



Preliminary Analysis

# Mosgiel Transport Study

Initial findings

Council workshop 18 May 2026

MOSGIEL

## Purpose of today

- Scope of Mosgiel Transport Study
- NZTA SH87/SH1 optimization project
- Context – growth and new development
- Early interventions – Walking and cycling safety
- Initial data and findings – safety, general traffic, heavy traffic
- Next steps



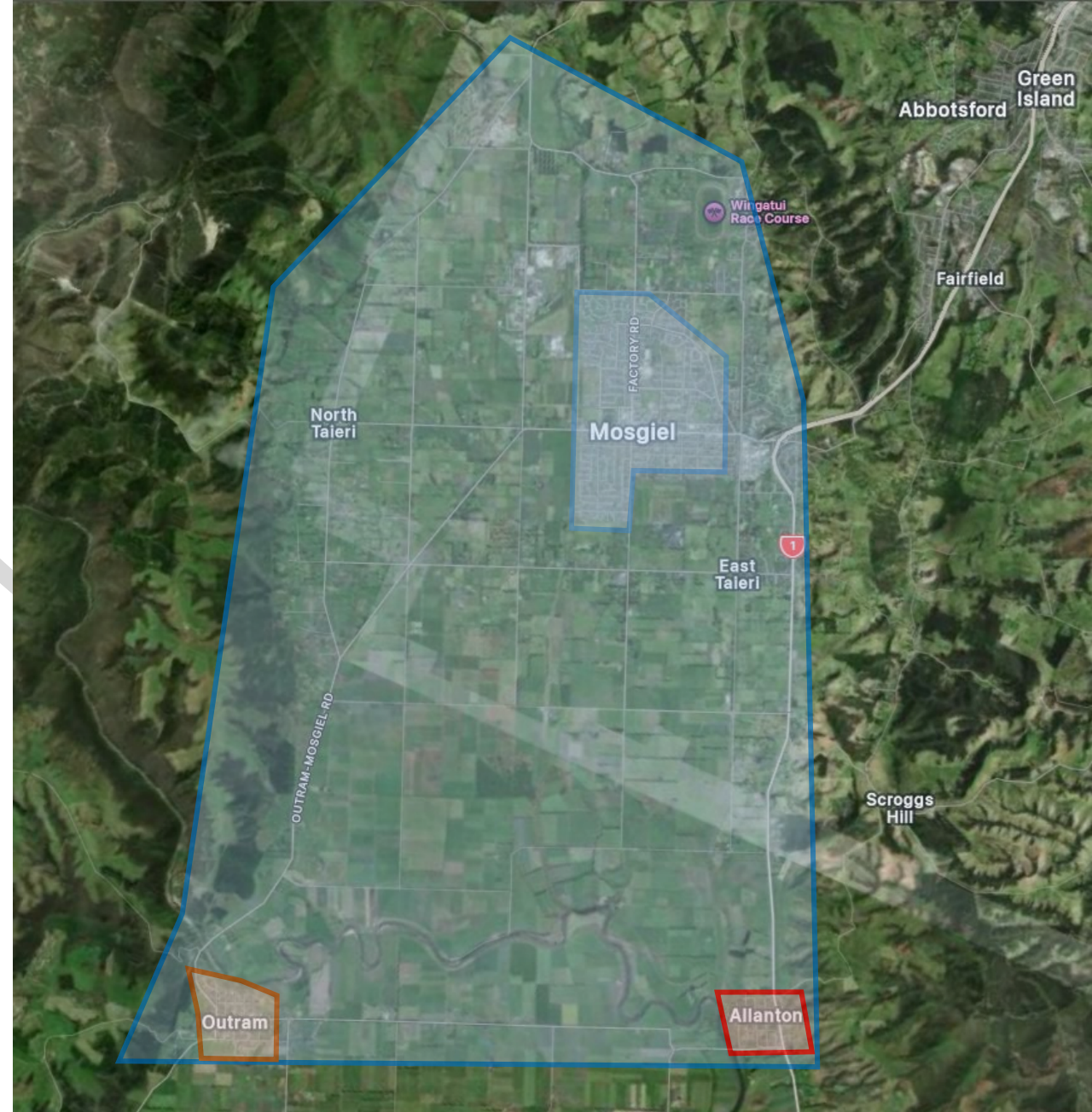
# Scope of the Mosgiel Transport Study

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# Scope of study

- All types of transport
- Evidence base to understand current issues, future demand and opportunities
- Does not include funding or delivery of projects
- Will identify early interventions and a programme for consideration as part of the 10 Year Plan and Regional Land Transport Plan





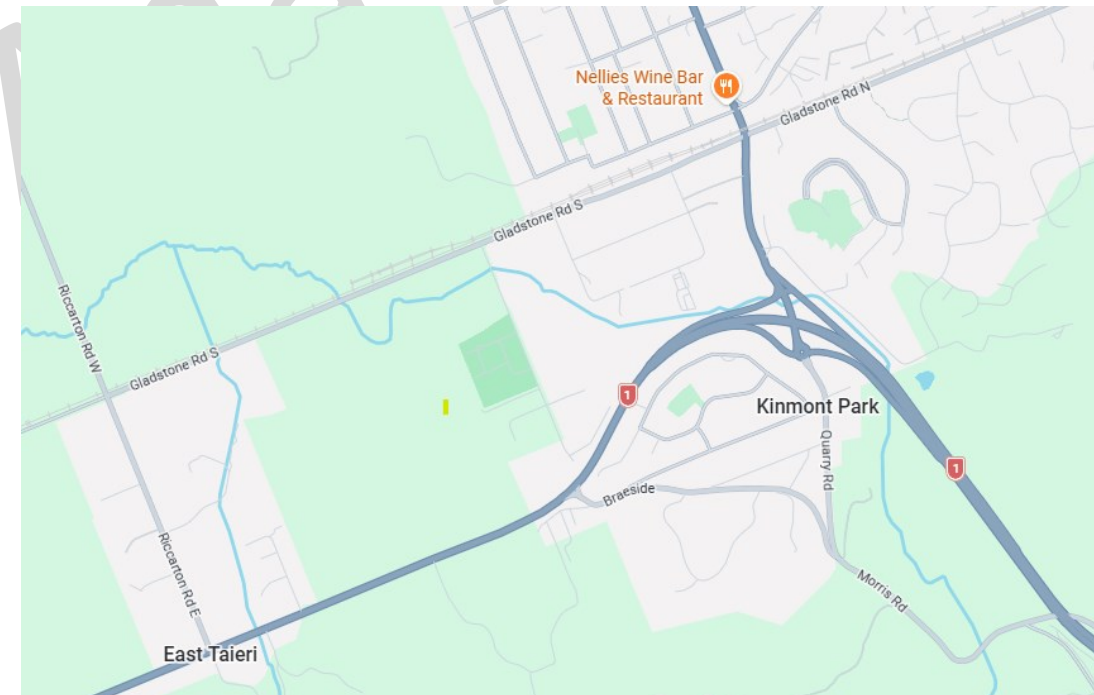
# NZTA SH87/SH1 optimisation project

# Preliminary Analysis



# The project will focus on improving travel time reliability and reducing congestion:

- Determining short to medium term optimisation improvements on the State Highway access to Mosgiel (80% of the work)
- Identification of triggers for longer-term investment and potential long-term solutions (20% of the work)
- Updating the existing Mosgiel Microsimulation Model to include the latest public transport data, growth projections and eRUC data





