



**Caversham Valley Safety Improvements
Lookout Point to Barnes Drive
Information Evening Report**

NZ Transport Agency
Caversham Valley Safety Improvements – Lookout Point to Barnes Drive
Information Evening Report

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Quality Assurance Statement



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- A. Information Evening Poster
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1. Purpose

The purpose of the information evening was to share information with residents and the wider community about the options identified by the NZTA to improve the safety of the highway corridor and the Lookout Point intersection. The evening was also to provide residents and the wider community an opportunity to review and comment on the options presented before finalisation of a preferred option.

This report summarises the consultation process undertaken with respect to the Information Evening and summarises the feedback obtained from participants during and following the information evening.

2. Methods

The NZTA held an information evening at the Calton Hill School Hall on Riselaw Road on the 17th of March 2011. 20 letters were mailed to stakeholders and 403 letters were mailed local residents inviting them to the information evening. The information evening was also advertised using the following methods:

- Posters were put up around the local shops in Caversham and St Clair (attached as Appendix A)
- Flyers were available at the Calton Hill School (Appendix B)
- The evening was advertised in the Calton Hill School newsletter
- Media releases were provided to D Scene and the Otago Daily Times

A register was available for people to record their name and contact details. It was estimated that around 80 people attended the evening. 56 people signed the attendance register.

3. Information Available to Attendees

Information was communicated through the Project Team attendees and through the use of display boards (Appendix C). Copies of the posters used on the display boards are attached as Appendix C. Attendees were:

- NZTA – Simon Underwood (Project Team Leader), Bob Nettleton (Regional Communications Advisor), Niclas Johansson (State Highways Manager – Otago / Southland)
- Downers – Duncan Kenderdine (Consultation Manager)
- Opus – Tim Brown (Project Manager), Julie McMinn (Communications Manager), Dave Eaton (Designer)



Above: Photographs taken at the Information Evening

4. Summary of feedback

Below is a summary from project members based on those they spoke to at the Information Evening and feedback forms that were either left on the evening or subsequently received by post. The comments received including comments on the project prior to the open day are collated in full and included at the end of this report as Appendix D.

4.1 General Themes

Some of the general matters that emerged from an analysis of participant's feedback are as follows:

- Option A was the option most discussed. The need for an intersection upgrade was generally acknowledged as important for road safety but the details are not so clearly supported.
- The closure of South Road is problematic for a number of participants as their travel patterns have to alter. Some alternative road designs were suggested by participants to link South Road to SH1.
- The closure of South Road is also of concern as it will limit the ability of emergency services vehicles to access residents of South Road.
- The closure of Short Street is a concern to some. Participants require more evidence from NZTA justifying Short Street's closure.
- There were individual concerns about whether parking will be lost, what will happen to accesses during construction and what the visual effect of the overbridge will be.
- Participants are concerned about property values. Although the potential change in values of properties is not an NZTA concern it highlights that there may be a perceived change in amenity values in the area resulting from the project including:
 - o an increase in noise;
 - o a change in outlook;
 - o changes to the public transport network, such as location of bus stops and routes, that are less convenient;
 - o changes to established travel routes that are less convenient; and
 - o changes to road safety as traffic volumes increase or decrease and traffic speeds increase or decrease.
- Some participants raised concerns about the process including a lack of communication and information about the project prior to the Information Evening.

The specific issues raised by participants are outlined below.

4.2 Specific Issues:

Most frequently raised by participants was the effect of the project on **local road access and connectivity**. This issue is divided into the following themes:

- Reduced **travel convenience** by increasing travel times and distances on the local road network.
- Improvements and reductions in **traffic safety** as a result of changes in the local road network. South Road and Riselaw Road were mentioned the most. Short Street and Burnett Street were also mentioned.

- General **impacts on the local road network** and loss of level of service as traffic is displaced as a result of the road closures and intersection changes. The intersections of Barnes Drive and South Road and Barnes Drive and SH1 were mentioned the most.

The second issue that residents were most concerned about included effects on **residential amenity**. This issue can be divided into the following themes:

- **Noise effects** where residents identified that there are existing noise issues that will be exacerbated by the project. Some residents were also concerned about the potential effects of noise during construction.
- Uncertainty regarding **changes to outlook**. Participants suggest there is insufficient detail to make judgements about whether the landscaping will affect them positively or not and there is insufficient detail to determine what the visual and amenity effects of the overbridge will be.
- A reduction in **traffic safety** particularly on Riselaw Road which some participants are concerned will become a drag strip for boy racers. Suggestions have been made to reduce the potential for Riselaw Road to be used as a race way.

Other issues that were raised include:

- Concerns that the movement of people and vehicles in **emergency situations** will be hampered by the proposed road closures.
- Reduced **land stability** as a result of the project.
- Changes in **bus stop locations and bus routes** causing inconvenience.

Comments in support of elements of the project include:

- "The grassy area on Burnett Street seems like a nice idea to hopefully brighten that part of the motorway".
- The closure of the top end of South Road "will halve the amount of traffic on South Road which is good for road safety" and it will "stop the road being a drag strip like it currently is".
- "Improved safety for pedestrians crossing from Mornington Road to Riselaw Road".
- "Safer for drivers coming from the city and turning into Mornington Road".
- "There will be a better flow of traffic with the wider lanes".
- "It will be a safer intersection".
- Incorporating walking and cycling infrastructure contributes to supporting active modes of transport.

4.3 Suggestions by Participants

Suggestions on the project were made by some of the participants. A summary of the suggestions are as follows:

- Erect signage at the Barnes Drive/SH1 intersection to inform drivers of the right of way rules.
- Ensure that the walkway between South Road and Riselaw Road is sufficiently graded so that older people and unfit people are able to use it.
- Stop heavy vehicles from using their engine brakes for example by way of signage.
- Install traffic lights at the Barnes Drive/South Road intersection.
- Install traffic calming devices along Riselaw Road to stop it becoming a raceway for boy racers.
- Move the 100km/h speed limit change on SH1 down further towards Mosgiel and step the speed limit down to 80km/h first and then 60km/h.
- Allow South Road to connect to SH1.
- Keep Short Street open.
- Continue the service lane to the over bridge as an exit onto the over bridge at Lookout Point.

