

# 1

# Dunedin one-way system separated cycle lane project news update

PROJECT UPDATE

FEBRUARY 2016



A computer-generated image showing how cyclists and vehicles might be kept apart on the Dunedin one-way separated cycle lanes.

Design work is about to start on this project to improve cycle safety on the State Highway 1 (SH1) one-way system through north and central Dunedin.

This will be achieved by providing cycle lanes along the route that physically separates cyclists from traffic.

## WHY SEPARATED CYCLE LANES?

For the past 10 years cyclists have been over represented in fatal and serious crashes on this route, with two fatalities since 2011. The last of these in 2012 prompted a major safety review of the cycle lanes.

As a result of this, a number of short-term safety measures were implemented including widening the existing cycle lane and installing flexible bollards to separate cyclists and traffic at higher risk locations.

## LONGER-TERM CYCLE SAFETY MEASURES

Several long-term safety options were assessed and the community consulted on these in November 2013. From the feedback, it was determined the option that delivered the greatest safety benefits for cyclists was a separated cycle lane on the one-way system.

This option does result in the loss of car parks, to provide the space required for the separated cycle lanes on the one-way system between the Queens Gardens in the central city to the Botanic Gardens in north Dunedin. Efforts are being made to retain parks, especially in the central city where there is high parking demand. This is challenging, as it has to be done in a way that doesn't compromise the safety of the proposed new separated cycle lanes.

## SAFETY

Improving safety for cyclists using the one-way system is the focus of this project. It is a route strongly favoured by cyclists, because it is the most direct and convenient to destinations in the central city.

As a highway, the one-way system has to provide for heavy freight vehicles, general traffic, as well as other road-users including cyclists, who are all entitled to expect the same levels of safety.



A separated cycle lane on Beach Road, a busy route to the Port of Auckland that's used by 20,000 vehicles a day, compared to about 15,000 a day on the Dunedin one-way system.



Parking on some sections of the Dunedin one-way system separated cycle lane could be similar to this section of the Tuam Street separated cycleway in Christchurch.

## PROJECT BENEFITS

- » Improved safety for all users of the State highway (SH1) one-way system between central and north Dunedin.
- » Relocating the new cycle lanes to the opposite side of the highway will increase safety by placing cyclists on the right-hand side of heavy vehicles, where they are more clearly visible to the drivers of these vehicles.
- » Having the new cycle lanes on the right-hand side of the one-way system increases safety by reducing potential conflicts between cyclists and buses at bus stops. Most bus stops on this route are on the left side of the carriageway where the existing cycle lane is situated.
- » Better traffic flows resulting from fewer disruptions from vehicles manoeuvring in and out of car parks along the right-hand side of this route.
- » Provides safe and convenient links with South Dunedin, North East Valley and harbourside cycle ways.
- » These modern cycle lanes will safely provide for increased numbers of people to cycle, making it a more attractive travel choice for Dunedin residents and visitors to the city.
- » Help make cycling a safer and more attractive transport choice in Dunedin, further enhancing the city's appeal as a place to live and work.

## HOW WILL THE SEPARATED CYCLE LANES WORK?

Raised kerbing is most likely to be used to separate cyclists and vehicles. At traffic lights, they will have special phasing, just like pedestrians; and between intersections some form of physical barrier, such as a kerb line or traffic islands.

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

## WHAT'S NEXT?

The project is moving into the detailed design stage that's expected to take six months to complete. There will be an opportunity for stakeholders, including those affected by the cycle lanes, to provide feedback on the detailed design.



The latest on information on this project can be found at:

[www.nzta.govt.nz/projects/dunedin-sh1-cycle-lane-safety-improvements-project](http://www.nzta.govt.nz/projects/dunedin-sh1-cycle-lane-safety-improvements-project)