



Dunedin one-way system separated cycle lane project news update

PROJECT UPDATE

FEBRUARY 2017



Construction of the first stage of the separated cycle lanes on the State Highway 1 (SH1) one-way system through central Dunedin is expected to start in May 2017.

This stage covers the southbound section of SH1 between Duke Street and the Otago Museum Reserve near Albany Street, and represents about 25 percent of the total one-way system separated cycle lane route.

The Transport Agency will deliver on behalf of the government, what will be one of the largest highway cycle safety improvement projects seen in Otago. Construction will be managed to ensure that the one-way system is able to operate effectively and any disruption to users are kept to a minimum. Once complete, it will connect with Dunedin City Council's cycling infrastructure being developed in North Dunedin to link to key destinations, including Otago University, Dunedin Hospital and the CBD.

BACKGROUND

Since 2003 there have been several crashes on cycle lanes on the SH1 one-way system through central and north Dunedin, including three fatalities, two since 2011.

The most recent fatality in 2012 led to a major safety review of these cycle lanes that saw the formation of a cycle safety working group made up of representatives from the Transport Agency, Dunedin City Council and cycle advocacy groups. They were tasked with finding short and long-term measures to improve cycle safety on this route. The shorter term safety measures were implemented in 2013.

Several long-term improvement options were assessed by the group and consulted on in November 2013. Consultation feedback was taken into account in determining which option would deliver the greatest cycle safety benefits. Of these options, a separated cycle lane emerged as the best for significantly improving safety for cyclists, who are over-represented in crashes on this route.

IMPORTANT CHANGE

Since our last news update, the project team has been working on the detailed design of the separated cycle lanes. This has led to a couple of changes. The first is along the 800 metre southbound section of Cumberland Street between Duke Street and the Otago Museum. Here it's proposed to leave the new separated cycleway on the left side of the highway where the existing cycle lane is located.

The new separated lanes would continue on the left through to the pedestrian traffic signals near the Otago Museum Reserve. From that point, they would then switch over to the right side of the highway. All of the northbound separated cycle lane route from the Queens Garden north to the SH1 Pine Hill Road intersection will be on the right side of the highway.

PARKING

Keeping the southbound separated cycle lane on the left between Duke Street and the Otago Museum, will mean fewer carparks are needed to accommodate the separated cycle lane, because there are fewer parking spaces on this side of the highway.

Building the separated cycle lanes will mean changes in both the use and availability of vehicle parking on parts of the highway. Ensuring available parks including those in high use areas is better managed to meet demand, and to look at providing alternative parking on nearby streets, is a priority for this project.

THE BIGGER CONNECTED DUNEDIN TRANSPORT PICTURE

A great transport system provides choices for how people move about and balances the needs of those wanting to cycle, walk, drive or catch a bus. We're working to create a transport system that better connects Dunedin, lets everyone move about how they want to, and do it safely.

Great cities offer first class cycling and walking facilities, reliable bus services and cater for those wanting to drive, by providing convenient parking. Achieving the best system means some change and compromise, but with it develops a vibrant city that attracts more people, visitors and investors.

One of the first projects to be delivered as part of a transport work programme to better connect Dunedin is the new separated cycle lanes on State Highway 1 through the central city, a key route for cyclists. These lanes will change how available space on the road network is used and see some parking losses on various sections of the highway.

Convenient parking is part of an effective transport system, so we'll be looking to balance the needs of all road users and ensure car park availability along this route.



Artist's impression of Cumberland Street/Hanover Street



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