- Re-use rock wall as a split between the service lane/highway.
- Make pedestrian and cycle access between South Road and Riselaw Road cyclist friendly.
- Divide the combined walkway/cycleway on the road with a white line to provide better safety for pedestrians.
- Take the bus route up to the top of South Road.
- NZTA should pay for double glazing because of noise of heavy vehicle engine braking.
- Review the position of bus stops so that they are located next to residences rather than next to green space.
- During the construction phase of the project install walking and cycling infrastructure first to promote active modes of transport.
- Erect noise barriers.

We recommend that the suggestions of participants are acknowledged and participants are advised as to whether their suggestion will form part of the project or not with some justification outlining NZTA's decision.

4.4 Frequently Asked Questions

Some questions were asked by more than one participant. The questions are as follows:

1. Why is the speed limit changing from 50km/h to 60km/h?
2. Why is the speed limit only changing to 60km/h?
3. How is the construction phase of the project going to affect us?
4. What are the detours as a result of the South Road closure and the changes to Burnett Street?
5. Why does Short Street need to close?
6. Are there going to be any changes to the Barnes Drive/SH1 intersection?
7. Why is it necessary to link Riselaw Road and Morningson Road in this manner?
8. Why can't we have a link between Caversham Valley Road and South Road?
9. Why has the left turn into Burnett Street option been taken away?

We recommend that the above questions are posted on the Caversham Highway Improvements Project website as Frequently Asked Questions (FAQ's). We also recommend that answers to the above FAQ's are posted out to all the participants as part of an acknowledgement letter for participating in the information evening and providing feedback on the project.

5. Next Steps

All those that participated at the Information Evening received an acknowledgement letter (Appendix F) that explains how the information they have provided will be used and the next stages in the project.

Frequently asked questions identified as a consequence of the feedback have been identified for action by the Project Team (refer to Appendix E).

The next stage of project consultation is to update the NZTA newsletter and prepare and send the answers to the frequently asked questions inform the community of changes made as a result of feedback and the overall preferred solution.

Appendix A – Information Evening Poster

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Have your say



Caversham Valley safety improvements



Important changes are proposed to improve the safety of State Highway 1 through Caversham Valley.

The NZ Transport Agency is keen to hear what you think and is holding an information evening to assist with this.

Calton Hill School Hall
38 Riselaw Road, Corstorphine

Thursday 17 March 2011
7pm to 8.30pm

Please come along to this evening, where key members of the project team including designers, constructors and planners will be available to explain the proposed changes and to listen to your views.

You can keep up to date with the Caversham Highway Improvements project by visiting:
www.nzta.govt.nz/projects/caversham-highway/

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Appendix B – Information Evening Flyer

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Caversham Valley safety improvements **Have your say**



Page 1

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Appendix C – Display Boards

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1 Caversham Valley Safety Improvements Overview

Introducing the Planned Improvements

Overview

The Caversham Valley Safety Improvements is the second stage of the wider Caversham Highway Improvements project to **improve the route efficiency and safety** of State Highway 1 between Andersons Bay Rd and Lookout Point.

This stage of the project focuses on the highway route through Caversham Valley, between Barnes Drive and Lookout Point. As there are already four highway traffic lanes, the key objectives of the changes proposed are to improve the safety of the route, and in particular that at Lookout Point.

Purpose

To improve the safety on this section of State Highway 1 where there is currently:

- No central median to separate traffic,
- Very little roadside parking,
- Residential driveways, some of which have a very poor view of approaching traffic, and with little room to safely turn off the highway,
- A busy pair of intersections at Lookout Point, where motorists must contend with high traffic flows on the state highway and limited visibility.

Traffic, Cycle and Pedestrian Movements

Features

The changes proposed include several key features to improve the safety and amenity of the highway corridor:

- The road alignment will be eased,
- The highway will be widened to include a kerbed central median,
- The roadside shoulders will be widened to 1.5m - 1.8m (without parking), and 2.1m or more (with parking),
- While many houses will be removed, there are also many houses that will remain. Those remaining will have improved access and parking via either a separated service lane or widening of the road shoulder,
- Improved intersection layout at Lookout Point, refer Lookout Point Options Plan,
- A shared path on the downhill side of the highway for pedestrians and cyclists (uphill). The road shoulders on the highway will be widened for those cyclists who would prefer to travel on the highway over this section - although it is not intended to promote this through the marking of the shoulders as a cycle lane. The existing cycle route via South Road will continue to be available,
- At Barnes Drive, the current traffic signals will remain and be improved with the addition of separate lanes for left turning traffic,
- At Burnett Street, only left turns onto the highway will be able to be made. To access Burnett Street motorists will need to approach from South Road (by turning off the highway at the Barnes Drive traffic signals),
- At Aberfeldy Street, while the intersection will be modified, essentially there will be no change to the access currently available,
- The speed limit on the state highway will be increased from 50km/h to 60km/h.



Safety Improvements Overview

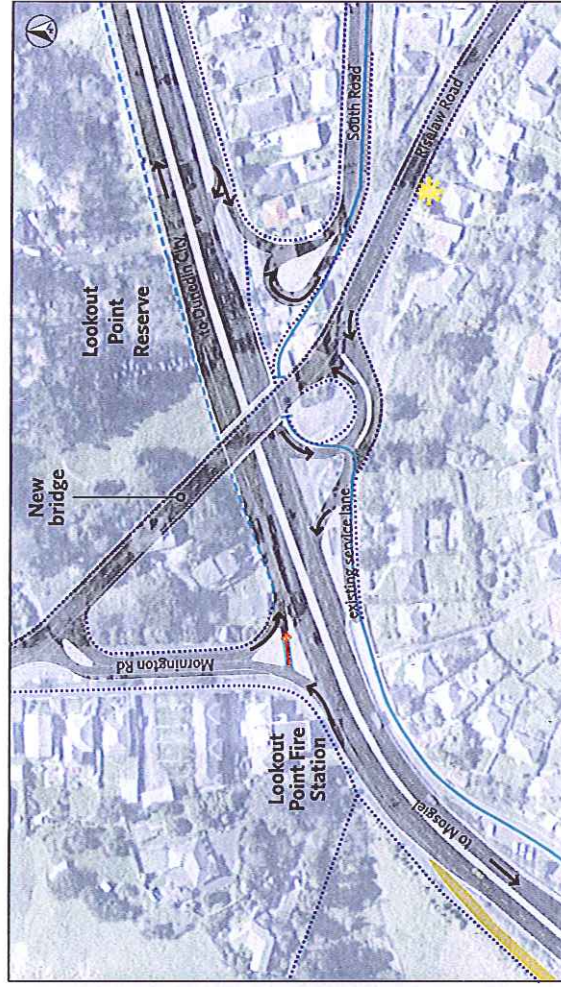
1 Caversham Valley Safety Improvements Lookout Point Options

