



Dunedin one-way system separated cycle lane project

PROJECT UPDATE

FEBRUARY 2018



Laying new pavement on the cycle lanes in Great King Street

The finish line is in sight for completing the first two stages of the SH1 Dunedin one-way system separated cycle lanes between Albany Street and Duke Street to improve safety for cyclists, pedestrians and other road users.

Concrete islands will safely separate highway traffic and cyclists on the four stages of the path on the northbound and southbound legs of the one-way system on SH1 between the Queens Gardens and the Dunedin Botanical Gardens.

Until March, construction is focused north of Albany Street, on both Great King Street and Cumberland Street. As this is completed, work will start on extending the cycle lanes south to the Queens Garden. Construction of one of the largest cycle safety improvement projects seen in Dunedin started in August 2017 and is scheduled for completion in October.

Apart from the southbound section of the new separated cycle lane on Cumberland Street between Duke and Albany Streets, the lanes move from the left to the right-hand side of the highway. This is to avoid cyclist interactions with buses at bus stops, and most importantly to take cyclists out of the left side traffic blind spot with trucks.

PROGRESS TO DATE

Considerable work has been required to prepare the road for building the new cycle lanes. This included new roadside kerbing, providing parking bays, managing underground services such as power and water, and maintaining access for affected residents and businesses along the cycle lane route.

Regular users of the one-way system through central and north Dunedin may have noticed on the side of the highway between

Albany Street and Duke Street, the existing asphalt surface has been replaced, to create a smooth surface for the new cycle lanes. Finishing the northern section of the cycle lane route involves installing the concrete islands to keep cycle lane users and highway traffic apart. This work will start in February north of Albany Street, on both Great King Street and Cumberland Street. The moulds for the islands are made in Australia, the concrete for them is being poured in Christchurch, and colouring/finishing work carried out in Dunedin.



St David Street footpath widening allows people to cycle (on a shared path) directly from Otago University to SH1 heading north on Great King Street.

New traffic lights will be installed at the Cumberland Street/Howe Street intersection, and there will be an upgrading of existing traffic lights that control intersections along the route. These upgrades will make it safer for those crossing the highway.

The new and upgraded lights will make it safer for people crossing the road. Other remaining work involves new road markings and giving the cycle lanes a coat of green paint.



The busy Dundas Street/Cumberland Street intersection where cyclists and turning traffic are separated by the traffic light phasing.



New road markings at the St David Street/Cumberland Street intersections.

A MATTER OF SAFETY

Cyclists and pedestrians using the one-way system through central and north Dunedin can look forward to greater levels of protection when these new cycle lanes are finished. This is important, with Dunedin's pedestrian and cyclist crash records among the worst in the country.

Initial planning for the new separated cycle lanes began after cycle fatalities in 2011 and 2012. Since then, there has been nine more injury crashes involving cyclists and 33 involving pedestrians on this route. Several long-term improvement options were consulted on in late 2013. The feedback was considered alongside other information to decide which option would deliver the greatest cycle safety benefits, with a separated cycle lane identified as the best option.

The completed separated cycle lanes will create better links to popular destinations such as the Otago University and Otago Polytechnic campuses, Dunedin Hospital and the CBD, as well as the wider urban cycle network.

PARKING

The new cycle lanes mean changes in the availability and use of parking on parts of the one-way system. Initially 390 car parks were required to accommodate the cycle lanes. In response to public and business feedback, a variety of design changes were made to reduce the overall effect on car parking, including creating new parking bays within the cycle

lane design, and re-introducing car parks on the opposite side of the highway to the new cycle lane route. These measures reduced parking losses on the one-way system to 210 car parks.

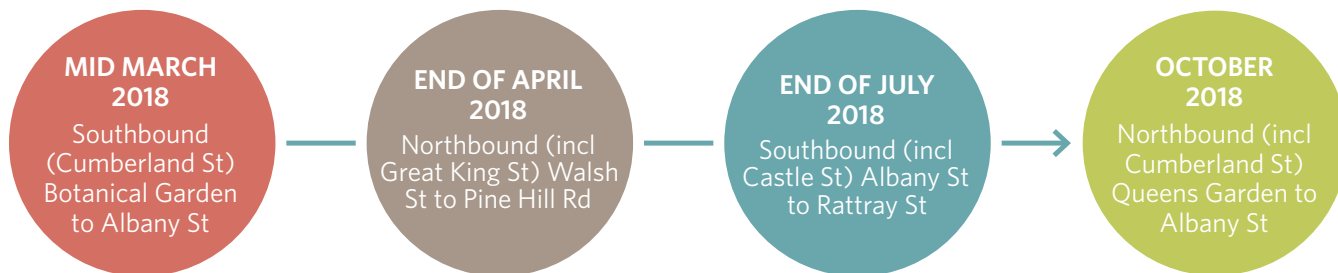
Net parking losses have been lowered even further. Prior to work starting on the new cycle lanes in August 2017, the Dunedin City Council provided 50 extra parks on streets adjacent to the one-way system, reducing the net loss of car parks to 160.

Meeting the parking needs of businesses and maintaining access to public facilities has been a big focus of the cycle lane design. Of the 130 parking bays being re-introduced on the one-way system, priority has been given to matching existing business short-stay car parks, and parking near Dunedin Hospital, Otago Museum and Otago University.

THE WIDER DUNEDIN TRANSPORT PICTURE

The NZ Transport Agency, Dunedin City Council and Otago Regional Council are implementing a range of transport-related projects to ensure both locals and visitors have safe and effective transport options and connections within the central city. The separated cycle lanes are a key project in an integrated and coordinated work programme by these organisations to create a world class transport system for Dunedin. For more information: www.connectingdunedin.nz

TIMELINE FOR FINISHING EACH SECTION OF THE NEW CYCLE LANES



PROJECT CONTACTS

Simon Underwood, NZ Transport Agency,
Project Manager simon.underwood@nzta.govt.nz

The latest information on this project can be found at www.nzta.govt.nz/dunedin-one-way-system-cycle

www.nzta.govt.nz New Zealand Government