# The project will focus on improving travel time reliability and reducing congestion:

- We are using the DCC data collection to ensure a shared evidence base
- We have determined a longlist of short/medium-term options. These will be tested against the updated model to understand their effectiveness and design life
- Due to uncertainty about future growth rates and development locations we will test multiple growth futures
- This will help us to determine triggers for further developing a long-term options and allow us to enter a future project into our planning processes





Context – growth and new development

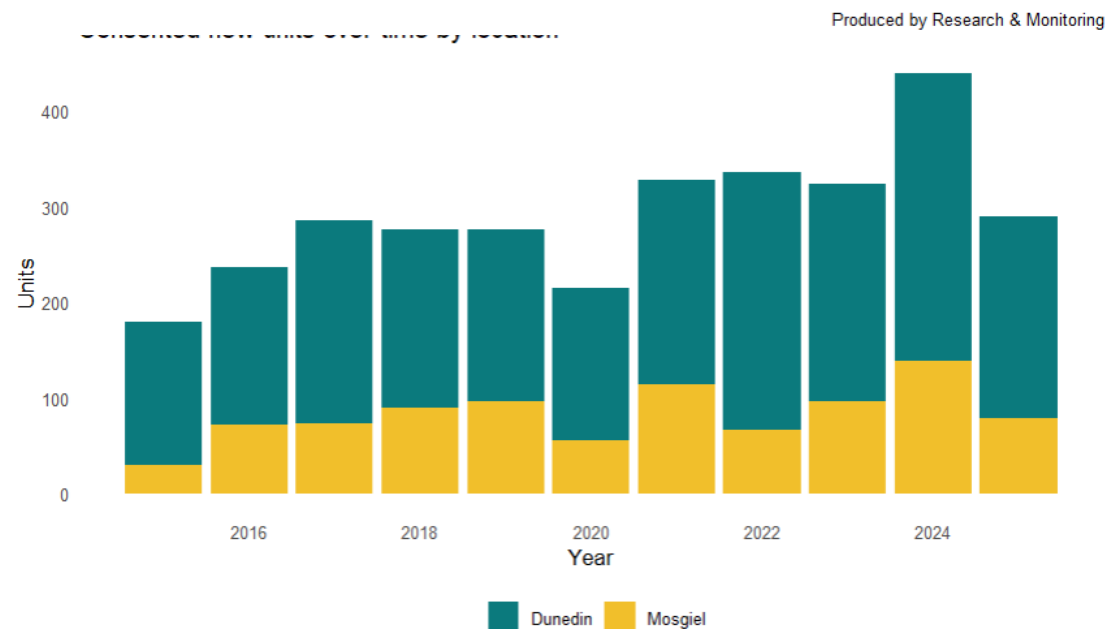
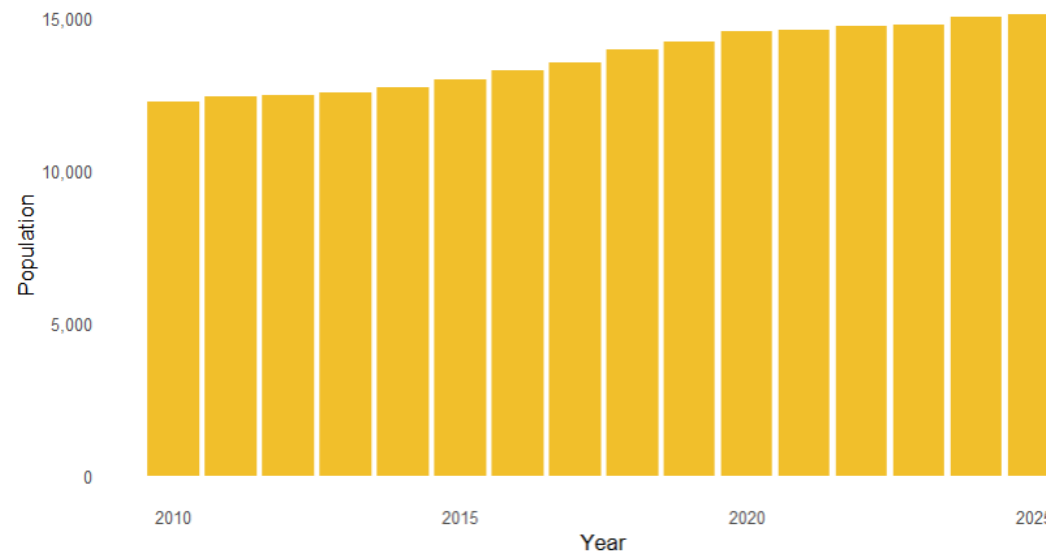
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# Recent Growth in Mosgiel

- Significant recent growth, largely in greenfield areas (rezoned 2008–2010)
- Additional growth capacity also enabled through recent intensification provisions
- Steady growth in building consents (2015–2019), followed by increased variability
- Stats NZ projects continued growth: +2,500 people by 2057
- 2023 HCA: sufficient capacity in Mosgiel across all timeframes – short (600 units), medium (1,440 units), long term (3,700 units) – meeting expected demand
- 2022 BCA: industrial land capacity in Mosgiel of 50 ha (short term), and 51 ha (medium / long term)