Traffic, Cycle and Pedestrian Movements

Features

- A new road bridge, over the state highway, linking Mornington Road with South Road (Options A and B)
 - A shared pedestrian/cycle only overpass or underpass across the highway (Option C)
 - Differing intersection movement ability, refer to the black arrows (Options A-C)
- To enable these safety improvements to be achieved, it would also involve some restrictions to current traffic movements, the key ones of which are:
- At Riselaw Rd, the road will be lifted up to the new bridge (over the highway), raising it some 3.5m at the point where it currently intersects with South Rd. Therefore, a turn around area will instead be formed at the top of South Rd.
 - It will still be possible to walk between Riselaw Rd and South Rd, and to fully access South Rd from Barnes Drive, Cole St, Sidey St, and those routes linking to Sidey St (including Waimea Ave and Ryehill St). The new service lane for the remaining houses on Caversham Valley Rd, will also link into South Rd.
 - At Short St, the connection onto the highway will be closed, and a turn around area constructed instead. It will still be possible to walk from Short St to Mornington Rd.
 - There is still much to be done in terms of developing a landscape strategy, and in regard to the design development itself. It is an area in particular where public comment is sought.

Scheme plans are available on the project website, and these will be progressively be updated as the design is developed.



Option A

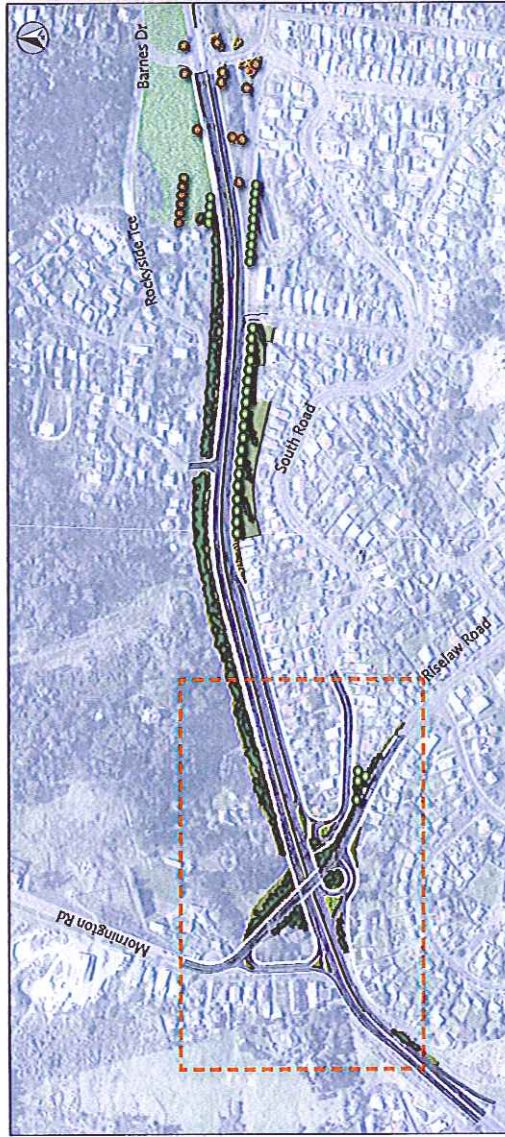


Option B

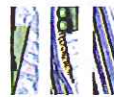
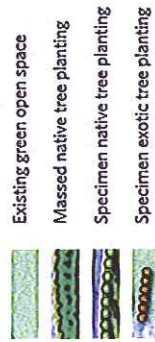


Option C

1 Caversham Valley Safety Improvements Landscape Strategy



Key



Mid sized shrub planting
Exotic shrub planting (rhododendron)
Low planting

Notes

- 01 Grassed access to Reserve
- 02 Tall trees absorb bridge abutments, mark crest of hill and match into existing vegetation
- 03 Planting to closed road to match batter slope
- 04 Future land use
- 05 Low groundcover to maintain sightlines

Plant Imagery (planting examples)



