

PARKING

Both options will require changes to parking - how should we address this? We would like your feedback on the options below.

- Move affected parking meters, P5 and other time restricted parking to adjacent streets where practical.
- Promote vacant parks in existing car parking areas and buildings. Nearby car parks with spare capacity include the St Andrew Street car park which has 120-130 spaces usually vacant at busy times, and costs \$3/day, and the Great King Street parking building which has 40-50 spaces usually vacant at busy times, and costs \$2/hour before 6pm.
- Provide additional angle parking in Union, St David, Dundas, Howe and Duke Streets. Preliminary estimates show that more than 100 extra spaces can be created in these streets, within one block of the State Highway.
- Provide more commercial parking such as a new parking building.



FREQUENTLY ASKED QUESTIONS

How will this affect drivers?

There will be the same number of traffic lanes (two through lanes and dedicated left and right-turning lanes at intersections) and the current traffic signal co-ordination will be maintained. Traffic turning right will have to wait for a right-turn arrow to be displayed.

How will it affect pedestrians?

There will be little change. Cyclists would still be off the footpath and right-turning motorists will be given their own signal phase, which will improve pedestrian safety.



Why do the separated cycle lanes stop at Rattray Street (Queens Gardens)?

The road layout between Queens Gardens and the Oval is under review (refer to the DCC's Integrated Transport Strategy). Vogel Street or separated cycle lanes on Crawford Street and/or Cumberland Street remain possible options.

Is the physical separation between the traffic lanes and cycle lane continuous?

No. At traffic lights, dedicated phasing of the traffic signals will keep traffic and cyclists separate. At driveways and uncontrolled intersections, there will be gaps in the separated cycle lane. Physical separation may be kerbing, island and bollards, planted islands or planter boxes.

Who has right of way on roads with separated cycle lanes?

Those on the separated cycle lane will have right of way over those crossing the separated cycle lane at driveways and intersections without traffic lights. At traffic lights, all movements are controlled by the signals.

Will street trees be removed?

Some trees will need to be removed, especially those closest to intersections. In mid-block locations, the separated cycle lane may go around trees to avoid their removal where practical.

Would property access be affected?

No. Existing vehicle access to adjacent properties will be maintained.

Would mopeds, mobility scooters and skateboards be able to use the separated cycle lane?

No. Mobility scooters will remain on the footpath. Power-assisted bicycles with a power output not exceeding 300 watts can use the separated cycle lane but mopeds must use the main traffic lanes.

How much will it cost?

The estimated cost for the project is \$3.5 - \$4.5 million. The work will be fully funded by the NZTA. Changes to parking and landscaping will be paid for by the DCC.



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Dunedin Separated Cycle Lane Proposal

A FRESH APPROACH TO CYCLE SAFETY IN THE CENTRAL CITY



INTRODUCTION

Cyclists are one of the most at risk group of road users on Dunedin's SH1 one-way streets, with three cyclist fatalities since 2003, two of which were in the past two years.

The New Zealand Transport Agency (NZTA), the Dunedin City Council (DCC) and cycle advocacy group Spokes are working to improve cycle safety in the central city, with some short-term cycle safety improvement measures already completed.

The focus is now shifting to long-term cycle safety improvements as an expanded cycle network is developed for the city and this proposal is a key part of the development.

Early assessment of possible 'north-south' separated cycle routes has resulted in two preferred options that significantly improve cycle safety by physically separating cyclists from traffic. Separated cycle lanes are safer for cyclists than traditional cycle lanes, as cyclists are separated from traffic by a barrier such as an island or planting strip, except at driveways and intersections. At traffic lights, phasing is used to provide protection.

The proposal is at an early stage, and, if it goes ahead, it is likely to be two-four years before construction starts. Community feedback is central to the decision-making process for the development of the separated cycle lanes so please let us know what you think of these two options.

HAVE YOUR SAY

To access the online survey form or find out more, visit www.nzta.govt.nz/dunedincyclesafe or phone 477 4000 for an information package. You can email your comments to dunedinshyclelanes@nzta.govt.nz.

We are also holding drop-in sessions.

Location	Date	Time
Wall Street Mall	Thursday 14 November	12 noon - 2pm
Toitū Otago Settlers Museum	Tuesday 19 November	3pm - 6pm
The Link (University of Otago)	Wednesday 20 November	12 noon - 2pm

Consultation closes on Friday 6 December at 5pm.

THE OPTIONS – WHICH DO YOU PREFER?

OPTION 1 ONE-WAY PAIR SEPARATED CYCLE LANE

A separated cycle lane along each of the one-way streets between the Gardens (Pine Hill Road) and Rattray Street. Cyclists travel in the same direction as adjacent traffic.

The separated cycle lane would be on the right-hand side of the road, avoiding bus stops, and many of the busier driveways, such as at supermarkets.

The existing cycle lanes on the left-hand side of these routes would be removed.

Advantages

- The safer option for cyclists as other road users only need to be alert to cyclists travelling in one direction
- Separates cyclists from traffic
- Offers a direct link through the central city

Disadvantages

- Affects 391 parking spaces
- MORE crossings of the separated cycle lane by motorists at driveways and intersections
- Cyclists and right-turning motorists have less 'green time' at traffic lights
- Loss of some mature street trees



Artist's impression

OPTION 2 CUMBERLAND STREET SEPARATED CYCLE LANE

A separated cycle lane on Cumberland Street, along the southbound and northbound sections of this one-way street, linked via Emily Siedeberg Place. This option provides a wider cycle lane but is used by cyclists travelling in both directions.

The separated cycle lane would be on the right-hand side of the road, avoiding bus stops and freight vehicles turning into Anzac Avenue. It also enables continuity of the route via Emily Siedeberg Place.

The existing cycle lanes on the left-hand side of Cumberland Street would be removed. The removal or relocation of the existing cycle lanes on the sections of Great King Street and Castle Street that form part of SH1 would need to be considered.

Advantages

- Separates cyclists from traffic
- Offers a direct link through the central city
- Fewer crossings of the separated cycle lane by motorists at driveways and intersections

Disadvantages

- Affects 185 parking spaces
- Other road users will need to be more alert at driveways and intersections without traffic lights as cyclists may approach from either direction
- Cyclists and right-turning motorists have less 'green time' at traffic lights
- Loss of some mature street trees



Artist's impression

OPTION 1



OPTION 2

