



St Leonards to Port Chalmers Shared Path

June 2015



We are currently designing the final stage of the shared walking and cycling path from St Leonards to Port Chalmers. The 5.2km path will provide a safe, alternative route for pedestrians and cyclists to State Highway 88 (SH 88) between Dunedin and Port Chalmers.

CURRENT ISSUES ON SH 88

SH 88 is the main transportation route from Dunedin to Port Chalmers. It provides access for heavy vehicles servicing the Port and those living in residential areas along this route. SH 88 is a comparatively narrow highway being sandwiched between steep hills on one side and the Otago Harbour and the main trunk railway line on the other.

This lack of road width in several areas poses a significant safety risk to pedestrians and cyclists, especially when you factor in the large number of heavy vehicles utilising this route. Limited pedestrian and cycling facilities along SH 88 mean cyclists and pedestrians are forced to use the often narrow sealed road shoulder.

In order to make SH 88 safer for all road users, including cyclists and pedestrians, the Transport Agency started work a few years ago on extending the existing path from Dunedin to Ravensbourne through to St Leonards, with the long term aim of continuing it on to Port Chalmers.

Key Features of the Shared Path

The key objective of the project is to provide a safe and continuous route for cyclists and pedestrians between St Leonards and Port Chalmers.

This final leg of the path will be of similar design and construction to the path from Ravensbourne to St Leonards, such as utilising the causeways at St Leonards and Blanket Bay.

Proposed key features:

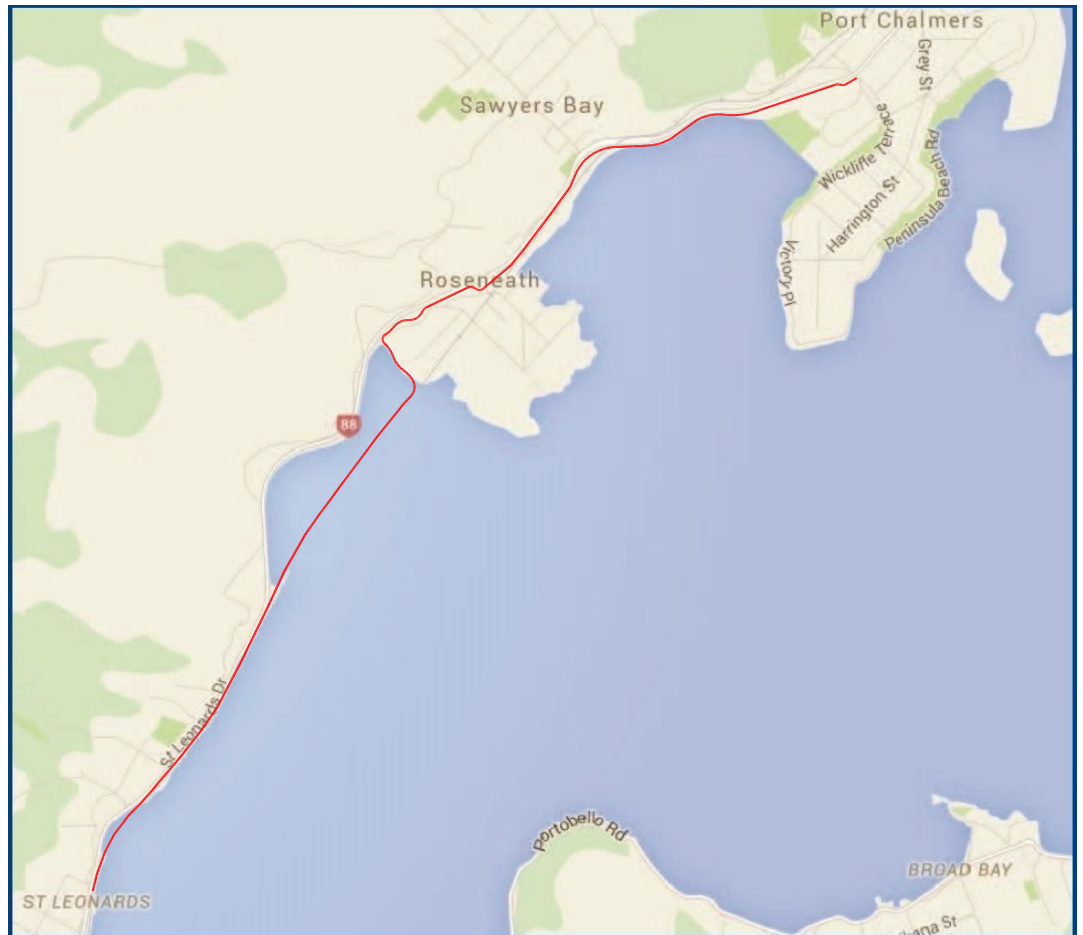
- A generally 3m wide asphalted pathway
- Lighting along the entire route
- Sections of the path will run alongside the main trunk rail line with path users safely separated from the rail tracks by secure fencing
- Existing parking at St Leonards will remain
- Connections to local communities will be provided along the route
- A 2.5m high retaining wall will be built alongside SH 88 at Roseneath, suspending the shared path above the road. A secure fence will be provided for safety
- Vacant land on the rail corridor will be used to traverse a number of bays and inlets via the existing rail causeways located along the route



Photo courtesy of Antony Hamel

To create enough space for the shared path to be located between the railway line and SH 88, some reclamation work is required. This will be carried out on the section immediately north of the St Leonards Yacht Club, the causeway over Blanket Bay, and the section around Mussel Bay. Locally sourced rock will be used for this work and the reclamation will be designed to blend in with the surrounding environment. Initial assessments indicate the reclamation will not have significant effects on the surrounding ecological and marine environment, or the heritage values of the existing seawalls.

The support of KiwiRail in allowing the use of their railway land has reduced the potential impact of the path on the surrounding marine environment by reducing the amount of harbour reclamation work required.



HOW TO GET INVOLVED

Information on the proposed design and further background details on the project will be available at the following consultation events:

When	Where	Time
Thursday 25 June 2015	Port Chalmers Four Square	3 - 6pm
Saturday 27 June 2015	Otago Farmers Market, Railway Station	8 - 11am

If you cannot make these events and want some more information, or you haven't already taken part in our survey, you can do both at the Agency's website (www.nzta.govt.nz) and search for cycling in Otago. The survey will close at 5pm Wednesday 8th July 2015.

We would really like to hear your feedback and thoughts on the proposed design.

NEXT STEPS

All consultation feedback will be summarised and presented in a report that will be published on the project website.

Our next steps will then be to apply for the necessary resource consents and any changes to either the highway or rail corridor designations. This will happen over the next few months. Construction is planned to start next summer (2015/2016) and take an estimated 18 - 24 months to complete; this is subject to securing resource consents and further funding application.



If you require any additional information, please contact:

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