<http://www.nzta.govt.nz/projects/caversham-highway/>

1 Caversham Valley Safety Improvements Artist's Impression of Proposed Improvements

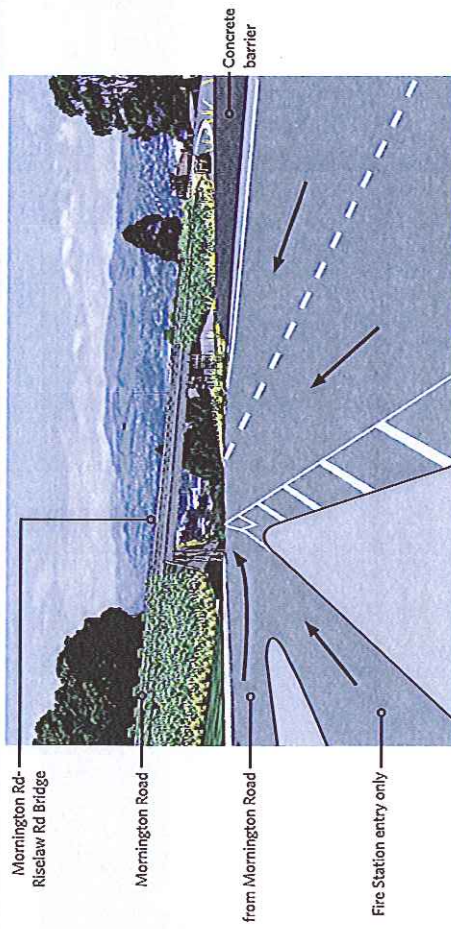
Landscape Design Strategy

Features

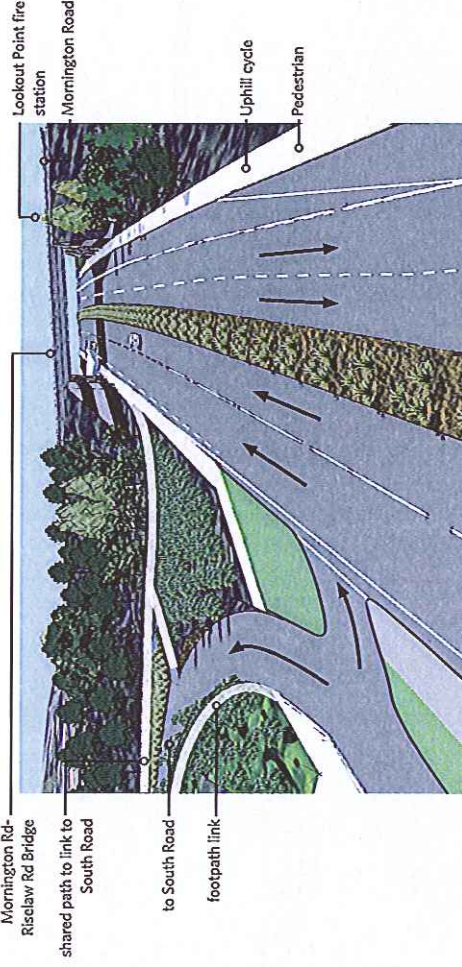
The high point of the project allows for views to the harbour from the road bridge, and focuses views down the valley to the town from this volcanic rim. Traces of this history are found in the stone construction of Dunedin's buildings, and remain in the rock walls along the road. While the west side of the road is large scale, well treed and green, the east side is a complex mix of houses oriented to the sun. The construction of the road provides an opportunity to regenerate the roadsides in a way which will support the character of the area, and the style of Dunedin.

The strategy for the highway is one of recognising the local character and enhancing it by:

- Greening the road margins with kind of native plantings typical of the valley slopes;
- Using tussocks and rhododendrons to define the change between the southern slopes and the city approaches;
- Planting the central median to break up the width of the road;
- Highlighting the Barnes Drive intersection with feature planting of trees and shrubs;
- Adding winter interest and colour to the open spaces with deciduous specimen trees which enhance the grassy areas;
- Using local material and textures in the structures alongside the road;
- Providing safer cycle and pedestrian connections.



View north to new bridge

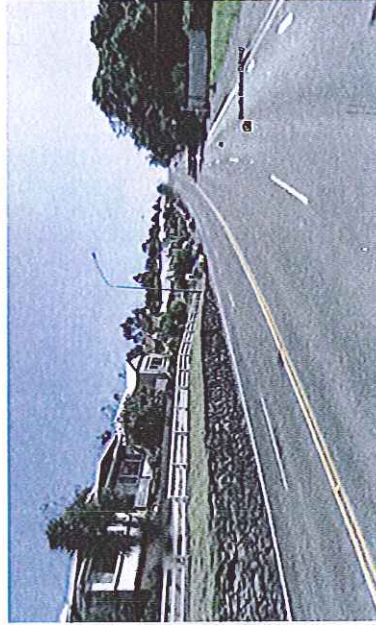


View south up to new bridge

<http://www.nzta.govt.nz/projects/caversham-highway/>

1 Caversham Valley Safety Improvements Artist's Impression of Proposed Improvements

Before...



Caversham Valley Rd - View west from corner of Burnett Street



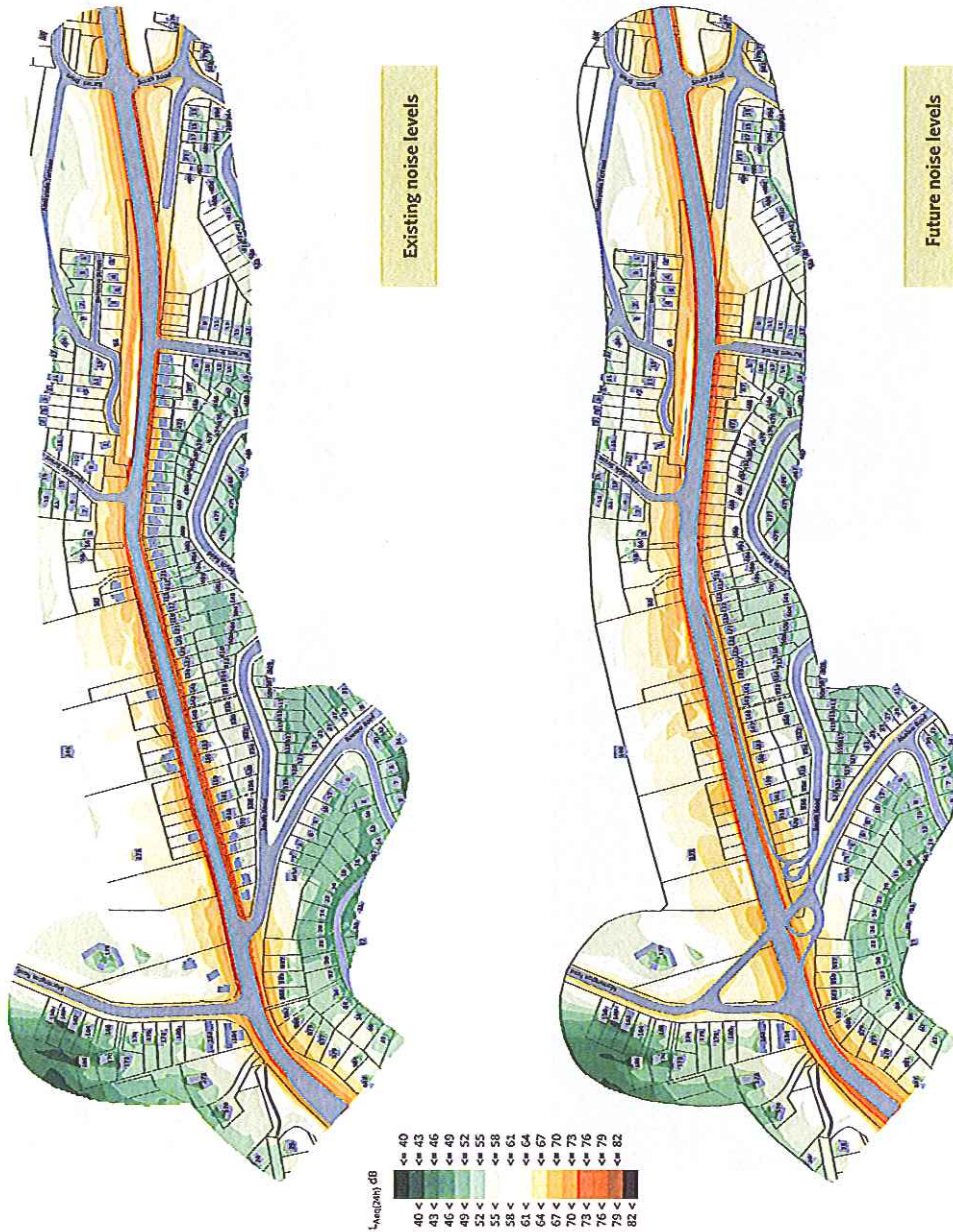
Caversham Valley Rd - View east toward #107 southward



Caversham Valley Rd - View from east side looking north near #125

After...

