

Shaping Future Dunedin Transport

Summary of Public Engagement

September 2020

Introduction

Shaping Future Dunedin Transport project - public engagement

In July 2020, as part of the Shaping Future Dunedin Transport business case process, Connecting Dunedin, a partnership of Waka Kotahi NZ Transport Agency, Dunedin City Council and Otago Regional Council, asked people to share their ideas and thoughts about the future of Dunedin's central city transport system.

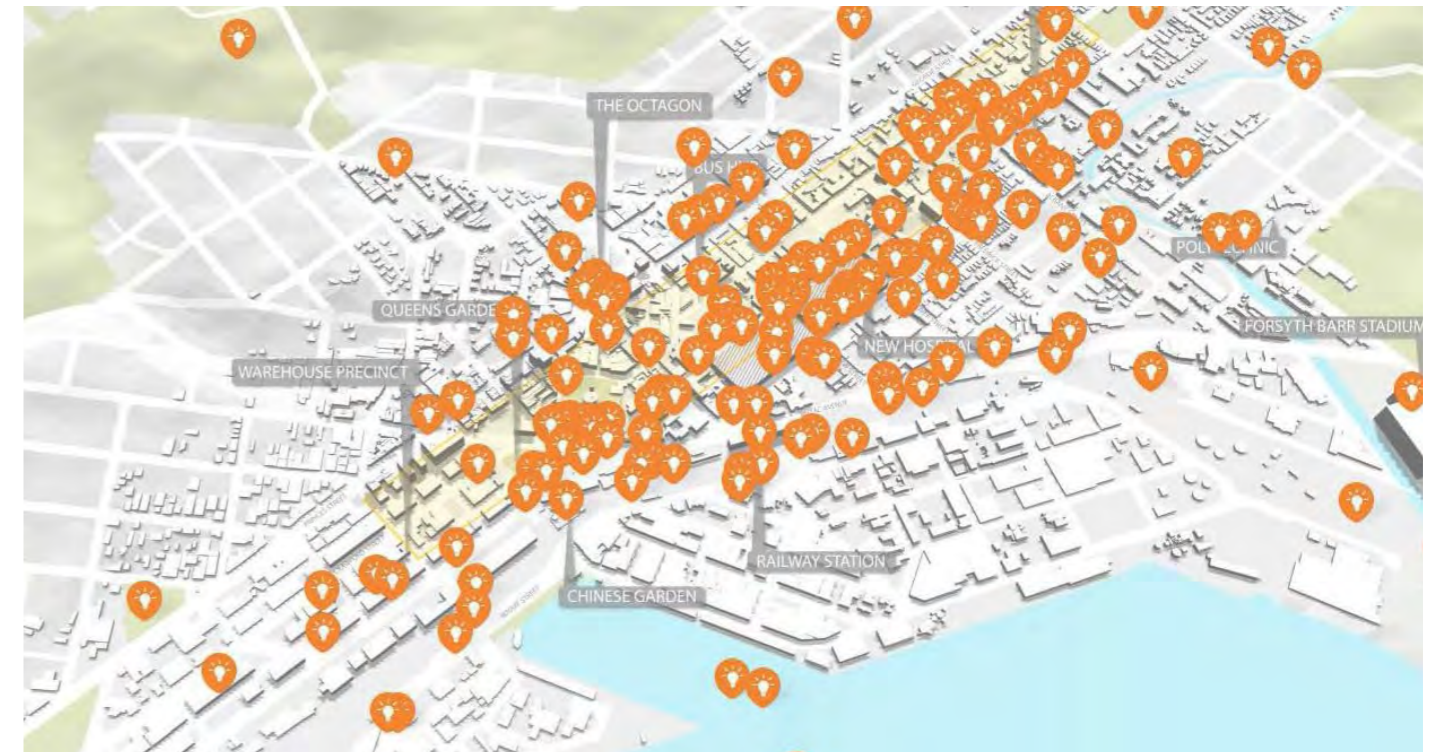
The engagement's purpose was to start a city-wide conversation about the changes the central city transport system may face in the future and how it could be improved to be safer, better connected and offer a range of ways for people to get around the city as the new Dunedin Hospital and other central city developments take shape.

The Shaping Future Dunedin Transport project team sought feedback from the community on a range of ideas through on-line interactive maps.

There were over 22,000 total visits to the maps, with over 5,000 unique visitors, meaning many people repeatedly engaged with the information. As well as the interactive maps, there was a 26-question survey. Nearly 500 comments were left on the interactive maps and 756 people completed the survey.

This engagement report summarises the ideas and comments made on the maps and provides more details of the survey responses. It also summarises feedback received from key stakeholders.

All the comments made on the interactive maps will also remain **online** for people to read in more detail.



On-line interactive maps were used to ask people for their comments and ideas (Social Pinpoint)

About the project

Shaping Future Dunedin Transport

With the new Dunedin Hospital being built in the central city and other developments planned, Dunedin has a unique opportunity to look at ideas to create a transport system that's safer, better connected and offers a range of travel choices.

Connecting Dunedin has been working on the Shaping Future Dunedin Transport project to develop what those ideas might look like. Ideas include:

- suggested ways to make it easier and safer for people to get around on foot and by bike
- improving public transport choice and parking
- providing an alternative route bypassing the city centre
- changing the current road network e.g. whether the one-way system could become two-way.



Indicative image of Cumberland Street, outside the new hospital

Purpose of the engagement

Purpose of the engagement

As part of the Shaping Future Dunedin Transport Business Case process, the Shaping Future Dunedin Transport Project team ran a four and half week online interactive engagement that finished on 16 July 2020. The purpose of the engagement was to start a city-wide conversation about the changes that the central city transport system will face as the new Dunedin Hospital and other central city developments take shape.

Together with a suite of supporting technical and planning studies, the comments and ideas received during the engagement period will be used to inform the business case as it's developed.

Key themes emerging from the public engagement included:

- Provide more all day commuter parking, including park and ride facilities around the edge of the central city and within walking distance of major destinations and places of work.
- Concern that changing the SH1 one-way system to a two-way system would result in congestion and reduce the capacity of the existing network.
- Move the cycleways from SH1 to local roads and provide more connections to the existing cycle network.
- Improve the bus network including providing an improved inner-city bus loop.
- Provide more seating and planting to improve the main walking routes so that they are safer and easier for everyone to use, regardless of age and mobility.



Engagement methods

Online interactive maps

Shaping Future Dunedin Transport set out to engage with the Dunedin community to find out what's important to people as they travel around the city, whether driving, on the bus, cycling or walking. The project team also encouraged many stakeholder organisations to provide their views. The engagement was open to anyone who wished to provide feedback, and they were able to do so anonymously.

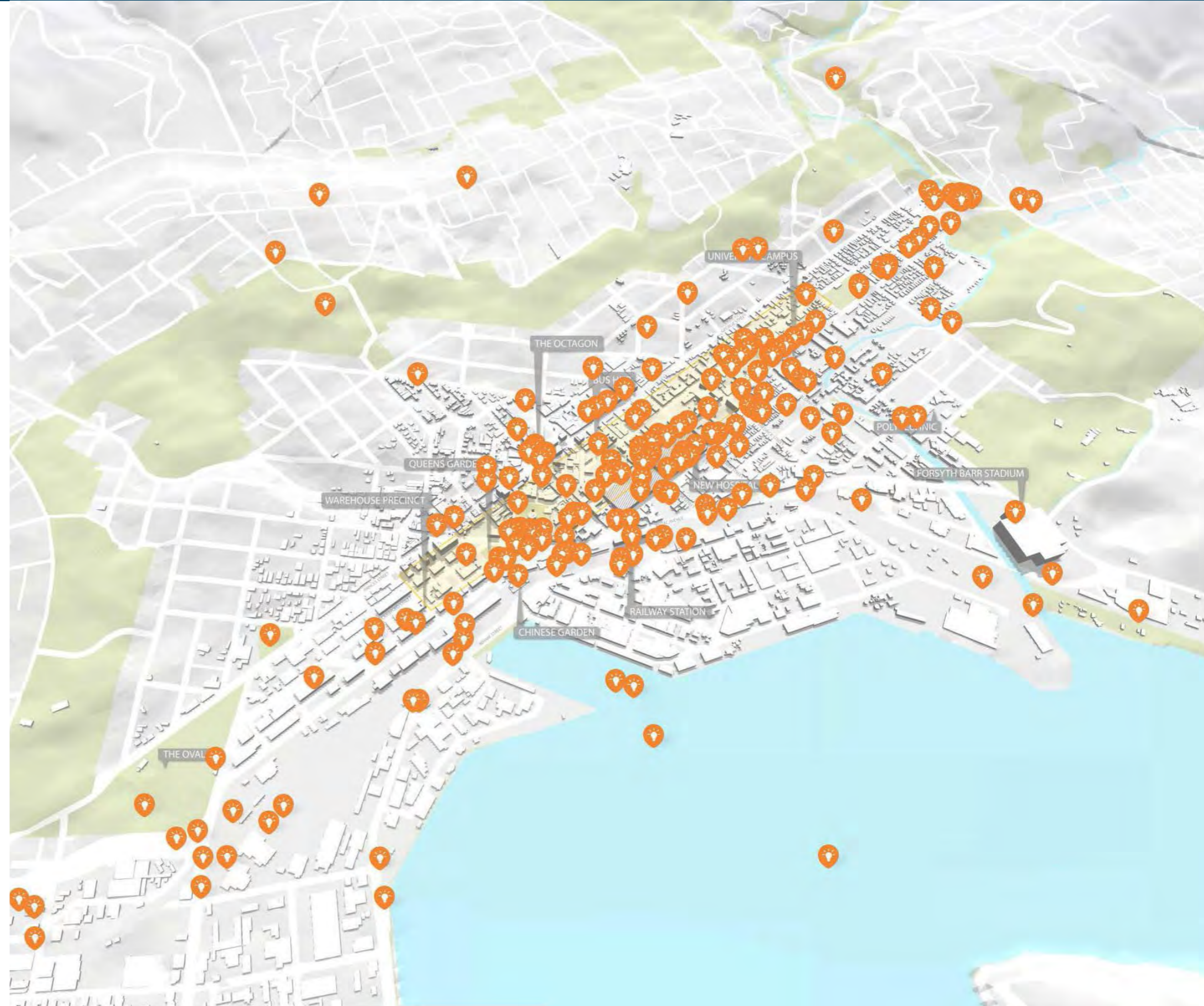
The Shaping Future Dunedin Transport project team created a number of online interactive maps using the engagement tool Social Pinpoint. These were hosted on the NZTA website (www.nzta.govt.nz/sfdt). The maps allowed people to look at a range of ideas and then leave comments, ask questions and debate the future of transport in central Dunedin.

Other ways to provide feedback included emailing at sfdt@nzta.govt.nz or calling a phone number set up to help people provide feedback online.

Promoting the engagement

To encourage participation in the engagement, there was promotion through print and digital advertising, including:

- Newspaper ads and leaflets (Otago Daily News, The Star)
- Radio advertisements and interviews
- Leaflets and posters at Council facilities
- Promotion through NZTA, DCC and ORC websites
- Public dashboard reports throughout the engagement period including the top five comments



Engagement methods - dashboards

Shaping Future Dunedin Transport

Social Pinpoint engagement update
Dashboard report 15 Jun-30 Jun 2020
www.nzta.govt.nz/sfdt

Top 5 Comments:

"A multistory car parking building would be pivotal to the success of the hospital. Dunedin already lacks parking spaces, and either an underground or above-ground car park would be a big help" 55 likes 3 dislikes

"Please create a high frequency free/low cost inner city bus loop that joins the university/polytech, city centre and warehouse district, with park and rides on the outskirts." 46 likes 5 dislikes

"I'm not convinced about removing the current one way system. Traffic is already congested during peak hours on that system. I would like to see some more details of how the proposed traffic flows on the alternative two single lane roads (one local, one state highway) will cope with current and future anticipated traffic." 44 likes 5 dislikes

"This [Ward Street] road is already very busy and doesn't have the capacity to take the volume of traffic being moved from the one way system." 41 likes 5 dislikes

"Please please please – create a better outcome for the areas around the railway station gardens, Toitu, the old prison building, the Chinese gardens – these are drawcards for local and visitors alike and to be divided as they are now (and continue to be as proposed) is a poor outcome." 35 likes 0 dislikes

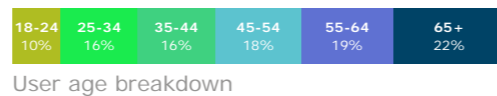
13,317
site visits

3,181
unique users

290
survey responses

222
comments

Tags



User age breakdown



Shaping Future Dunedin Transport

Social Pinpoint engagement
Dashboard report 15 Jun- 16 July 2020
www.nzta.govt.nz/sfdt

Top 5 comments:

"A multistory car parking building would be pivotal to the success of the hospital. Dunedin already lacks parking spaces, and either an underground or above-ground car park would be a big help" 76 likes 3 dislikes

"Please create a high frequency free/low cost inner city bus loop that joins the university/polytech, city centre and warehouse district, with park and rides on the outskirts." 73 likes 5 dislikes

"I'm not convinced about removing the current one way system. Traffic is already congested during peak hours on that system. I would like to see some more details of how the proposed traffic flows on the alternative two single lane roads (one local, one state highway) will cope with current and future anticipated traffic " 65 likes 5 dislikes

"This [Ward Street] road is already very busy and doesn't have the capacity to take the volume of traffic being moved from the one way system." 48 likes 6 dislikes

"The proposed changes appear to halve the capacity of Highway one, and it therefore appears transit times will rise sharply when the system reaches capacity. What is the proposed system's capacity in relation to 2019 volumes? What is the economic impact of the greater delays to the non-local traffic that has to pass thought Dunedin on the way North or South? " 45 likes 1 dislikes

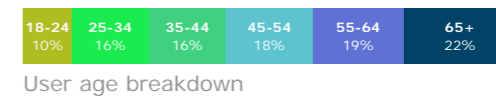
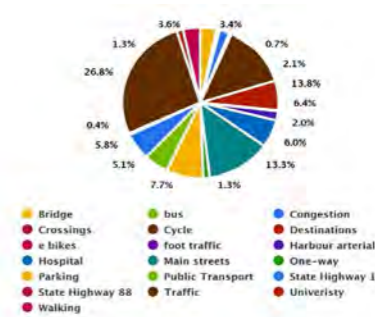
22,057
Total Visits

5,368
Unique users

756
survey responses

459
comments

Tags



User age breakdown



Feedback Themes

What you told us



Walking

One of the project goals is to make it easier and safer for everyone to get around the central city on foot.

