

MINISTERIAL BRIEFING NOTE

Subject	Dunedin Site Tour
Date	6 April 2022
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Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
James Caygill	Director Regional Relationships (West Coast, Canterbury, Otago and Southland)	section 9(2)(a)	section 9(2)(a)	✓

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

6 April 2022

Hon Michael Wood – Minister of Transport

Dunedin Site Tour

Purpose

1. This briefing updates you on key transport matters ahead of your visit to Dunedin on 21 April 2022.

Background and context section

2. Through the Shaping Future Dunedin Transport Programme, the Connecting Dunedin partners, Waka Kotahi NZ Transport Agency, Dunedin City Council and Otago Regional Council are working together to establish the best long-term transport and urban mobility system for Dunedin to:
 - enable integration of the new Dunedin Hospital with the city;
 - stimulate economic growth and regeneration;
 - provide for safe and accessible people friendly streets; and
 - improve city liveability.
3. Waka Kotahi is meeting with Dunedin City Council representatives again next week to further discuss the work programme.

State Highway 88 Shared Path

4. The purpose of the project is to complete the final 5km section of the State Highway 88 (SH88) shared walking and cycling path, which will provide a safe direct walking and cycling route away from the busy highway between Port Chalmers and Dunedin.
5. The works largely consist of rail reclamations and terrestrial works, with the shared path situated between the main trunk rail line and the state highway. Harbourside reclamation is required to support the rail tracks being shifted to accommodate the shared path.
6. The safety improvements comprise of roadside safety barriers which will accommodate pedestrian crossing points to the shared path and high-performance road markings.
7. The outcomes sought from this project are improved cyclist and pedestrian safety as well as health benefits, and reduced deaths and serious injuries by 20 to 40 percent within 10 years.

Works completed to date:

- Most of the harbourside reclamation and rail realignment.
 - Safe access to the existing path at Burkes.
 - Half of the Blanket Bay boardwalk piles have been installed.
 - Most of the path in the Roseneath area is largely complete, including the installation of a large retaining wall depicting the story of Matamata, a guardian taniwha from this area.
8. The shared path is on track to be completed by the end of 2022.

Dunedin Bus Hub

9. The Central City Bus hub is Dunedin's major public transport hub. Located on Great King Street, and close to the new Dunedin Hospital, the bus hub is the heart of the Orbus network where all citybound services run through. This provides a focal point for customers and easy transfers from one service to another in order to access all areas of the city.
10. At peak times, 83 services per hour use the Bus hub. Customer and operator feedback has been very positive. For transport operators, the Bus hub is their key timing point, easing congestion and improving service reliability.
11. Large wayfinding displays provide travel information while electronic bus timetables ("estops") at each bus bay mean customers have information where they need it. Otago Regional Council is testing solar-powered versions of these signs elsewhere in the City.

State Highway 1 update

12. Waka Kotahi has previously provided advice on the outcomes of the Shaping Future Dunedin Transport Programme Business Case and the status of future enhancements/configuration changes to SH1 through central Dunedin and alongside the new Dunedin Hospital site (refer to MIN-3775 and MIN-3802).
13. The Waka Kotahi Board endorsed the Programme Business Case in Late 2021. Enhancements to a one-way SH1 were endorsed as part of the Programme Business Case.
14. Subsequent to the Waka Kotahi Board endorsement, Dunedin City Council subsequently resolved to continue discussions with Waka Kotahi on the future configuration of SH1 using the two-way option as the starting point.
15. Waka Kotahi and Dunedin City Council are finalising a scope of works to confirm functionality and refine cost estimates for both the one-way and two-way SH1 options. We are looking closer at the urban design improvements that could be made to both options to improve the attractiveness, safety and access requirements for pedestrians, particularly in the central core of Dunedin. We are also liaising closely with the new Dunedin Hospital team on this issue as well as the SH88 project noted below.
16. Waka Kotahi expects both pieces of work to be completed by the end of June 2022 and will keep you informed as they progress.

State Highway 88 Single Stage Business Case

17. Waka Kotahi has funding approved to complete a Single Stage Business Case for changing the location of SH88 St Andrews Street (which runs East-West through the new Dunedin Hospital northern and southern blocks) to Frederick Street, or other appropriate location. The purpose of this project 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.
18. Waka Kotahi has prepared a draft Request for Tender document and are currently testing this with partners and stakeholders before releasing to the market in May 2022.
19. This is a challenging project due to the traffic volumes currently using St Andrews Street, and the likely diversion of traffic to other locations which also have considerable pedestrian and traffic movement, such as Frederick Street. It should be noted that underpinning the Shaping Future

Dunedin Transport Programme Business Case is a comprehensive mode shift plan, however, we expect considerable traffic movement will continue at any new location for the SH88 connection.

20. A critical part of this project will be working with the new Dunedin Hospital team, Dunedin City Council and the University of Otago to come up with a solution that achieves the outcomes we are looking for.

Dunedin City Council's Tunnels Trail

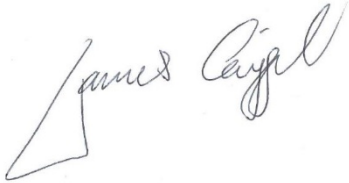
21. The scope of this project is a walking and cycle connection between Mosgiel and Dunedin. There is currently a poor level of service for active modes on existing roads, particularly steep gradients, narrow roads and varying speed limits including 80kph. This deters people from using active modes and does not support a low carbon transport system or realise healthy lifestyles.
22. The poor level of service creates severance for active modes between Mosgiel and Dunedin and the suburbs in between, as well as preventing a connection with the NZ Cycle Trail Network including the Clutha Gold Trail, the Roxburgh Gorge Trail and the Otago Central Rail Trail. The preferred option is a 15km route providing a safe and user-friendly corridor using the decommissioned rail tunnels (Chain Hills and Caversham), in part KiwiRail corridor, existing road network, and access through private properties. The route is intended to be partially asphalt and partially compacted gravel.
23. The outcomes sought from this project are to reduce deaths and serious injuries, improve safety and the levels of service for people walking or cycling, and increasing mode share for active mode journeys from Mosgiel.
24. The Single Stage Business Case is expected to be completed in March 2022, however, uncertainties to still resolve include a high likelihood the cost estimate of \$22m will escalate during the pre-implementation phase due to some key investigations remaining incomplete (topographical and geotechnical surveys), KiwiRail property approval and gaining easements.

Pinehill intersection

25. There have been several stories in the Otago Daily Times recently regarding an improvement to the Pinehill intersection as part of the Shaping Future Dunedin Transport Programme Business Case. One of the long-listed options considered was grade separation at this intersection, with a high-level cost estimate of \$25m. Given this was unlikely to be economic, let alone consented, a lower cost solution was included as an interim measure in the Programme Business Case for further development, for example, a signalised intersection. This option has been met with some resistance from the heavy vehicle industry through the media due to the risk of heavy vehicles being unable to stop in time should they get brake fade.
26. The Waka Kotahi position is that, given the high-level nature of the investigation to date, and the lack of a clear preferred option, all options remain on the table for further consideration. Waka Kotahi intends to investigate options for this location through the Road to Zero programme and the State Highway 1 modelling (see paragraph 13.) as there is some funding available to do this in the 2021-24 National Land Transport Programme.

It is recommended that you:

1. **Note** the contents of this briefing



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James Caygill

Director Regional Relationships (West Coast, Canterbury, Otago and Southland)

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Hon Michael Wood, Minister of Transport

Date: 2022

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