1 Caversham Valley Safety Improvements Noise Levels



Noise Level Information

These diagrams have been produced by modelling the noise generated by road traffic, and then modelling how that noise disperses across the adjacent terrain. The modelling includes the screening effect of houses and the topography of the terrain as the noise disperses.

Noise levels are shown as coloured contours in bands of 3 decibels (3 dB). Decibels are the units in which noise is measured. How people judge noise is variable, most people feel that noise levels are almost the same if the change is less than 3 decibels. If the change is between 3 and 6 decibels, then most people will feel there is a difference.

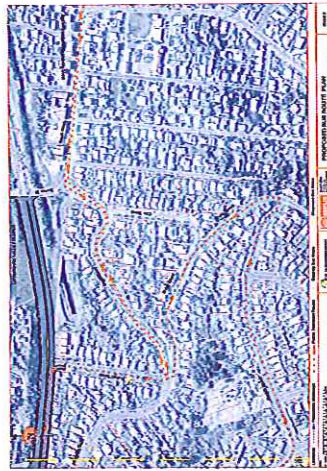
The noise levels shown are those calculated as the 24 hour 'equivalent' average noise level. To off-set the high variability in noise between the busiest day-time hours and quietest night-time hours, the noise measures are averaged in a special way that results in this equivalent noise level being just less than the typical noise levels for the busiest time of day.

The two diagrams show the 'before' and 'after' situations. Houses and buildings are shown as grey rectangles; and properties numbered with their street address. By comparing the differences in the noise contour bands between the two diagrams, it can be seen that overall there is little change in the road-traffic noise. Noise increases are generally limited to a few specific locations, and conversely there are other locations where a reduction in noise levels is possible.

1 Caversham Valley Safety Improvements Your Thoughts?

Questions...

1. The vehicle connection between South Road and Riselaw Road - do you have any comment?
2. Would you use a steeper path from South Road to Riselaw Road?
3. What is the best place for a pedestrian crossing on Riselaw Road?
4. Are there any other pedestrian links you would like to see?
5. The bus route up South Road will change - do you have any comment?



6. Would you like a grassy area on the corner of Burnett Street?
7. Have we got the balance of native and exotic species about right?
8. What would make you comfortable walking alongside Caversham Valley Road?

Answers to...

Please fill out the feedback forms provided and place in the feedback box
OR if you would like to consider what you have seen and respond at a later date
please go to www.nzta.govt.nz/projects/caversham-highway/

Timeline

Stage 2 consultation to feed into design of Caversham Valley Safety improvements mid Feb - end April 2011



Lodgement of planning documentation i.e. Notice of Requirement for Designation May 2011



If NOR granted, Outline Plan approval sought September 2011; and



Construction of Stage 2 Barnes Drive to Lookout Point programmed to begin January 2012 to overlap in part with construction of Stage 1 Andersons Bay to Barnes Drive



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<http://www.nzta.govt.nz/projects/caversham-highway/>

Appendix D: Participant Responses

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Feedback from Participants

Submitter	Submission
L Harrex South Road	<p>Really upset about stopping the left hand turn into Burnett Street. I have used this daily (several times each day) for over 12 years as the intersection at Barnes Drive lights is too dangerous when turning into South Road. No one knows who is going to give way to whom. There needs to be signage put up so everyone knows who has the right of way.</p> <p>Also when coming down south road to go onto motorway people won't let you in and you spend a lot of time waiting. One 'Downer' man at the meeting said it was to minimise turning traffic - but hey - what about our safety.</p> <p>We do need a walkway from South Rd to Riselaw Rd - but not a steep one like the Waime Crescent one. No good for older and unfit people.</p>
K van Rens South Road	<p>We are at 557 South Road and are concerned about:</p> <ul style="list-style-type: none"> • Noise: With the bridge as when they checked the sound at our place they said they could not get a true reading. • Parking: Is the parking in front of 557 South Road staying? • Short St closure: Not being able to go through Short Street when coming from Kaikorai Valley Road. Now having to go via Stevenson's Rd. • Outlook: Height of the bridge past our property. • Closure of South Rd: No longer being able to use South Rd if going to Caversham or coming home. • Barnes Drive: Lights at Barnes Drive are hopeless if you have to come up Caversham Road from Caversham area. People coming down South Road at Give Way at bottle neck very hard to get through if you have a build up of traffic. • Emergency services: Not easy for fire services to get back to station.
N & B Wood South Road	<p>We live at the top of South Rd and feel that our house will lose its value by essentially being under an overbridge.</p> <p>Also, the nearest exit from our street would be Burnett Street if the access to Riselaw Road was cut - that would make it one long dead end street. If there was an accident or some kind of disaster, how would people get out? It's approximately 100 households that would be stuck. The only good point I see is that traffic would slow down in this area, but that's only because hardly anyone would use the road. South road is a good alternative route to the motorway. We think it would be a shame for it to stop.</p> <p>Also, being right on the bus route was a contributing factor to why we</p>

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	bought our house. If we knew this was happening we wouldn't have moved our family to the area.
J Duncan Aberfeldy St	<p>Why can the speed limit not stay at 50km/h? At present cars do 60-70km/h. If this increases to 60km/h we will see 70-80km/h and a huge increase in noise.</p> <p>As with other built up areas trucks should not be able to use their air brakes or if required not after 6pm at night.</p>
T Haddow South Rd	Access to property is via Riselaw Road with garage. No more access to property??? Access via South Rd not option.
P Thornton South Rd	<p>I thank you for the opportunity to place feedback on the options for the highway. I believe that Option 1 is the best proposal.</p> <p>My only concern about this is pedestrian access between South Rd and Riselaw Road for the kids going to school.</p> <p>The vehicle connection between South Rd and Riselaw Road is a concern for our own access however the plus side is that it will halve the traffic flow on South Road which is good for safety.</p> <p>The grassy area on Burnett Street seems like a nice idea to hopefully brighten that part of the motorway.</p> <p>One last point is the possible creation of a bottleneck between the Barnes Drive/South Road intersection. Should there be traffic lights there?</p>
M Proctor Riselaw Rd	<p>Could you please consider the speed of traffic travelling along Riselaw Road to Mornington? This is already a raceway for boy racers. Some aggressive speed humps, islands, etc would help slow traffic down as this is a residential area with schools, children, parks etc.</p> <p>Could you consider the proposed bus stop at No's 2 & 4 Riselaw Road as where it is positioned would obscure my vision to reverse out.</p> <p>I have not been given any personal updates over the last 2 years. It came as a shock to me to see the 3 options proposed (by letter 18/2/2001). Then the ODT update yesterday. I was not aware my property was one of the ones which would be required for the road bridge to be complete.</p> <p>With the increase in traffic and the road being raised significantly at my gate - how does this not affect the noise levels which are too high now? Truck engine brakes being the worst.</p> <p>Will there be compensation for loss of outlook and views?</p>