This is particularly important around the new hospital building and between popular destinations such as the Octagon and George Street, the University, the Railway Station, Toitū, the Chinese Gardens, Queens Gardens and the Warehouse Precinct. Ideas for how we could do this include:

- Improving the quality of the footpaths on the main walking routes so they are safe for everyone to use, regardless of age and mobility.
- Adding more seating and planting to improve people's walking experience. This is particularly important around the new hospital building and between popular destinations.
- Providing more Barnes Dances at key intersections, more mid-block crossing points and moving e-scooter parking off footpaths.
- Extending the current central city 30-40km/hr slow speed zone



Walking - key feedback themes

Many comments suggested that roads should be more pedestrian-friendly as they are currently unpleasant due to loud and unsafe traffic. Shelter from the weather conditions was also an issue for people not wanting to walk around the city more, with many comments suggesting covered walkways would help.

Some comments wanted to see fewer cars in the central city to improve the street environment for pedestrians and make it a safer place to walk. More amenity on the streets was also suggested to improve the streets.

A number suggested walking into the city was too far and took too long for them, the surrounding hills were an issue and the weather was too. Some respondents suggested that they do not face any problems walking into and around the city.

The survey indicated that the majority of people felt neutral on the current walking experience along the state highways. Some felt the experience was unappealing or very unappealing. When questioned about the ease of crossing the street when walking in the city centre, the majority of people were satisfied or very satisfied.

Some popular comments are represented by the quotes on the adjacent map.

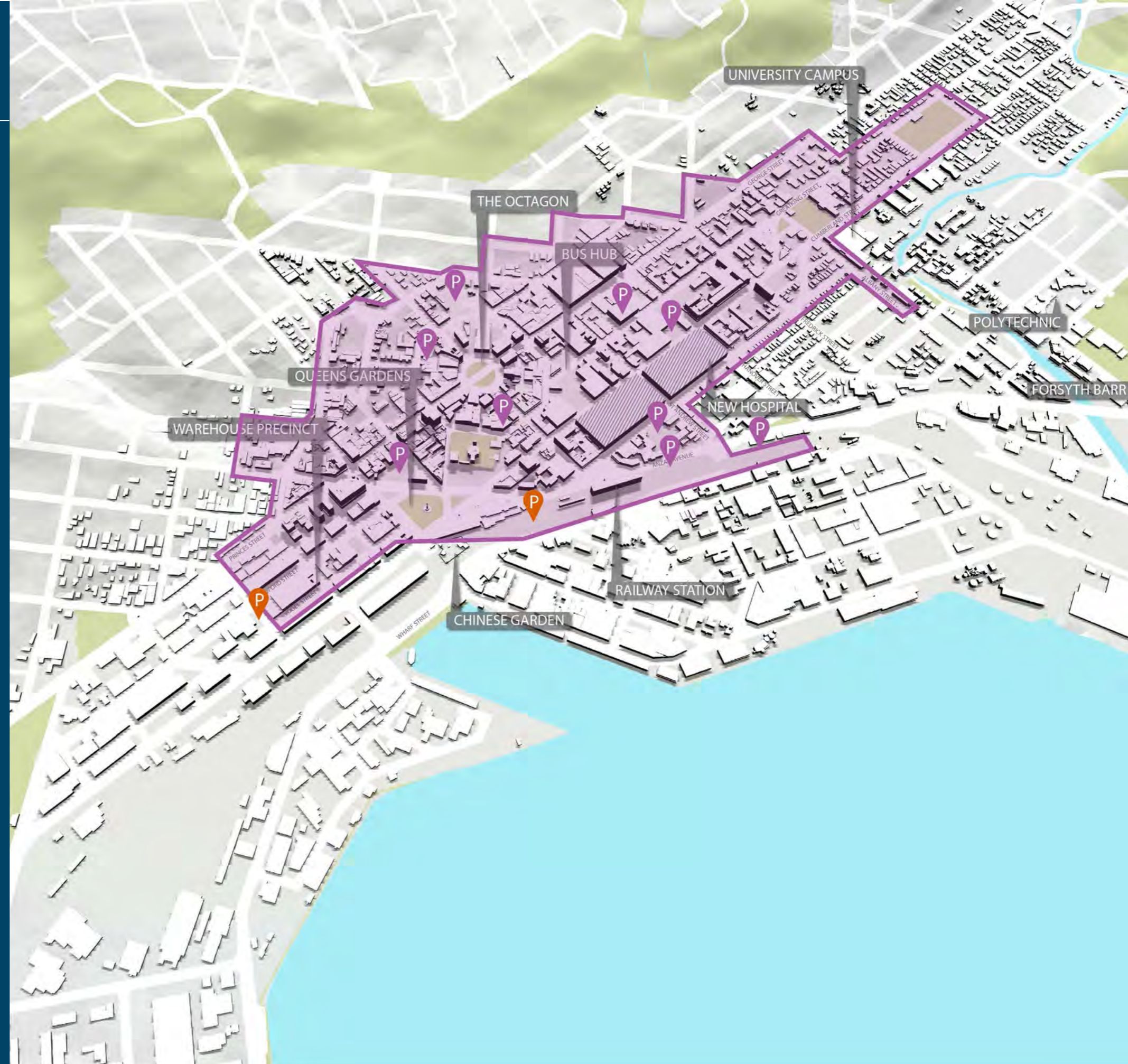


Parking

Another idea is to provide more all day and commuter parking around the edge of the central city but still within walking distance of major destinations and places of work. We are considering new off street parking in two locations:

- In Wharf Street area which could provide for the new hospital and the city centre.
- In the Warehouse Precinct, which would primarily provide for commuters from the south, which is the origin of 65% of commuter traffic.
- Parking will also be managed so that on-street parking spaces in the central city are prioritised to support central city businesses, shops and essential services.

The map shows the central city parking zone and indicative locations of new off street parking facilities (shown in orange).



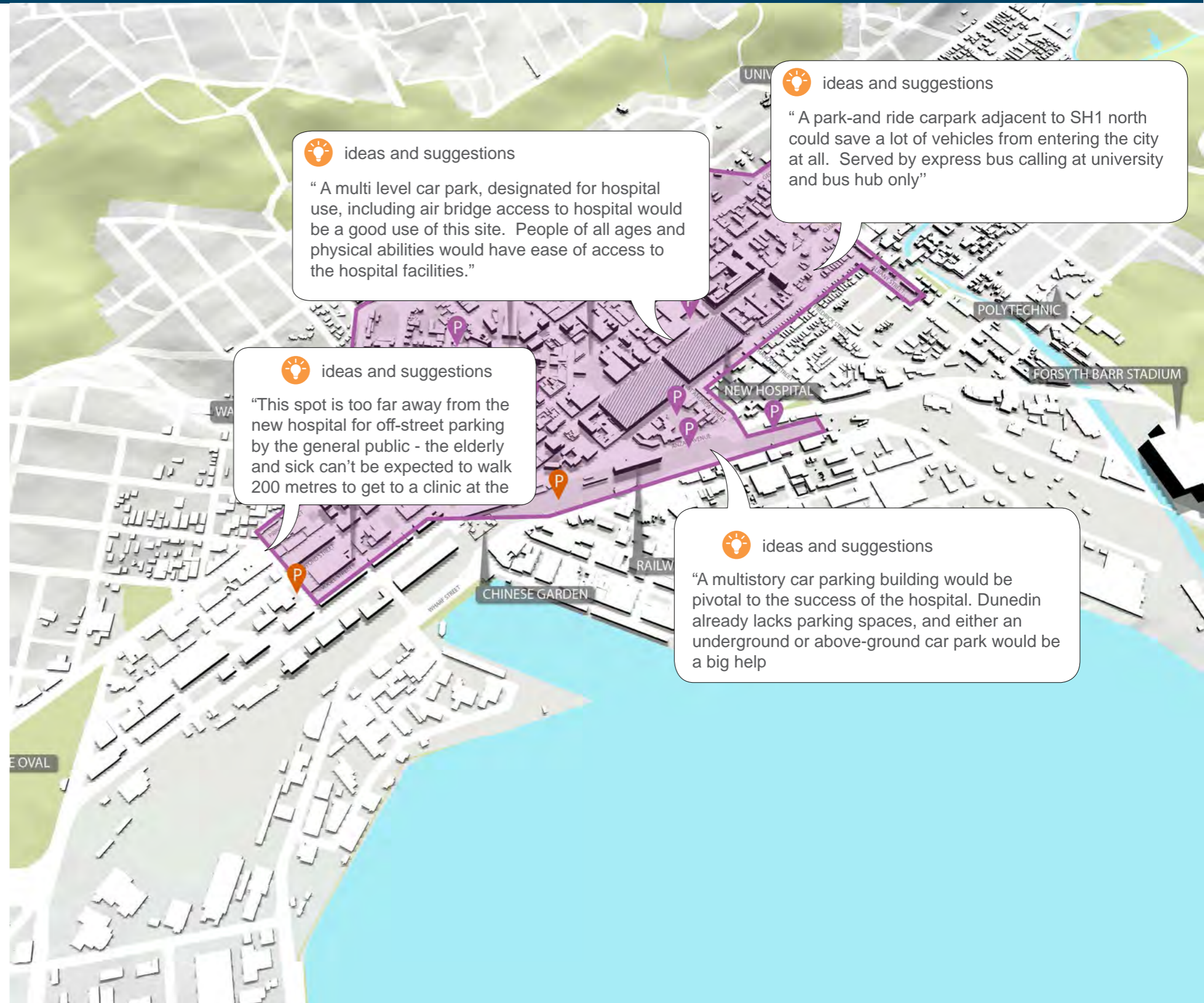
Parking - key feedback themes

Many respondents suggested that there should be more parking and more parking buildings around the city to service the current parking needs. Many comments suggested a multi-story parking building with close proximity to the new Dunedin hospital would be favourable.

Lots of comments requested that more parking is provided on the outer edge of the city to accommodate commuters and provide more park and ride facilities into and around the city. There was support to reduce the amount of cars in the central city to encourage a more pedestrian friendly space.

A number of respondents commented that they would like to see a focus on more transport options, cycling and walking in Dunedin over the priority for parking on the road. They also commented that parking in the central city should be time restricted for retail purposes and for people with limited mobility.

Some popular comments are represented by the quotes on the adjacent map.



Changes to SH1

Another key part of the project is to investigate how the road network in the central city may need to change to best integrate the new hospital into the central city, while making it safer for people walking and cycling around the surrounding area, and providing a reliable route through the city for vehicles. This includes changes to how State Highway 1 runs through the city and whether it stays one-way or changes to two-way.

One-way system

We know now that if the one-way system is kept as it is, other changes will need to be made to support the new hospital development. These could include:

- Improving Wharf Street and Thomas Burns Street (the Harbour Arterial) so that it can handle more traffic, providing an alternative route bypassing the city centre and avoiding the new hospital during and after construction.
- Moving the main east-west route on St Andrews Street to Frederick Street. Introducing a slow-speed zone (30-40km/hr) on both current north bound and south bound routes.
- Improving pedestrian crossings at key intersections and at key mid-block locations with limited impact on parking.
- Providing areas of planting and seating where space allows.

As part of the oneway system idea the current one-way cycleways would be kept the same.



Changes to SH1

Two-way system

This map shows the ideas for changing the current one-way system through Dunedin to a two-way system. Key features of this option could include:

- Introducing a main city centre through route on the current southbound route, passing behind the new hospital. It's proposed to be a two way route, with minimal parking, a speed limit of 50km/hr and a solid median strip separating the two lanes.
- The existing northbound route passing the front of the new hospital will become a two-way local road. The speed limit of this road, is reduced to 30 km/hr.
- Parking is retained on the local road and there will be improved pedestrian crossings at all intersections and more mid-block pedestrian crossing points linking key destinations.
- Improving Wharf Street and Thomas Burns Street (the Harbour Arterial) so that it can handle more traffic, providing an alternative route bypassing the city centre and avoiding the new hospital during and after construction.
- Moving the main east-west route on St Andrews Street to Frederick Street.

Under this two-way system option, the cycleway would be moved to the local road outside the hospital. It would still be separated from the traffic from the and would be two way, with additional cycleway routes added to link to the Oval.



Changes to SH1 - key feedback themes

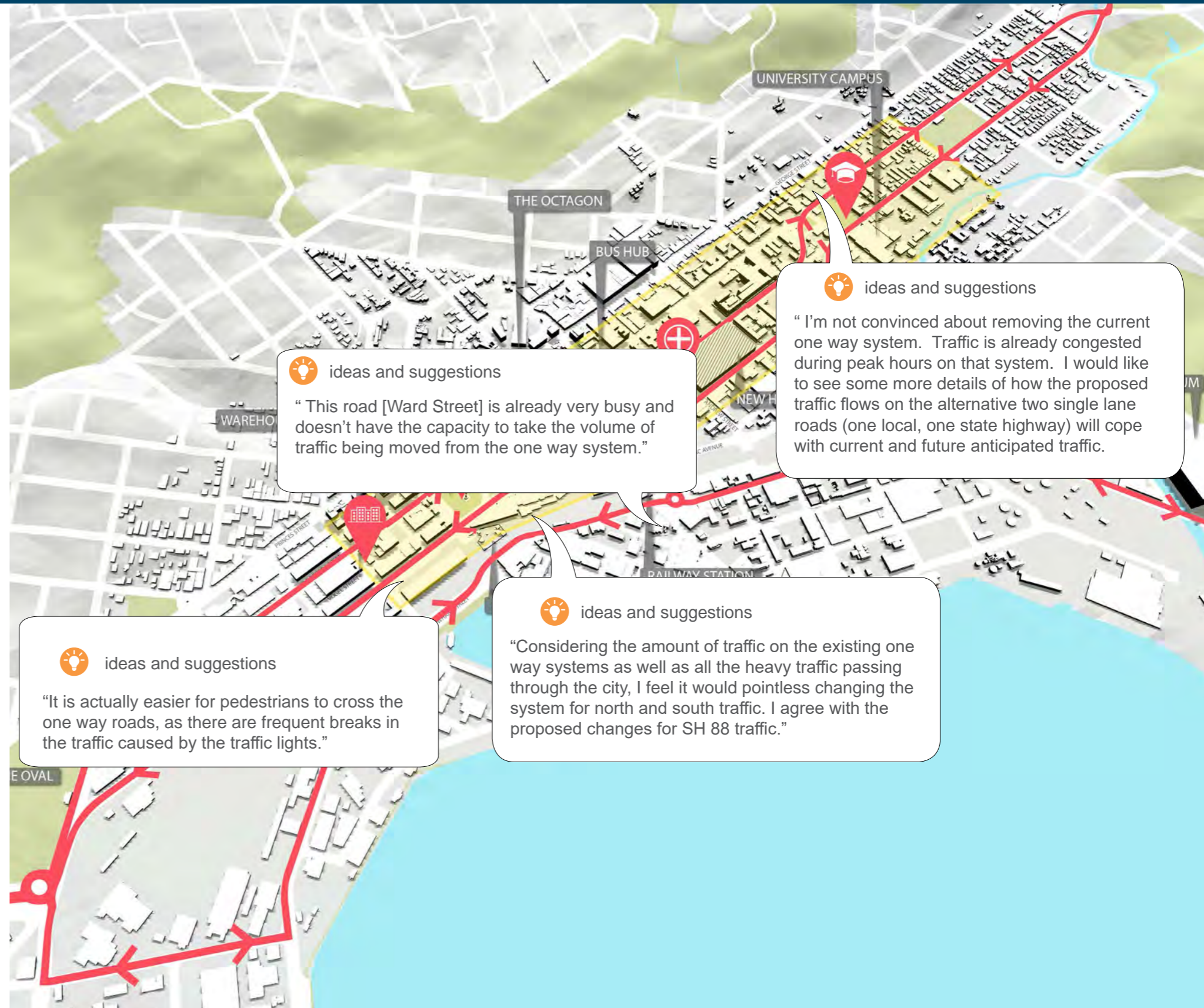
The majority of respondents to the survey commented that the current one-way system should be retained as they are - there was concern that if it changed to a two-way system this would impact congestion and reduce the capacity of the existing SH1 network by 50%.

