | Fine | Driveway | Nil | | | 1 |
| DEVONSHIRE ROAD | | I | HOBART ST | 201111307 | 07/02/2011 | Mon | 1312 | CYCLIST2 (Age 16) turning right hit by oncoming TAXI1 WBD on DEVONSHIRE ROAD | CYCLIST2 cyclist riding on ped xing or ped signals, cyclist or m/cyclist wearing dark clothing, headlights inadequate or no headlights | Wet | Overcast | Heavy Rain | X Type Junction | Stop Sign | 1 | | |
| HOBART ST | 25 | N | BROADWAY | 201311844 | 25/05/2013 | Sat | 1246 | CAR1 NBD on HOBART ST hit rear of CYCLIST2 (Age 12) turning right from left side | CAR1 did not see or look for other party until too late, blind spot CYCLIST2 turned right from left side of road, did not see or look for other party until too late | Dry | Bright | Fine | T Type Junction | Nil | | | 1 |
| HOBART ST | 15 | N | CALEDONIA ST | 2412055 | 01/06/2004 | Tue | 1922 | CYCLIST2 (Age 48) turning right hit by oncoming CAR1 SBD on HOBART ST | CAR1 failed to give way when turning to non-turning traffic, misjudged speed etc of vehicle coming from another dirn with right of way ENV: entering or leaving private house / farm | Dry | Dark | Fine | Driveway | Nil | | | 1 |
| IRA ST | | I | THE QUADRANT | 2612462 | 20/06/2006 | Tue | 1509 | CAR2 turning right hit by oncoming CYCLIST1 (Age 51) NBD on IRA ST | CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction | Dry | Bright | Fine | T Type Junction | Nil | | | 1 |
| MIRAMAR AVENUE | | I | CHELSEA ST | 2812133 | 01/02/2008 | Fri | 1335 | CYCLIST1 (Age 31) WBD on MIRAMAR AVENUE hit TAXI2 crossing at right angle from right | TAXI2 failed to give way at stop sign | Dry | Bright | Fine | X Type Junction | Stop Sign | | | 1 |
| MIRAMAR AVENUE | | I | HOBART ST | 201012731 | 10/08/2010 | Tue | 1740 | SUV1 EBD on MIRAMAR AVENUE hit CYCLIST2 (Age 39) crossing at right angle from right | SUV1 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction | Dry | Twilight | Fine | Roundabo | Give Way Sign | | | 1 |
| MIRAMAR AVENUE | | I | MAUPUIA ROAD | 2455559 | 05/11/2004 | Fri | 1755 | CYCLIST1 (Age 46) EBD on MIRAMAR AVENUE hit CAR2 merging from the left | CAR2 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction | Dry | Overcast | Light Rain | T Type Junction | Give Way Sign | | | |
| MIRAMAR AVENUE | 20 | W | PARK ROAD | 201012923 | 07/09/2010 | Tue | 1640 | CAR1 WBD on MIRAMAR AVENUE hit CYCLIST2 (Age 45) crossing road from left side | CAR1 attention diverted by driver dazzled by sun/lights CYCLIST2 driving or riding on footpath, cyclist riding on ped xing or ped signals ENV: dazzling sun | Dry | Bright | Fine | Unknown | Nil | | | 1 |
| MIRAMAR AVENUE | | I | SHELLY BAY ROAD | 2513676 | 02/11/2005 | Wed | 1620 | BUS1 WBD on MIRAMAR AVENUE hit rear of CYCLIST2 (Age 22) turning right from left side | CYCLIST2 suddenly turned right, didnt see/look behind when changing lanes, position or direction | Dry | Bright | Fine | T Type Junction | Give Way Sign | | | 1 |

| First Street | Distance | C I R | Second street or landmark | Crash Number | Date DD/MM/YYYY | Day | Time HHMM | Description of Events | Crash Factors (ENV = Environmental factors) | Road | Natural Light | Weather | Junction | Cntrl | Tot Inj F A T | S E R | M I N |
