



Ōtepoti Pathways

DRAFT

Dunedin's Walking, Wheeling and Cycling Strategy 2026 - 2057

September 2026



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Executive summary

What is Ōtepoti Pathways?

Ōtepoti Pathways is a 30-year strategy for walking, cycling and wheeling* in Ōtepoti Dunedin. It sets out how we can make it safer and easier for people to move around the city. This will achieve a range of community outcomes and helps our city grow and be resilient. This strategy provides clear direction for our future, defining what we want to achieve and why. This will improve coordination across teams and partners so we can work together effectively towards a shared vision.

Vision

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

Goals

- **Safety and accessibility**
All people in Dunedin can travel safely and independently to where they need to go in their everyday life and when visiting destinations across the city.
- **Choice and wellbeing**
Our active transport system is safe, well-connected, attractive and easy to navigate, giving people a genuine choice to travel in ways that support their wellbeing and the environment.
- **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.
- **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.

This strategy sets out how gaps in the existing walking and cycling network will be closed, how new connections will be built, and how the city will be better connected to tracks and trails in the wider Otago region and beyond. It identifies five priority areas for investment:

- The Central City
- The Hill Suburbs (Kaikorai, Māori Hill, Roslyn, Helensburgh, Wakari, Halfway Bush, Brockville)
- South Dunedin and Caversham
- Mosgiel
- Andersons Bay and Musselburgh

These areas have been prioritised because of their high numbers of homes, schools and workplaces. They also enable travel to and from key local and regional visitor destinations, supporting economic development through tourism growth. This will get us the greatest return on investment and the

* Wheeling includes people who use wheelchairs, mobility scooters, scooters, skateboards or other wheeled mobility aids.

greatest chance to attract co-funding from New Zealand Transport Agency Waka Kotahi (NZTA) and other Central Government Funds.

Future connections across the Dunedin region and city are shown on maps, with more detail provided within the five priority areas. These connections link key locations that could be improved for walking, cycling and wheeling over the next 30 years.

An Investment Hierarchy is included to provide guidance for prioritising Council investment in walking, wheeling and cycling projects and improvements:

1. Close gaps and connect existing routes within identified priority areas
2. Align with other investment and development opportunities
3. Connect schools and education facilities
4. Support improvements in other areas

Funding for projects delivered by the Dunedin City Council (DCC) is allocated through the DCC Long Term Plan, which is reviewed every three years. NZTA co-funding will be sought through the Otago-Southland Regional Land Transport Plan process where appropriate.

Every 3 years, we will develop an Implementation Plan that sets out what we will deliver for the next 10 years and we will develop a monitoring framework to track progress and measure success.

This strategy will be reviewed every three years.

The DCC will engage and consult with the public on individual projects once funding is secured and planning is underway.

Other projects may be delivered by NZTA, developers or community groups such as tracks and trails trusts. These follow different processes and have different funding sources.

This strategy supports other DCC strategies and plans, including the Future Development Strategy, Ōtepoti Dunedin Destination Management Plan, South Dunedin Future programme, Zero Carbon Plan, Dunedin Integrated Transport Strategy, Te Taki Haruru (DCC's Māori Strategic Framework) and the Dunedin Parks and Recreation Strategy. It also supports the Dunedin Tracks and Trails Strategic Plan.

Introduction

Walking, cycling and wheeling make our city more attractive, safe and liveable for everyone.

This strategy aims to ensure all people in Dunedin can safely and easily take part in city life, including residents and visitors, those who don't (or can't) drive, older adults, people with disabilities and children.

Providing more travel choices can help people save money, stay active, and travel in ways that support their wellbeing and the environment.

Offering alternative ways to travel also helps make the city more resilient in the face of natural hazard events, road closures and volatile fuel prices.

Strengthening active travel networks delivers economic benefits by increasing tourism activity and spend, supporting local businesses, and making the city more attractive to investment and new businesses.

Many people will still want or need to drive, including those transporting others or goods, or who are unable to walk, cycle, or wheel.

When more people walk, cycle or wheel, there are fewer cars on the road, less congestion, and more parking available for those who need it. This will become increasingly important as the city grows, and more people move around.

Increasing the number of people walking, cycling, and wheeling will also help improve air quality and reduce emissions as Dunedin works towards a Zero Carbon future.

Why do we need a strategy?

Ōtepoti Pathways sets the direction for how walking, cycling and wheeling connections will be improved over time. Dunedin's active travel networks have significant deficiencies that make them unattractive or not feasible for many people to use for everyday trips. This results in a range of economic, social, health, resilience and environmental issues for individuals and society as a whole.

Having a long-term strategy provides clarity on what we want to achieve, where we will focus our efforts, what improvements can look like and how we will get there. It does not commit specific funding to future proposals, but it supports the DCC to target investment, improve coordination across DCC teams, and provide confidence to residents, businesses and partners such as NZTA, as future proposals fitting within the Strategy are put forward.

It supports DCC to target investment, improve coordination across DCC teams, and provide confidence to residents, businesses and partners such as NZTA.

Not all improvements will be implemented by the DCC. Some routes will be developed by NZTA, developers and community groups such as trails trusts. Including these projects in this strategy helps ensure efforts are coordinated across the city.

How was this strategy developed?

The vision and goals are informed by community feedback gathered through DCC Long Term Plan consultations, project engagements, and targeted stakeholder discussions.

They are also guided by Government and DCC strategies and plans, including the Dunedin Integrated Transport Strategy, Future Development Strategy, Te Taki Haruru, Zero Carbon Plan and Ōtepoti Dunedin Destination Management Plan.

The future connections and priority areas were developed by following a robust and evidence-based approach that is aligned with NZTA requirements for co-funding and is recognised to support good transport investment decisions.

Priority areas were selected based on where improvements would benefit the most people and our economy. These areas have high population densities and include many schools and workplaces.

How does this strategy link to other strategies and plans?

Strategy/Plan	Alignment	Category
Government Policy Statement on Land Transport	Align with	Regional and National Policy/Direction
Arataki (NZTA 30 year plan)	Give effect to	Regional and National Policy/Direction
Regional Land Transport Plan	Give effect to	Regional and National Policy/Direction
Dunedin Integrated Transport Strategy	Give effect to	Key local strategy and frameworks
Future Development Strategy,	Align with	Key local strategy and frameworks
Te Taki Haruru	Align with	Key local strategy and frameworks
Ōtepoti Dunedin Destination Management Plan	Align with	Key local strategy and frameworks
Zero Carbon Plan,	Align with	Key local strategy and frameworks
Dunedin Parks and Recreation Strategy	Align with	Key local strategy and framework
South Dunedin Future work	Align with	Key local strategy and frameworks
Dunedin Tracks and Trails Strategic Plan	Align with	Key local strategy and frameworks
DCC Long Term Plan	Implement	Local implementation tools
Ōtepoti Pathways implementation plan	Implement	Local implementation tools
Ōtepoti Pathways monitoring framework	Implement	Local implementation tools

How does this strategy support Te Taki Haruru?

Te Taki Haruru is Dunedin City Council's Māori Strategic Framework. It guides the relationship between Council, mana whenua, the wider Māori community, and sets aspirations for the future of Ōtepoti Dunedin.

Ōtepoti Pathways supports these aspirations by helping people move safely and independently around the city, connect with places and communities, and experience the natural and cultural landscapes of Ōtepoti. The strategy also recognises the importance of working in partnership with mana whenua as future walking, wheeling and cycling connections are planned and delivered.

The relationship between Ōtepoti Pathways and Te Taki Haruru can be seen across the four pou (pillars) of the framework:

- Autūroa / Mana [Mana whenua are leaders, influencers and partners.] - Supporting partnership with mana whenua in the planning, design and delivery of future connections.
- Auora / Mauri [The mauri of Ōtepoti is restored and enhanced.] - Supporting healthier communities, reduced environmental impacts, and stronger connections between people and place.
- Autikaka / Tapu and Noa [Balance is restored, and the future of our people and resources are protected.] - Improving access to safe and connected travel options for people of all ages and abilities.
- Autakata / Whakapapa [The traditional authority of mana whenua in Ōtepoti Dunedin is recognised through partnerships based on reciprocity and respect.] - Creating opportunities to reflect cultural identity, share stories, and strengthen connections to place.