Feedback also indicated that many people do not like the cycle lanes being on the one-way system and suggested they could be located on safer streets.

A key theme of the feedback was support for the introduction of a heavy traffic bypass (the Harbour Arterial) to remove large vehicles from the current system to make it feel safer although there was concern that the road doesn't have the capacity to carry any additional traffic. An increase in trees and amenity on the roads was supported by the majority of people who provided feedback on this issue.

The majority of comments indicated that congestion was the biggest challenge when driving on the current one-way system. The traffic light phasing was also a problem for a high number of respondents. The current cycle lanes on the one-way system was also recorded as being an issue.

Some popular comments are represented by the quotes on the adjacent map.



Changes to SH1 - key feedback themes

The vast majority of respondents felt safe when driving on the current one-way systems however the majority of people were neutral when questioned about the current system being an appealing place to be while driving.

Many respondents commented that the current one-way systems feel unsafe and car dominated which made them undesirable. The majority of people were concerned about congestion if a two-way system were to be introduced. Some support was given to the two-way system commenting that it would create a more cycle and pedestrian friendly space.

The majority of respondents to the survey would prefer to see the one-way system retained as in their opinion this was the best method of integrating the hospital with the city.

Some popular comments are represented by the quotes on the adjacent map.



Cycling

Another goal of the project is to improve the cycle network, aiming to get more people moving around by bike.

Ideas for how we could do this include filling gaps in the existing cycleway network to improve connections between popular destinations and encouraging people to commute to work using a bike.

Other ideas include:

- Adding a new cycleway to Albany Street
- Creating several safe bike hubs in the city, including near the Bus Hub to provide an easier bus/bike travel option



Cycling - key feedback themes

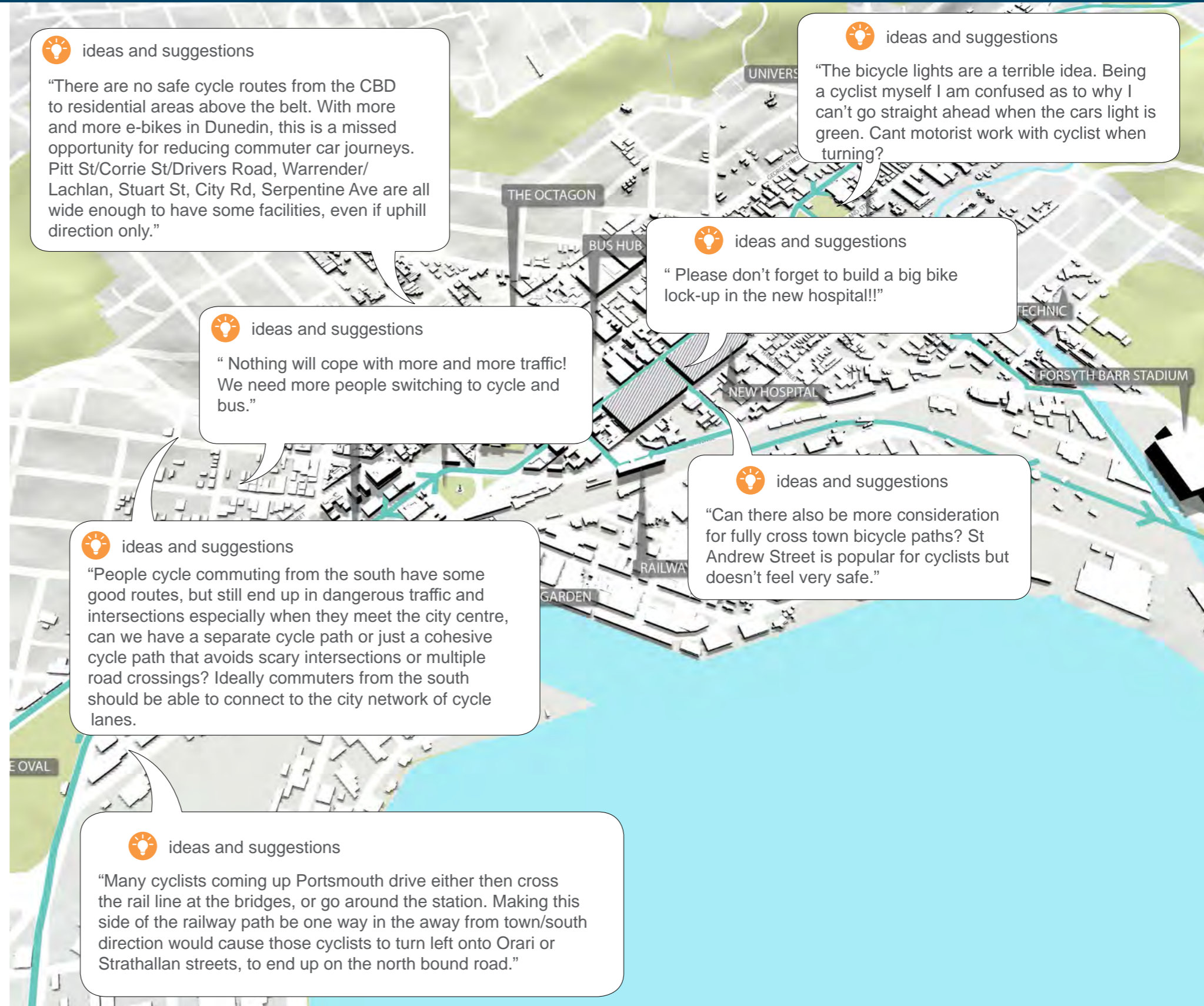
Whilst many respondents were supportive of the proposed changes to the cycle way to provide more connections to the current cycle network to keep cyclists away from busy roads where possible; some felt that cycling wasn't to be encouraged. Improving the current cycle network to be more safe was also noted in the feedback received.

There was support for moving the current separated cycleways from SH1. Some feedback indicted specific areas where cycle network connections were very poor, unsafe or not easy for cyclists to complete a journey easily.

When asked about problems faced when cycling into and around the city centre, the majority of survey responses indicated that the weather, the hills and the feeling of being unsafe were issues. Driver behaviour was also noted as being an issue when cycling.

Of all respondents, the proposal to connect gaps in the current cycle network was both supported and unsupported by a similar number of people with some indicating that they did not support any improvements to the cycle network.

Some popular comments are represented by the quotes on the adjacent map.



Public Transport

Another goal of the project is to improve public transport choice, aiming to get more people moving around by bus.

Ideas for how we could do this include simplifying the bus routes through and to the city centre (from North and the South).

Other ideas include:

- Creating several safe bike hubs in the city, including near the Bus Hub to provide an easier bus/bike travel option
- Reviewing fares to make bus travel easier to calculate and more economical
- Upgrading key bus stops with enhancements such as real time information
- Continued review of the bus network in terms of frequency and timetable
- Introducing bus priority at locations where buses currently experience congestion delays at peak times
- Creating further park and ride options.



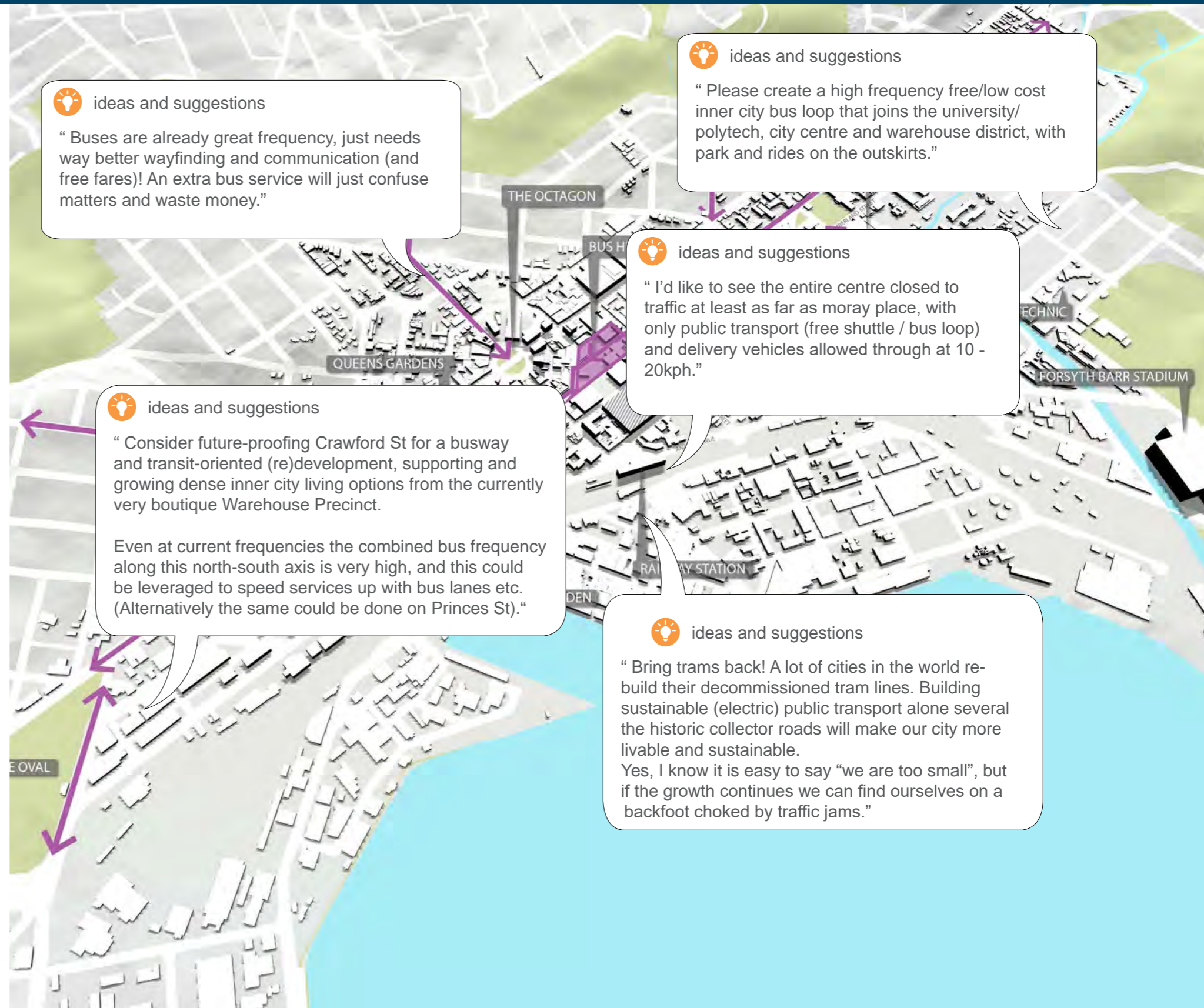
Public transport - key feedback themes

The majority of respondents were supportive of the ideas proposed for improving the bus network. Some commented that the current frequency of the buses were an issue. Many people commented that the buses were too large and suggested that smaller, more frequent buses could help their issues faced. Many people were supportive of increasing the public transport, cycling and pedestrian networks to encourage people away from cars.

The majority of respondents answered that the proposed improvements to the bus network would not encourage them to use the bus more. The main issues they faced when getting the bus into the city centre were the poor frequency, how expensive it was, the time the journey took was too long and it was unreliable.

A high number of respondents answered that they do not get the bus into town. Some comments suggested that an electric bus fleet would be appealing. Many also commented that they have appreciated the free bus service running.

Some popular comments are represented by the quotes on the adjacent map.



What the streets could look like

As part of the project, the Shaping Future Dunedin project team developed some indicative images of what the different streets could look like in the future.

The images focused on showing the possible changes to the current South and North Bound State Highways in key locations, under one-way and two-way system option. This is to give an indication of the street experience whether people are walking, cycling, on the bus or driving.

One way: Crawford - Great King St



Typical Space Allocation



Two way: Crawford - Great King St



Typical Space Allocation



Key feedback themes

The majority of respondents strongly liked the proposal to provide more trees, landscape planting and places for people to sit along the street network.

Some comments were less supportive of the seats in the roads as they were unsure when people would use them. A high number of respondents commented that they would like more trees on the streets to make them look nicer and be better space as a pedestrian.

There was support for creating a better outcome for the areas around the Dunedin Railway Station gardens, Toitu and the Chinese Gardens. It was felt these are drawcards for both locals and visitors and that currently the roads created a barrier for people to get to them easily.

Many people also commented that they'd like the streets to be more focused as places for people not just places for cars. Providing more green was a popular comment made by many.

One way: Cumberland - Cumberland St



Typical Space Allocation



Two way: Cumberland - Cumberland St



Typical Space Allocation



Stakeholder feedback

What organisations told us



Stakeholder Feedback

Dunedin City Council (DCC)

The DCC have started work on a variation to the District Plan (Variation 2) to address a shortfall in housing capacity in the medium term based on latest monitoring as required by the National Policy Statement on Urban Development Capacity. The variation will consider and include both intensification and greenfield residential zone changes. All options are being assessed in accordance with the strategic direction policies of the 2GP, which include transportation matters. The identification of known transportation network constraints is part of this work. Council should be consulted if there are changes to transportation constraints.

NZ Automobile Association (NZAA)

- NZAA would need to see evidence that the proposed changes would result in an improved transport system.
- Further traffic modelling is required on the impact the proposed options would have on the transport network.
- A survey of parking demand is required. It is particularly important that sufficient parking is provided for the hospital.
- The upgrade of Wharf Street and Thomas Burns Street ('the Harbour Arterial'), particularly for heavy vehicles, is supported.
- The works on State Highway 1 and the Harbour arterial should be completed before other roading changes are made in the CBD.