Mosgiel population over time  
Statistics NZ medium series projections

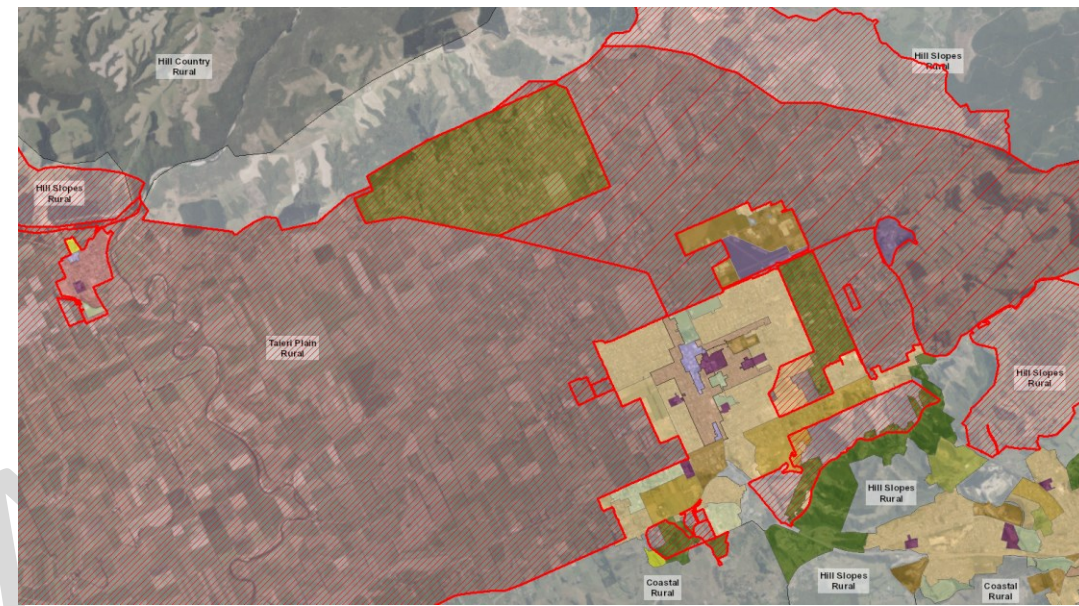


Produced by Research & Monitoring



# Future Growth in Mosgiel

- FDS: multiple growth areas, both residential and industrial, were proposed by submitters (see maps)
- Resource management reforms likely to restrict ability to decline growth proposals
- Uncertainty over scale and location of future growth, however recent FDS submissions suggest continued unplanned growth proposals are likely





## Data lead approach

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Any Questions?

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# Early interventions – Walking and cycling safety

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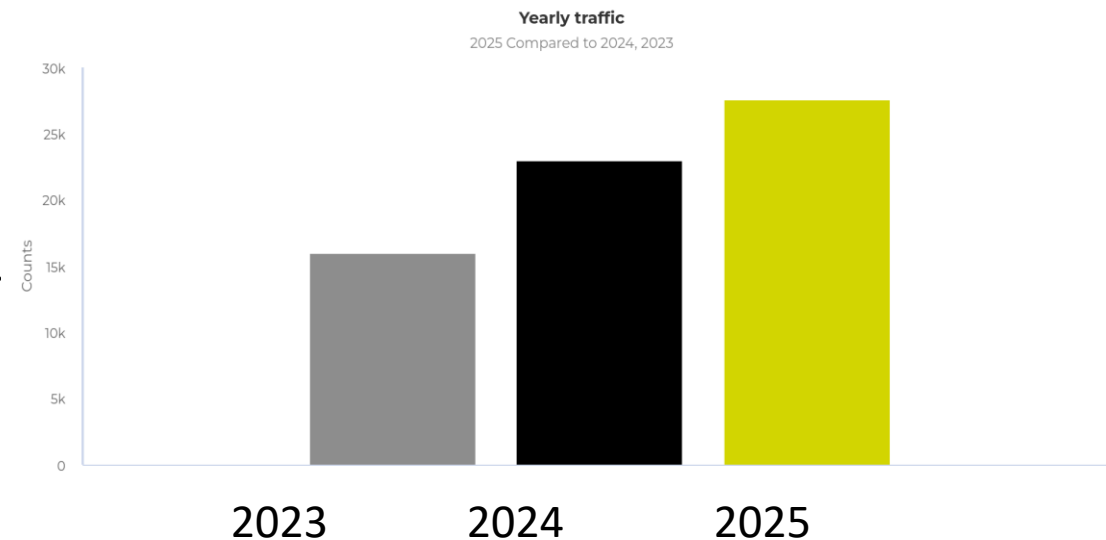




# Why are we focusing on walking & cycling

- Ability to deliver quick wins for the community
- More travel options can reduce traffic volumes
- Mosgiel has a high proportion of elderly and disabled people
- An accessible walking network is critical for people with mobility impairments
- Connected cycle routes can have significant co-benefits to tourism, recreation, health and economic development.

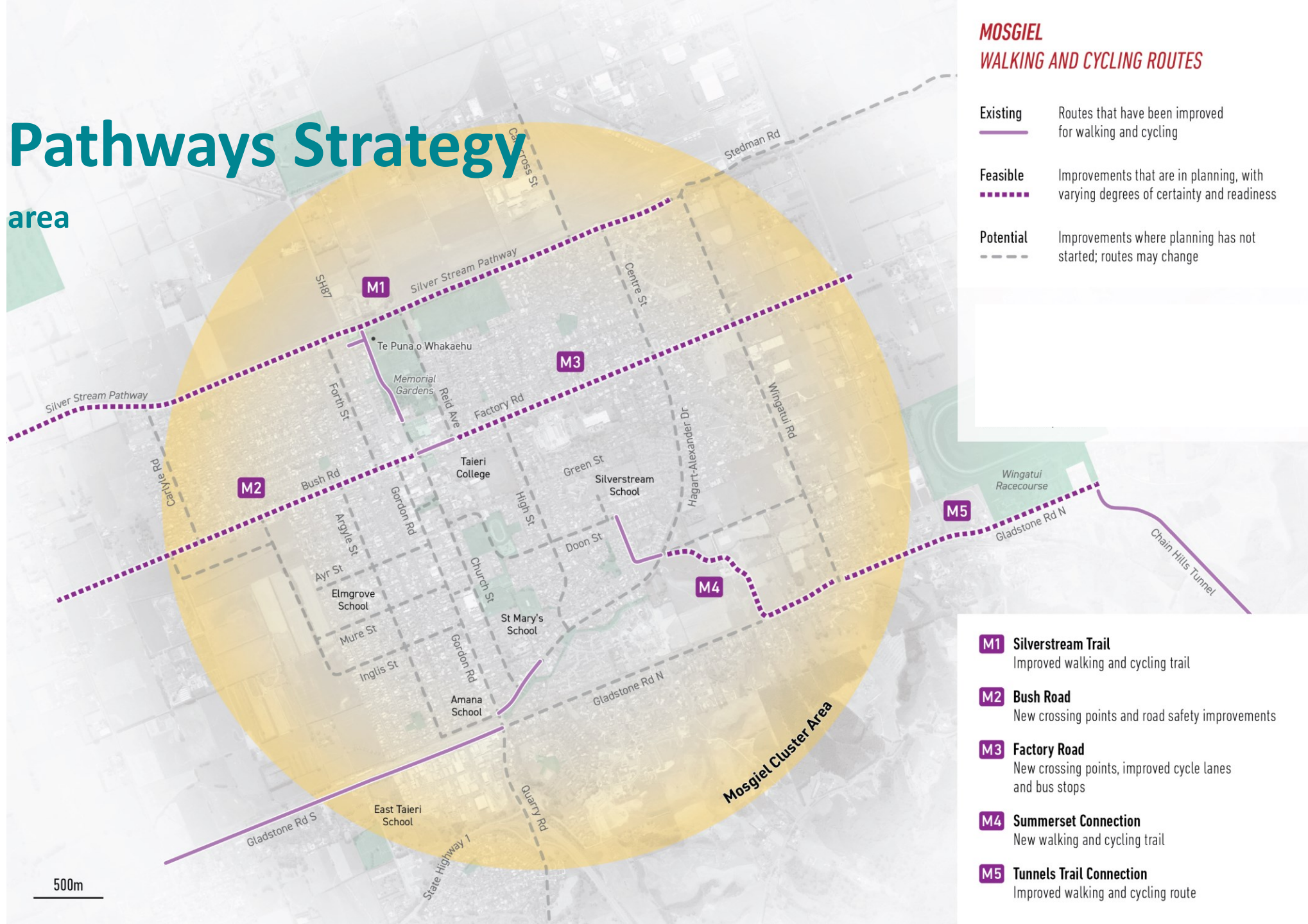
Factory road cycle counter monthly traffic