Through these outcomes, Ōtepoti Pathways contributes to achieving the principles and values of Te Taki Haruru and Council's commitment to working in partnership with mana whenua.

How does this strategy strengthen tourism and communities?

This strategy supports strong active transport connections to tracks, trails and Ngā Haerenga Great Rides, creating opportunities to position Ōtepoti Dunedin as one of New Zealand's leading walking and cycling destinations and support local economic growth.

Research shows high, sustained demand from domestic and international visitors for walking and cycling experiences. South Island destinations with well-connected active travel infrastructure have seen significant economic gains from increased visitation, longer visitor stays and increases in businesses supporting active recreation.

Completing the active travel network through Dunedin will position Ōtepoti Dunedin as a key South Island trails hub connecting visitors to the Alps 2 Ocean via Oamaru and to Queenstown via the Clutha Gold trail, or through the Central Otago Rail Trail and the Taieri Gorge rail experience.

A connected network within the city and across the wider region will encourage visitors to come to Dunedin, explore more, stay longer and support local businesses through increased visitor spending and overnight stays. Walking, wheeling and cycling routes can connect people with Dunedin's heritage, wildlife, food and beverage destinations, and unique landscapes, while providing accessible experiences for a range of visitors, including cruise passengers and independent travellers.

Being part of the wider South Island cycle network will ensure Dunedin's active travel infrastructure is used by more than just local residents. It will enable Dunedin businesses to expand their active travel offerings and enable larger tourism businesses to invest in the city as part of their network. Slow travel delivers broad economic benefits, supporting tourism businesses directly while generating additional spending across other businesses as they spend more time in the destination.

Investment in high-quality walking and cycling networks across Aotearoa New Zealand has demonstrated the potential for significant economic and community benefits (Ministry of Business, Innovation and Employment, 2022). In Dunedin, improved connections between urban, coastal and rural areas can support tourism opportunities while creating better transport choices and recreation opportunities for local communities.

Walking, wheeling and cycling routes can also strengthen connections between coastal and rural communities, supporting local businesses, community wellbeing and opportunities for growth in areas that may otherwise have limited investment opportunities.

By improving connections across Ōtepoti Dunedin and the wider region, this strategy supports a more vibrant tourism sector, stronger communities and a more connected and prosperous Otago.

The strategy

Where are we now?

Many people already walk, wheel and cycle for everyday trips. In the central city, walking is a popular way to travel to work or education, especially around the University of Otago and Otago Polytechnic. Walking rates are relatively high compared to other cities (nearly double that of similar sized cities). However, cycling rates remain relatively low overall; they are lower than in Christchurch but similar to, or higher than, those in similar sized cities in New Zealand. Car travel rates are lower than in other similar cities (Stats NZ, 2025).

Mode of travel to work (Census 2023)	Dunedin	Christchurch	Hamilton	Whangārei	Palmerston North	Rotorua
Cycled	3%	5%	2%	0.8%	2.3%	1.6%
Walked or jogged	9%	3%	4%	2.8%	4.6%	2.5%
Travelled in a car, truck or van	70%	74%	80%	77.5%	79.7%	79.6%
Caught a public bus	5%	4%	3%	0.5%	1.2%	0.8%

Mode of travel to education (Census 2023)	Dunedin	Christchurch	Hamilton	Whangārei	Palmerston North	Rotorua
Cycled	3%	10%	5%	1.1%	3.2%	2.4%
Walked or jogged	40%	20%	18%	8.8%	14.9%	12%
Travelled in a car, truck or van	42%	51%	58%	60.2%	61.6%	60.6%
Caught a public bus	9%	8%	8%	3.1%	5.3%	2.9%

E-bike and E-scooter use is rising across New Zealand. In Dunedin, 11% of residents have used an e-scooter and 5% used an e-bike in 2024. Among those who cycled in 2024, 27% used an e-bike (NZ Transport Agency Waka Kotahi, 2024).

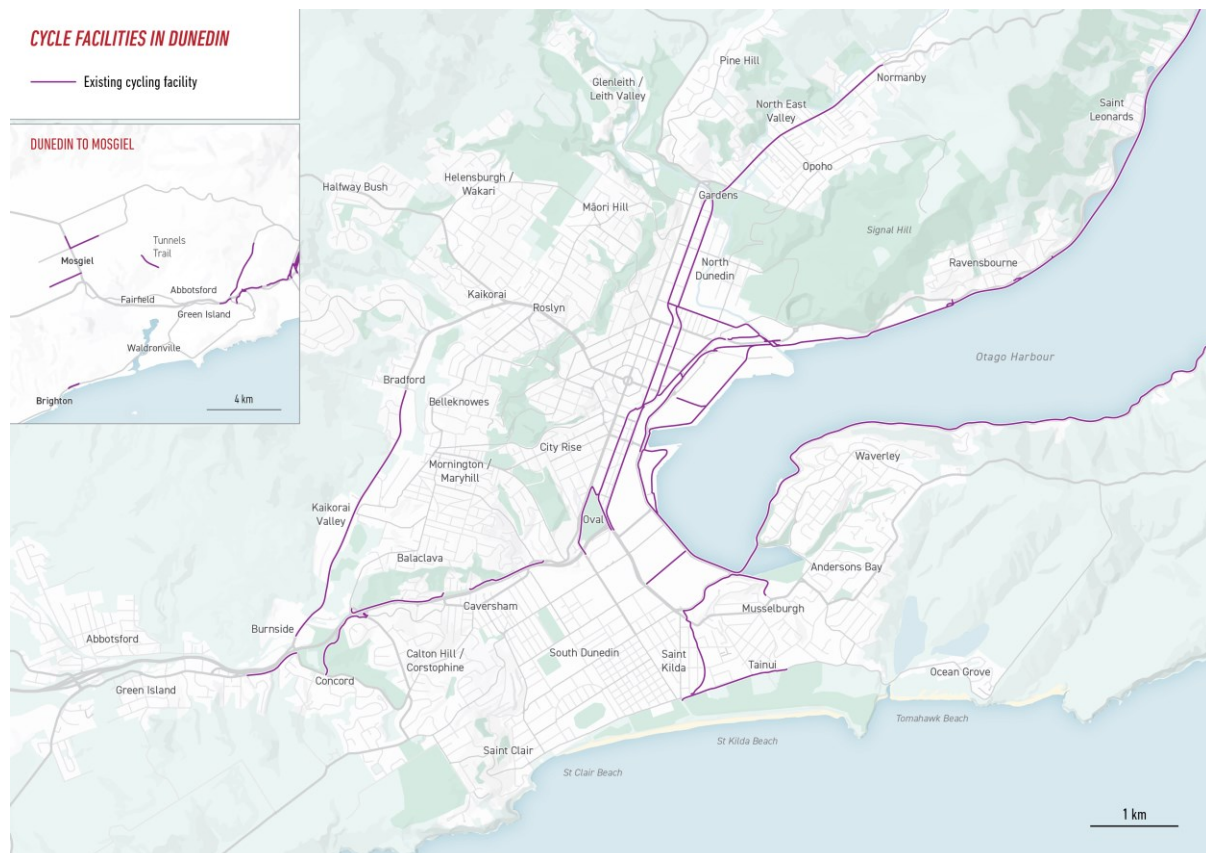
Support for cycling in the Dunedin community has increased from 68% in 2020 to 71% in 2024 (NZ Transport Agency Waka Kotahi, 2024).