Ministry of Education

- The Ministry has a particular interest in George Street Normal School, which is located at 989 George Street, North Dunedin.
- The concerns for the safety of staff and students are primarily in relation to George Street. There are a number of safety issues with the crossing of George Street.
- Overall, the suggested improvements to the road network and traffic speeds will make it easier and safer to get around central Dunedin.

Public Health South - Southern District Health Board

Two-way system

- PHS prefers the two-way system (traffic in both directions) because it will ensure the hospital is less isolated and more easily accessible.
- Re-routing heavy vehicles would create a safer environment for other road users.
- Pedestrians and cyclists should be provided with safe crossing points.
- A road should be created straight from the motorway to the Harbour Arterial rather than being directed down Strathallan Street.

Walking

- Improve the quality of the footpaths, provide seating, and ensure there is adequate street lighting.
- Slow the traffic around the hospital to 30km/h to promote a safer walking environment for pedestrians.
- Include safe and accessible crossing points between intersections, including the provision of pedestrian 'refuge islands'. There are currently no crossing points between the Chinese Gardens and Spotlight on the one-way south.

Parking

- Encouraging a public 'park and walk' or 'walkable parking' environment through the development of a new car parking area / building on the edge of the central city.
- Develop an additional car parking space on Wharf Street.
- Create a park and ride option in the Warehouse Precinct.
- Provide general parking around the hospital.

Cycling

- Install covered and secure bike parking and bike hubs, and parking areas for e-scooters.
- Ensure that cycleways are connected.

Stakeholder Feedback

Public Transport

- Replace wooden bus shelters with glass shelters, enabling people to see when buses are arriving. Ensure bus stops are accessible for people with disabilities, elderly or parents with small children by providing seats rather than places to lean.
- Provide a 'real time' schedule online or at each bus stop informing people when the bus is due to arrive, and whether there are delays.
- Ensure adherence to schedules so that buses do not leave stops before scheduled.

Z Energy

Z Energy operates a network of service stations and truck stops, including a truck stop at the corner of Cumberland Street (SH1 southbound) and Wolseley Streets (the truck stop / the site) in central Dunedin. The site is within the wider area to which this review relates and is the focus of this feedback.

The Z Energy truck stop primarily serves vehicles on Cumberland Street which enter the site via the northern crossing and exit via the southern crossing back onto the one-way system. The truck stop also has two crossings on Vogel street which enable northbound vehicles on SH1 to access the site, for instance via Wolseley Street. This layout is best depicted in the site plan below.

The truck stop is dependent on ease and efficiency of site access for its customers and changes to the operation of the one-way system and/or the road layout have potential to impact significantly on the operation of the truck stop. For instance, if the general access and egress arrangements from the site are rendered unsafe or difficult it may make the site uneconomic. This could be caused by a number of changes, including those that reduce visibility, crossing widths or turning circles. Any changes to the road layout in the vicinity of the site are therefore of critical importance to Z Energy.



Z Energy site plan
(Supplied with submission)

NZ Heavy Haulage Association (NZHHA)

Submission from the NZHHA on behalf of local transport operators, as well as operators from around NZ that move freight to and from Dunedin and Port Chalmers.

- Oversize freight is different from normal freight and High Productivity trucks in that it can require bridge structures that have higher capacity than for normal freight, and wider and greater road dimension capacity for wide, high and long loads.
- There are a series of oversize routes in and around Dunedin that do currently provide for suitable capacity and these are mainly the state highway routes. These routes are maintained as oversize routes through attention to the design of roading infrastructure.
- Other routes through Dunedin do not generally provide adequate capacity and clearances for oversize loads.

Stakeholder Feedback

- The specific identification of oversize routes through the City needs to be an integral part of this project's outputs.
- Many of the proposed road configuration changes would challenge the ability to provide the required dimensions for oversize loads, in particular median divided roads, and large road-side trees. It is crucial to provide suitable lane width so that oversize transporters can travel on identified oversize routes without being squeezed between parked cars, large planted trees and other traffic.
- The concept of cycle lanes are supported as they can separate vulnerable road users from heavy freight traffic.
- The Harbour Arterial route for oversize freight has major limitations and would not generally be supported as it is currently configured. There are overhead restrictions such as bridges at Anderson Bay Road and Wharf/Jetty intersection which would mean that a suitable alternative route for oversize loads through Dunedin is required.
- If there are changes to be made to these State Highway routes, then these need to be carefully considered and consulted on with the heavy haulage industry through NZHHA.

Stakeholder Workshop 2019

A stakeholder workshop was held on 14 November 2019 with nineteen key stakeholders including Dunedin City Council, Otago Regional Council, AA Otago, Age Concern, Fire and Emergency Services, Southern DHB, and the Ministry of Health. The workshop tested three scenarios:

- Scenario 1:** Retains one-way system – current through routes remain
- Scenario 2:** Introduces a two-way system with Castle Street as the main through route.
- Scenario 3:** Introduces a two-way system with the Harbour arterial as the main through route.

Key issues identified by stakeholders included:

- Pushing the main arterial to the east.
- Greening the space.
- Encouraging active transport options, and more options for walking and cycling.
- Presenting more options for connecting precincts.

Stakeholders strongly supported adopting a mode-shift programme as part of any option selected.

From the stakeholder workshops two scenarios were short-listed that provided one way and two way options, with an associated mode-shift programme and an improved Harbour arterial.

The short-listed options were presented to the combined DCC and ORC Councillors at a workshop in March 2020. The Councillors identified the biggest potential changes as result of the project being:

- Improvements to east-west connections, especially for people on foot, across the city centre linking to the new hospital as well as other destinations such as Toitū, the Railway Station, the Chinese Gardens and the waterfront.
- An upgraded harbour arterial providing a more attractive route to bypass the city centre, avoiding the hospital construction sites.
- A comprehensive mode shift programme including travel demand management; walking; cycling and bus improvements along with improved parking management and some new parking areas

Appendices

Summary of comments and survey responses



Summary of comments made on the maps

Summary of comments made on interactive maps

The comments made on the interactive maps were reviewed and analysed to identify the key themes and issues that can be taken forward as the business case process continues. This analysis is summarised below, together with examples of the comments made in relation to each theme.

All the comments made on the interactive maps will also remain **online** for people to read in more detail.

Public Transport

Theme or Issue	Comments Included
Bus fares / Frequency	Buses are already great frequency, just needs way better wayfinding and communication (and free fares)! An extra bus service will just confuse matters and waste money Suggest making centre city busses free
	Please create a high frequency free/low cost inner city bus loop that joins the university/polytech, city centre and warehouse district, with park and rides on the outskirts.
Congestion	This road is heavily congested in the mornings and the buses normally run 30 minutes late everyday in the mornings. So I think the slowing of traffic would be terrible and defiantly would not help the bus system. I'd like to see the entire centre closed to traffic at least as far as moray place, with only public transport (free shuttle / bus loop) and delivery vehicles allowed through at 10 - 20kph. Consider future-proofing Crawford St for a busway and transit-oriented (re)development, supporting and growing dense inner city living options from the currently very boutique Warehouse Precinct. Even at current frequencies the combined bus frequency along this north-south axis is very high, and this could be leveraged to speed services up with bus lanes etc. (Alternatively the same could be done on Princes St).
More Public Transport Options	It seems probable to me that the future of transportation in Dunedin lies not with increased cycling and use of public transport, but with electrification of the fleet. This is mainly due to Dunedin's topography and climate. If this is the case we shouldn't be looking to decrease capacity in the city's arterial routes, we should be looking at ways to retain or expand the capacity.

	Bring trams back! A lot of cities in the world re-build their decommissioned tram lines. Building sustainable (electric) public transport alone several the historic collector roads will make our city more livable and sustainable. Yes, I know it is easy to say "we are too small", but if the growth continues we can find ourselves on a backfoot choked by traffic jams.
	What about a park and ride parking area at Carisbrook or the old Hillside workshops site where commuters coming from the south can catch a shuttle or ride bicycle from?
	Nothing will cope with more and more traffic! We need more people switching to cycle and bus
	Heavy traffic should be placed behind the Railway station, but a better connection to the motorway at the other end at Strathallan St would need to occur, like a flyover. Open up the one way system to alternative modes of transport. Reactivate the rail system, get people commuting from Mosgiel and Port and suburbs in between by rail.

Walking

Theme or Issue	Comments Included
Crossings	I really think that you should focus on putting pedestrian crossing in George Street, so that the road is safer to use for people.
Connecting to University Precinct	Underpass or bridge for people connecting CBD and Uni. Build an elevated, covered walkway over the current footpath connecting the Uni library to Gt King St. This would remove the dangerous congestion that occurs regularly in this area and provide an enhanced experience for walkers. Access to the museum could also be incorporated. I would be really concerned about any roading change that brings more traffic onto Frederick St. This is right in the middle of the campus and there is a lot of pedestrian movement. We should look at ways where the needs of all road users are met, not just cars. A foot/cycle bridge outside the University library would be preferable to the multiple pedestrian crossings here. It could even extend all the way across to the Dental School or even the Medical School and keep university foot- and cycle-traffic away from SH1. Well lit and nicely landscaped it could be a really attractive route between university and central city. A major walking route is through uni campus. This needs to be considered as part of the city's walking network, not separate to it!

Summary of comments made on the maps

Hospital Site	There should be safe, easy pedestrian access between the bus hub and the hospital entrance. Perhaps consider taking over part/all of the Countdown carpark to turn into a pedestrian friendly green space. This space could be extended past the bus hub to George Street as well, creating a green walkway similar to the one near the Otago Museum reserve (but with more seating). Urban food gardens/orchards?
Road Issues	Make Burlington St, one-way heading down hill and widen the footpaths. This was one way when Moray Place was rejigged and made a much nicer walking route between the Octagon and Queens Gardens. This will also simplify the intersection at the bottom which is overly complicated and confuses some motorists who stop at the wrong place.
	I believe that pedestrianising the Octagon could potentially work if it was executed effectively, if the central strip through the Octagon was pedestrianised, and traffic redirected to flow around the one way sections. The centre of the Octagon could then be redesigned to better fit pedestrians, space for markets, cultural activities etc, or for allowing the businesses such as pubs more seating during events in the city.

Cycling

Theme or Issue	Comments Included
Disconnection	Many cyclists coming up Portsmouth drive either then cross the rail line at the bridges, or go around the station. Making this side of the railway path be one way in the away from town/south direction would cause those cyclists to turn left onto Orari or Strathallan streets, to end up on the north bound road. Can there also be more consideration for fully cross town bicycle paths? St Andrew Street is popular for cyclists but doesn't feel very safe
	There are quite a few people who cycle along Portsmouth Drive who cross at the overbridge instead of going up to St Andrew St. Not everybody is comfortable riding in the traffic over the bridge (especially in peak traffic), and the existing footpath is not really wide enough to accommodate peds and cyclists. I realise space is limited on the over bridge, but is there a way to provide a safer option for cyclists that doesn't require riding on the footpath?
	There has to be a safer passageway over the train lines provided for cyclists coming from Portsmouth Drive and needing to access the southern half of the CBD. It's a high volume route as it stands, and would warrant investment in a better link over. Would benefit recreational riders from the north side of the lines wanting to access the peninsular on the weekend too. Thoughtful integration of the new pedestrian bridge and surrounding bike paths could easily make this critical and missing link

	generally cycling to and through the city needs to be a priority if Dunedin is to be seen as a great small city
Improved Network	Because people on bikes, like people in cars, use public thoroughfares to get between their homes and workplaces, schools, the university, shops, and appointments, very few of which are located on Thomas Burns & Wharf Sts.
	There are no safe cycle routes from the CBD to residential areas above the belt. With more and more e-bikes in Dunedin, this is a missed opportunity for reducing commuter car journeys. Pitt St/Corrie St/Drivers Road, Warrender/Lachlan, Stuart St, City Rd, Serpentine Ave are all wide enough to have some facilities, even if uphill direction only.
	Highgate has a lot of school traffic and is extremely hostile for cyclists. At present we prioritise the right to park one's private car on public land over the safety of cyclists and the quality of the environment for pedestrians. Remove parking on just one side of the road would provide space for a segregated two-way cycle path... and the reduction in car traffic due to school children being able to safely cycle to school will reduce congestion and improve air quality.
Cycle infrastructure	Please don't forget to build a big bike lock-up in the new hospital!!
	The bicycle lights are a terrible idea. Being a cyclist myself I am confused as to why i cant go straight ahead when the cars light is green. Cant motorist work with cyclist when turning?
	The amount of broken glass in the cycleway here pretty much defeats the purpose of having it there. Only a few flats are contributing, but they seem to be treating the new cycleway as extra party space to smash bottles in. Council needs a way to fix this glass issue, building a cycleway that ends up constantly full of broken glass. So no cyclist will ever use this particular stretch of path.
Unsafe cycle ways	People cycle commuting from the south have some good routes, but still end up in dangerous traffic and intersections especially when they meet the city centre, can we have a separate cycle path or just a cohesive cycle path that avoids scary intersections or multiple road crossings? Ideally commuters from the south should be able to connect to the city network of cycle lanes.
	Make Castle St a cycleway with limited, local only, traffic. Landscape the road so it is people friendly. Put security cameras to improve behaviour. Have cycleways through the campus and provide bike storage for park and walk to buildings. Get the cyclists OFF THE ONEWAY SYSTEM. It is a danger to everyone using that thoroughfare, especially cyclists and scooter riders.

Summary of comments made on the maps

	I find using the cycle lane along this section of SH1 feels really unsafe, especially with traffic coming off the motorway at speed. I prefer to use King Edward St and Princes St, then cutting down Bond St. It would be good if this alternative was better recognised. My preference is to keep cycleways separate and away from main arterial routes
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Parking

Theme or Issue	Comments Included
Park and Ride	Carpark here for a park & ride bus loop to the Oval and back, down the new 2-way local road created
	Put a carpark building here for a Park & Ride bus loop from here to North east valley, along the newly created two way local road
	A park-and ride carpark adjacent to SH1 north could save a lot of vehicles from entering the city at all. Served by express bus calling at university and bus hub only. If a similar car park were developed at say Burnside, the bus could link the two with further stops at the Exchange and a short detour to The Warehouse car park, thus linking several major traffic destinations. I think this would get much more traffic than the proposed inner-city bus loop.
Parking Near Hospital	This spot is too far away from the new hospital for off-street parking by the general public - the elderly and sick can't be expected to walk 200 metres to get to a clinic at the Hospital.
	A multi level car park, designated for hospital use, including air bridge access to hospital would be a good use of this site. People of all ages and physical abilities would have ease of access to the hospital facilities.
	is any consideration being given to how hospital staff (especially those working afternoon shifts) will be able to find parking, already very difficult. not practical to catch a bus as often do not finish until 23:00. not safe to walk home in the dark.
	Would this parking area be large enough to accommodate hospital staff as well as patients/whanau? Could a free shuttle service to and from the parking area be provided for staff finishing late and the elderly and unwell patients/whanau?
	The hospital should have a car park building incorporated on site. How many other city hospitals don't have a separate car parking building? The original 1950's plan for our present hospital included a 1200 car park building which never eventuated.
Carpark Building	As a commuter into this area from the North of the City, at present the parking in this area is full by 7.30am. There are no full day paid options available in this area. Please consider a multi-level parking option in this area.
	We need another central car parking building.