# Ōtepoti Pathways Strategy

## Mosgiel priority area





Any Questions?

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# Initial findings – Public Transport

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# Public Transport

Public transport use in Mosgiel is growing and there have been a number of changes including:

- New express service 2023
- On demand service trial 2025
- Park & Ride later this year





# Initial findings - safety

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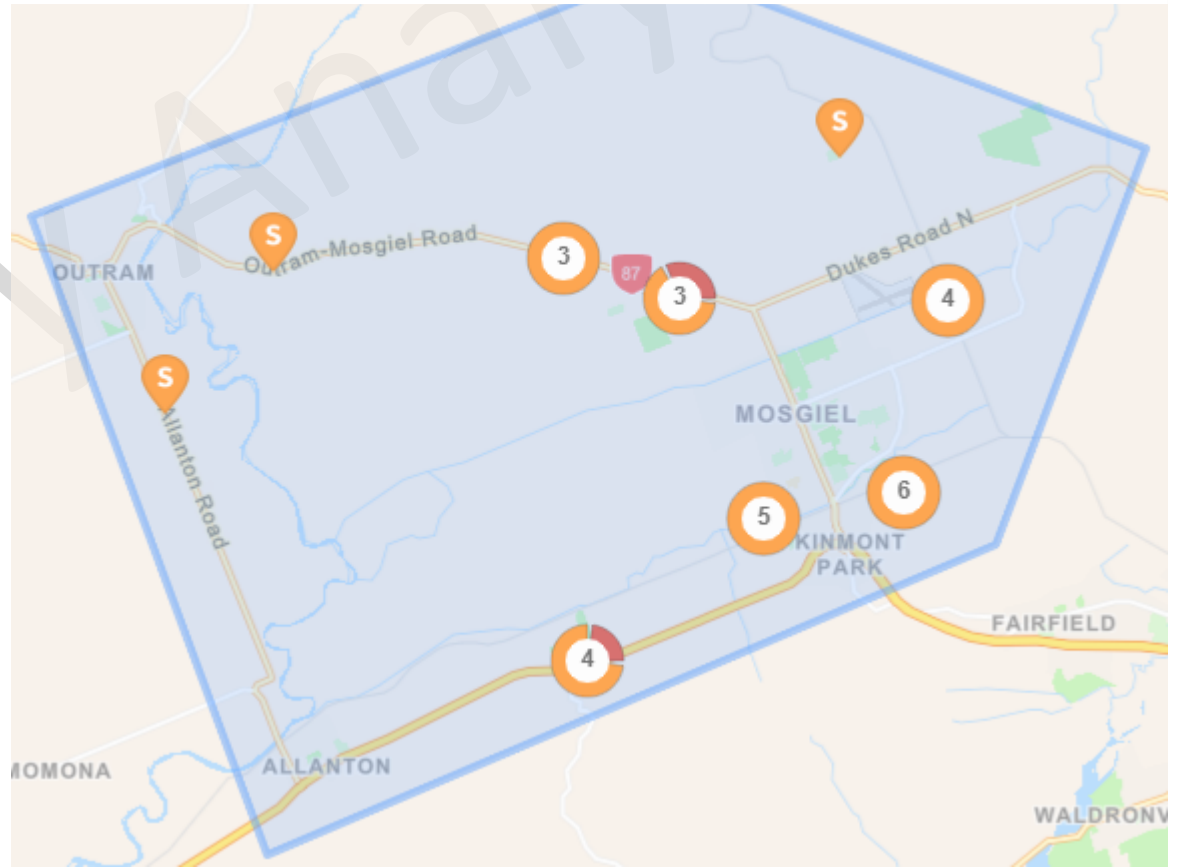
# Deaths and serious Injures 2021-2025

Fatal Crashes: 2

Injury Crashes: 26

Total crashes: 28

- 17 Local Road, 11 State Highway
- 28% - Straight Road lost control/head on
- 28% - Crossing/Turning
- 6 crashes involving vulnerable road users (4 pedestrian, 2 cyclist)



