

Dunedin one-way system separated cycle lane project

The finish line is in sight for the State Highway 1 (SH1) one-way system separated cycle lanes through central and north Dunedin. Work is now underway on the final 1.2km leg from the Queens Gardens to Albany Street with the project due to be fully completed in early 2019.

Every effort is being made by the contractors to minimise delays and we ask people to be patient as crews work hard to complete this job. To keep up to date with what work is happening when and where, check our Facebook page. Just search Facebook under 'Dunedin One-Way Cycle Lane Project'.

With its central city environment with lots of intersections, busy driveways and limited parking, the one-way system is a highly controlled and constrained part of the Dunedin's highway network. This means that detours and closures were never an option during the construction of the cycle lanes, because it's essential to have both lanes of the highway open during peak travel times.

The cycle lane design is unique using pre-cast concrete islands to keep cyclists and traffic safely apart, saving both construction time and money. It also enables the lanes to be re-configured if needed at any point in the future.

SAFETY DRIVES PROJECT

With three quarters of the project finished, we shouldn't forget that the major catalyst for this project was a strong desire by both the NZ Transport Agency, the community and Dunedin City Council to improve safety on the one-way system. This followed the tragic death of a cyclist on this route in 2011 and another cyclist just a year later. As part of the public consultation, 2000 submissions were made supporting separated cycle lanes to increase safety for cyclists and motorists, and give greater protection for pedestrians from vehicles turning at traffic signals.

Information on the process used in the decision to put the separated cycle lanes on the one-way system can be found at www.nzta.govt.nz/dunedin-one-way-system-cycle



Parks have been integrated into several sections of the new lanes

Key features delivered so far

- Re-programmed traffic signals to 'hold' turning traffic, with greater use of red arrows on these signals, to make it safer for pedestrians to cross the road.
- Installed new traffic signals at the busy Cumberland Street/ Howe Street intersection and outside Toitu Museum near the Queens Gardens that provide safer and easier pedestrian access to the museum.
- Keeping traffic moving on the one-way system with retention of the 'green-wave' coordination of traffic signals for smooth traffic flows.
- Intersection changes are tailored for both safety needs and to avoid unnecessary delays for motorists and cyclists.
- Parking bays for business and properties that previously had P5 parks nearby.
- Included general parking in the North Ground, University, Museum, Hospital, Toitu/Leviathan Hotel areas of the new cycle lane route.



A section of new cycle lane looking south toward the Dunedin Railway station



New pedestrian signals make it safer and easier for both locals and visitors to cross a busy section of SH1 outside the Toitu Museum.

WORK IN PROGRESS

This feedback has seen changes to the phasing of the one-way cycle lane lights heading south. Cyclists now have two instead of one phase where they have the right of way. We listened and made changes so the cycle phase runs at the start and finish of the highway traffic green light. The phasing will be reviewed further to ensure optimal timing for cyclists and turning traffic is achieved. If you have any ideas for improving the cycle lanes please send these to Dunedinshcyclelanes@nzta.govt.nz

BARNES DANCE CROSSINGS

These crossings enabling all pedestrians to cross at the same time are being installed early next year at Albany Street intersections within the one-way system.

Both intersections that are widely used by Otago University and Otago Polytechnic students and staff, will be much safer. This crossing will also improve access for cyclists to the southbound section of the cycle lane between Albany Street and the Queens Gardens.

THE WIDER DUNEDIN TRANSPORT PICTURE

The Transport Agency, Dunedin City Council and Otago Regional Council have formed the Connecting Dunedin Transport Group to ensure better coordination of their respective transport programmes, to provide locals and visitors with safe, accessible and convenient transport choices within the central city. The separated cycle lanes that will be completed in late February will play an important role in creating a world class transport system for Dunedin, ensuring the city remains a desirable place to live, work and study.

Find out more about the work of the Connecting Dunedin Group at: www.connectingdunedin.nz/

For more information about the one-way system separated cycle lanes go to: www.nzta.govt.nz/dunedin-one-way-system-cycle

Check out other Dunedin cycling projects at: www.dunedin.govt.nz/dunedin-urban-cycleways

TIMELINE FOR FINISHING EACH SECTION OF THE NEW CYCLE LANES

COMPLETED
Southbound (Cumberland St) Botanical Garden to Albany St

COMPLETED
Northbound (incl Great King St) Walsh St to Pine Hill Rd

COMPLETED
Southbound (incl Castle St) Albany St to Rattray St

DEC 2018
Northbound (incl Cumberland St) Queens Garden to Albany St

JAN-MAR 2019
Enhancement works, including Barnes Dance Crossings, Albany St



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

www.nzta.govt.nz **New Zealand Government**