Over the past 20 years, investment in walking and cycling infrastructure and education have contributed to developing the network and encouraging more walking and cycling. This is a summary of what we have achieved:

- The Harbour Shared Path, Te Aka Ōtākou has improved access to the harbour and surrounding communities (Dunedin City Council, 2026), while also creating a valuable tourism asset (NZ Transport Agency Waka Kotahi, 2023). Evidence shows that providing dedicated space for different users can reduce conflicts and improve perceived and actual safety and comfort for people walking and cycling (NZ Transport Agency Waka Kotahi, 2023).
- Progress on connecting Dunedin to the regional trail network has been made with the first section of the Dunedin Tunnels Trail and the first section of the Coastal Connection being completed. This has been achieved by the Tracks and Trails trust and DCC.

- In previous years, hundreds of primary school children learn how to safely cycle on and off the road. The DCC has contributed to maintenance and construction of four bike tracks in schools and provided cycle skills training to 1,320 children in 2024/25.
- Pedestrian access, safety and amenity have been improved near schools, in the tertiary area, in suburban centres and within the city centre. The George Street upgrade has received national recognition for its design, helping to create a more attractive, accessible and people-friendly environment (New Zealand Institute of Architects, 2025).
- Cycling numbers have increased in Dunedin over time, most notably where network gaps have been closed or routes extended. For example, Anzac Avenue has seen an 18% increase in cyclist numbers between 2021 and 2025, with the most prominent increase in 2023 when the St Andrew Street connection opened, connecting Te Aka Ōtākou to the central city (Dunedin City Council, 2026).
- Events such as Move it March and the Aotearoa Bike Challenge are promoted across schools and workplaces and encourage people to try new ways of commuting. More than 300 new cyclists join the Aotearoa Bike Challenge in Dunedin every year. A total of 34 schools and 5,739 children participated in Move it March in 2026.

Over this time, the city's cycling network has developed to include 22km of cycle lanes and 48km of shared paths. This is our cycling network today:



Map 1: Cycle facilities currently available in Dunedin (2026)

What we have heard from our community

This strategy has been shaped by insights and feedback gathered through early engagement on this strategy as well as consultation on other DCC projects and plans.

- Safer roads, slower speeds, and more cycleways are key factors that would encourage people to cycle.
- There are safety concerns about footpaths and shared paths, especially where people walking, cycling, and using mobility aids use the same areas.
- Many people drive to work because they need to travel with others, especially children.
- People who already cycle recreationally would prefer to commute by bike if they felt safer on the roads.
- Gaps in the walking and cycling network make it difficult for people to complete everyday journeys and make it unattractive for visitors.
- Narrow footpaths, poor crossing points, and areas that feel unsafe make walking and wheeling less enjoyable or not possible.
- Well-maintained walking and cycling routes are important for safe year-round use.

Challenges and opportunities

Achieving the vision will require addressing a range of challenges.

- There are significant gaps in Dunedin's walking and cycling network, limiting safety, accessibility, and practicality for everyday trips. Without safe, connected infrastructure, many people are unable or unwilling to walk and cycle for transport (World Health Organization, 2022).
- Building and maintaining infrastructure is costly, and funding is limited. Decisions will need to be considered and prioritised through the DCC Long Term Plan process.
- NZTA co-funding is limited, and walking and cycling are not always Government priorities. The funding process is complex and funding is not guaranteed.
- Short political cycles can make long-term planning difficult, as priorities and levels of support can change.
- Changes to the transport system can have a significant impact on people's everyday lives. Because these changes can be difficult to understand and accept, proposals need to be well reasoned, clearly communicated, and developed with input from the community.
- Safety remains a key issue in Dunedin, with relatively high rates of crashes and injuries, particularly at intersections and for people walking and cycling (NZ Transport Agency Waka

Kotahi, 2025). Beyond the significant harm and cost to our community, this also means many don't feel safe to walk or cycle (NZ Transport Agency Waka Kotahi, 2024).

Despite these challenges, there are clear opportunities and potential for more people to walk, wheel and cycle more:

- Many people are open to changing how they travel. The 2021 DCC People's Panel Cycle Survey found that while 79% of respondents usually travelled by car, 64% of those would like to travel another way.
- Previous investments such as Te Aka Ōtākou demonstrate clear uptake when safe, connected routes are provided (Dunedin City Council, 2026).
- Evidence from other New Zealand cities such as Wellington, Christchurch, and international research show that closing gaps and extending networks leads to more people walking, wheeling and cycling (Pucher et al., 2025).
- E-bikes and e-scooters are becoming more accessible, reducing barriers such as hills (Behrendt et al., 2021).
- Trails trusts are helping connect within the city and to the wider region. They can attract external funding and be built cost effectively (Ministry of Business, Innovation and Employment, 2025; TrailHub, 2024).
- Cycling tourism is growing across New Zealand with new tracks completed in recent years. Once Dunedin is connected to the regional network, a range of economic and sustainability benefits can be realised for the city (New Zealand Cycle Trail, 2025).
- Dunedin's relatively compact layout means many everyday journeys are within walking, wheeling, and cycling distance (NZ Transport Agency Waka Kotahi, 2025).

Our 30-year vision and goals

Based on community feedback and a review of local and national plans and guidelines, a vision has been developed for what it means to be a great small city for walking, cycling and wheeling.

This vision is:

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

This vision is supported by four goals that outline what this strategy aims to achieve.

Safety and accessibility

All people in Dunedin can travel safely and independently to where they need to go in their everyday life and when visiting destinations across the city.

Choice and wellbeing

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

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.

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.

Community outcomes

Successful walking, wheeling and cycling networks improve social, economic, environmental, health outcomes and cultural outcomes.

Evidence from international research and experience in other cities shows that a wide range of positive community outcomes can be achieved:

- Safe, well-connected routes to key destinations give people of all ages and abilities real choice in how they travel to work, school, shops, recreation spaces, and other places. This includes children, people using wheelchairs or mobility aids, those with prams, and those without access to a car.
- A well-connected and attractive city encourages visitors to come, stay longer and spend more, supporting tourism and the local economy.
- More children walking and biking to school helps build lifelong healthy habits, confidence, social connection, and road safety awareness. It also grows their independence and frees parents from driving them to places.
- Regular walking and cycling supports physical and mental wellbeing and helps reduce social isolation.
- Increased walking and cycling reduces emissions, noise and improves air quality.
- Walking and cycling reduces household costs by lowering spending on fuel, parking, vehicle maintenance and on health.
- More people walking and cycling means that our city can keep functioning well while we grow. It reduces safety risk and congestion, while freeing up car parks for those who need them.
- Having multiple travel options improves resilience, allowing people to move around when roads are disrupted by natural hazards, crashes, or due to impacts of global crises.
- Safe walking and cycling routes reduce crashes and injuries which in turn reduces trauma and cost to society.

Objectives

Each goal is supported by objectives that guide decision-making and help track progress towards achieving the vision.

These objectives will also be used to measure how effectively the strategy is being delivered.

Goal 1: Safety and accessibility All people in Dunedin can travel safely and independently to where they need to go in their everyday life and when visiting destinations across the city.
Objectives
Improve accessibility of bus stops, footpaths and cycleways for all users.
Make it easier to plan, navigate and complete journeys through provision of information, clear wayfinding, good lighting, well maintained paths and appropriate bike parking.
Improve actual and perceived safety of walking and cycling routes, particularly at intersections and crossing points near schools, bus stops and local centres.
Goal 2: Choice and wellbeing Our active transport system is safe, well-connected, attractive and easy to navigate, giving people a genuine choice to travel in ways that support their wellbeing and the environment.
Objectives
Improve crossing points, enable contraflow on one-way streets, and close gaps to create safe, direct and connected routes.
Make routes more attractive and comfortable by providing off-street connections where possible, separating users from traffic on busy streets, and supporting safe vehicle speeds where routes are shared.
Support people, workplaces and schools to try different travel options through training and initiatives that promote safe walking, cycling, scooting and public transport use.
Increase the proportion of people walking and cycling for everyday trips and recreation, contributing to reduced emissions, lower noise and improved health outcomes and air quality.
Goal 3: 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.
Objectives
Collaborate with trusts and other organisations to develop walking and cycling trails that connect Dunedin to the wider Otago region.
Improve connections to recreational areas, visitor attractions, commercial centres and transport hubs.
Communicate and promote Dunedin's active travel connections and amenities through local and regional destination marketing, encouraging more visitors, longer visitor stays and increased visitor spending.