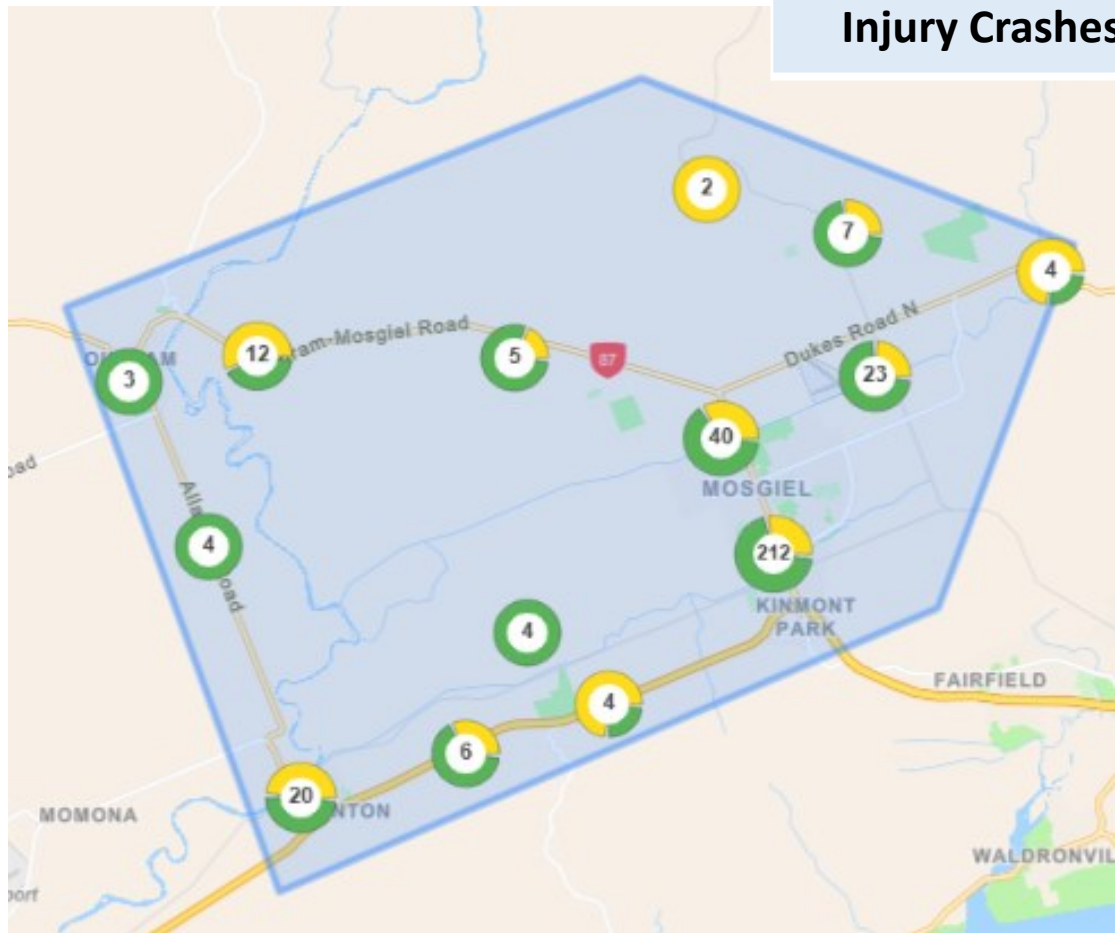


# Minor & non-injury Crashes 2021-2025

Injury Crashes: 112

Non-injury crashes: 234

Total crashes: 346



- 144 Local Road, 151 State Highway
- 36% - Rear end/obstruction
- 21% - Straight road lost control/head on
- 27 crashes involving vulnerable road users (19 pedestrian, 8 cyclist)