	A multistory car parking building would be pivotal to the success of the hospital. Dunedin already lacks parking spaces, and either an underground or above-ground car park would be a big help
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Driving

Theme or Issue	Comments Included
Traffic Light Improvements	A green wave phase already exists down the one-ways set for travel at 45-50kph. If you're not hitting the green phases you're probably speeding...
	Before any of this is done the phasing/staging of the lights needs to be synchronised correctly. Cars having to stop all the time at every set of lights causes more wear to the road surface, vehicles brakes and tyres. Having cars sitting still contributes unnecessary amounts of carbon emissions that could easily be eliminated. Not to mention wastes money for fuel used going nowhere.
	Work will need to be done if more traffic is to go around the wharf area. Traffic is usually backed up down the Caversham bypass in the morning due to the amount of traffic already turning to go to Andy bay & the wharf area which causes an AM peak back to the over bridge by the Kensington. This would be worse if more traffic is go this way without any changes in the layout/timings of this intersection. Also more traffic would need to merge to head south on the bypass which is already an issue
Pedestrian Crossings	We do not need any more barnes dance crossings as suggested in the walking and parking sections. Some of them only give a green light to state highway 1 for 2-3 seconds. That is a joke.
	If this is going to continue to the the state highway and there is going to be reduced capacity the crossing points for pedestrians need to managed/ sync-ed so that vehicles do not have to stop at every light/crossing the entire way along from North to South.
More lanes of traffic	Removal of parking and cycle lane along castle street would allow more room to make 3 or possibly 4 lanes of traffic if the footpaths were re-designed. Cycle Lane could be along Cumberland Street. Most of the footpaths along this road are not used much. Would need to have a parking building to replace any loss of parking in the area as it would be needed more for success.
	Why not move the cycle lanes down onto Thomas Burns & Wharf sts and make the current arterial routes 3 lanes wide? This could also create a truck transit lane when needed for the Hosp build. This would relieve the congestion currently.
	How about converting Cumberland/Castle/Cumberland Street route to 4 lanes (2 each way) to take all the arterial traffic, with replacement parking to service what's lost there and the Hospital? It would take all the heavy vehicles further away from the CBD, improve their access to the industrial area and port road, allow local streets to be used for local traffic, and reduce the risk of congestion that would force people on to other roads like George and the currently 1-way part of Cumberland.

Summary of comments made on the maps

Unsafe roads	While seating and planting are great in non-arterial streets and do contribute to pedestrian well being, on main roads (like Highway 1) they add more visual features in an already visually cluttered environment that have to be processed by people already likely to be struggling to cognitively cope with heavy traffic in an urban environment. As such they are potentially hazardous in high-traffic areas.
Connections	Connect ward street to state highway 88 with an over bridge to help make this an better arterial route from the port to southern parts of town.
	Look at improving the connection from Wharf St to the southern motorway without having to use Strathallan Street.
	It would be more natural to avoid Ward Street and build new arterial road south of rail corridor, though existing DCC car park. TR Group would have to relocate.
City Bypass	Dunedin needs an SH1 bypass with a proper heavy vehicle capability and speed regimes of 80+ km/h. We have long overgrown a small town arrangement when the main highway gets through the city centre. I think that the only geographically logical option is Kaikorai valley. Plans need to be developed and dates proposed. I believe, the completion of the Kaikorai Link by 2030 would be reasonable.
	Wasn't the original plan to build a city by-pass up the Kaikorai Valley (which is why the road is so wide) and over a viaduct over the Leith to connect with Highway 1? It would unload the city from through traffic pressure, but can we please have the modelled data mentioned in the FAQs released so we can have an informed debate on this sort of question?
	Dunedin needs a bypass route for all traffic that does not want to stop in Dunedin. Incl. Heavy traffic that would congest our roads if they did not need to travel through the centre of town. This would be a tough proposal to find an alternative route but would be effective.
	Could we not create a bypass for traffic passing thru the city - portsmith Drive/wharf St ? This would take a large degree of heavy traffic off Cumberland and Crawford improving safety, and positively impact congestion. Is Dunedin the only centre in New Zealand that does not have a bypass??

Changes to SH1

Theme or Issue	Comments Included
Two way system	Love shifting traffic off Crawford and onto Cumberland. Allows better pedestrian and cycle connections between the Warehouse Precinct and the city centre.
	This part of Cumberland St needs to be a 'local' road as it has Uni activities on both sides.

	With the southbound cycle lane moved onto Cumberland/Great King Streets and carparking removed (replaced elsewhere if needed) would there not be space for two lanes in each direction? This would maintain North/South capacity but would need to be designed so the street didn't feel like a motorway or encourage unsafe speeds.
	I'm not convinced about removing the current one way system. Traffic is already congested during peak hours on that system. I would like to see some more details of how the proposed traffic flows on the alternative two single lane roads (one local, one state highway) will cope with current and future anticipated traffic.
	I support two-way traffic past the hospital. But with a new link across the car park by Frederick St the present north end one-way system could be retained. The junction at Frederick St will need very careful design too, if more traffic is to come from the harbour and join SH1 here. It is actually easier for pedestrians to cross the one way roads, as there are frequent breaks in the traffic caused by the traffic lights.
Retain the one way traffic	Considering the amount of traffic on the existing one way systems as well as all the heavy traffic passing through the city, I feel it would pointless changing the system for north and south traffic. I agree with the proposed changes for SH 88 traffic.
	This road [Ward Street] is already very busy and doesn't have the capacity to take the volume of traffic being moved from the one way system.
Reduced Capacity	The proposed changes appear to halve the capacity of Highway one, and it therefore appears transit times will rise sharply when the system reaches capacity. What is the proposed system's capacity in relation to 2019 volumes? What is the economic impact of the greater delays to the non-local traffic that has to pass through Dunedin on the way North or South?
Increase Amenity	Please please please create a better outcome for the areas around the railway station gardens, Toitu, the old prison building, the Chinese gardens etc these are drawcards for local and visitors alike and to be divided as they are now (and continue to be as proposed) is a poor outcome.

Summary of Survey Responses

Summary of survey responses

As part of the engagement, people were also invited to complete an online survey once they'd reviewed the maps and the comments made by others. Below is a summary of the survey responses and examples of some of the comments made in the survey relating to each theme.

Public Transport

Question 1: Do you support our ideas for how we could improve the bus network?

Answer	Number of Responses
Yes	294
No	181
Unsure	221

Question 2: Would the improvements get you using the bus more often?

Answer	Number of Responses
Yes	166
No	378
Unsure	123

Question 3: Are there any problems you face getting the bus into the city centre?

Answer	Number of Responses
It is too expensive	202
Poor service	126
Poor frequency	250
It is unreliable	131
Takes too long	210
It is not accessible for me	90
No, I don't face any problems	84
I do not get the bus into town	216
Other	72

Question 4: Do you have any other comments about using public transport to get into and move around central Dunedin?

Total comments: 345

Theme or Issue	Comments Included:
Improving the bus hub	Bus hub is too far away for me as I have trouble walking, not close to library or octagon
	Bus Hub needs better shelters
	Need priority bus lanes/priority traffic light phasing that reacts to proximity of buses
	I feel that cars - not service vehicles/delivery shouldn't be able to commute through the bus hub. It causes issues for turning onto St Andrew street, because you have not kept the bus lane going straight up. You have chosen to make them try and pull out, get behind traffic and not be able to get through because traffic gets backlogged by the right turn arrow. If you were to extend the bus hub lane there would be the opportunity to put a bus only light in place. This should also be on St Andrew/George Street corner. Buses get stuck there for up to 3 changes due to lack of arrow or shortness of arrow time.
Bus loop	I'd like to see an express loop bus service that goes from the gardens to some where near the st clair esplanade. It makes approx 5 set stops (i.e. it doesn't stop on demand) and includes a couple of public carparks set up at both the north and south of the CBD and a stop either outside the new hospital or the bus hub. Ideally there'd be a bus passing by each stop every 15 minutes with free or low cost rides.
	Easy and frequent bus services between different parts of the city would make me use it more - eg loop bus through town.
	Perhaps considering a free inner city travel zone (such as that used by the Melbourne trams) would encourage more use (i.e. you only pay when you go outside the boundaries). This would allow people to jump on and off for short trips and get around easily.
Improving the bus network	Access to stops is steeply uphill and downhill at some distance, so by the time I get to the stop transport time is substantially more than just getting on my bike or driving.
	Because the changed bus routeing means that the nearest bus stop is over one Km to walk to it is not practical. Before the changes the nearest bus stop was only 270 metres away
	Buses are too big for Dunedin.
	It would be great to see electric buses as the norm.

Summary of Survey Responses

Convenience	Awkward when carrying bags of groceries
Low fares for public transport	<p>I will keep using the bus under the ORC trial of flat \$2 fare. At previous fares it would have been more expensive to use bus than drive.</p> <p>Because they are making the bus cheaper, I would now consider this option</p> <p>Should introduce a "day pass" or a fare that would last from 2 hours to a day so you could hop on, do your shopping, then be back on the bus all under the same fare.</p>
Family use of public transport	<p>Having buses free has been so good. We have teenagers and no vehicle, so this has made life so much easier. If there's anyway you could keep buses free for kids/students, that would be a massive help for families.</p> <p>Buses are great if you go to and from a single destination however our family usually has several destinations when we travel to the city and we are always juggling family members activities across the city.</p> <p>The only reason why I don't use the bus more frequently is because I need to get my children to and from school and it is not the most convenient option when working full time.</p>
Reliability of the bus network	<p>For whatever reason the buses are not reliable - this week alone my partner had two buses fail to appear</p> <p>I do get the bus during the week for work, it is reliable during the week but very busy and not that frequent. Buses on the weekend are terrible. They don't arrive at the times advertised and you find yourself wondering if you have missed it or not, even when you have got there half hour early. One Sunday I waited two hours for a bus to get home.</p> <p>Like the idea of interactive times to see if bus is on time or not. Have seen this in Australia and it works well.</p>
Improvements to current bus routes	<p>I support looking into different loops and ideas but really it needs to be as simple as looking at international models that provide free loops, better frequency, lower fares across the wider city and later night services.</p> <p>Improvements to route finding and scheduling in the past few years have been greatly helpful, as is the bus hub.</p> <p>Bus routes are currently poorly designed. They involve one way loops, multiple variations of routes and are not designed for transferring services. Coverage is also poor. Fewer routes going into town, but terminating at bus hubs out of the CBD with only a few loop routes in the CBD would be advantageous.</p>

	I took the bus one Saturday to show a new Chilean student studying at Polytech how and where to catch the bus from Andersons Bay. It took forever and because of schedule, we missed one bus and had to wait almost an hour for another one. That is crazy. It is not clear where return of loop bus stops are found (eg: to get back once we got to Polytech - no posted schedules or route maps at most stops. It was appalling and confusing.
	Does not cover the area I live in on the Taieri
	Have an express service from Brighton during commuter hours. Currently the bus takes WAY too long, as it detours and stops too frequently.
Timetables and frequency.	<p>Both buses I can catch go with 10 minutes of each other so you cannot walk to one if you miss the other and catch it.</p> <p>Smaller buses running more often would be an excellent idea.</p> <p>Does not run at times that would allow me to use it.</p> <p>Frequency is the biggest issue.</p>

Cycling

Question 5: Are there any problems you face to cycling into and around the city centre?

Answer	Number of Responses
It is too far	137
Feels unsafe	247
The hills are an issue	264
Not enough cycle lanes	100
Too much traffic	110
Driver behaviour	187
It is difficult to cross roads	110
The weather	239
Takes too long	114
Accessibility issues prevent me from cycling	50
No, I do not face any problems	79
Other	126

Summary of Survey Responses

Question 6: Do you like the proposals to connect the gaps in the existing cycle network?

Answer	Number of Responses
Yes	250
No	277
Unsure	136

Question 7: If a two-way system was introduced the main cycleway through the city would be moved from SH1 to the local road. What do you think of this idea?

Total comments: 552

Theme or Issue	Comments Included:
Behaviour	Brilliant. When I ride (less frequent in the past couple years) I intentionally ride the long way around to avoid the SH1 lanes. I'm reasonably healthy and I cycle year round, but Dunedin is easily the most terrifying place I've ever been on two wheels. In my view, this is less down to the infrastructure than to the shocking behavior of drivers and, sadly, of other cyclists, many of whom (both groups) seem to think that none of the rules of the road apply to them.
Cycle lanes feel unsafe for young people	I would love it as I would also feel more comfortable for my child to use the cycle path. This is so good the main cycleway being on the highway makes it super unappealing especially for pre-teens and families.
Improved connections	Either proposal seems reasonable, keeping a direct cycle route from Sth Dunedin to the hospital/University is essential, i.e. making as convenient as possible to cycle. Great idea! 30km/h traffic and two way separated cycle lanes would be great. The cycle lanes will need to be designed wide enough to allow for turning cyclists, faster ebikes/scooters and slower non electric active transport users. It will be essential to link the main cycle lanes with other roads. The existing cycle lanes on the state highways are completely disconnected from local roads and are illogically switching road sides, that doesn't make any sense. How does the Portsmouth drive connection happen, especially if you are looking to increase traffic on Wharf St and the DCC has put on hold the cycle bridge at the Chinese Gardens? I like this idea, cycling on busy, high volume and speed roads is a little scary. Although the current seperated cycle lanes are great, they would be even better on a quieter road, as they would enable better connections to cross roads, and the central city. The current one way is great if youre going from one end to the other, but turning in the central city to side streets is confusing and sometimes problematic.