Goal 4: 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.

Objectives

Increase the number of short trips made on foot, by bike or wheeling, helping reduce congestion and freeing up parking.

Work with schools to reduce congestion and improve safety at school gates, especially during pick-up and drop-off times.

Improve network resilience by providing alternative travel options that keep people moving when roads are closed during natural hazard events or due to crashes, and when there is disruption of fuel supply or cost.

Monitoring and review

Monitoring and reporting

Ongoing monitoring of the Ōtepoti Pathways strategy is important to understand progress and identify where changes may be needed.

The objectives reflect a wide range of actions and are specific enough to allow progress to be measured.

A range of metrics will be used to track trends in:

- Walking and cycling uptake and accessibility
- Infrastructure delivery
- Community perception and engagement
- Safety and resilience
- Emissions and environmental outcomes

Some measures, such as emissions, are monitored through other DCC programmes. In other areas, new data collection methods will need to be developed, for example for accessibility.

A monitoring framework, including measures, baselines and data sources, will be developed. This will also set out how the progress will be reported.

Review

The Ōtepoti Pathways Strategy and Implementation Plan will be reviewed every three years.

What will our network look like?

Walking and cycling routes will not all look the same. Each improvement will be designed to suit its local context, taking into account factors such as cost, traffic conditions, available space on roads, off-road alternatives, and community needs.

For example:

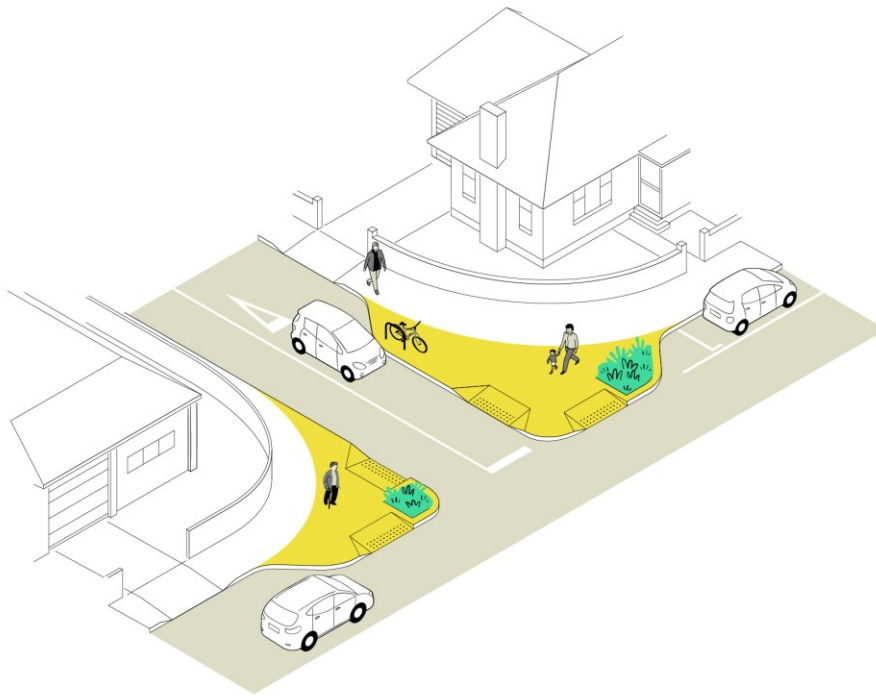
- On quieter streets, lower-cost measures such as signage or painted markings may be sufficient to support safe sharing between cycling and driving. In some cases, additional measures to slow traffic may be appropriate.
- On busy roads, more substantial investment may be needed, such as protected cycleways or upgraded intersections.
- Paths through open spaces like parks, reserves and alongside waterways or the harbour may require wayfinding, lighting, improved surfaces and safe crossing points where they connect to roads.
- In some cases, temporary or trial improvements may be installed first to test effectiveness and gather community feedback before permanent changes are made.
- Trails with potential visitor appeal may be supported by a distinct name, identity, and appropriate marketing, promotion and communication activity. Lower-cost infrastructure

may be used where budgets are limited, allowing more improvements to be delivered overall.

This approach supports a transport system that prioritises people while making efficient use of available funding.

Once projects are funded, feedback will be sought from local communities and the wider public to ensure changes reflect local needs.

The following pages show examples of the types of walking and cycling improvements that may be delivered.



*Figure 1: **Kerb build-out** extends the kerb into the roadway to shorten crossing distances, improve visibility between people walking and drivers, and help reduce vehicle speeds at intersections.*

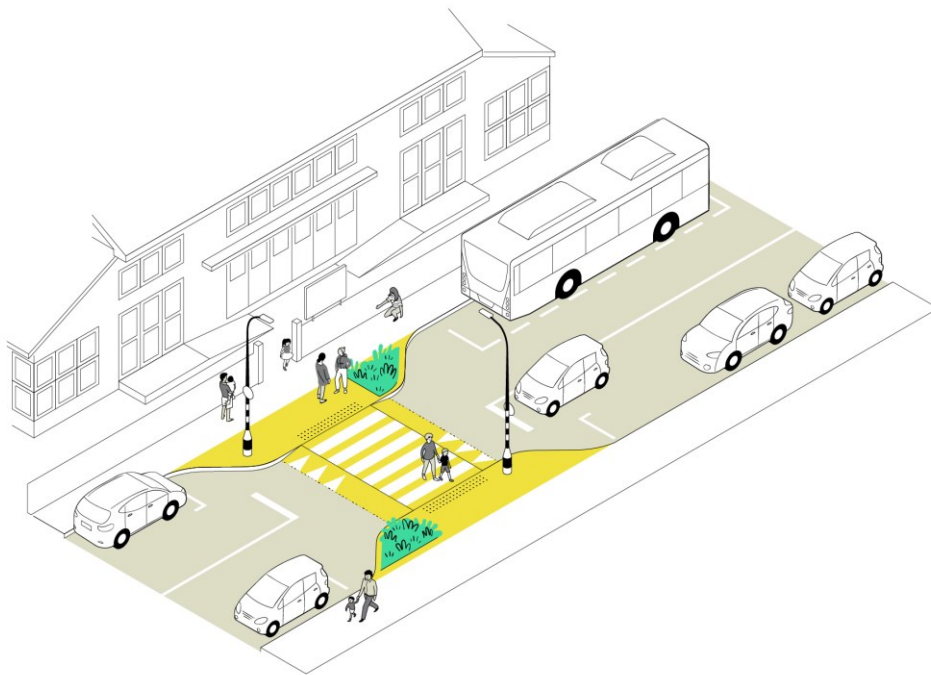


Figure 2: **Mid-block zebra crossing** provides a marked crossing point, making it safer and easier for people to cross busy roads where they need to.