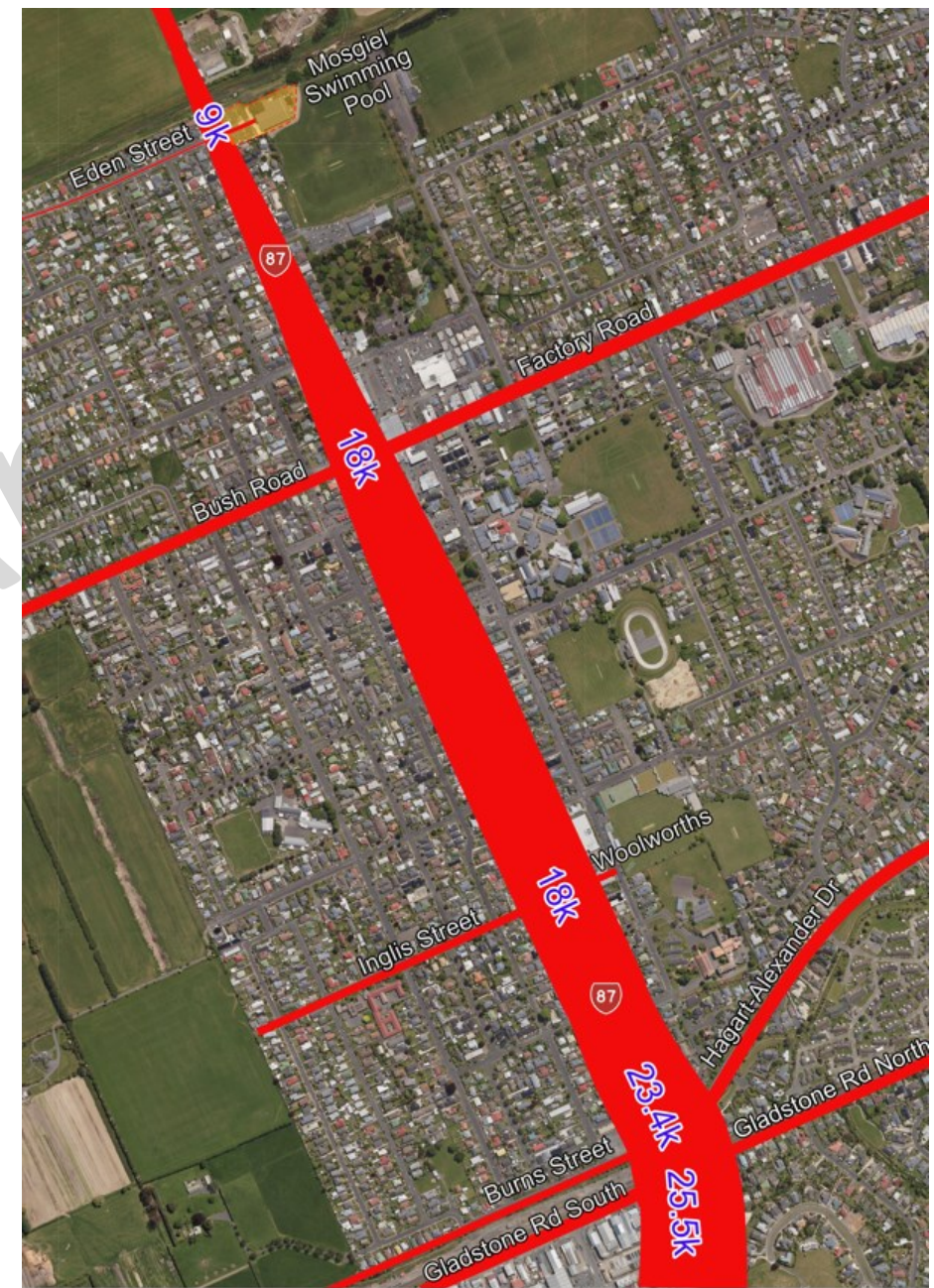
# Initial findings - general traffic

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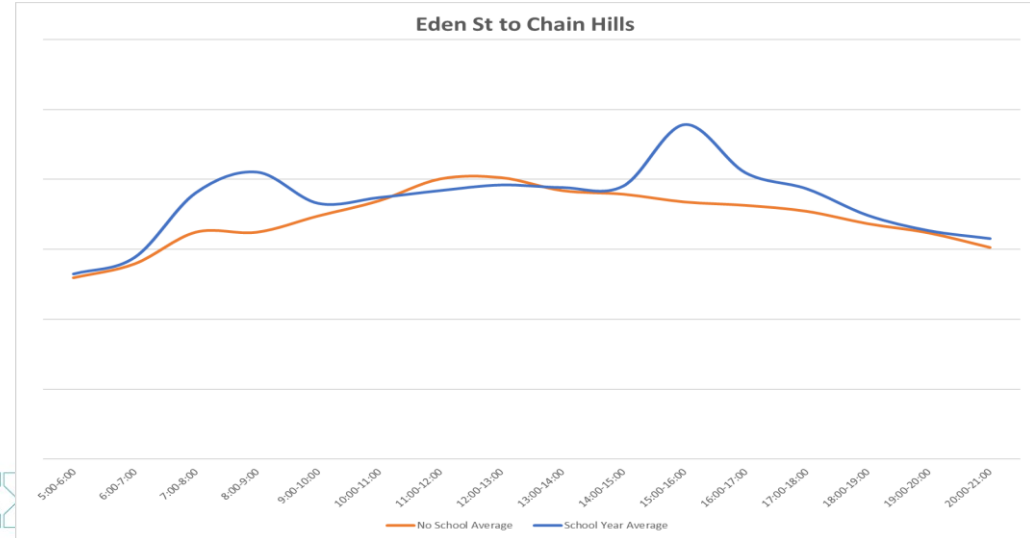
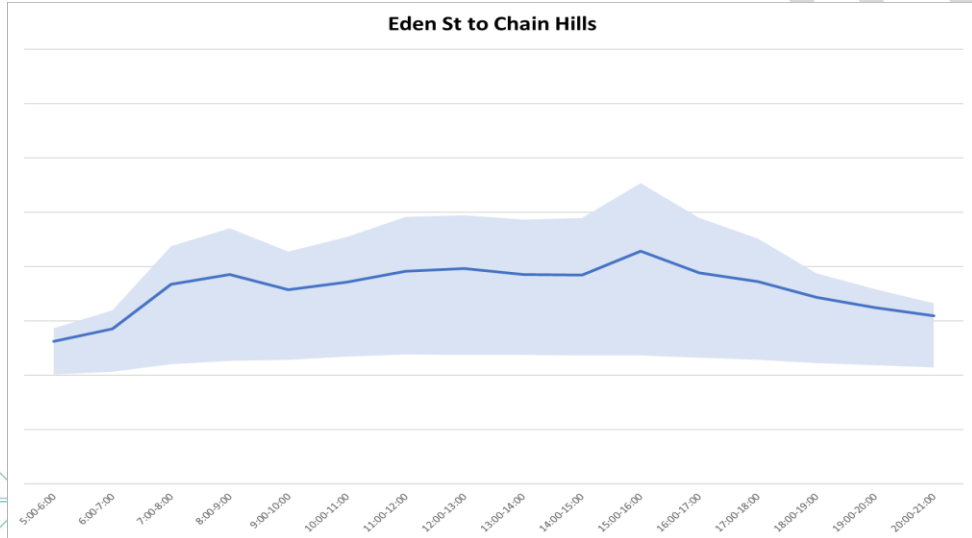
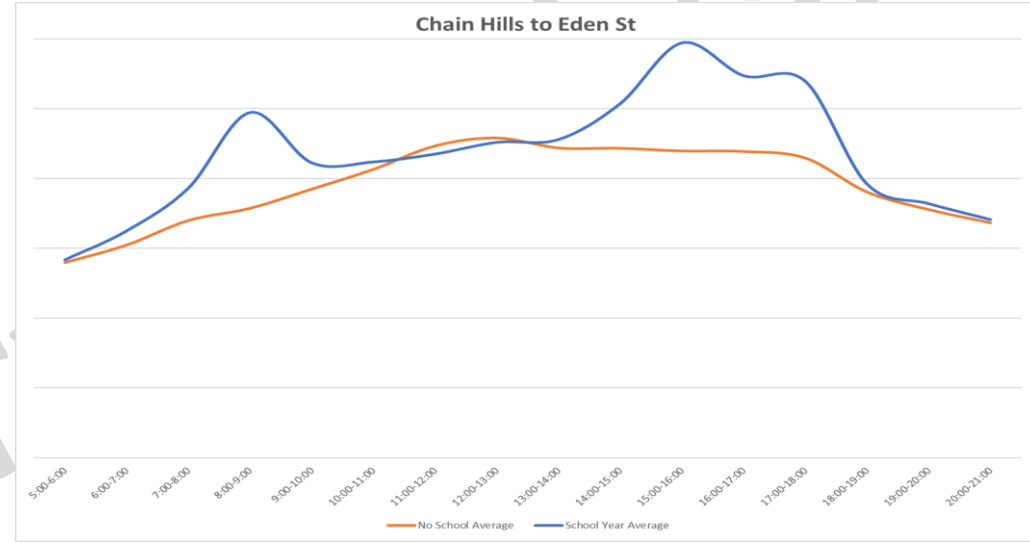
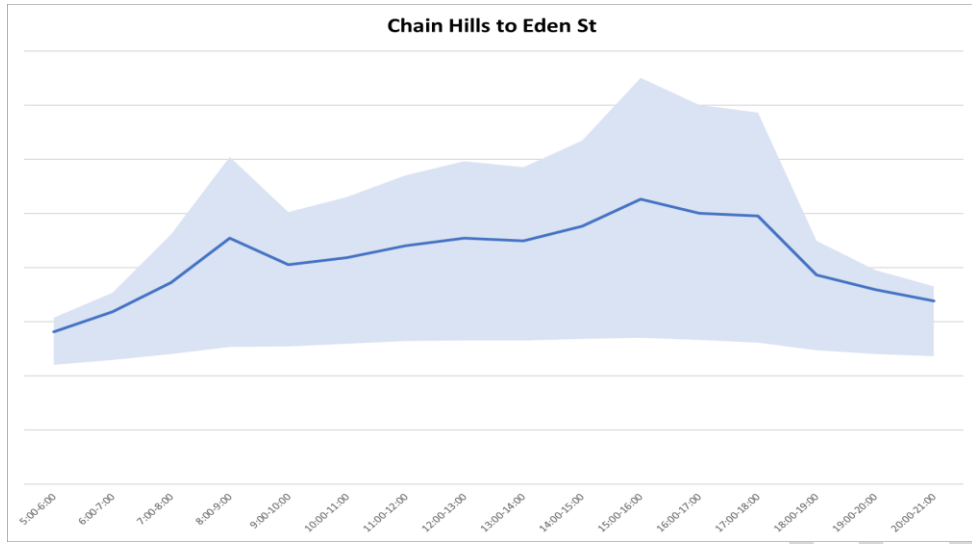
# Traffic volumes

