

Ōtepoti Pathways

Dunedin Walking and Cycling Strategy 2026 - 2057

Implementation Plan 2027 - 2037





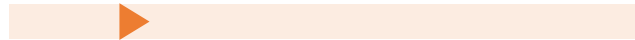
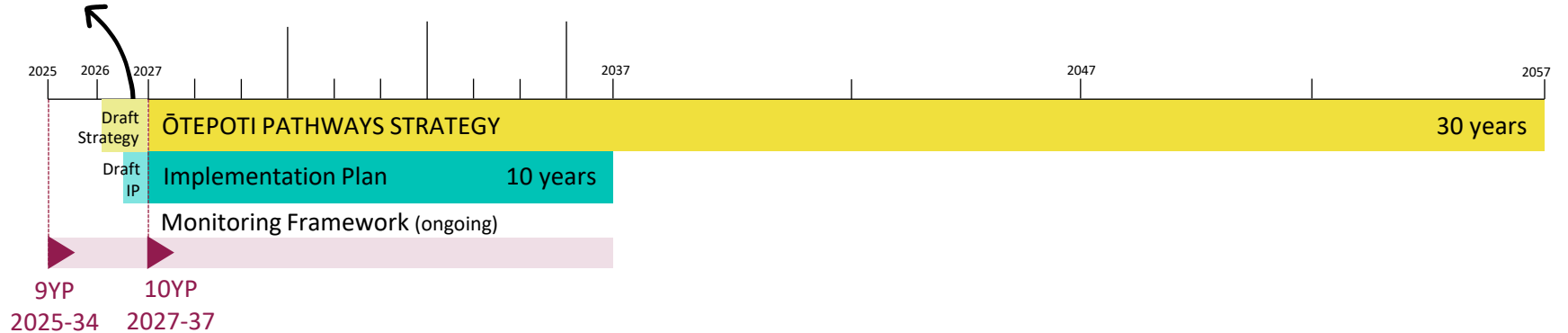
Purpose of this workshop

- Provide background and an **update on the Strategy** with next steps
- Present **what the network could look like** and **how we would get there**
- Clarify how the **Strategy and Implementation Plan** relate to each other
- *Interactive session*
- Next steps



What is Ōtepoti Pathways?

Public Consultation



Regional Land Transport Plan /
National Land Transport Plan
2027/37



9 Year Plan 2024-25 budgets

Capital Expenditure for the years ended 30 June 2026 - 2034 for Roothing and Footpaths

Project Name	Budget 2026 \$000	Budget 2027 \$000	Budget 2028 \$000	Budget 2029 \$000	Budget 2030 \$000	Budget 2031 \$000	Budget 2032 \$000	Budget 2033 \$000	Budget 2034 \$000	Budget 9 Year Total \$000
Transport Total	5,865	13,155	8,425	4,625	1,400	1,400	1,050	4,500	6,700	47,120
<i>Zero Carbon High Investment</i>										
Bus Network and Infrastructure Improvements	-	-	-	-	500	500	500	500	-	2,000
Bus Priority Improvements	-	-	-	-	500	500	500	500	-	2,000
Central City Bike Parking Facilities	-	-	80	80	80	-	-	-	-	240
Centres Upgrade Programme - Transport improvements	-	-	500	500	1,000	1,000	-	-	-	3,000
City to Waterfront Bridge	-	-	-	1,000	10,000	9,000	-	-	-	20,000
Ōtepoti Pathways – Caversham to Central City Tunnels Trail link	-	-	-	-	1,000	3,000	-	-	-	4,000
Ōtepoti Pathways – Cycling Improvements Package	-	-	1,000	1,000	1,000	1,000	1,000	1,000	-	6,000
Ōtepoti Pathways – George/Bank Streets improvements	-	-	1,000	2,000	1,000	-	-	-	-	4,000
Ōtepoti Pathways – Hill Suburbs link	-	-	-	-	1,500	1,200	-	-	-	2,700
Ōtepoti Pathways – Pedestrian Improvements Package	-	-	1,000	1,000	1,000	1,000	1,000	1,000	-	6,000
Ōtepoti Pathways – Town Belt improvements	-	-	-	500	500	500	500	-	-	2,000
Ōtepoti Pathways – Vogel Street improvements	-	-	-	1,300	1,000	-	-	-	-	2,300
Shore Street/Portsmouth Dr/Portobello Road	-	-	-	-	-	1,000	400	-	-	1,400
South Dunedin Safer School Streets	-	-	3,000	3,000	4,000	-	-	-	-	10,000
Zero Carbon High Investment Total	-	-	6,580	10,380	23,080	18,700	3,900	3,000	-	65,640



Strategy

2026 - 2057





How is the Ōtepoti Pathways Strategy being developed?