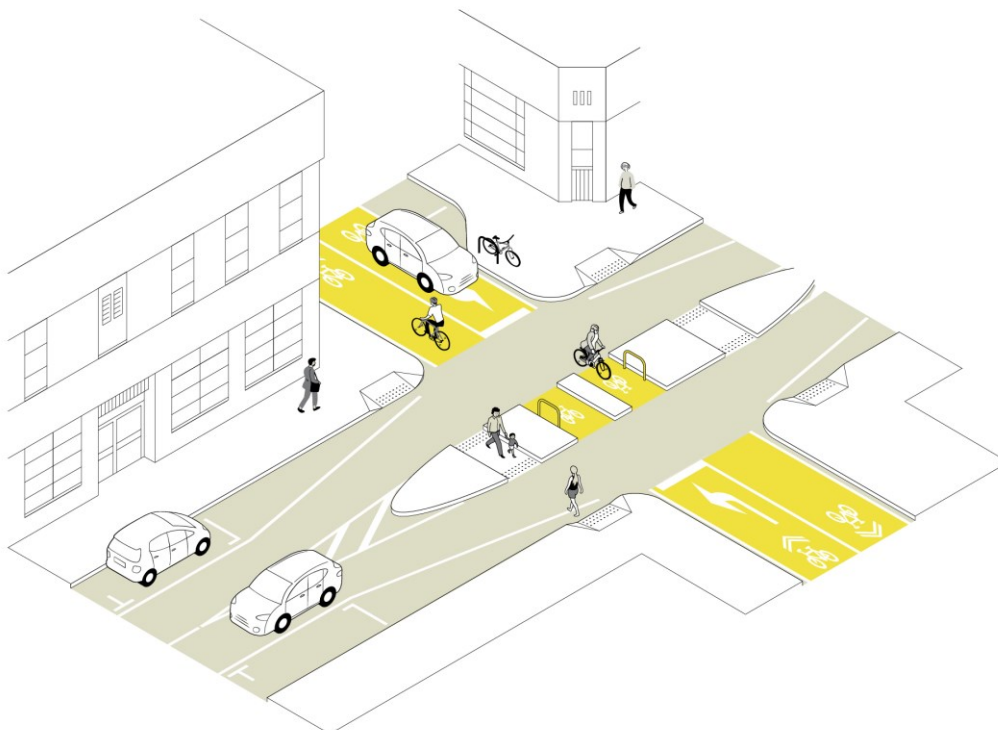


Figure 3: **Cycle and pedestrian crossing at intersection** restricts through traffic for motor vehicles while allowing people walking, wheeling and cycling to cross busy roads and continue along quieter streets.

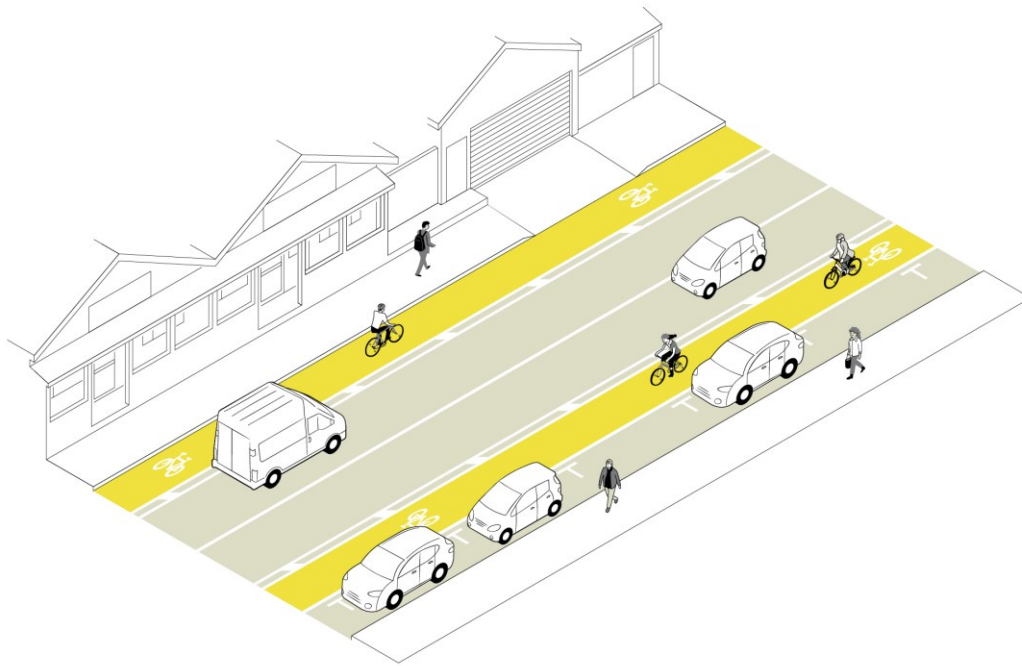


Figure 4: **Painted buffered cycle lanes** are separated from traffic by a painted buffer, providing additional space between people cycling and moving vehicles.

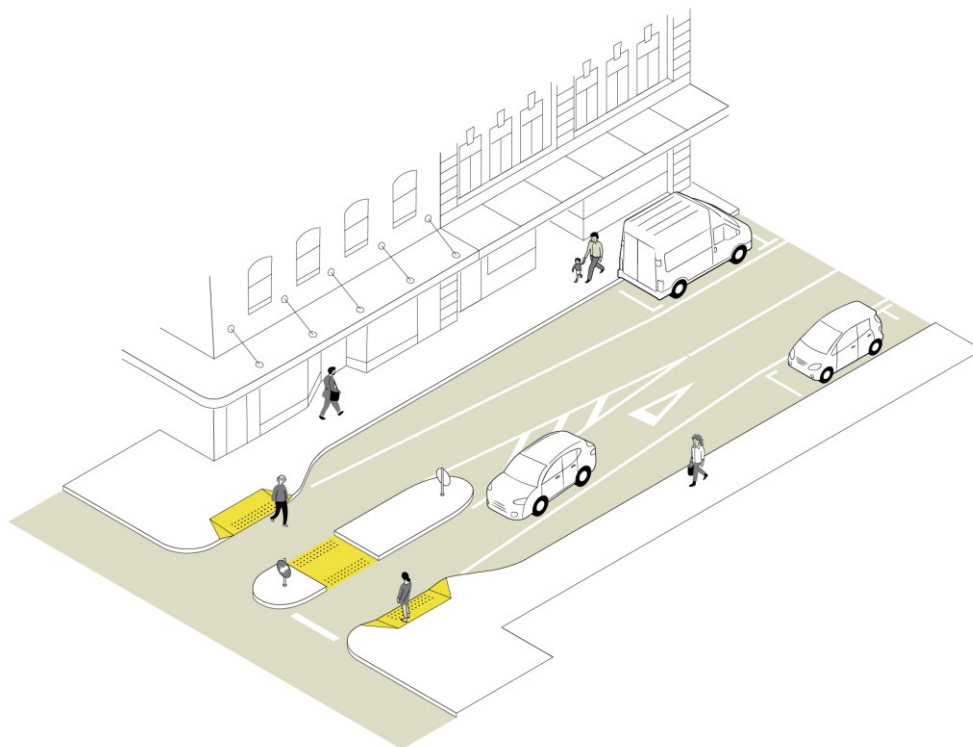


Figure 5: **Pedestrian refuge islands** are protected waiting areas in the middle of the road that allows people to cross one direction of traffic at a time, making crossings safer and more accessible.



Figure 6: **Separated cycleways** are dedicated cycling routes separated from motor traffic by physical barriers or kerbs, providing a safer and more comfortable environment for people riding bikes.