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	<p>Will there be some consultation as to how the fill and final landscaping at my property will look like?</p> <p>How will these additional roads and bridge affect our land values?</p>
A and K Duncan Short St	<p>I have been a resident of Short St for 20 years. I am a professional ambulance officer with over 18 years experience driving emergency vehicles.</p> <p>I think a bridge across Caversham Road will enhance safety for residents and commuters from both Calton Hill and Corstophine.</p> <p>I am very concerned about the closing of Short Street. My main exit from Short St is via the top. I have never had any issues or felt that I was in danger from motorway traffic coming up the hill. Closing off the top of Short St will force me and my family to use the intersections that I am very selective about. Turning right puts me in greater danger than exiting via the motorway. Kaikorai Valley Road is busy in both directions at all times of the day particularly in the mornings and afternoons. I believe that it is possible to safely exit Short St via the top, via the turning lane. I was intrigued to learn at the meeting that all of the residents of Short St were happy with the closure. This meeting and the notification has been the first time I was made aware of the planned closure. This is one resident and family that are <u>NOT</u> happy with the closure, so we wonder where the "facts" came from. We are currently teaching our daughter to drive and feel much happier to teach her to exit Short St via the motorway as she does not have to cross traffic and it is the more direct route. In emergency situations when dispatched from Kaikorai Valley to South Dunedin I have driven the ambulance via Short St as this is the fastest route. This is the quickest way onto the motorway avoiding high risk residential areas. In the 21 years we have lived on Short St we have not been aware of any significant accidents due to people exiting on to the motorway. However there have been incidents or accidents from people exiting Short St onto Kaikorai Valley Road.</p>
S and N Gardener South Road	<p>We don't like the fact that there will be only one way out of South Road down at the give way by the lights as we cannot get out the intersection at the bottom. Now it will be worse</p>
V Huch Caversham Valley Rd	<p>My main concern is the level of noise while this construction of the new motorway is going to take place. We are right in the middle of Caversham Valley Road and even at the best of times we find it hard with the level of noise. How much of an impact is the road work construction going to affect us?</p>

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	Also, the traffic detours. I am still a little confused with the layout plan for example when we go to Mosgiel and come home we take the South Rd route to Burnett Street then come back up as this is a safer option than just holding up traffic on the motorway. How is this new motorway going to affect this?
M Keniya Riselaw Rd	<p>Thank you for an opportunity to be involved in the discussion. As a resident of Riselaw Road I am very happy with the most advanced option (which will let almost every turn) but variant with just pedestrian crossing looks very bad as it will divide two parts of the city. I hope it will not be considered.</p> <p>The only concern is losing the connection from Kaikorai Valley via Short St.</p>
D and A Bird Caversham Valley Rd	We prefer Option A at this stage. We wonder though, why for such a costly project why the speed limit will only be changed to 60km/h?
PA and WD Whitson Riselaw Rd	<ul style="list-style-type: none"> • No need for a bridge. Go via Barr St, Stevensons Rd etc. • Our house prices will drop. • It will create a nice little drag strip etc. • Noise levels will rise.
John Crawford-Smith on behalf of Approach Community Learning 177 Mornington Rd	<p>The road cuts through our staff car park and I'm not sure how access would work.</p> <p>There appears to be no parking on Mornington Rd on the South of our entrance as there currently is. Students and visitors use this so I wonder how that will be managed.</p> <p>Our current access via Caversham Valley Road goes.</p> <p>Students walking from South Dunedin would still be able to do that. It's a bit further but not much and they wouldn't need to cross the highway like they do now.</p> <p>The 50km/h area increase to 60km/h. Personally I think the 100km/h change should move further down the hill to Mosgiel say ½ way down. IMHO a structured zone like you mentioned (100km/h to 80km/h at the Green Island turnoff then 80km/h to 60km/h further up) creates confusion and most people will ignore the 80km/h zone. That said I expect the speed camera would remain and be in the middle of any 80km/h zone. I can hear the calls of it simply being revenue gathering already.</p> <p>I counted 31 properties gone and a heap of others affected.</p> <p>Not everyone is unhappy with how their properties will be affected.</p> <p>Our landlords, Nash and Ross, are badly affected with a number of their</p>

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	<p>properties involved.</p> <p>There are 2 houses in an island between the bridge, Mornington Rd and SH1. I and others expect that no-one will want to live there.</p> <p>South Road is changed so no direct access from it to SH1. Do have access from SH1 to it though. I understand some residents are pleased this will stop the road being a drag strip like it currently is.</p> <p>Some Riselaw Road residents are concerned it will now become a drag strip for racing. Suggestion from one was to put in speed bumps but this is a DCC decision as they own the road.</p> <p>It would be useful for us to get an understanding regarding points 1 and 2 in particular as soon as possible. FYI, I am on leave for 2 weeks from 18 April so having this clarified before then would be beneficial as that may affect our submission.</p>
J O'Keefe Mornington Rd	<p>I think it will have a positive impact for a number of reasons.</p> <ul style="list-style-type: none"> • Improved safety for pedestrians crossing from Mornington Road to Riselaw Road. • Safer for drivers coming from the city and turning into Mornington Road. Presently, I only use the intersection to do a right turn at quiet times of the day. • There will be a better flow of traffic with the wider lanes. • It will be better for traffic turning right from the top-end of South Road into Caversham Valley road to go to the city. Presently I never attempt this. • It will be a safer intersection which we have been waiting a long time for the improvement of.
J Bruce South Road	<p>Please move access/onramp to motorway slightly south so that South Rd can have access to both the motorway south and Riselaw Rd via overbridge.</p> <p>Although safer, the current design makes things worse rather than better for South Road residents. I have to backtrack majorly to go south or to go to Corstophine.</p>
S Ross No address provided.	<p>Short St should be kept open to all traffic as the lower Kaikorai Valley area is the next big industrial growth area. I'd like to see the accident record of the Short St/Motorway intersection and I bet it has minimal accidents. You have offered no proof that it is dangerous!!! It sounds like your minds are made up and this is a complete waste of everybody's time.</p>
G Fox	<p>Short St to remain open but only to Mornington Rd. Service Lane close end but continue to bridge as an exit onto bridge at the top hill i.e. don't come</p>

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No address provided.	<p>out of service lane onto motorway, off motorway 50m up road then onto exit road.</p> <p>Footpath access from South Rd to Riselaw Rd plus a U shape for cyclists to take bikes up and down.</p> <p>Rock wall reuse as a split on the service lane/motorway.</p>
Anonymous	What is going to our property if there is a landslip? What carraney? we go, is the City Council going to replace our houses if damaged?
Anonymous	I would like to see the proposed combined walkway and cycleway on the road divided with a white line. This would provide a better chance of safety for pedestrians.

