



Dunedin one-way system separated cycle lane project

PROJECT UPDATE

JULY 2017



Work starts in August on this important project to improve safety for cyclists, pedestrians and all road users on the State Highway 1 (SH1) one-way system through central Dunedin.

The NZ Transport Agency has awarded Fulton Hogan an \$8 million contract to build the new cycle lanes on the north and southbound legs of the SH1 one-way system between the Dunedin Botanical Gardens and Queens Gardens.

The first section of work will be from Cumberland Street (southbound) between the Botanical Gardens and Albany Street. Here the new cycle lane stays on the left side of the highway but on the rest of the route shifts to the right side. Having most of the new cycle lanes on the right side of the road may seem unusual, but it has some real advantages: interaction between cyclists and bus stops is able to be avoided; at intersections, truck drivers are better able to see cyclists on their right side, than on the left side (which is often a blind spot for truck drivers). Two very busy supermarket accessways could be avoided; and at Queens Garden, the two cycle lanes are able to join together as single two-way cycle lane through to Vogel Street. The exception is along Cumberland Street between the Botanical Gardens and Albany Street. Here the new cycle lane stays on the left side, so staff and students cycling to the Otago University or Otago Polytechnic don't need to cross and then re-cross the highway.

BACKGROUND

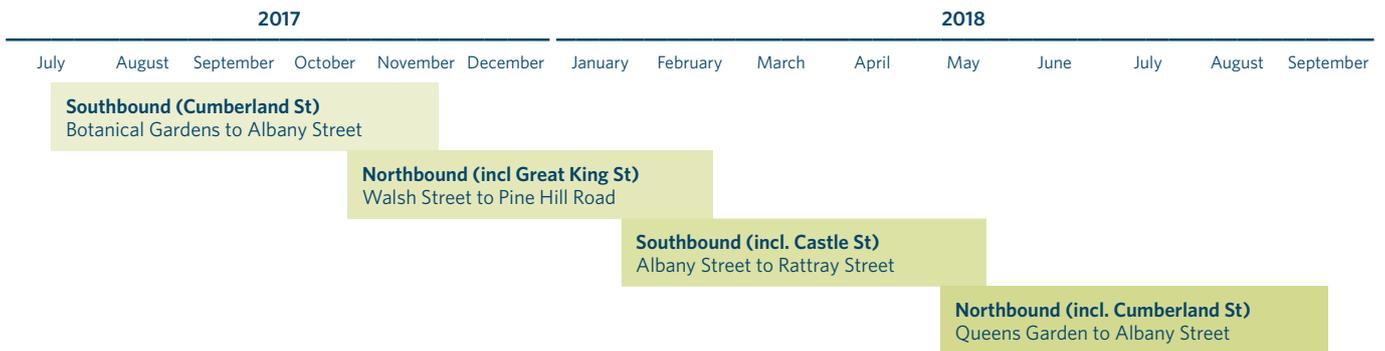
Dunedin has one of the worst pedestrian and cyclist safety records in New Zealand. The SH1 one-way system through central Dunedin bisects the city and creates barriers to providing efficient, convenient and safe links for pedestrians and cyclists.

Initial planning for the new separated cycle lanes began after cycle fatalities in 2011 and 2012. Since then, there has been a further nine injury crashes involving cyclists and 33 involving pedestrians on the Dunedin one-way system.

In 2012 there was a major safety review of the existing cycle lanes. This led to the formation of a cycle safety working group that included representatives from the Transport Agency, Dunedin City Council and cycle advocacy groups. They were tasked with finding short and long term measures to improve cycle safety on this route, with the short term measures put in place in 2013.

Several long-term improvement options were assessed by the group and consulted on in late 2013. The resulting feedback was considered in determining which option would deliver the greatest cycle safety benefits, and of these a separated cycle lane emerged as the best choice for achieving that.

PROJECT TIMELINE



PROJECT AIMS

This is principally a project to improve cycle safety on the one-way system through central Dunedin. This is a busy route that has to balance the competing needs of heavy freight trucks and general traffic, alongside pedestrians and cyclists, as well as the provision of on-street parking in high demand areas.

The project involves replacing the existing painted cycle lanes which sit directly next to busy highway traffic lanes with new lanes alongside the footpath, with a series of concrete islands separating highway traffic and cyclists.

Another critical element of the work is a focus on improving pedestrian safety. Helping to do that will be new traffic signals and upgrades to the existing signals to increase protection for pedestrians when they cross the highway.

In addition to improving the safety of the one-way system for everyone, the new cycle lanes will create better linkages to key locations including the university and polytechnic campuses, Dunedin Hospital and the CBD. It will also provide more convenient connections to the wider network of urban cycle routes being developed by the Dunedin City Council.

The project is progressively being built in four steps as shown in the graphic above which also includes the completion date for each stage. The entire project is expected to be completed by September 2018.

PARKING

Constructing the new cycle lanes will mean changes in the availability and use of parking on parts of the one-way system. Initial parking loss estimates were in the order of 390 parks.

During the design process and in response to public and business feedback the net parking loss is now approximately 170 parks. This includes, 50 new parks that have already been implemented by the Dunedin City Council on various streets in the wider University campus area. As the design effort continues, it is hoped that additional parks will be able to be accommodated. A further review of parking on, and adjoining, the one-way system is also planned to ensure that available parking is managed to best meet the public's needs.

THE BIGGER DUNEDIN TRANSPORT PICTURE

The new separated cycle lanes are one of the early jobs in the 'Connecting Dunedin' work programme to create a transport system for the City with better connections and more choices for people to move around, whether it's by cycling, walking, driving or catching a bus.



A section of the existing cycle lane near the Otago Museum



PROJECT CONTACTS

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