- There are around 25,000 vehicles travelling north/south through the Gordon/Gladstone Road intersection daily
- This drops significantly by Eden Street, with more than half of traffic dispersing within Mosgiel
- Factory, Bush, Hagart Alexander, Harstronge and Duke's Road North are the busiest local roads



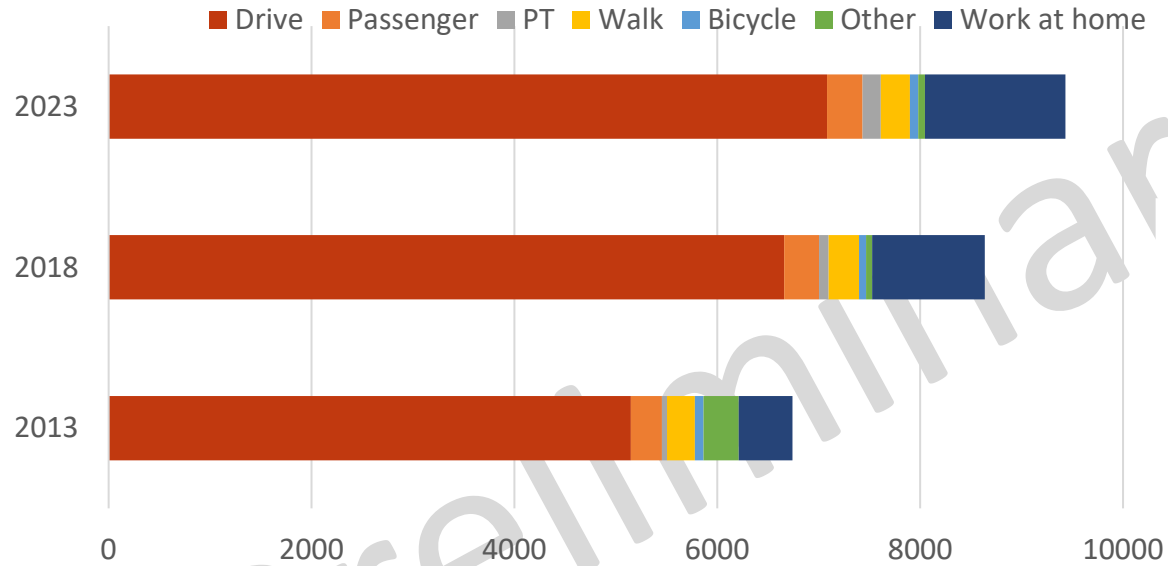


# Travel Times between Mosgiel and Dunedin

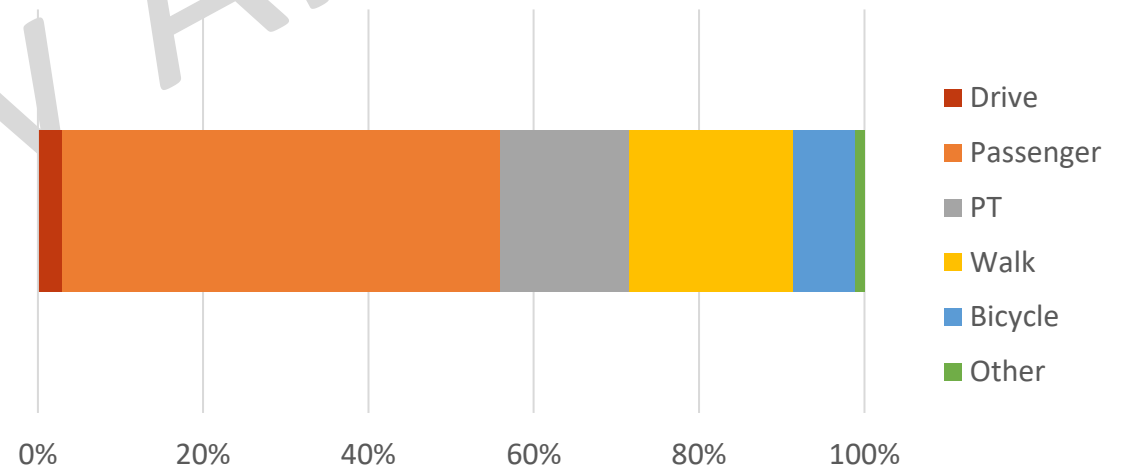




# Census Journey to work and education



Trips to work for people living in Mosgiel by mode (Census 2013 - 2023)



Mode share for students attending school in Mosgiel (Census 2023)