To date

- Developed a draft *NZTA Programme Business Case*
- Targeted stakeholder engagement
- Councillor workshops and papers
- 9-year plan engagement and budgets

Next steps

- Public consultation and Council approval of the strategy
- Development of the implementation plan
- Development of a Monitoring Framework
- Advance project planning



Where are we now?



Relatively high walking numbers, to work **(9%)** and education **(40%)**.

Moderate cycling numbers to work and education **(3%)**.
(Census 2023)

Improved **pedestrian access and safety**

(near schools, in the tertiary area, in our suburban centres as well as our City Centre).

Improvements are in **planning**

(through the FDS workstream, the Mosgiel Transport project and the Low Cost/Low Risk programme).

Progress has been made to connect Dunedin to the **regional trail network**.

The **Albany St Connection** project is being built and will be finished this year.

Ongoing delivery of **School Travel Planning** and **Workplace Travel Planning** initiatives.

The Harbour Shared path, **Te Aka Ōtākou** is successful.



Vision and goals

Vision

In Ōtepoti Dunedin, it is safe and easy for people of all ages and abilities to walk, cycle or wheel for everyday travel.

Traffic reliability and resilience

Our transport system continues to support reliable traffic flow while our city grows and is resilient to local and global disruptions.

Safety and accessibility

All people in Dunedin can travel safely and independently to where they need to go in their everyday life.

Economic prosperity and tourism

Our city has strong active transport connections to tracks, trails and key destinations, which will strengthen tourism and support local businesses and our economy.

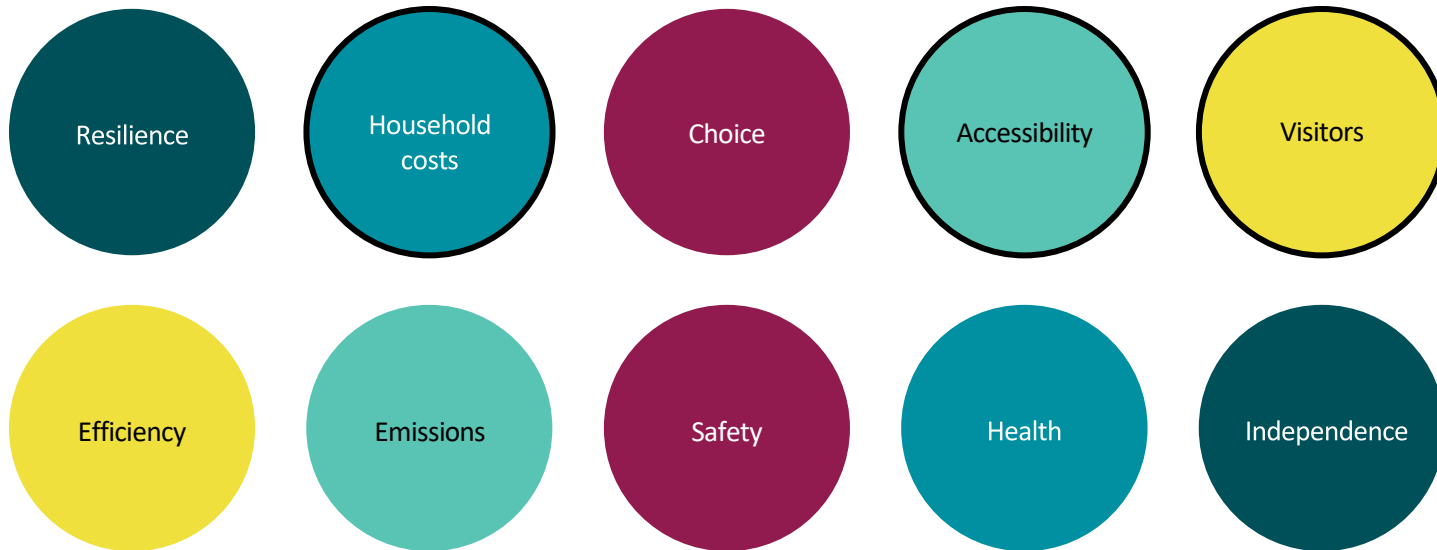
Choice and wellbeing

Our active transport system is safe, well-connected and attractive, giving people a genuine choice to travel in ways that support their wellbeing and the environment.