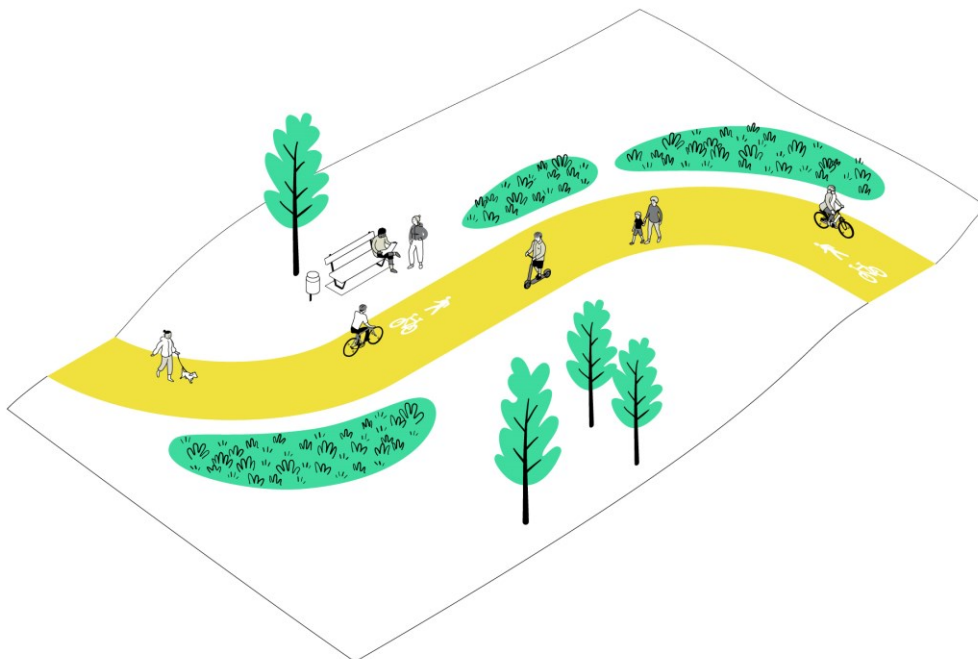


Figure 7: **Shared paths** are designed for people walking, wheeling and cycling to share safely, typically located away from the road or alongside it.



Figure 8: **Shared streets** are designed so people cycling and driving share the same space, with low vehicle speeds and volumes.

How will this be delivered?

Delivering a 30-year strategy requires a number of steps to move from long-term direction to on-the-ground improvements. This strategy provides guidance through its vision, goals, identified future connections and priority areas, and investment hierarchy.

Prioritising investments

With limited funding available, improvements will need to be prioritised to ensure investment is directed towards projects that deliver the greatest benefits for the community.

For DCC-funded projects (through processes such as the Long Term Plan), the following investment hierarchy provides guidance for prioritising walking, wheeling and cycling projects and improvements. Projects may align with multiple priorities, and decisions will also consider factors such as feasibility, cost, safety, community need, and opportunities to coordinate with other work programmes.

INVESTMENT HIERARCHY

1	Close gaps and connect existing routes within identified priority areas Prioritise improvements that create a more connected network by addressing missing links, improving route continuity and making existing connections more visible, safer and easier to use.
2	Align with other investment and development opportunities Prioritise opportunities to coordinate with other projects and investment, including: • Developer-led improvements • NZ Transport Agency Waka Kotahi projects • Trail trusts and community-led initiatives • Growth and new development areas • Tourism and destination development initiatives • Connections between the city and regional trails • Other DCC projects and programmes
3	Connect schools and education facilities Other priorities include connections that improve access to*: • Employment areas, health care facilities and commercial centres • Public transport • Recreation and tourism destinations (*within identified priority areas)
4	Support improvements in other areas Consider improvements outside identified priority areas where there are significant opportunities, community benefits, economic benefits or other factors that support investment.

The Government Policy Statement on Land Transport (GPS) guides how NZTA invests funding from the National Land Transport Fund. It sets the Government's priorities for transport investment, influencing both local council projects that can receive co-funding and investment in the state highway network. Because the GPS is reviewed every three years, funding priorities can change over time.

Funding and budget considerations

This strategy does not allocate funding or confirm projects. DCC funding is allocated through the DCC's Long Term Plan, which is developed every three years, with annual plans in between to respond to changing circumstances and opportunities.

Many projects can attract NZTA co-funding (typically 51%), but there are many requirements and steps involved in securing this funding. Projects must be prioritised through the Otago-Southland Regional Land Transport plan to seek inclusion in the National Land Transport Programme. The National Land Transport Programme must give effect to the current Government's Policy Statement on Land Transport.

NZTA is directly responsible for delivering projects on state highways, and nationally prioritises all state highway projects against the Government's priorities.

Tracks and trails trusts follow different processes and can access alternative funding sources, such as grants and sponsorships.

In some cases, walking or cycling links can be delivered by developers as part of new subdivisions.

In the current financial climate, budgets are constrained for DCC and NZTA. Careful consideration is required to ensure investment delivers the best possible outcomes for the community.

This may involve:

- Trialling changes before committing to permanent infrastructure
- Using lower-cost or temporary solutions where appropriate
- Implementing measures such as speed reductions that improve safety and accessibility at relatively low cost.
- Making improvements through maintenance and renewals.

Funding decisions need to consider technical priorities, community and political support.

Community engagement

The community will be consulted on the 10-year plan including which projects receive funding. Once funding is confirmed, the DCC will engage with the public and key stakeholders on specific projects and proposed changes.

Different needs and perspectives must be balanced alongside technical considerations and strategic direction. The focus will remain on solutions that work for the community and deliver value for money.

Education and promotion

International research shows that infrastructure improvements are most effective when combined with education and promotion. The DCC already works with schools, workplaces and communities to encourage safe walking, wheeling and cycling for everyday trips. Current initiatives include:

- Move it March – a month-long promotion of active travel to school
- Time to Shine – visibility and safety during darker months
- Cycle skills training in schools
- School bike tracks
- Walk to Work Day
- Road safety campaigns and promotions

This work will continue alongside infrastructure investments to support behaviour change and improve safety.

Big infrastructure projects and quick wins

Infrastructure improvements can be delivered in different ways, ranging from large corridor projects such as the Harbour Connection to small, targeted upgrades such as a new drop kerb.

Large projects can deliver multiple improvements in a coordinated way. However, they are often complex, require significant design work, and can take longer due to funding and approval processes.

Smaller improvements are more limited in scope but can be delivered faster and cost-effectively. Examples include:

- Bike parking
- Wayfinding signage
- Removing barriers along paths
- Drop kerbs at crossings and intersections
- Road markings and signage
- New or improved crossing points
- Improvements delivered alongside maintenance and renewals

Both large-scale projects and smaller “quick wins” will be needed to achieve this strategy’s vision and goals.

Implementation plan

Once the DCC Long Term Plan is confirmed, it will be clear how much funding is available for the short to medium term. An implementation plan will then be confirmed, outlining the walking and cycling improvements and initiatives to be delivered over the next 10 years.

Future connections

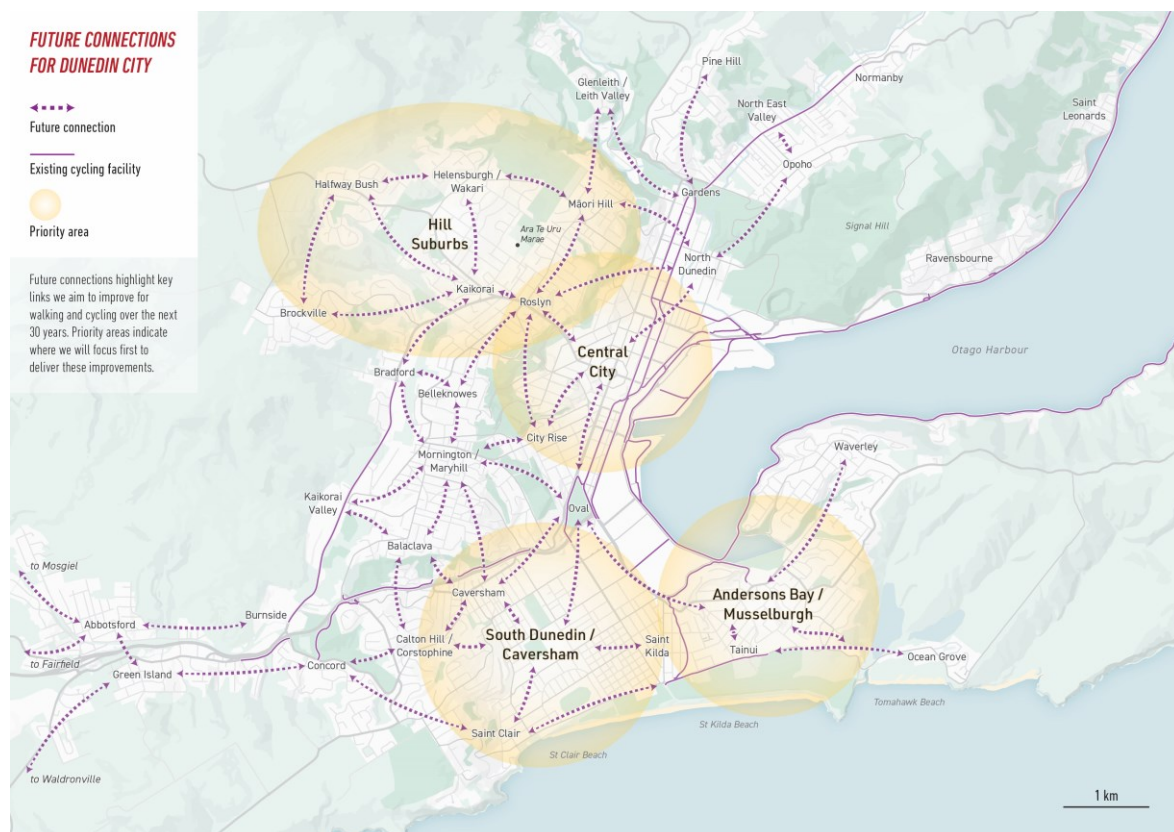
The following maps show our future connections and priority areas for walking and cycling investment over the next 30 years.