Cost of cycle lanes unapealing	A local road would likely be safer, but it seems costly to move the cycle-way. It is completely unnecessary to waste more money in cycle lanes.
Dedicated cycle spaces	A two way vehicle system is not an option! Cycle lanes north and south should be on a dedicated cycleway. Cycleways need to be off the road - see Canberra's cycleways Do not support a two-way system or cycle lanes mixed with traffic. Cycle lanes should be independent of roads. I think that is a great idea. In Vancouver (where I used to live) they had "shared streets" on the minor roads where bikes and cars shared space and this kept bikes off the main thorough - fares. When the city was talking about what to do with George Street, I was thinking it would be great if it were a bus, bike, and pedestrian only street.
One-way	The One Way pair should remain and the cycleway relocated to George/ Princes St in favour over parking. Which can be accommodated off the Main st. If you are serious about mode shift remove anything more than P10 off George and Princes and operate a shared space for service vehicles, PT peds and cyclists, a la Fort St, Elliot St Auckland.
Cycle lanes not supported	Bad idea the current one way works, would create more issues with cross turning traffic. Cycle lanes dominate too much for the number who use them or can use them. Do away with it completely, it serves no purpose other than to slow road traffic speeds.
Parking preferred	Bad idea, cost to move and more car parks lost.

Summary of survey responses

Improvements to safety supported	A good idea – may make cycling safer.
	A good idea – turning traffic is always going to be a problem.
	An excellent idea, cycles are too vulnerable on SH1.
	Cycleways should not be on SH1, they should be removed to a local road.
	Good idea. Even with a cycleway, heavy traffic feels like a hazard at intersections and less compromises would be needed in the cycleway design.
	I cannot see how you are going to rectify the existing problems with the SH1 cycle route. Either cyclists are exposed to being left hooked by poor drivers at each and every intersection, or (as is the case at present) cyclists are stopped at every intersection and only have a tiny window where they have priority. This renders their use painfully slow and frustrating. In addition, cycleways between parking spaces and footpaths pretty much guarantees problems with people moving between the parking and footpath without care.
Support for improved cycle lanes	A good solution. More of the local roads in town need dedicated cycle space.
	As long as traffic speed is controlled and cycle lanes have physical separation to protect cyclists from motor vehicles and parking
	Better, as I have always believed that cyclists should not be on SH1 anyway, due to heavy traffic which was one of the main reasons I always cycled along George Street instead of the one way system.
	I would support this as it prioritises vehicle travel on SH1 to enhance traffic flow while creating a safer-feeling cycling network where vehicles are hopefully reduced in number are required to travel at a lower speed.
Two way system	I do not support a two way system.

Question 8: Do you have any other comments about cycling?

Total comments: 387

Theme or Issue	Comments Included:
Improved safety for children	I like riding bikes but I have the option to drive a car. My child does not. So making it safer for kids is highly appreciated as you would still be worried for your child riding a bike on the SH1 despite a bike lane.
	Really need to make it easier to cross some roads. I would like to take the kids into town on bikes more often, but it's very unpleasant to try and get there with crossing roads. Lockdown was amazing with less cars on the road, but since then we have gone back to driving.

Cycleways seperated from traffic movement	They should have the cycle ways going both directions on one of the one-ways instead of both as they do sucessfully in Australia. This takes less parking space, less confusion, only one way effected by lights and allows people to know exactly where the cycle ways are for both directions without crossing from one block to another.
	All cycleways should be physically separated - by concrete kerbs or landscaping.
	Dunedin is fantastic for cycling (save worst of winter) and 2-way cycleway on local road will only improve. Don't! separate from traffic by forcing you to ride between parked cars & aimless pedestrians, and do! run north + south in 1 continuous lane. Oh, and if you're working with DCC, do! stress having space to safely park bike (eg. lockable rack) is as important as network to ride bike.
	It needs to be separated from roads to be efficient and safe. But that is likely the too hard basket. I spent 3 years cycling in central chch, despite the latest innovative cycle lane structures and painting, it never feel safe cycling in a cycle lane where you are adjoining traffic on one side and parked cars on another. Not always the fault of drivers, it is just the reality of often being in a cars blind spot with no metal frame to protect yourself. Safest I ever felt was on paths through parks.
	It's better when the bike path doesn't overlap with roadside bus stops. Not to fun to be on a little bike next to a huge bus pulling in or out. Nothing against the bus drivers, who are generally quite kind drivers.
	It's currently difficult to cross from cycle lane on one-way southbound to get across to Princes St, then a cyclist is vulnerable for some time again trying to get across the traffic to get onto South Rd. Andy Bay Rd-Strathallan St corner also a problem as cyclists - suddenly dumped onto busy road. As I driver, sudden appearance of cyclists equally disconcerting. Other point: grit left on the roads to reduce slipping on ice is as hazardous as the ice itself. Sweeper trucks need to be deployed hand in hand with grit trucks.
	The current cycle lanes are dangerous, often you can't see them if you are in a car e.g. the one by Chinese gardens that cars cross over to go up the over bridge.
	The Wharf St cycle way from Andy bay is an accident waiting to happen. Its dodgy in the morning for cyclists to cross, bit there's no other option to get from Andy bay to town. Otherwise it takes too long. The other intersection that's really difficult is the Andy bay crossing by the parihaka memorial - the needs to be lights for cyclists and pedestrians there. Theres lots of examples in Dunedin where it feels dangerous to cycle on the road-princes st from the Octagon to the Oval, macandrew bay road where the cycle way just stops. We need more if Dunedin to be accessible and safe for cyclists from north to south. More separate cycle ways to encourage commuting on actual commuting routes (wharf st- too many close calls as cyclists have to wait a long time to be able to cross to get to the cycleway)
Connections to cycling network	A safe alternative to riding on the footpath on the Wharf St overbridge (without having to go down to St Andrew St).

Summary of survey responses

	Albany St cycleway would be a great addition.
	As many more cycle connections as possible. Particularly with the southern suburbs like Kew, Caversham, St Clair, Forbury, South Dunedin. There are big wide roads here (e.g., Hillside Rd, Forbury Rd, Victoria Rd, and South Rd) that are difficult and scary to bike on (especially with kids) and they could easily accommodate either cycle lanes or separated, raised cycle/pedestrian paths.
	The network around the city is incoherent, a reasonable cycleway will often disappear just where it is needed most (a case in point being SH1 southbound towards Anderson's Bay Road).
	Currently if you want to turn left into Frederick street from Gowland St/SH1 it is practically impossible without getting off your bike and going on the pedestrian crossing. There are a number of points around the city where turning corners and leaving the cycle path is prohibitively difficult.
	Cycleways outside of the main one-ways need to be improved. It is hard to get to the main cycleways because none of the surrounding roads have safe cycle lanes.
	Hurry up and open the Caversham and Chain Hills rail tunnels for cyclists!
	I believe cycling will increase with electric bikes and the best thing to do would be to open up the Tunnels to enable people to bike from Kaikorai Valley, Farfield, Concord and Mosgiel and finish the Peninsula and Port Cycleways enabling more people to bike to town.
	More cycling infrastructure is urgently needed, especially connecting the main north-south route with 'east-west' journeys into town. The current network also needs improvement. Please treat all intersections consistently for example you created a major hazard for cyclists by retaining 3-4 car parks and a shared turn opposite the Railway Station, by the Allied Press building. Consistent treatment is better ie clearer for car drivers too. Currently there is almost no bike parking in town - this should be easy/cheap to address - plenty of 'Sheffield hoops' is fine. Please create traffic light priority for cycle and foot journeys throughout town, and on the north south route. The current priority remains for cars over cyclists on the state highway. Please increase cycle carrying capacity on the buses, improve bus frequency on hill routes including at night, and make short journeys free. This would help address the 'Dunedin has too many hills' perception.
	The cycleways we have only make it easy to travel north or south along SH1. They do not make it easy to actually get into most parts of the city. It is also hard to get from SH1 north to SH1 south in the middle of town because of the poor connections between the cycleways.
Consultation	Good consultation and thought before implementation to avoid eg. problems with the south Dunedin rollout. Take your time.

Improved cycling facilities around the city	I only cycle to town now because of the cycle ways. There are small teething problems but I am impressed how these are addressed by whom ever is working on these. I would like more covered places to lock my bike to in the inner city, someplace near the Octagon would be one. Could the carpark buildings include an area for this?
	Lack of proper bike racks (especially near the Botanic Garden) can be a problem. Also, the cycle lane in front of the garden is horrible - you shouldn't have to cross 2 lanes of traffic to stay on the cycle path.
	I think the cycle racks on the bus's should remain.
	The bus bike carriers don't fit the tyres of some bikes. Could they be widened please?
	More secure bike parking - maybe some locky docks?!
	Needs to be more lock up areas for bikes, possibly charging stations for the future.
Emergency vehicles	Concrete separation blocks should be removed as they cause problems for emergency vehicles.
Improved safety	Get rid of the rumble strips around town. They make riding near impossible and tend to throw you of the bike. In Taieri Rd they make cycling very frightening and I have now stopped riding down there as they either force you too close to the parked cars or push you out into the traffic.
	At the moment the main frustration is having to cross from one side of SH1 to the other, across two lanes of traffic, between two corners, at a five way intersection. Cyclists do not dismount and cross with the lights, and consequently this is an accident hot-spot and site of multiple close calls and driver/cyclist frustration. Fix this please!
	Bike lanes should be placed between pedestrians and parked cars, not between parked and moving cars. Bike lanes should not be crossed by car lanes, this puts bikes in direct collision path with cars and its not safe, cars stop at bike lanes at traffic lights etc. Bike lanes should be to the left separated from car lanes.
Shared Space	Great King St between the bus hub and museum reserve should be a 30 km shared space, and possibly even with motor traffic southbound only. In practice it is anyway.

Summary of survey responses

Traffic light phasing	Having traveled a lot around the world I see Dunedin's cycle traffic lights and shake my head. Yes, it's extra safe. But it makes a cycle commute slower and when turning cars are unnecessarily delayed by an empty cycle lane with an unnecessary green light for the phantom cyclists I wonder whether this is building hostility towards cyclists and the infrastructure. I was a cyclist growing up in Dunedin and one of the main reasons I wouldn't bother cycle commuting any more is that the traffic lights for cyclists would infuriate me and make my commute noticeably slower than if I were in the flow of traffic. I have been wondering what I would do, and wondered whether orange flashing turn traffic lights and cyclist traffic lights combined with reflective signs saying 'turning traffic give way to cycleway traffic' or something.
Wayfinding	I think what I don't like when cycling in Dunedin is that often cycle lanes are not well connected or it is hard to find out what is the right way to go. More signs and better connections would be helpful. For instance it is a bit unclear what is the best way to go from university to the peninsula. Sometimes there are lanes and sometimes not. Consistency is important, otherwise cyclist end up using the side walks.

Walking

Question 9: Are there any problems you face to walking into and around the city centre?

Answer	Number of Responses
It is too far	172
Feels unsafe	37
The hills are an issue	134
Too much traffic	60
Driver behaviour	68
It is difficult to cross	70
The weather	181
Takes too long	122
Accessibility issues prevent me from walking	39
No, I do not face any problems	261
Other	57

Question 10. Please rate your experience as you walk along the current state highways (one-way system) – does it feel like an appealing place to be?

Answer	Number of Responses
Very unappealing	123
Unappealing	175
Neutral	277
Appealing	72
Very Appealing	45

Question 11: How satisfied are you with the ease with which you can cross the street when walking in the city centre?

Answer	Number of Responses
Very dissatisfied	26
Dissatisfied	62
Neutral	104
Satisfied	288
Very Satisfied	197

Question 12. Do you have any other comments about the ideas we've shown for improving walking?

Total comments: 323

Theme or Issue	Comments Included:
Unpleasant environment currently due to traffic	Again, driver attitudes are a major issue in Dunedin. More raised tables and shared spaces where appropriate help challenge the assumption that cars own the street.
	Current one way is very unpleasant to walk along, loud, full of exhaust fumes
	I prefer not to walk on the SH1 roads at the moment - too noisy, busy and stinky sheep trucks! But they are relative easy to navigate when I have to. I work at the University so I'm back and forwards across all parts of the campus on foot regularly.
	Love that you are putting peoples experience and activity first instead of cars.
	Make the city centre walking only
	These are great - lots of places to cross and we need to change the emphasis of safe behaviour away from pedestrians to drivers. Drivers need to behave safely as they are the ones who mostly cause the accidents and are safe in their tonnes of metal.

Summary of survey responses

Shelter from bad weather to encourage more walking	A strong incentive for walking / being outside would be covered / sheltered areas. There is little point improving visual appeal if it is not a convenient option, and with Dunedin's weather, this is the main disincentive for walking that I see.
	Get awnings added to the outside of buildings that don't have them, to cover the footpaths from the weather a bit better.
	I only walk where there is shelter, from the rain and sun. At night, I only walk in places with adequate lighting. Loud trucks and buses are incredibly loud and horrible to listen to when you're trying to talk to somebody in the city centre
	I walk wherever I can and am pretty determined to do so but it can be a very miserable experience as there is often a lack of shelter for long stretches which is not pleasant in wet weather. I can understand how many people allow this to prevent them from walking. The other consideration to make walking more appealing is to use a smooth foot path surface - the current cobblestones are uneven and a tripping hazard, and also both the cobbles and road markings (painted surfaces) are extremely slippery in wet conditions for those on crutches and become dangerous.
	more covered footpaths would be nice so I don't get so wet
	More pedestrian shelter options when waiting for traffic lights/crossings or walking from parking areas to the CBD.
	More shelter from the weather for walkers. Reduce visual clutter to make the street environment safer to navigate.
Safer environment for pedestrians	At the moment the experience is poor on the one-ways, especially the southern part where you have to cross 3 lanes and no safe place to do it.
	Fewer cars in town. Shutdown all of city centre to cars (buses and delivery vehicles only) increase parking prices in town dramatically and implement parking at far edge of town so private vehicle commuters from north and south are encouraged to avoid traversing the city in their cars.
	Good, even more pedestrian friendly roads please, two way streets are better, tree lined roads, wide foot paths, plenty of crossings with clear interventions: narrowed roads, sharks teeth, etc, really want to see good solid last mile transport and bike storage to supplement pedestrian friendly streets
	I walk alot to get places and don't really care about seating (weather is often not conducive to sitting) or landscaping. Lighting and safety are very important. Barnes Dance is great.
	Like the idea of improving crossings and footpaths especially around Queens Gardens and the future hospital

	Please prioritize pedestrians. It is really annoying that always cars come first. As pedestrian you always have to wait, for the lights for cars crossing the sidewalk, for cars turning into a street. A pedestrian friendly city should always prioritize the pedestrians. Those are ones that walk in the cold or in the rain. While the car drivers are in their warm cars ;) I am always surprised why the pedestrians are coming last in queue. Even that they have to press a button to get a green light feels to me not right. That symbolizes to me that the pedestrians are not expected to be there. Pedestrians are the weakest so they should always be first.
Improved street amenity to make walking more attractive	An increased level of amenity would make this area more appealing; and mid-block crossings are required for safety.
	I like the idea of more seating and planting. Our main roads are rather ugly.
	I support more tree planting, seating and Barnes Dance crossings.
	I think that selling the health and wellbeing benefits of cycling and walking is the best way to create change.
	It definitely needs to be beautified along the one ways, its so dull and boring at the moment
	It Would be great If there was a bypass for the Stock trucks. I Think the planting etc is great but trees always Seem to be the first thing that goes when Theres a budget blow out
	Looks good, especially adding more green space and having the walkways next to slower roads.
	love the greenery rto make it more visuially appealing, and safer, removed from traffic through barriers. Crossing should always be 'barn crossing' at every intersection
	More trees please
	More vegetation
	Really like the "greening" of the cityscape. And provision for seating is good.
	Sounds like it would make it safer, as well as improving the subjective experience due to landscaping, places to sit, beautification, slower traffic, etc
Seperate cycle / scooter movements from pedestrians	Keep cycles and scooters away from pedestrians. These things are a menace. They should be required to give way to pedestrians at all times and dismount and walk past pedestrians.
	Keep footpaths exclusively for pedestrians & people who cannot walk. No bikes/scooters etc
	Like these ideas, please separate cyclists and pedestrians well.