Further Submissions after Information Day

Submitter	Submission
P Hollard Fairfield Dunedin	<p>My family and I were residents of Mornington for many years. I have considered what sort of changes could be made at the Lookout Point to make traffic flow easier and safer, especially when turning from Mornington Road to head south. As traffic numbers have increased we have considered this move too dangerous, and for some time now we have chosen instead to use Barr Street and Kaikorai Valley Road.</p> <p>I have studied your proposed layout as shown in the ODT and Star papers, and to me it seems unnecessarily complicated. My vision has been for the State Highway to be lowered, and Mornington Road to be a bridge more or less at the present level, and at the same location, with a round-about on the Calton Hill side to provide a slip road exit for traffic to enter the south bound lane. This would allow both Mornington and Calton Hill motorists simple access to the south. On the Morngton side of this bridge there would be another round-about with a slip road for Mornington and Calton Hill motorists entry to the highway north.</p> <p>Southbound motorway traffic would be provided with an off-ramp leading to the Calton Hill side round-about giving access to streets either side of the highway. Likewise northbound motorway traffic would have an off-ramp leading to the Mornington side round-about. To my mind this layout would lead to minimum disruption to local residents, and also do away with the extensive elevated earthworks as shown in the publicised plan. I</p>

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	would be happy to discuss my ideas further with you at any time.
T Wright Mount Grand, RD 1 Dunedin	I wonder why you do not consider digging out the SH1- Caversham Valley Road and making that portion flatter, instead of retaining the peak of the ridge as it is at present. The Riselaw Road – Mornington over bridge would then not need to be built up, and could probably be a lesser structure as it would be taken over the SH1 “canyon”. Aesthetically this could be much more pleasing than your proposal, and would be lower at the same time, which would help it blend in to the landscape better. Thanks for giving me the opportunity to have input into the thinking on this.
Brian Rousseau CEO – Southern District Health Board	<p>Active Transport - Incorporating cycle and walk ways is commended as it will contribute to supporting active modes of transport which contributes to community health and well-being. The submitter supports the construction of an overbridge at Lookout Point as it will provide the greatest benefit for active transport. An overbridge would provide greater ease of access between the two suburbs rather than pedestrians and cyclists having to contend with intersection the traffic flow.</p> <p>The submitter queries whether the construction phase of the project supports active transport. If the highway is widened first to provide for vehicles it will make walking and cycling more difficult for crossing SH1 at Lookout Point. The submitter advocates for improved cycle/footpaths before motor vehicle provisions.</p> <p>Traffic volume and speed affect cyclists' safety so creating a safe and user friendly environment is important when providing for pedestrians and cyclists. The submitter supports that cycle/footpaths include engineering measures to create a safe, comfortable, direct, coherent and attractive path such as separating cycle paths from the carriageway and using landscaping.</p> <p>Noise and air pollution: They would like confirmation that noise levels will be assessed in accordance with NZS6806 and that the design of roads and noise mitigation is in accordance with this standard.</p> <p>Location of bus stops: The submitter supports the inclusion of bus stops as part of the plan but queries their location. Bus stops are located by areas of green space rather than by residential areas which may discourage people from using the bus. The submitter would like the placement of bus stops to be reviewed.</p> <p>Construction phase: Submitter is concerned that owners and occupiers of those properties that NZTA needs but have not acquired may not have</p>

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	<p>their views considered. The submitter queries what provisions have been made for ongoing dialogue both during construction and once the project is complete.</p>
D Cousins	<p>A vehicle bridge across the motorway, at Lookout Point, to link the Mornington/Roslyn side of Dunedin with suburbs on the Southern side eg St Clair and Corstorphine, is the only option for safe and efficient travel between suburbs. This will thereby maintain suitable and appropriate access for the city community without a State highway imposing limits on citizens wishing to commute between these areas.</p> <p>The bridge option also ensures the safety of people and property in the event of a fire in the currently adjacent suburbs they would continue to have the provision of a timely Fire Service able to use the bridge to maintain a good level of efficient service to people in these hill suburbs.</p>
B Bennington	<p>This submission is 100% in support of the proposed vehicle bridge. It is imperative that NZTA go ahead with the vehicle bridge option. We live at 574 South Road and access to our home is going to be directly affected by whatever option is chosen, however the vehicle bridge is the only real option.</p> <p>Without the bridge, many, many drivers will be forced to take time and fuel consuming alternative routes to travel an otherwise very short distance from Mornington Road to Riselaw Road. This would have a negative impact on the local economy and on the climate through needless waste of fossil fuel for generations to come.</p> <p>In addition, the vehicle bridge is the only option that allows vehicles to safely enter and leave State Highway 1 without having to make the above mentioned detours. We personally know a large number of people who currently make a point of avoiding this intersection although they used to use it previously. It has now become so dangerous they, and we, choose to travel further distances even though it is considerably less fuel efficient.</p> <p>When travelling home from the university / city we often drive via Jetty St, Stafford St, Mornington Road and know several others who take similar urban routes. This puts more pressure on urban streets for commuter traffic and increases risk to pedestrians.</p> <p>The lack of a direct route from Mornington and surrounds to St Clair, Calton Hill, Corstorphine, Concord etc is likely to cause problems for Doctors and the Ambulance Service and may well result in unnecessary delay in response times. The lack of direct route will, almost definitely, have a negative impact on the Fire Service's ability to respond in an</p>

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emergency. I imagine that, currently, the Lookout Point Fire Crew could well respond to the above areas within a matter of minutes. Without the vehicle bridge, the delayed response caused by the need to travel the extra distance or wait until crews from St Kilda or the City arrived, could well be life threatening. While one of the proposed options does allow the Fire Engine access to these areas, it does not allow it to return to the station expediently. All emergency service vehicles need to be able travel throughout the city in the most expedient way possible to ensure readiness to respond.

