

Dunedin one-way system separated cycle lane project

QUESTIONS AND ANSWERS

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Why is there a need for separated cycle lanes on the Dunedin one-way system?

It is cyclists and pedestrians, not motorists who are very clearly over-represented in fatal and serious injury crashes on the one-way system. This is especially concerning given the relatively low number of cyclists compared to motorists using this route. With two fatalities since 2011, a major safety review of the cycle lanes was undertaken. This led to several short-term safety measures being implemented in 2013 including widening the existing cycle lanes. The separated cycle lanes as planned, is the long-term measure for improving cycle safety on the SH1 one-way system from Queens Gardens north to the Botanic Gardens.

What about other options?

In November 2013, several long-term cycle lane safety options were assessed and the community consulted on these. From this feedback, it was determined the option offering the best safety outcomes for cyclists was a separated cycle lane on the State Highway (SH1) one-way system. It was also strongly favoured by cyclists, because it's the most direct and convenient route into the central city.

What other cycle routes were considered?

George Street-Princes Street: parking issues, bus movements and frequent busy intersections meant George Street-Princes Street could not have worked unless they became 'quiet streets' or 'shared spaces' – moves that were considered too complex when the immediate goal was cycle safety.

Leith Street-Anzac Avenue: this is recognised as a very good option to access northeastern areas of the University of Otago campus, but reliance on this would take other commuters further away from the wider central city areas. A survey of cyclist movements confirmed the ongoing need for use of the one-way system.

How do these cycle lanes separate cyclists and vehicles?

At traffic lights, cyclists will have dedicated phasing, just like pedestrians; and between intersections kept apart from traffic by some form of physical barrier, such as a kerb line or traffic islands.

At driveways on to the one-way system, motorists can travel across the cycle lane, by giving way to both cyclists and pedestrians.

Where else in the country are they using separated cycle lanes?

These lanes are becoming familiar in major central city locations around the country including Christchurch. Busy urban routes such as the Dunedin one-way system require a higher standard of cycle lane separating users from adjacent traffic flows.

What were the main reasons for having these cycle lanes on the right, rather than left side of the highway?

Having the lanes on the right side of the highway, increases cycle safety by making cyclists more visible to drivers, especially those driving heavy vehicles. It will also reduce the number of areas where cyclists encounter buses on bus stops. Most stops on this route are on the left side of the highway.

Why then is it proposed to leave the lane on the southbound section of the separated cycle lane on Cumberland Street from Duke Street to the Otago Museum on the left side of the highway?

An exception to this has been made on the southbound section of the route between Cumberland Street between Duke Street and the Otago Museum, is in response to feedback received and as supported by further cycle surveys undertaken.

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They highlighted safety and accessibility issues that would be created for the large number of cyclists, who use this route to travel to the University of Otago and the Otago Polytechnic campuses. Leaving the cycle lanes on the left side over these blocks, avoids cyclists having to cross and re-cross the highway.

What impact will this proposed change have on parking?

Keeping the new separated cycle lane on the left side of the southbound section of Cumberland Street between Duke Street and the Otago Museum, will mean 20 less carparks are needed to accommodate the new cycle lanes. This is because there are fewer carparks on this side of Cumberland Street.

Parking will be provided in high demand areas, including parking adjacent to the popular Dundas Street corner dairy. Revised plans, detailing these proposed changes are available on the project website:
www.nzta.govt.nz/projects/projects/8412

Will the separated cycle lane route disrupt traffic flows on the one-way system?

The lanes are likely to help smooth traffic flows and provide more reliable travel times for motorists, as there will be fewer disruptions from vehicles manoeuvring in and out of carparks along the highway.

Will property access be affected?

Existing vehicle access to adjacent properties will be maintained.

Can vehicles still access driveways across the cycleway?

At driveways that aren't heavily used vehicles can turn directly from the traffic lanes, across the cycle lane, into the driveway. For high-volume traffic access points, traffic bays will be built-in to allow vehicles to pull over before turning.

What is the likely impact on pedestrians?

Pedestrian safety will be also be improved - particularly at the traffic signal controlled intersections, where the traffic signal operation will be upgraded to provide better protection (phasing) for pedestrians also.

Are skateboards allowed on this cycleway?

In New Zealand a separated cycle lane is reserved for bicycles only. No scooters, mopeds, skateboards, or motorbikes. However, power-assisted bicycles or 'e-bikes' with power outputs of less than 300 watts can be used.

How many people are likely to use the cycle lanes?

Usage of the current one-way system cycle lanes peaks at around 500 persons per day. However, this figure could easily double when the separated cycle lanes are completed. Full time count stations are in place to measure change in use.

Who pays for this cycle lane?

The Transport Agency will pay for all work directly related to the cycle lanes.

What is the estimated cost of this project?

\$8 million

When is work likely to start on the separated cycle lanes and where will it start?

Work is expected to start in May 2017 on stage one of the project along Cumberland Street - between Duke Street and the Otago Museum, followed by the remaining sections of the route. The entire project will take around 15 months to complete, with construction being managed to ensure that the one-way system is able to operate effectively and any disruption is kept to a minimum.

What is being done to provide a more integrated transport network in Dunedin?

The NZ Transport Agency, Dunedin City Council (DCC) and Otago Regional Council are implementing transport-related projects in Dunedin with the one-way system separated cycle lanes being one of these. To ensure all these projects have good connections and provide integrated transport options, the three organisations are developing a joint work programme to ensure the city is delivered a world-class transport network.

The SH1 separated cycle lanes will connect with cycling infrastructure being considered by the DCC in North Dunedin to link to key destinations, such as the University of Otago and Otago Polytechnic, Dunedin Hospital and the CBD. The DCC's cycling projects are part of the government's Urban Cycleway Programme.



Find out more about this project at

www.nzta.govt.nz/dunedin-one-way-system-cycle