Future Connections are indicative and highlight the areas where improved connections are desired. At this stage, most routes are not yet defined and will be confirmed through planning and community engagement. Planning within priority areas is more advanced and is shown in greater detail in the relevant maps.

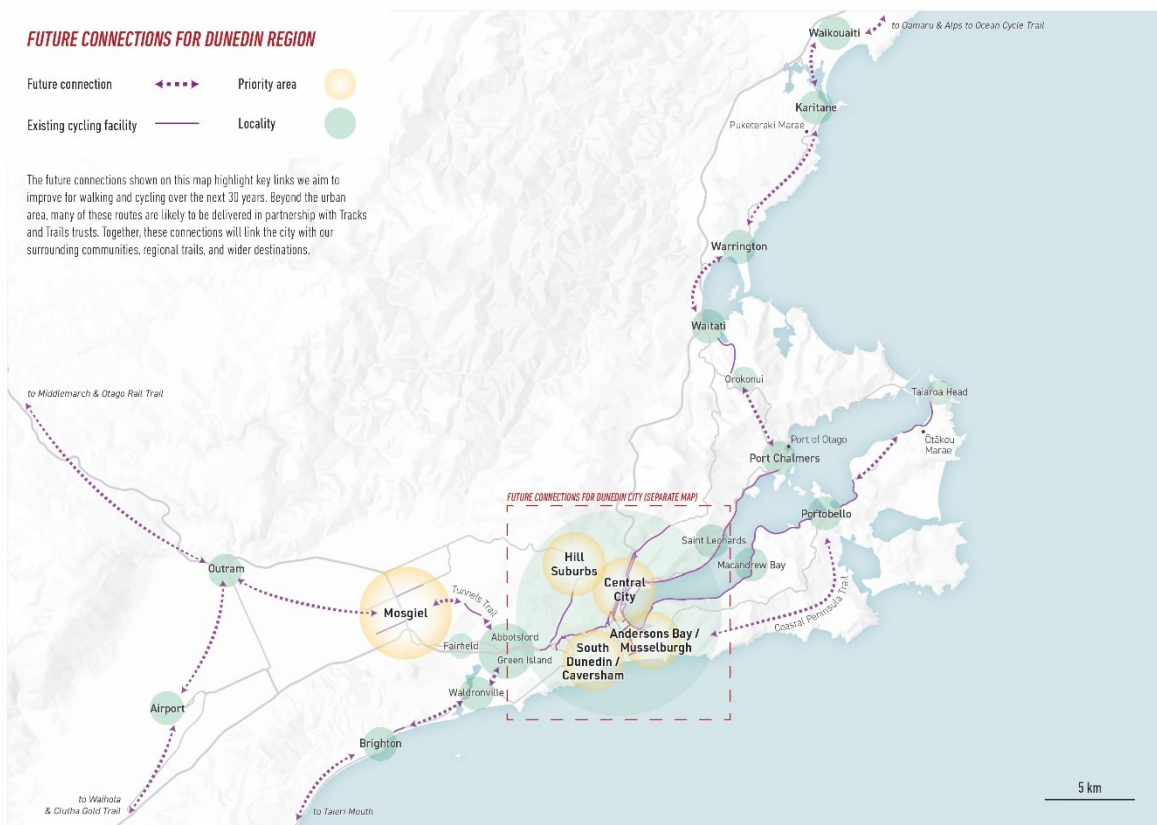
Priority areas identify where effort and investment will be focused first. These areas have been selected based on population, school enrolments and jobs, so that we can get the greatest return on investment and attract co-funding.

The five priority areas are:

- Central City
- The Hill Suburbs (Kaikorai, Māori Hill, Roslyn, Helensburgh, Wakari, Halfway Bush and Brockville)
- South Dunedin and Caversham
- Mosgiel
- Andersons Bay and Musselburgh



Map 2: Future connections for Dunedin City. This map illustrates the long-term vision for improving walking, wheeling and cycling connections across Ōtepoti Dunedin. It identifies key routes and connections that could help link neighbourhoods, schools, employment areas, public transport, recreation areas and other important destinations.



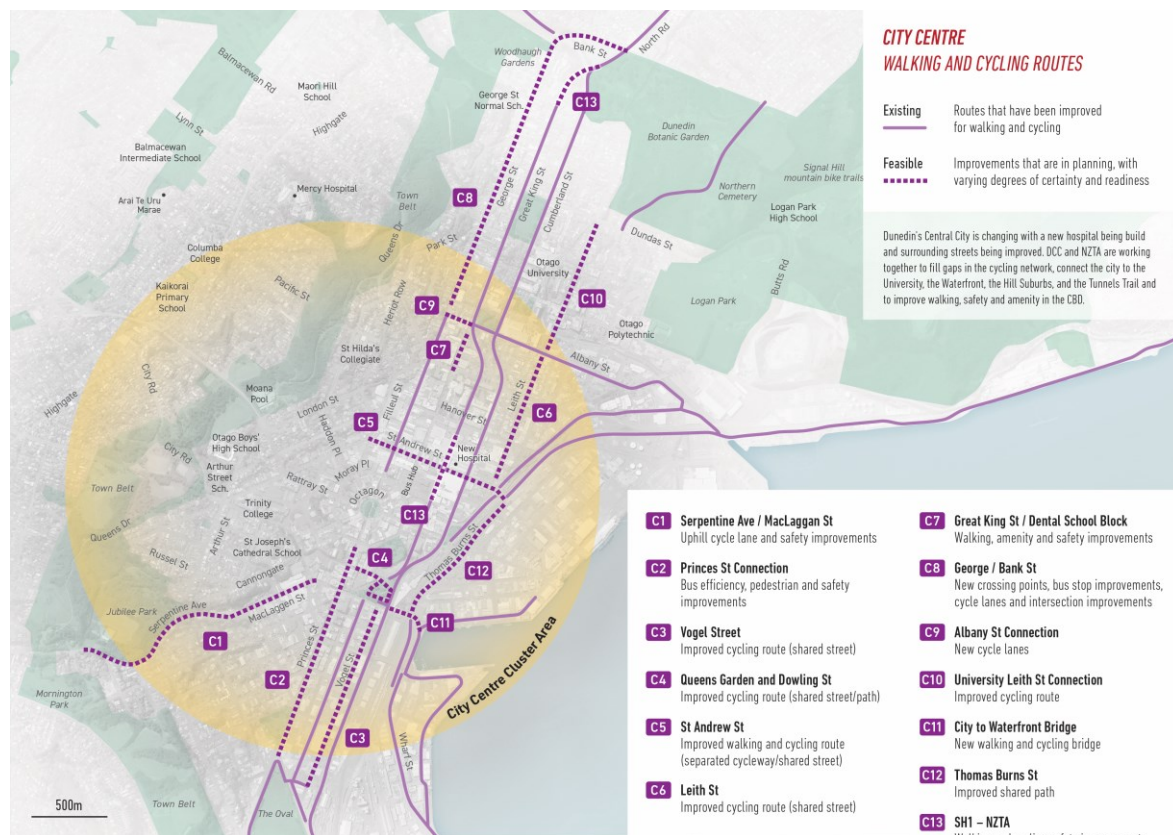
Map 3: Future connections for the Dunedin region. This map illustrates the long-term opportunities to strengthen walking, wheeling and cycling connections between Ōtepoti Dunedin and surrounding communities, regional destinations, and Ngā Haerenga Great Rides. It provides a strategic overview of planned and potential future connections.

