

Dunedin one-way system separated cycle lanes project

QUESTIONS AND ANSWERS

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What is the main reason for this project?

To improve road safety for cyclists on the one-way system between central and north Dunedin, although the project will have safety benefits for all users of this route.

Why the need to improve cycle safety?

Cyclists are over represented in crashes on the one-way system with two cyclist fatalities since 2011. The last of these in 2012, prompted a review of the cycle infrastructure in the central city and north Dunedin by representatives from key road safety groups and organisations, including the Transport Agency and Dunedin City Council. After looking at number of safety improvement options and considering community feedback on these, the group decided cycle lanes on the one-way system physically separating cyclists and vehicles, was the best option for improving cycle safety on this route.

Why not make do with the cycle safety measures implemented on the one-way in 2013?

These were only short-term measures and while these have done a good job, cycle safety standards have been increased. The new separated cycle lanes will be built to these standards to significantly improve cycle safety on the one-way system.

Regardless of funding mechanisms, the road network has a core role of providing for the safe and efficient movement of people and freight, whether by car, bike or walking.

What if any other cycle routes were considered apart from the one-way system?

Earlier investigations included comparison with alternative routes, including George Street, Leith Street and Castle Street (north). Cycle use surveys were also undertaken to confirm demand for cyclist use of the one-way system because there was a lot less complexity involved in implementing separated cycle lanes on the one-way system than the other cycle routes considered.

Will traffic flows on the one-way system be affected?

Overall the traffic should flow better. With fewer parks on the right-hand side of the highway to accommodate the separated cycle lane, there will be fewer disruptions to traffic flows from cars manoeuvring in and out of parks.

What is the impact on car parking?

There are 388 car parks on the separated cycle lane route on the one-way system between Queens Gardens in central Dunedin and the Botanical Gardens in north Dunedin. These parks will be required to accommodate the separated cycle lanes on the highway corridor. However, the number of car parks lost will be 278, as 110 car parks will be made available in high-demand parking areas. These figures may vary slightly once the detailed design is completed.

Will property access be affected?

All existing vehicle access to adjacent properties on the one-way system will be maintained. At driveways that aren't heavily used, vehicles can turn directly from the traffic lanes, across the cycle lane, into the driveway. At high-volume traffic access points, built-in traffic bays will be provided for vehicles to pull over before turning.

Motorists will need to give way to cyclists when turning across the cycle lane, as they do now.

How will the lanes separate the traffic from cyclists?

Traffic and cyclists will be separated by raised kerbing, although what form this will take will be finalised in the detailed design of the separated cycle lanes. Where there is vehicle access onto the highway there will be no kerbing.

Isn't Dunedin too hilly and wet for cycling?

Although parts of Dunedin are hilly, there are still large flat and low-lying residential areas that are close to the educational, business, retail and employment areas of the central city which are suitable for cycling.

Dunedin's average temperature is much the same as Vancouver, Portland and Amsterdam - all cities that are well known for their high rates of cycling. In terms of rainfall, Dunedin's average annual rainfall is slightly less than these cities.

Are skateboards allowed on this cycleway?

In New Zealand, a separated cycle lane is for bicycles only. No scooters, mopeds, skateboards, or motorbikes can use separated cycle lanes. However, the cycle lane can be used by power-assisted bicycles, or 'eBikes', with power outputs less than 300 watts.

How many people are likely to use these cycle lanes?

The Transport Agency has surveyed use of the existing cycle lanes on the one-way system at about 500 trips per day, and believes usage could triple to 1500 trips daily when the separated cycle lanes are completed.

What is the expected cost of this project?

The current estimated cost for the project is about \$7.5 million. However, the exact project cost won't be known until the detailed design work is completed in the third quarter of this year.

When is construction of the lanes likely to start?

In the final quarter of this year or the first quarter of 2017.

Will there be an opportunity for further feedback on these cycle lanes?

The core design for the separated cycle lanes has been extensively reviewed and is now set in place. However, the community will have an opportunity to provide feedback on things like intersection and access treatments during the detailed design phase to ensure all users' needs are catered for on the one-way system.



Find out more about this project at www.nzta.govt.nz/dunedin-one-way-system-cycle