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| MIRAMAR AVENUE | 100 | E | TAUHINU ROAD | 2813137 | 27/06/2008 | Fri | 1725 | CYCLIST1 (Age 45) EBD on MIRAMAR AVENUE hit CAR2 turning right onto MIRAMAR AVENUE from the left | CAR2 failed to give way at driveway, windscreen or rear window dirty ENV: entering or leaving service station | Wet | Dark | Light Rain | Driveway | Nil | | | 1 |
| MIRAMAR AVENUE | 200 | E | TAUHINU ROAD | 2911468 | 04/02/2009 | Wed | 1838 | CAR2 turning right hit by oncoming CYCLIST1 (Age 39) EBD on MIRAMAR AVENUE | CAR2 failed to give way when turning to non-turning traffic, new driver showed inexperience ENV: entering or leaving service station | Dry | Overcast | Fine | Driveway | Nil | | | 1 |
| MIRAMAR AVENUE | | I | TAUHINU ROAD | 2913567 | 09/12/2009 | Wed | 0738 | CYCLIST1 (Age 59) EBD on MIRAMAR AVENUE hit CAR2 turning right onto MIRAMAR AVENUE from the left | CAR2 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction | Dry | Overcast | Fine | Roundabo | Give Way Sign | | | 1 |
| MIRAMAR AVENUE | | I | TAUHINU ROAD | 2713202 | 19/09/2007 | Wed | 1742 | CAR1 SBD on TAUHINU ROAD hit CYCLIST2 (Age 35) crossing at right angle from right | CAR1 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction ENV: dazzling sun | Dry | Bright | Fine | Roundabo | Give Way Sign | 1 | | |
| MIRO ST | 80 | W | BROADWAY | 2711248 | 22/02/2007 | Thu | 1530 | MOPED1 SBD on MIRO ST lost control while overtaking | MOPED1 driving or riding on footpath, misjudged speed of own vehicle | Dry | Overcast | Fine | Unknown | Nil | | | 1 |
| MONORGAN ROAD | | I | BROADWAY | 2612395 | 24/05/2006 | Wed | 0740 | CAR2 turning right hit by oncoming CYCLIST1 (Age 38) WBD on MONORGAN ROAD | CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction | Dry | Overcast | Fine | X Type Junction | Stop Sign | | | 1 |
| PARA ST | | I | REX ST | 2713633 | 15/11/2007 | Thu | 0720 | CYCLIST1 (Age 19) SBD on PARA ST hit CAR2 crossing at right angle from right | CAR2 failed to give way, didnt see/look when required to give way to traffic from another direction ENV: entering or leaving private house / farm | Dry | Overcast | Fine | Driveway | Nil | | | 1 |
| PARK ROAD | 20 | S | BRUSSELS ST | 201311796 | 16/05/2013 | Thu | 0834 | CYCLIST1 (Age 42) SBD on PARK ROAD hit CAR2 U-turning from opposite direction of travel | CAR2 failed to give way when turning to non-turning traffic, attention diverted by other traffic, attention diverted by driver dazzled by sun/lights | Dry | Bright | Fine | Unknown | Nil | | | 1 |
| PARK ROAD | | I | MIRAMAR NORTH ROAD | 201350533 | 19/03/2013 | Tue | 0745 | CYCLIST1 NBD on PARK ROAD hit TAXI2 merging from the left | TAXI2 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction | Wet | Overcast | Fine | Roundabo | Give Way Sign | | | |
| RONGOTAI ROAD | | I | IRA ST | 2513717 | 31/12/2005 | Sat | 1410 | CYCLIST1 (Age 8) SBD on IRA ST hit CAR2 turning right against | CAR2 failed to give way to ped on a xing, didnt see/look when visibility limited by roadside features | Wet | Bright | Fine | Roundabo | Give Way Sign | | | 1 |