Priority areas

Priority areas are where improvements to walking and cycling networks will be progressed first. Maps for each area show the existing and feasible future connections. Feasible routes are where improvements are in planning, with varying levels of certainty and readiness. The numbering on the map is not in priority order.

There are still significant network maps in terms of existing and feasible routes. These will become less over time as planning progresses. These maps will be updated regularly and published on the DCC Ōtepoti Pathways Strategy webpage to reflect the current feasible routes.

An implementation plan will be confirmed once the DCC's Long Term Plan 2027/37 has been adopted.



Map 4: Priority area map of the city centre. This map illustrates the proposed future walking, wheeling and cycling connections within the central city.

MUSSELBURGH / ANDERSON'S BAY WALKING AND CYCLING ROUTES

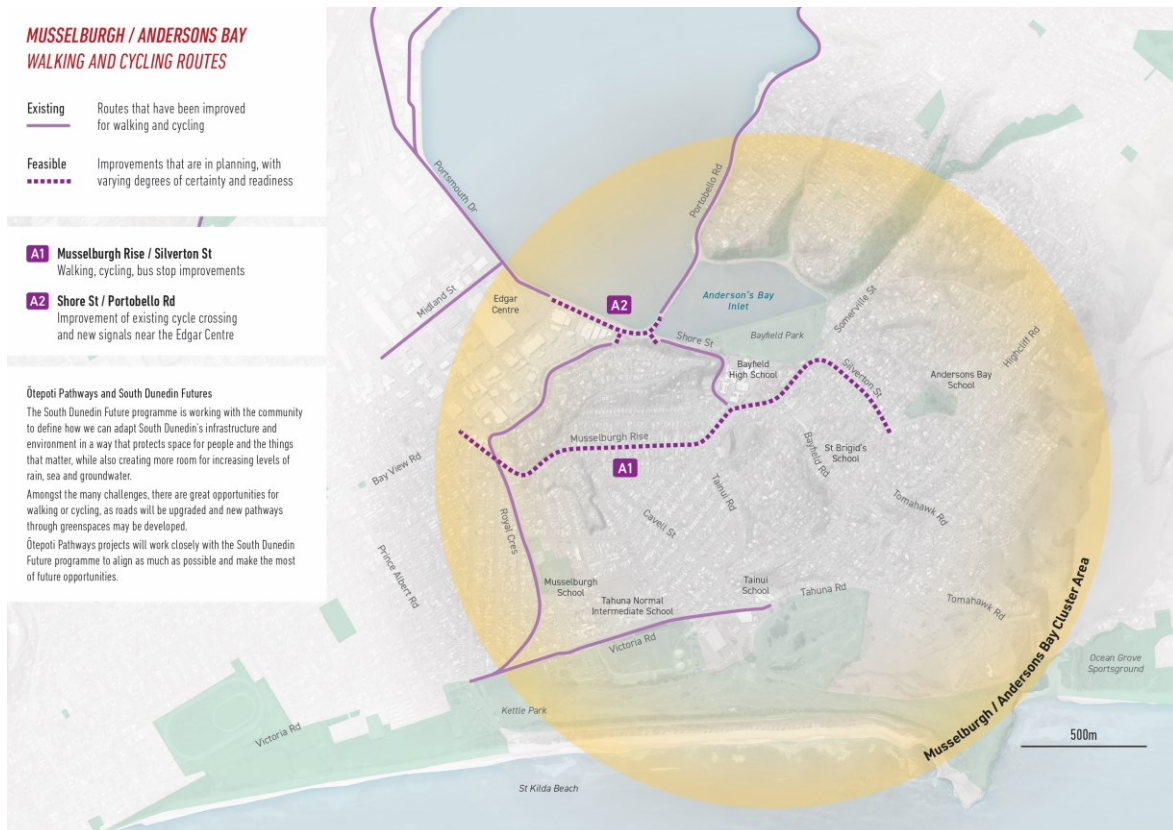
- Existing** Routes that have been improved for walking and cycling
- Feasible** Improvements that are in planning, with varying degrees of certainty and readiness

- 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

Ōtepoti Pathways and South Dunedin Futures
The South Dunedin Future programme is working with the community to define how we can adapt South Dunedin's infrastructure and environment in a way that protects space for people and the things that matter, while also creating more room for increasing levels of rain, sea and groundwater.

Amongst the many challenges, there are great opportunities for walking or cycling, as roads will be upgraded and new pathways through greenspaces may be developed.

Ōtepoti Pathways projects will work closely with the South Dunedin Future programme to align as much as possible and make the most of future opportunities.



Map 5: Priority area map of Musselburgh / Anderson's Bay. This map illustrates the proposed future walking, wheeling and cycling connections within the area.



Map 6: Priority area map of Mosgiel. This map illustrates the proposed future walking, wheeling and cycling connections within the area.

HILL SUBURBS 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



Map 7: Priority area map of the hill suburbs. This map illustrates the proposed future walking, wheeling and cycling connections within the area.



Map 8: Priority area map of South Dunedin/Caversham. This map illustrates the proposed future walking, wheeling and cycling connections within the area.

Next steps

- **STRATEGY** – The DCC will engage with the public on the draft strategy. Following consideration of feedback, the strategy will be finalised and endorsed by Council. This will establish the strategic direction for improving walking, wheeling and cycling in Dunedin over the next 30 years.
- **FUNDING** – Funding will be confirmed through the DCC's Long Term Plan. This will inform the implementation plan for the next 10 years. NZTA co-funding for projects and improvements will be applied for where appropriate. Both DCC and NZTA funding programmes are reviewed every three years. Projects with high potential that cannot be funded through the DCC's Long Term Plan can be supported through efforts to secure external funding and partnerships.
- **PLANNING** - Once funding is confirmed for individual projects, planning and design processes will begin. This includes balancing technical considerations such as intersection design, parking, consents, and land requirements, while ensuring value for money for the community.
- **ENGAGEMENT** – In addition to feedback on this draft strategy, there will be further opportunities for input as projects progress. The DCC will work with residents, landowners, businesses, government agencies and road safety partners throughout project planning and delivery.
- **IMPLEMENTATION** – Delivering improvements within existing streets can be complex. Construction will be coordinated to minimise disruption where possible, and projects may be delivered in stages. Staging allows alignment with available funding and other upgrades, helping to reduce costs and avoid repeated roadworks.
- **REVIEW and MONITORING** – Following adoption of the strategy, a monitoring framework will be developed to track progress against the vision, goals and objectives. The strategy will be reviewed and monitored every three years to align with DCC and NZTA planning cycles and respond to changing circumstances and opportunities.

References

The references below provide links to supporting evidence and further information. All links were current as of July 2026.

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For advice or information

Dunedin City Council

50 The Octagon

PO Box 5045, Dunedin 9054

P 03 477 4000

E dcc@dcc.govt.nz

www.dunedin.govt.nz

 [DunedinCityCouncil](#)

 [DnCityCouncil](#)