Community outcomes

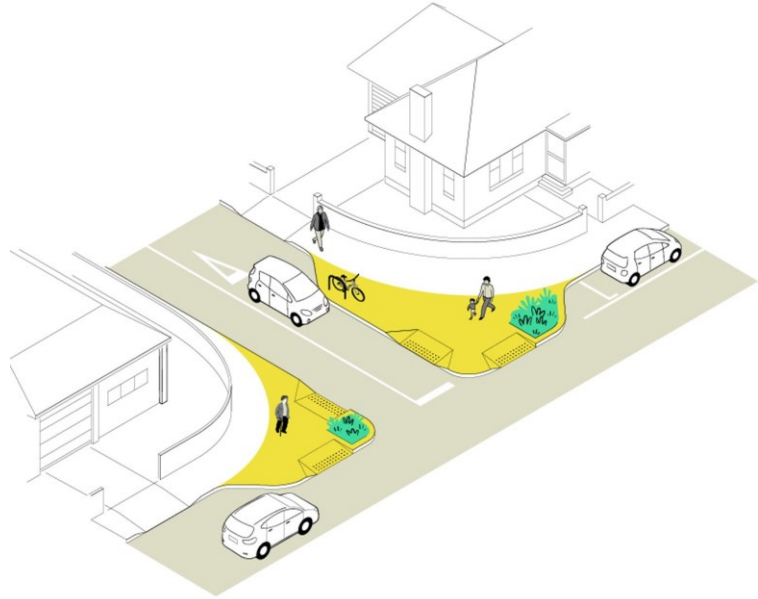
Evidence from international research and experience in other cities shows that well-functioning walking and cycling networks enable a wide range of positive community outcomes:





What could our network look like?

There will be a toolbox of walking, cycling and safety interventions. These are two examples:





How will this be delivered?



Funding and budget considerations

- DCC and NZTA processes
- Considering value for money approaches

Community engagement

- 10 Year Plan engagement
- Project consultations

Collaborations

- NZTA/ORC
- Tracks and trails trusts
- Developers
- Internal DCC departments

Education and promotion

- Working with schools, workplaces and communities

Big infrastructure projects and quick wins

- Corridor projects
- Small improvements



Value for money options





Questions?

Next: The Ōtepoti Pathways Strategy Future Connections



Future connections for *Dunedin Region*

to Middlemarch
(this connection could be partly on rail)



Future connection



Priority area



Existing cycling facility



Locality





Future connections for *Dunedin City*

Future connection



Priority area



Existing cycling facility





MOSGIEL
WALKING AND CYCLING ROUTES

- Existing** Routes that have been improved for walking and cycling
- Feasible** Improvements that are in planning, with varying degrees of certainty and readiness
- Potential** Improvements where planning has not started; routes may change