Summary of survey responses

	LOVE the idea of getting the e-scooters off the footpaths!! I don't feel the slow speed zone needs to be extended as far as what has been proposed.
	Pavements should be for pedestrians only. Scooters should go into the cycle lanes.
	peresterians need to beserperated from cyclists and similar vehicles
	Yes. The footpaths have become infested with cyclists and micro-mobility device users. They are wrecking pedestrian safety in the one place assured to the pedestrian
More barnes dance crossings	Good ideas, prioritising art & feel of place is important too, love the all-direction barnes dances
	More Barnes dances would be great. These have made crossing easier, but need to be in more places. The five way intersections at Knox church and Princes St are very annoying to cross at and need improvement.
	The barnes dances have been a massive improvement to prioritise walking in the city. More please. Better landscaping would enhance the walking experience (see Chch central city development)
	The multiway pedestrian crossings at intersections are fantastic (barnes dance crossings). They make it much more efficient for pedestrians to move around the centre city. Walking after dark doesn't feel safe. Walking on slipery surfaces doesn't feel safe.

	large multi story carpark to service the hospital, park and ride, free shuttle bus around the city
	More multi storey car parking,especially for the new hospital
	Parking buildings and loop linking public transport is needed
	Support the idea of new parking buildings in central locations to reduce on street parking
	There will never be enough parking - we need another parking building - especially one attached to the new hospital. This will give security to those who work at the hospital and those who visit. Walking around the streets in the dead of night can be risky at times.
	Too many parks removed
	Yes. More car parks please. I suggest buildings as they take less space
More parking options around the city outskirts	Agree with having dedicated parking areas somewhat removed from busy centre. I would hope that these would take the form of parking buildings, to maximise space efficiency.
	Awesome!! There definately needs to be more parking options around town.
	Dunedin requires all day cheap parking within easy walking distances of the University, Hospital and Central Business Area. The location of the parking will determine the route people travel. i.e parking building linked to railway overbridge would provide direct access to bottom of Stuart St. Access to cark park would be via harbour route
	Getting commuters parking on the outside of the central city is a good idea.
	Go even further, make it a no brainer not to take your car into the city Center, cheap or free parking buildings/ lots including bike parks and lockers and lockers to keep tour bike in, with cheap or free well provided for last mile transport terminating at them, trams scooters small scale buses
	good idea, we dont all need to park dircetly adjacent to out destina-tion,walking is great
	I support the idea of having functional parking buildings/spaces around the perimeter of the main city centre with the main CBD becoming more pedestrian friendly. We also need to create a social change whereby the norm is not to expect to be able to park directly outside the shop and to be prepared to walk a bit further instead of promoting more sedentary behaviour (This excludes those with mobility/disability needs who should always have appropriate access).
	More parking structures on the edges so people don't drive right into the middle of town.
	Park and ride and/or larger car parks around the periphery of the city, encouraging other forms of transport to enter the city itself. Remove parking along George street and princes street in the blocks either side of the octagon.

Parking

Question 13. Do you have any comments about the ideas we've shown for improving parking?

Total comments: 467

Theme or Issue	Comments Included:
Multi-story parking building	A multistory parking building across the road from the hospital would make a big difference. A smaller parking capacity as close as possible to the emergency department would significantly help reduce stress
	A parking building is needed as it is impossible to find a decent park close to the city centre most times
	Build a multi level carpark next to the hospital
	Build more multi story car parks, both in the central city and on the outskirts, then cars wont need to be parked on the street, then the roads can be used for cars to drive on like they are meant to
	Dunedin is in desperate need of several new parking buildings. Parking close to town is very difficult.
	Need dedicated and easy parking for the hospital. Generally parking seems very cheap.

Summary of survey responses

Focus on movement not parking	As politically unpopular as it is, parking should not be used to determine the best design. The routes are for moving people/vehicles to where they need to be and should not be clogged up and compromised through the constant demand for parking right outside the destination. When will this stop, as the numbers of cars in the city continue to grow, will more and more of the road space be dedicated to parking? Movement must come first, with parking fitted in when it does not compromise traffic flows.
	Fully support less parking in order to gain greater pedestrianisation, cycleways and bus lanes or bus stops.
	I prefer to cycle, walk or take the bus - the city centre should be less for cars than other modes of transport
	I think the parking hubs are a good idea. I don't think there should be any on-street parking on the state highway options. Removing those parks (and providing for them elsewhere in off-street areas) could leave more flexibility to have extra driving lanes or something. Those roads should be prioritised for transit - put parking elsewhere.
	Less car parks is good - more space for alternative modes of transport and active transport will reduce the need for cars and carparks.
	parking is 20th century we should all be on a bike or bus
	Parking will always be needed, but prioritise those who need it i.e public transport/mobility etc and incentivise those choosing to reduce the need by: walking, cycling, scootering, ride sharing and investing in e-vehicles etc by lowering cost and providing safe, green, well lit parking at a human scale..
	There is still far too much on street parking. There should be none at all on the arterial routes and parking on the local road should be reduced to a very limited number of 5 and 10 minute spots and mobility spaces. The current arrangement which has vehicles stopping and reversing into spaces on SH1 is imbecilic. The vast majority of city centre parking should be off street.
More Park and Ride facilities	Consider options for park and ride, particularly to the south for the high level of commuter traffic.
	Great, fantastic, if buses in central city free from the car parks an absolute no brainer for people to use them. Ridiculous and outdated that people expect to get a car park right outside where they want to go
	more provision for park and ride/stride options is needed. Reduced the time restrictions (to increase turn over for shopping) and increase charges for onstreet parking in the central city, this will push people like commuters further out of the central city, and free up parks for shppers and short term stays.
	Not enough parking and need more park and ride options
	Park and ride at proposed locations seems a reasonable proposal to reduce central city congestion

	Still too much parking in the centre. Put big carparks on the fringes of the city and provide park and ride.
	What about a Park and Ride system slightly further out from the city centre. You could have one north of the city and one in the south. This would drastically reduce the volume of cars entering the CBD and looking for parking spaces. Also rthere is definitely a need for parking within and adjacent to the hospital for both patients, visitors and staff, many of whom are at the hospital late in the evenings on shift work etc
Encourage short term parking in the CBD	Free but time restricted in the CBD to encourage shoppers. More parking garages/infrastructure to support workers needing to park all day
	I think there are a lot of barriers for people with limited mobility and those with very young children. Please give consideration to the extra pressure hospital visitors and staff will put on existing limited inner city parking, as it will potentially make it even more difficult for certain groups of people to access the inner city.
Increase parking costs to discourage people from driving cars	I'd like to see a dramatic increase the price of parking and removal of parking within central city. Move parking further out to oval area, south and north to gardens area.
	Increase the cost of city centre parking except at the hospital which should be free. Install periphery park and ride sites with frequent and cheap bus services (preferably electric) all across the city. Highlight to visitors that they need to park out of town before they get here and get frustrated trying to find parking.
	Parking in Dunedin is too cheap. There is no incentive for people not to drive.
	People hang ups on parking is whats holding this city back in thriving to become a great city to be in. Parking needs to be limited, and expensive to ensure more people use the public transport system, walking or cycling

Summary of survey responses

Driving

Question 14: If you currently drive through, into or around central Dunedin, what, if anything, would encourage you to travel a different way e.g. bus, walk, cycle?

Answer	Number of Responses
Cheaper buses	211
More services	158
More frequency	182
More separated cycle paths	140
Better footpaths	109
Shade / shelter for walking	116
Nothing would make me change my behaviour	319
Other	92

Question 15: What do you think about extending the slower traffic speed zone to include the area around the hospital and between key destinations such as Queens Gardens and the University?

Answer	Number of Responses
Strongly Agree	112
Agree	82
Neutral	88
Disagree	142
Strongly Disagree	287

Question 16: Are there any challenges to using the one-way system as a driver?

Answer	Number of Responses
High speeds	29
Congestion	334
It is complex	57
Traffic light phasing	289
Lots of different types of vehicle / user	109
Too narrow	132
Difficult to cross	54
Cycling conflicts	227

Access	19
Feels unsafe	51
Roadworks	120
Poor wayfinding / signage	59
Poor driver behaviour	184
I avoid the one-way system	39
Other	48

Question 17: How safe do you feel driving on the one-way system?

Answer	Number of Responses
Very safe	297
Safe	256
Neutral	121
Unsafe	46
Very Unsafe	11

Q.18 The experience as you drive using the current state highways (one-way system) – does it feel like an appealing place to be?

Answer	Number of Responses
Very unappealing	71
Unappealing	114
Neutral	266
Appealing	147
Very Appealing	119

Q.19 How satisfied are you with the ease with which you can move around the city centre by vehicle?

Answer	Number of Responses
Very dissatisfied	103
Dissatisfied	166
Neutral	143
Satisfied	239
Very Satisfied	65

Summary of survey responses

Q.20 The experience as you walk or drive in the Queens Gardens area – does it feel like an appealing place to be?

Answer	Number of Responses
Very unappealing	46
Unappealing	101
Neutral	223
Appealing	254
Very Appealing	79

Q.21 Do you have any other comments about the state highways / one-ways?

Total comments: 478

Theme or Issue	Comments Included:
Spaces are dominated by cars	Too many cars. Get people using bus and cycling more
	The current state highways/one-ways cut Central Dunedin in half (into thirds?) and make the surrounding blocks very unappealing places to be.
	Very congested and slow at times. The solution lies in getting more people on to buses, walking and cycling. This will then make the proposed change to a 2way arterial route feasible. Turning the north bound one way into a local road will make this appealing and accessible, especially if landscaped (see road and landscaping changes around chch hospital) for walkers/bikers and locals accessing hospital and city. Cyclists and walkers must have easy access across the 2 way arterial route
	The state highways through the city make these areas unpleasant to walk through and cycle through. It destroys the peace of this beautiful city.
	I'd appreciate an option to park further away from the central city and catch a loop bus or something similar into the centre of town. I have two small children so the logistics of parking and walking are difficult and I'd imagine this problem would be even more pressing for people on limited incomes and with mobility issues.
	Having a state highway running through the centre of the city is crazy. The more we can divert motor vehicles from these roads and quieten them down, the better. Turning one-way streets to two-way streets is a good way of slowing the traffic.
	So much area is used to move vehicles around the city, and there is a lack of nice green space and pedestrian friendly areas in the city center. The footpaths are all hard up against the road with buses, trucks, cars all meters from you travelling at speed. It's a difficult situation to resolve I know. I feel bad for the DCC when they make proposals similar to this, people hate the thought of any changed to the road network.
	Two lanes in either direction works well but I would be willing to give that to make a more pedestrianised city centre with better infrastructure for walking/cycling.

	i'd like like to see a priority on circulation around the city center with a pedestrianised centre (Octagon to Hanover say)
	Needs safer & more convenient pedestrian crossings.
	As a pedestrian and cyclist you feel very exposed to cars and trucks - it feels unsafe and very unappealing which is bad because they are nice areas. The paths feel very open and the public gardens are also very exposed - I would not feel safe bringing a child there as there are no barriers between them and the road with lethal traffic travelling at high speeds.
	they are great at getting people from one end of town to the other, but not in an appealing way., and not at all appealing for walkers.
Queens Gardens area is cut off by the roads	Queens garden area is noisy, it could be really nice but it's so busy.
	Queens Garden has the potential to be lovely, but currently its just a giant roundabout
	The one way systems completely cut off the Queens Gardens and there is limited development around to encourage people into the area
	I think the queens garden area could be further developed to make it more appealing. I think whilst there is a lot of people crossing the oneways we cannot increase the speeds there. I think there are some concerns with the transitions for cyclists on the one ways. Longer term it would be good to develop a city wide cycling turning system as they have in other countries such as Denmark
	As a pedestrian, crossing the state highway is dangerous. The Chinese Gardens Plaza and Queens Gardens are inaccessible urban oases, cut off from the wider city by the State Highways. Overall, the pedestrian routes from the Warehouse Precinct through Queens Gardens to the Railway Station and the Octagon are fragmented, cut off by roads, and without way finding.
Cycle lanes on the state highways are undesirable	Get rid of the cycle lanes and retain the existing one way system.
	Cycle lanes should not be along side SH1 .
	Take the cycle lanes out and put them in a safer place
	Leave them alone and get rid of the cycle lanes and reinstate car parks
	If the cycle lanes were removed from the highway network, the parking could be reinstated. The highway network is an arterial route for traffic flow and should not be encumbered by cyclists. Cyclist should be catered for on secondary streets. Cycling is a mode of traffic for most people by choice. It does not appear to be a choice for Dunedin people

Summary of survey responses

	Remove the cycle ways. They are forcing cars and trucks too close together but apart from that they are still the most effective way to move traffic through Dunedin
	Keep cycling out of it.
	Current one way system should be retained and move cycle lanes to other routes
	Leave them alone and remove the cycleways to keep traffic flowing, use the cyclelane space to green up the oneway systems
More trees and green spaces are desired	More trees and parking and less cycle lanes
	I support the proposed designs with enhanced landscaping, vegetation (greenery) and separated spaces for modes of travel.
	The area should be appealing with grass and trees not tunnel-like/ jail-looking as it is currently. This way drivers wouldn't mind the short distance with lower speeds.
	I think more trees will make it more appealing but not sure how many would use the seating. I think it would not be a pleasant place to sit (too noisy/busy)
Traffic lights could be improved	Lights need to be phased so traffic flows better. Its out of sync at the moment and causes traffic to back up.
	The green wave is a major asset, and it would be pity to loose it. It does need some adjustment in places, and perhaps a more sophisticated timing system to take account of the density of traffic and therefore the speed of the traffic.
	Too many sets of traffic lights now, leading to congestion and easy not too take if you can avoid them.
	Keep the efficiency of movement through the city by better light phasing and no barns dances on that route. Increase the speeds where possible to 60kph.
	The current system works well, but better phasing of lights and better coordination of roadworks will go a long way to improving traffic flow.
	With the introduction of cycle ways on the state highways the traffic signal fazing has not taken into account times when there are no cyclists, I believe that having a cross button similar to pedestrian crossing on the cycle network this would reduce delays experienced by vehicular traffic particularly at night time
	Lights phasing is awful, some lights on the one way change even when there is no one needing to travel through. Lights around queens garden are awful and are on too long for the traffic crossing the one way
	Light phasing needs to encourage traffic to move not restrict it and cause congestion