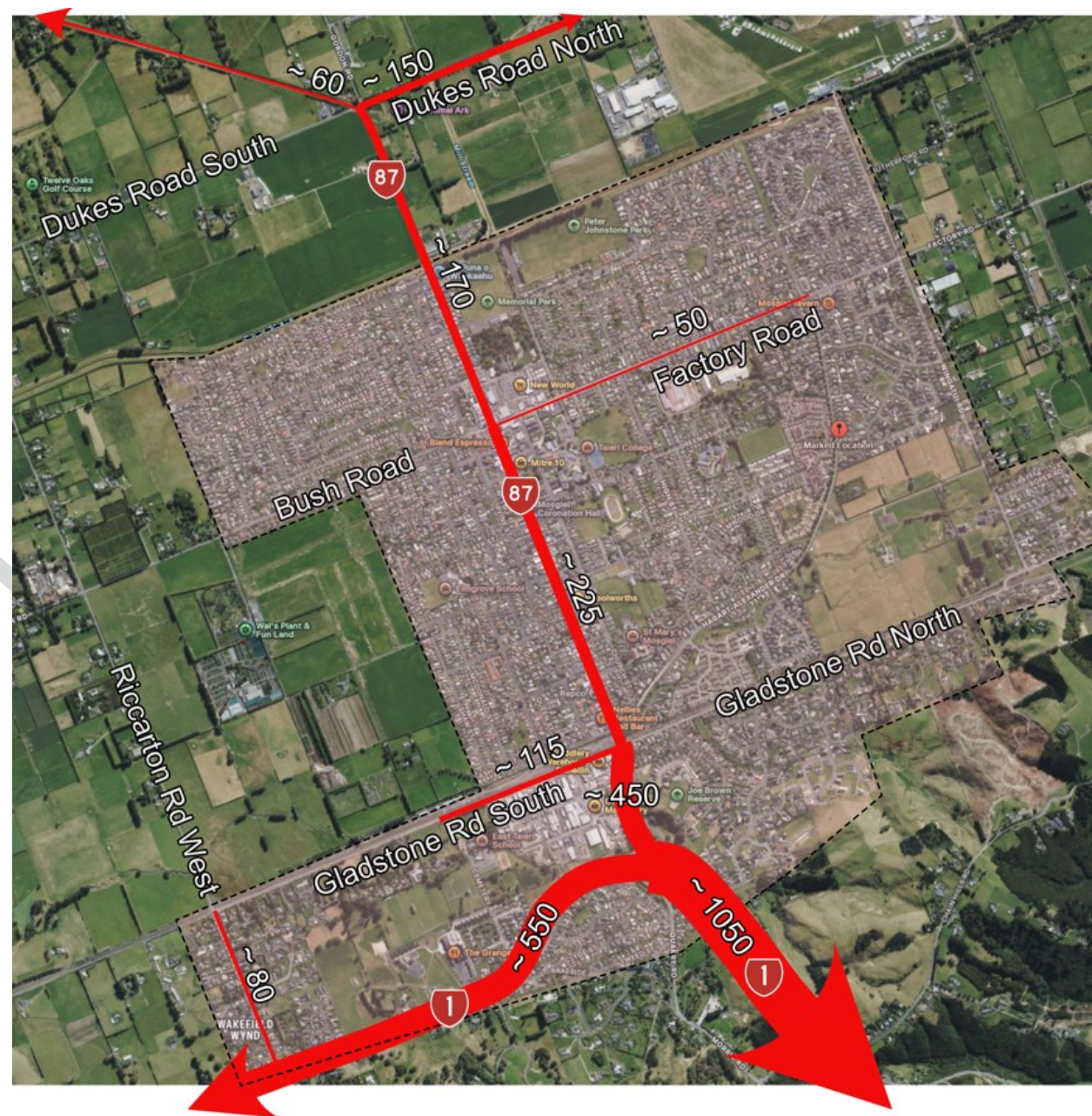
## Initial findings - freight

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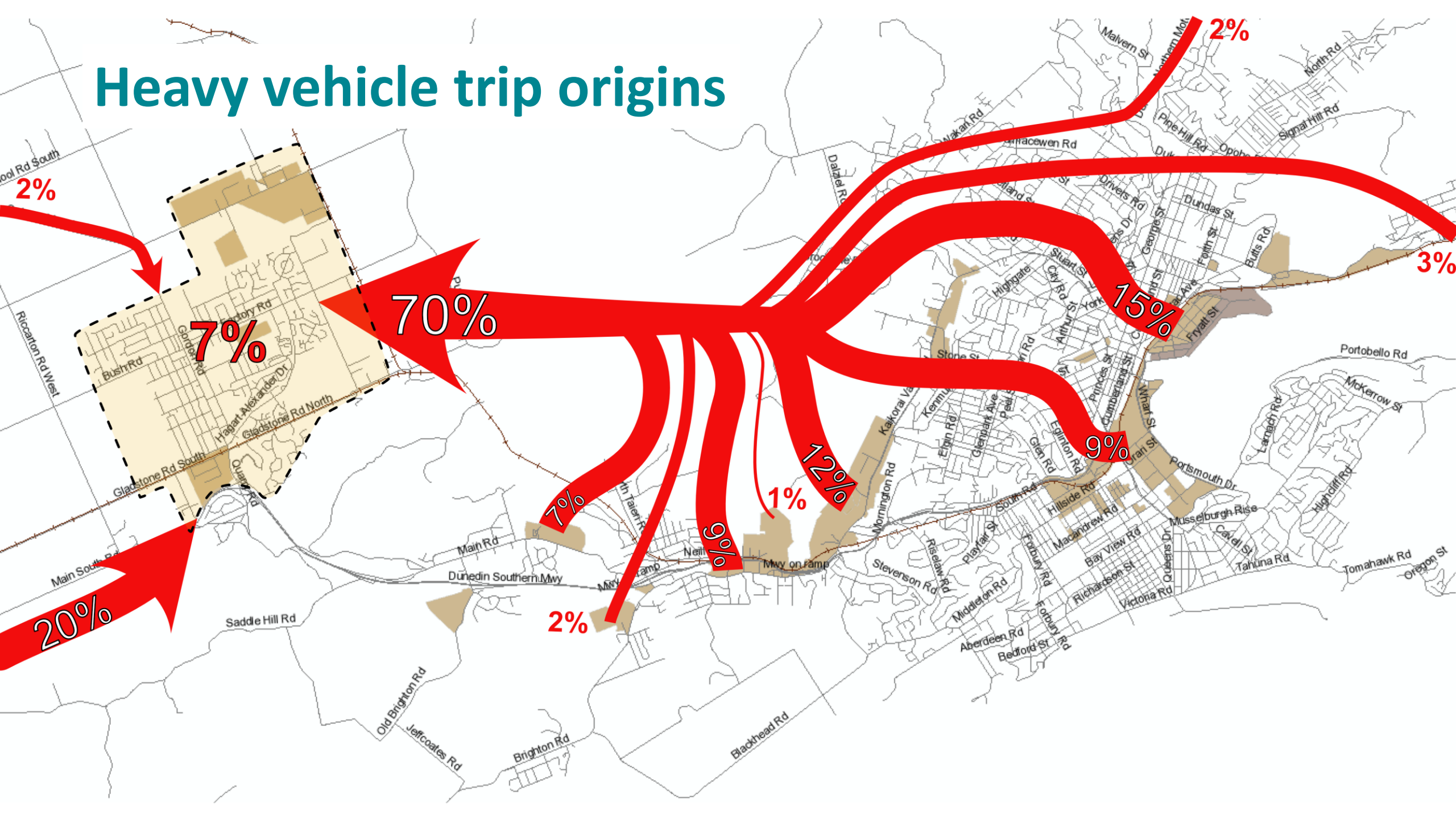


# Estimated daily heavy vehicle movements

- Most heavy vehicles pass Mosgiel on SH1
- Most heavy vehicles leaving SH1 have a destination in Mosgiel
- ~ 100 bypass Mosgiel via Allanton Rd & SH86 (Outram to SH1)



# Heavy vehicle trip origins





Any Questions?

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## Next steps

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## Next steps

- NZTA will develop the investment case for changes to SH87
- DCC will finish data collection and analysis and prepare a report for council on findings
- Community engagement will be undertaken on the Study findings
- A programme of interventions will be developed. Funding for these will be considered as part of the Long-term plan 2027-37 and Regional Land Transport Plan 2027-37.
- When funding is available business cases and design of complex interventions may commence
- Early interventions may be delivered if funding is available through FDS capital or the Low cost/Low risk transport programme.



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