| SHELLY BAY ROAD | 40 | N | MIRAMAR AVENUE | 201112986 | 29/10/2011 | Sat | 0940 | CYCLIST2 (Age 27) SBD on SHELLY BAY ROAD lost control while being overtaken by TRUCK1 | CYCLIST2 incorrect merging/diverging manoeuvre, misjudged speed, etc of vehicle coming from behind or alongside | Dry | Overcast | Fine | Unknown | Nil | | | 1 |
| STRATHMORE AVENUE | | I | IRA ST | 201012095 | 27/05/2010 | Thu | 0830 | SUV1 NBD on STRATHMORE AVENUE hit CYCLIST2 (Age 14) crossing at right angle from right | SUV1 failed to give way at give way sign, didnt see/look when visibility obstructed by other vehicles, blind spot | Wet | Overcast | Light Rain | Roundabo | Give Way Sign | | | 1 |
| TAUHINU ROAD | | I | BRUSSELS ST | 201112627 | 07/09/2011 | Wed | 1750 | CYCLIST1 (Age 28) NBD on TAUHINU ROAD hit rear end of CYCLIST2 (Age 28) stop/slow for obstruction | CYCLIST1 attention diverted, misjudged speed of own vehicle | Dry | Twilight | Fine | T Type Junction | Nil | 1 | | |
| TAUHINU ROAD | 5 | N | MIRAMAR AVENUE | 201254100 | 23/10/2012 | Tue | 0818 | CAR1 SBD on TAUHINU ROAD hit rear of CYCLIST2 turning right from left side | CYCLIST2 turned right from left side of road | Wet | Overcast | Fine | Roundabo | Give Way Sign | | | |
| TAUHINU ROAD | 30 | S | TAHI ST | 2655440 | 14/08/2006 | Mon | 0615 | CYCLIST1 NBD on TAUHINU ROAD sideswiped by CAR2 turning left | CAR2 motorist crowded cyclist, misjudged speed, etc of vehicle coming from behind or alongside ENV: entering or leaving car parking building / area | Dry | Dark | Fine | Driveway | Nil | | | |

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| TAUHINU ROAD | | I | TAHI ST | 2813113 | 22/09/2008 | Mon | 1515 | CYCLIST1 (Age 35) SBD on TAUHINU ROAD lost control; went off road to left, CYCLIST1 hit Kerb | CYCLIST1 misjudged size or position of fixed object or obstacle, inexperience | Dry | Bright | Fine | T Type Junction | Give Way Sign | | 1 | |
| WEKA ST | 200 | S | MIRAMAR NORTH ROAD | 2813885 | 15/12/2008 | Mon | 0025 | passenger fell from moving VAN1 SBD on WEKA ST | CYCLIST2 riding in insecure position, vehicle being towed | Dry | Dark | Fine | Unknown | Nil | | 1 | |
| 1N/1076/4.002 | 50 | S | WEXFORD ROAD | 2811834 | 29/01/2008 | Tue | 2200 | CYCLIST1 (Age 48) SBD on SH 1N lost control; went off road to left, CYCLIST1 hit Other | CYCLIST1 lost control | Dry | Dark | Fine | Unknown | Nil | | 1 | |
| 1N/1076/4.061 | 80 | N | CALEDONIA ST | 2852922 | 14/05/2008 | Wed | 1515 | CYCLIST1 (Age 18) SBD on SH 1N overtaking CAR2 | CYCLIST1 failed to keep left CAR2 motorist crowded cyclist | Dry | Bright | Fine | Unknown | Nil | | | |
| 1N/1076/4.122 | | I | CALEDONIA ST | 2411814 | 19/04/2004 | Mon | 1900 | CYCLIST1 (Age 34) SBD on SH 1N hit CAR2 turning right onto SH 1N from the left | CYCLIST1 cyclist or m/cyclist wearing dark clothing, headlights inadequate or no headlights CAR2 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction | Dry | Dark | Fine | T Type Junction | Give Way Sign | | | 1 |

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