Slower speed zones would improve the roads	The one ways are great. It is easy to move from one end of town to the other smoothly and safely. It is easy to exit where I need to. I would not like to see the speed limit lowered other than around the hospital area only.
	I like your slower inner city route (slower speed), and slightly faster outer city route - both 2-ways! Especially like to see Crawford Street become slower/ no trucks if possible/ no right turn onto Jetty St Bridge, (?), more pedestrian and carpark friendly (slower speed limits and retail friendly i.e. easy to walk across between shops etc.)
	Traffic too fast in central city blocks; encourages inefficient use of roading network by having to drive around entire blocks in order to point yourself in the right direction.
	I feel like there are too many cars in the city center which makes walking around it not very appealing. Slower roads and maybe a faster, bigger arterial route would be preferable.
	Traffic doesn't need to go fast just because it's a state highway. I think good flow is the main thing.
Heavy vehicle bypass	The one-ways should encourage traffic movements through the city in an efficient and safe manner. It would be great if there was a bypass for heavy vehicles
	It would be helpful if large trucks did not need to drive down the one-ways
	The proposal to improve the wharf Road route makes eminent sense to get traffic out of the main City Centre
They are fine as they are currently	One-ways with phased lighting provides low impedance traffic flow that is the envy of other cities. Dunedin's one-ways are brilliant.
	Very efficient, make driving very simple and pleasant. Do not remove the system there is absolutely no need. The roads are parallel it is very easy to navigate between the two.
	Leave them one way, remove trees and cycle lanes
	The one way system should be kept as is
	I now almost always cycle these roads, and the cycle-ways are the reason. I am impressed by the on-going improvements to this system. I do prefer the intersections with the wide green banding to allow me to go through the intersection with the green light though.
	They make for a quicker journey across town. I use them more since the speed bumps were put in Maori Rd to make for a smoother journey.

Summary of survey responses

Q.22 What do you think about the proposal to provide more trees and landscape planting and places for people to sit?

Answer	Number of Responses
Strongly like	211
Like	127
Neutral	138
Dislike	122
Strongly dislike	112

Changes to SH1

Question 23. Which option for the state highway system do you think is best for Dunedin as it grows and develops?

Answer	Number of Responses
Retaining the One Way System	545
Introducing the Two Way System	165

Q.24 Which option do you think is best for integrating the hospital with the city and ensuring everyone can get there?

Answer	Number of Responses
Retaining the One Way System	527
Introducing the Two Way System	182

Q.25 Do you have any other comments about our options?

Total comments: 420

Theme or Issue	Comments Included:
Proposed changes to the road system	Although I would prefer the one way system to be retained (with a public pedestrian raised area over Cumberland Street between Lower Stuart and St Andrew Streets, opening the hospital up to down town Dunedin), I believe a two way system could work if the harbour arterial option was really developed, two lanes each direction etc. Otherwise I believe it will create traffic chaos.
	This has been talked about for years - the two way is the future solution. Just make sure there are suitable places to cross Cumberland in the southern part in order to get to Steamer Basin. There are currently too many barriers created by multiple north south routes - constrain the state highway and make the other routes easier to cross. Look at the development that has happened when minor improvements were made to the Warehouse Precinct - this growth could be expanded to other areas with targeted investment and reduction of the dominance of the state highways on the city.

	The one way system is effective and works. Ambulances can use bus lanes if they are included on the State Highway.
	I'm concerned that a two way system will be more congested and difficult for emergency services to negotiate if they're isn't enough room to pull over completely and there are barriers down the middle
	Excellent idea to move to a two-way system, but with a good bypass available. Then slowing traffic speeds elsewhere, and making these zones pedestrian and bike friendly, trees, seating etc, will also keep people safely separated from SH1 traffic
	Only problem with the two way system is immensely increased congestion. Unless all the parks are removed on both sides and traffic is given two lanes in either direction. Then there's Central Fire Station which will need improved traffic lights. Strathallan St already extremely busy. May be time to consider a raised highway bypass from Andy Bay motorway to somewhere around Anzac Ave?
	Moving to a two way system would impact heavy traffic and vehicles and cause congestion to the centre city making it harder to move through.
	My concern is with congestion at peak traffic times. The present system is not good either.
	I think that a one way system is the best way to move the traffic. road-works or other blockages would be much harder to manage with a two way - needing re-routing. At least with a one-way, you can usually guarantee one free lane. Two way would involve more crossings and changes for vehicles.
	Both seem reasonable, but the two way system seems like it would be better for making an attractive place for people and businesses to operate, whereas the current system tries to serve as both a main thoroughfare and town centre
	2-way system might work if you're not offering parking. Otherwise nobody will wait and let you park and you'll have accidents because people get impatient and try to overtake. So yes to 2-way system if there are no parks, just cycle lanes, plants, pedestrian and lots of bus/tram stops. Otherwise, retain one-way system
	I believe that maintaining the existing 2 one way streets is the best a safest option, and the possibility of moving the cycle network away from the state highways should be seriously considered for the safety of all users
	although it is really important for people to be able to safely and easily access the new hospital it is equally important to have a safe and easy to use main thoroughfare through the city. At the moment the one way's provide this thoroughfare, although there seems to be some issues with congestion at peak times.
More parking desired	A parking complex with a direct bus or shuttle to the hospital would help a lot of people and eases congestion around the hospital
	Provide good parking near new hospital

Summary of survey responses

	Provide good parking for hospital users, Keep the one Way, gold Coin buses, commuter train from mosgiel and improve cycle ways so they have better flow and are safe
	Park and ride parking areas on the fringes and allow free frequent shuttles.
	Provide better parking adjacent to the hospital including multi story parking.
	Options for park and ride / walk are well worth exploring - anywhere.
	Park and ride options are a good idea to encourage people to park away from central city areas - would need to be easy to access with very frequent "ride" options to stop Dunedinites complaining and refusing to use it!
	there seems to be some idea that people need to park directly outside of the shop they are visiting, as someone who has parked a car I know that simply isnt true for the majority of people, although considerations must be made for people with low mobility I definitely favour moving parking to more centralised parking garages, and there is already a framework in place to allow special parking for those who need it
Improvements to driving routes	The proposed option alongside enhancing the wharf area arterial route as another key travel route is a good start. I think it will be easier to manage with one dedicated state highway route and a safer multi-modal route of lower speed for local travel. I also support the public suggestions for building a multistory carpark building on the SDHB land between Anzac Ave and Castle Street to enhance patient access and experience.
	Reduced speed limits everywhere please unless mandated by NZTA - 30km is enough.
	I like your slower inner city route (slower speed), and slightly faster outer city route - both 2-ways! Especially like to see Crawford Street become slower/ no trucks if possible/ no right turn onto Jetty St Bridge, (?), more pedestrian and carpark friendly (slower speed limits and retail friendly i.e. easy to walk across between shops etc.)
	Improving the bypass is a good idea, but care is needed that the joining intersections do not get congested with traffic backed up.
	Need more parking in the city and better traffic flow
	Please ensure the volume and movement of traffic can be maintained or improved and add more parking options for cars.
Increased amenity supported	Making the area more accessible for all, including planter separated cycle way, reduced vehicle speeds, and overall attractiveness will make the area welcoming to all.
	Basically I like them. Extra seating and planting (of native species) would be welcome. The one way system is pretty awful looking and not a great place to be as a pedestrian.

	More trees - on footpaths. And increase George Street parking spaces. Keep the roadway and the parking.
	I love the idea to shift heavy and through traffic away from the central city, this will hugely improve the feel for the central city, it will move our city into a more progressive, people focused area, and away from being stuck in the past, away from being a car central, semi-rural centre. Dunedin is a growing metropolitan city, we need to make it look like that.
	Plant more trees and plants along the streets this will affect the perceived quality but also affect driver behaviour.
Walking	Safe pedestrian access is essential. We want a Dunedin Central for people not cars.

Q.26 Which parts of the proposed improvements do you like best and why?

Total comments: 364

Theme or Issue	Comments Included:
Cycling improvements	Better safer cycling in the two way concept. The two way system is also good how it gets the heavy traffic off one of the roads.
	As a driver, I like having people and bikes moved away from the main traffic artery - feels safer. As pedestrian/biker, like being well away from noise and speed of SH1, and feel safer.
	Cyclists protected by planters makes the area feel considered and not just an afterthought with substandard concrete dividers. The end result is function and aesthetic. This adds to the area's much needed greening and soft surfaces. Wide pedestrian crossings is a nice touch as well.
	I like the idea of connecting up the bike lanes more, making them easier/safer to use. I like the emphasis on improved pedestrian experience.
	Anything to improve cycling and pedestrian access are important. Cities are for people, not just cars!
	I really like the greening of the cityscape. The cycleways on the one road strike me as being a good idea too. Just simpler to access and potentially safer.
	The most important improvements to me are improvements to the cycleways and better connections, and improving the bus service to provide quicker and easier connections.
Driving around the city	Anything that would help with smooth vehicle movements as well as safety for cycling, anything that will improve parking options.
	Having an alternative route to bypass the CBD when travelling across the city.

Summary of survey responses

	I approve of the general scope of the improvements and think that the option to bypass some of the Traffic along Wharf And Ward Streets is a good idea.
	I like the idea of a free-flowing highway that gets people from one end of the city to the other, on the outer and an interior road that people could use if they want to access the inner city (this includes the hospital - it should only have emergency access to the highway (like the fire station).
	I would like the Harbour Arterial route to be upgraded. It is a fantastic way to get from Anderson's Bay to the city without waiting for lights. It has faster speed limits and so travel is much easier. It also has a cycle way disconnected from the road which works well and has great views of the harbour.
	Sticking to one way system. Better bus routes and more cycle ways.
	Many people already use the Wharf Street area as a bypass of the CBD area, so what a great idea to improve those streets to cope as a bypass/ heavy traffic bypass for those not wanting to enter the CBD.
	The two way system gives the city centre a commercial heart that is not divided by the one way system.
Proposed changes to the current road network	Changing to the two-way system, more cycle lanes, more plantings.
	Emphasis on cycleways, walking and trees and seating in the centre city.
	I like the idea of a local road, where alternate forms of transport can be given greater priority.
	I like your slower inner city route (slower speed), and slightly faster outer city route - both 2-ways! Especially like to see Crawford Street become slower/ no trucks if possible/ no right turn onto Jetty St Bridge, (?), more pedestrian and carpark friendly (slower speed limits and retail friendly i.e. easy to walk across between shops etc.)
	The change to a two-way street system, because it is likely to slow motor vehicle traffic, especially if heavy traffic can be diverted to a route closer to the harbourside.
	The two way system will make it more accessible to the hospital area from central city - so it would feel like the central city had expanded and isn't cut off by the one-ways. Would like more mini green spaces for sitting and having a coffee/lunch/ bask in the sun /have a break from your day.
	Better safer cycling in the two way concept. The two way system is also good how it gets the heavy traffic off one of the roads.
Parking in the CBD	I disagree with the ideology associated with squeezing the private car out of the CBD. This can only disenfranchise many, many businesses who are dependent on convenient ease of access to folk from all over the wider city and the hinterland.

	I like that there will be options to bypass the Central city for those wanting a quick trip, I like the proposal to beautify the area, especially outside the hospital. I think more attention needs to be given to parking and the extra pressure the new hospital will put on existing parking.
Suggested improvements to public transport	Better accommodation of active and public transport, bus improvements, more appealing streetscapes.
	Bus Hub - one place for all the routes, it is now easier to commute.
	Proper bus shelters that actually shelter from the southerly and easterly rains we get should be a high priority if you want more people to use buses.
	I do believe that better bus services including: posting electronic panels for arrival and departure times/routes/maps and better signage will increase public faith in the bus system. I agree that a Free central downtown bus loop would promote access to shops and services ---which may allow people to park their cars a bit further away but still have access to facilities such as the Hospital easily and efficiently.
	I think encouraging more people to use public transport is the part of the plan I like best. I would like the option of improving bus services linking popular destinations in the Centre of Dunedin and a School Service linking several schools with the Bus Hub as the school run is a major barrier to parents and families in regards to using public transport.
	I like the idea of creating nicer public spaces, more covered walkways and looking at public transport options.
	Improvements to public transport system. I have lived abroad and in larger NZ cities where public transport is efficient and useful (and therefore well used) and I wish we had something resembling that here.
	The emphasis on beginning to change social norms and expectations from prioritising private vehicle travel towards prioritising the movement of people, particularly those using active or public transport.
	improve public transport and cycling, improving with landscaping
	I do believe that better bus services including: posting electronic panels for arrival and departure times/routes/maps and better signage will increase public faith in the bus system. I agree that a Free central downtown bus loop would promote access to shops and services ---which may allow people to park their cars a bit further away but still have access to facilities such as the Hospital easily and efficiently.
Status Quo	I prefer the status quo.

Summary of survey responses

Proposed streetscape improvements	Adding more trees and places to sit down.
	Greening up the streetscape.
	I like the idea of creating nicer public spaces, more covered walkways and looking at public transport options.
	More trees and sitting areas. Also linking cycling from the city to South Dunedin looks good.
	I like the idea that we are trying to build a city that is more than just a place for cars. Let's take back some space for other users!
	I like the landscaping ideas and the cheaper buses
	More green spaces - Dunedin is beautiful and we should embrace that
	Emphasis on cycleways, walking and trees and seating in the centre city
	Plantings on back streets makes it a lot nicer to walk down. keeping all the cars over in one spot.
	Two way traffic everywhere; improved cycle and public transport facilities; green landscaping (trees, seating, etc)
	Two way local roads, increased tree planting and seating will start to reclaim the spaces for people, rather than the current emphasis on cars.
	More trees!!! The increased active transport and idea that the city streets should be a nice place to be
Walking in the city currently	A walkable destination city centre is a good idea. I've lived in cities where pedestrian centres work.
	I like the use of more Barnes dance crossings as they are pedestrian focused and encourage people to park once then walk about town rather than driving between places in town. More landscaping along the streets would be and make a more pleasant walking/biking/driving environment.
	Focus on safe cycling and walking
	The one way system would be more pedestrian friendly if the proposal goes ahead.