

MIN-3993 Update on State Highway Projects relevant to New Dunedin Hospital

7 December 2022

An update on work for State Highway 1 (SH1) and State Highway 88 (SH88), in response to the New Dunedin Hospital following consultation.

Waka Kotahi NZ Transport Agency's response:

Background

1. Waka Kotahi NZ Transport Agency previously provided advice to you on the outcomes of the Shaping Future Dunedin Transport Programme Business Case (PBC) and the status of future enhancements/configuration changes to SH1 through central Dunedin and alongside the new Dunedin Hospital site (MIN-3775, MIN-3802 and BRI-2381 refer).
2. The Waka Kotahi Board endorsed the PBC in late 2021, which included enhancements to a one-way SH1. Subsequently, Dunedin City Council resolved to continue discussions with Waka Kotahi on the future configuration of SH1 using the two-way option as the starting point.
3. Waka Kotahi and Dunedin City Council finalised two pieces of work to help establish a final position on this issue: (1) confirm the functionality and refine the cost estimates for the one-way and two-way SH1 options and (2) investigate the urban design improvements that could be made to both options to improve the attractiveness, safety, and access requirements, particularly in central Dunedin. The workstreams considered the emerging Health Precinct Site Masterplan which includes a series of mid-block crossings in the vicinity of the new Dunedin Hospital and University of Otago's health sciences precinct.

SH88

4. St Andrews St runs East-West through the new Dunedin Hospital northern and southern blocks. It is between the one-way SH1 pair and is critical for all emergency services on trips originating from the central city, where Police, Fire and St John Ambulance have their main depots.
5. Waka Kotahi has a Single Stage Business Case (SSBC) underway which is considering changing the location of SH88 St Andrews Street to Frederick Street or other appropriate location.
6. The purpose is to ensure that the new Dunedin Hospital has appropriate levels of service and access between its two blocks through a slower, safer and less trafficked solution that enables improved pedestrian access and increased amenity.
7. Work on problem identification is nearly complete, with a problem and benefit workshop recently held with the Dunedin City Council Harbour Arterial project.
8. Early engagement was recently completed with the public and key interested parties. The main purpose was to understand any concerns with how St Andrew Street functions. The project area for SH88 includes the SH1 one-way pair, so some feedback was also received on SH1.
9. Public engagement was open for a month and closed on 21 November 2022. It included a webpage, Otago Daily Times advertisements, an online survey, direct letters to property owners/occupiers in the vicinity and an in-person visit to the University of Otago Hall of residence on Albany Street to promote engagement with the project.

10. The key interested parties included Aukaha, Otago Regional Council, Dunedin City Council "Harbour Arterial" consultant team, University of Otago, Otago Uni Students Association, New Dunedin Hospital Team and Emergency Services.
11. The key concerns from respondents were poor infrastructure and safety for cyclists, congestion, high traffic volumes, and heavy vehicles in the central city.
12. Dunedin City Council and Te Whatu Ora supported changes to St Andrews Street. Dunedin City Council supports relocating Frederick Street as the new SH88 and Te Whatu Ora Supports changes to St Andrew Street to support active travel and reduce vehicle traffic volumes.
13. Dunedin City Council and Te Whatu Ora raised funding in their submissions. Dunedin City Council believes that present funding is insufficient for the New Dunedin Hospital and Te Whatu Ora advised that the new Dunedin Hospital project is unable to provide financial assistance for any modifications to St Andrew Street. Further detail on the submissions by Dunedin City Council and Te Whatu Ora are in Appendix 1.
14. The next steps for completing the SH88 work are consideration of options followed by public consultation on the options and the preferred option assessment. The SSBC is scheduled to be completed in November 2023.

SH1 draft findings

Draft findings on SH1 show:

15. Transport modelling and cost estimation for the one-way and two-way options shows that:
 - a. the one-way option caters for the full 2028 traffic demand with marginal deterioration of travel time on key routes. This option enables banning right turn movements on the St Andrews Street new Dunedin Hospital block and has opportunities for improving the public realm with significant amenity improvements. The estimated cost is \$20 million (P50).
 - b. the two-way option can only cater for 85 percent of 2028 traffic demand in the PM peak, increasing to 89 percent of 2028 traffic demand in the PM peak with an allowance for Travel Demand Management and peak spreading. This would result in a highly congested network during the peak periods or a need for an extra 10 percent mode shift on top of that already estimated to be the effect of the Shaping Future Dunedin Transport Travel Demand Management programme. In the peak periods the intersection Level of Service deteriorates significantly despite the lower demand set. The total network travel time is likely to be around 40-50 percent higher than for the one-way option. The estimated cost of \$64 million (P50).
16. Higher levels of congestion would negatively impact on the ability for emergency services to move through traffic or for traffic to make way for emergency vehicles. There are also implications for bus services entering and exiting the central core of the city and to and from the bus hub which is in Great King Street. The next steps for completing the SH1 work are to complete the reports for the Shaping Future Dunedin Transport PBC options technical review this month ahead of briefings for the Connecting Dunedin Governance Group and Dunedin City Council in early 2023. This will be followed by a formal resolution by Dunedin City Council and a subsequent briefing to you by the end of April 2023.

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Appendix 1 Early engagement on SH88

Summary of the Dunedin City Council submission:

1. Supports improved safety and access to the New Dunedin Hospital and the Dunedin CBD area.
2. Supports Frederick Street as the future SH88.
3. Does not support Hanover Street as the future SH88.
4. Believes the Harbour Arterial project and the SH88 relocation project need to be closely coordinated and aligned.
5. Supports working collaboratively with Waka Kotahi through the Connecting Dunedin partnership and associated Shaping Future Dunedin Transport projects.
6. Believes that funding presently allocated to supporting the New Dunedin Hospital is not enough. Dunedin City Council will review its funding commitment if it can ensure better outcomes for the city.

Summary of Te Whatu Ora submission:

1. Champions healthy, safe, and sustainable access to its facilities for staff, patients and visitors and encourages positive travel choices.
2. Supports changes to St Andrew Street to support active travel and reduce vehicle traffic volumes. Benefits include:
 - a. Safe and easy pedestrian travel along St Andrews Street between the new Dunedin Hospital, George Street, the bus hub and carparking areas east of the train station - vital for new Dunedin Hospital workforce, day patients, visitors, and the public.
 - b. Stronger cycle link to new the Dunedin Hospital.
 - c. Reduced air and noise pollution.
3. The new Dunedin Hospital must be highly accessible for both emergency vehicles and external service providers as well as for patients, whanau, and staff.
4. The new Dunedin Hospital project is unable to provide financial assistance for any modifications to St Andrew Street.