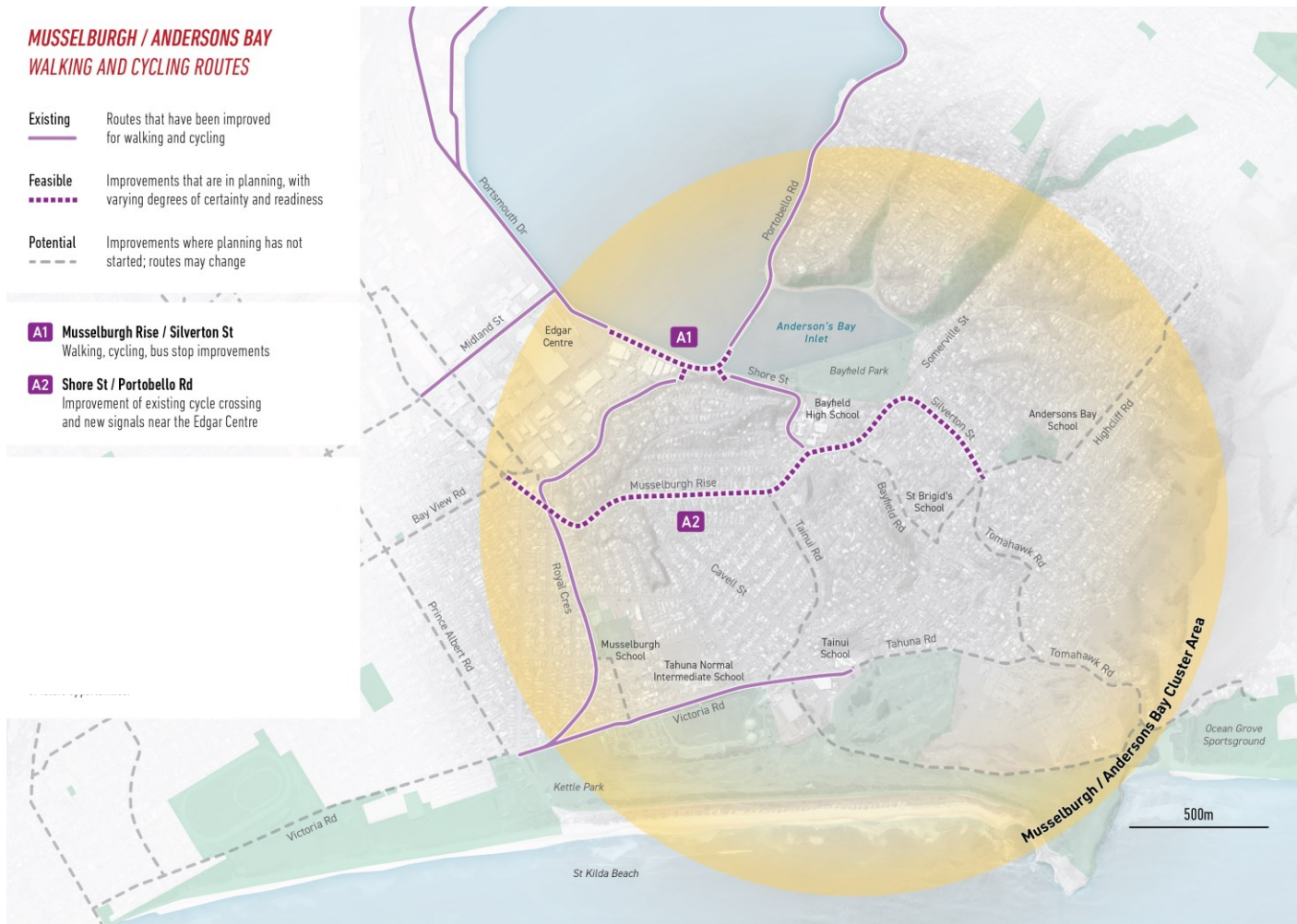
- M1 Silverstream Trail**
Improved walking and cycling trail
- M2 Bush Road**
New crossing points and road safety improvements
- M3 Factory Road**
New crossing points, improved cycle lanes and bus stops
- M4 Summerset Connection**
New walking and cycling trail
- M5 Tunnets Trail Connection**
Improved walking and cycling route



MUSSELBURGH / ANDERSONS BAY WALKING AND CYCLING ROUTES

- Existing** Routes that have been improved for walking and cycling
- Feasible** Improvements that are in planning, with varying degrees of certainty and readiness
- Potential** Improvements where planning has not started; routes may change

- A1** **Musselburgh Rise / Silverton St**
Walking, cycling, bus stop improvements
- A2** **Shore St / Portobello Rd**
Improvement of existing cycle crossing and new signals near the Edgar Centre





Questions?

Next: The Implementation Approach



Implementation

2027 - 2037





Project delivery approaches – interactive session

Instructions:

You will receive stickers that you can place next to each project delivery approach to show your level of support.

Green: support

Yellow: neutral

Red: oppose

Write comments or speak to the approaches to share your thoughts.

Possible approaches		
Trials to test interventions	Start making small scale improvements now	Focus on where there is greatest mode shift potential
Wait for co-funding opportunities	Focus on where there are safety and accessibility issues	Quality/higher cost infrastructure where needed
Focus on closing gaps and connecting routes	Focus on where there is alignment with other work	Prioritce delivering improvements area by area
Focus on where there is greatest community support		



Community engagement



Strategy

Public consultation
Mid/late 2026



10 Year
Plan

Public consultation
Early/mid 2027



Projects

Engagement and consultation



Monitoring and review

Review of Strategy

3 years

In line with the 10 Year Plan
and NZTA funding cycles

Monitoring Framework

3 years

Objectives with measures
and reporting



Next steps

- **Council paper with draft strategy**, asking for approval for public consultation
- **Public consultation** on the draft strategy
- **Council approval** of the strategy
 - Draft implementation plan
 - 10 Year Plan process
 - Final implementation plan
 - Development of a Monitoring Framework





Final questions?