With regard to the bridge proposal - there are some additional points to be considered. The proposed slipper lane must allow safe, full and ready access to and from the driveways of 572 & 574 South Road. Including access for large vehicles and vehicles with trailers eg horse float and a 6.5m (2.4m wide) boat. Safe and efficient access must also be maintained for both these addresses for those travelling South (Towards SH1) on Mornington Road. We currently have to make use of the Fire Station staff car park driveway as the lower (main Fire Engine driveway) which is supposed to be our entrance and egress point, is extremely unsafe due to the speed at which vehicles exit SH1 onto Mornington Road. (See below) As there is a concrete median proposed at this point we will have no option but to continue to use the car park driveway. This concrete median will also make it very difficult for emergency services vehicles and industrial service vehicles such as rubbish collection and utility providers to access our properties.

Currently, drivers exiting SH 1 and turning onto Mornington Road feel very unsafe with regard to the speed of vehicles advancing behind and are traveling in excess of the safe visual stopping distance. As a result, many exiting vehicles enter the urban environment of Mornington Road at greatly in excess of 50km per hour. With the proposed increase to 60km per hour it would be extremely unsafe to allow vehicles to enter an urban street at this speed. In reality it is likely to be more and the concrete barrier will continue to obscure the view of approaching vehicles. Pedestrians will continue to cross at this point. To prevent a tragedy, we suggest ensuring the current turning radius be no more than it is currently to force drivers to slow down to a safe speed. There should be ample distance within the slipper lane for vehicles to slow down as they will not have vehicles ignoring the imposed speed limit and traveling at 70km + coming up behind them. High visibility signs advising necessary speed reduction for safe cornering should ensure drivers slow to an appropriate speed for urban corners.

We would also like to raise the noise issue at this point. We have a 70m drive and, even at this distance, the noise from SH1 is frequently

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	<p>unacceptable. We used a calibrated metre to check the noise levels. While standing on the path under the eaves of our house (note that this is 70m from our boundary which is a further 10m from the edge of SH1) noise from trucks travelling up (North) and down (South) regularly exceeds 70 decibels. It makes conversations, even inside, somewhat difficult at times. Outside, it is just plain horrible. So in accordance with the stated policy of the New Zealand Government (http://acoustics.nzta.govt.nz/) we would like to see some action taken towards noise abatement. For example, signage restricting engine/exhaust braking to daylight hours for trucks travelling down the hill from either side. We would also like to see noise barriers erected along the length of the slipper lane, and for the benefit of those affected, down Caversham Valley Hill. This would go some way towards abating the excessive use of engine revving.</p>
A Aldridge AUSTRALIA	<p>The plans don't have sufficient detail to show the impact on the above property. A few comments</p> <ol style="list-style-type: none"> 1. untitled plan with cross -section <ul style="list-style-type: none"> o section A. A clean water interceptor drain at the top of the batter is required o how are you going to access the top of the batter for maintenance purposes? I suspect that the 1:1.5 batter is too steep. need a 2m bench for access adjacent to clean water drain o what landscaping is proposed? o who becomes responsible for boundary fence? o looks like you have purchased insufficient land. Why have you not moved the alignment further to the north? 2. Stage 2 Barnes Drive intersection. No details. Want to see the layout 3. Should you be introducing another left turn for SB at Burnett? Street mid block. I would have thought you should improve the 2 intersections and delete mid block intersection 4. Stage 3 Lookout point road. Have you considered a grade separated roundabout above SH1? Alternatively a single bridge over the highway and a roundabout either side? I see that there is a big offset 5. Stage 3 Lookout point road. Concern that South Road will not be able to enter NB or SB. I think you need to do more work at this intersection 6. Operational noise of highway. What are the preliminary preconstruction findings? I assume that you have to do an Environmental Impact statement identifying likely. Do you have to do a post opening confirmation to confirm that it is operating as expected? 7. Footpath should be separated from highway horizontally and vertically. Is there a safety barrier between road and pedestrians? 8. Where does street lighting go with a 1:1.5 batter? 9. What is the 6 lane strategy? i.e. have you constructed to minimise costs of increasing capacity?. Should there not be 3 lanes uphill for

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	<p>trucks?? Is there a breakdown lane, wide shoulder?</p> <p>10. Surfacing? Will it be Friction coarse or SMA? High shear for up and down hill.</p>
<p>Lisa Clifford Senior Transportation Planner Dunedin City Council p: 03 374 3877 Email: lcliffor@dcc.govt.nz</p>	<p>We discussed the 3 issues for Council and came to a quick and unanimous decision on all three.</p> <p>1. Burnett Street - keep left turn in</p> <p>I discussed all the pros and cons we had discussed including intersections. The consensus was "more is good" by keeping the left turn in. We did not want to take away something they had before. Change means more impact on the intersection of South and Caversham. If there are issues with South and Burnett they need to be looked at as a separate issue but we felt the traffic volumes would decrease anyway with the changes to the Riselaw/South Road connection.</p> <p>2. The addition of a South Road entrance to Caversham Valley Road - yes if it passes the safety check</p> <p>We were all excited about this additional access point, provided it can work. There were concerns of how you allow traffic to enter an exit lane. Graeme Hamilton suggested a metered entry for safety reasons. This entry point satisfies two previous design concerns:</p> <p>(1) it provides connectivity between Riselaw and South, especially for bus routes</p> <p>(2) it provides the duplication of Caversham Valley Road for emergency reasons.</p> <p>There is also the opportunity to split the entry traffic volumes between Riselaw and South.</p> <p>3. Off ramp to Lookout Point - keep design "as is"</p> <p>While there are concerns over the potential for speeding on the Riselaw Road /Mornington Road overbridge, it wasn't clear why this would be any different from speeding south of the overbridge (Riselaw Road) or north of the overbridge (Mornington Road). The consensus was to leave the off ramp and its intersection with Mornington/Riselaw "as is".</p> <p>DCC formally submitted (letter of 27 April 2011) stating similar to the above. DCC raised general issues as follows:</p> <p>1. Speed zone on SH1 In terms of the north bound speed environment at Lookout Point</p>

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	<p>NZTA consider stepping down the speed zones by introducing a section of 80km/h south of Lookout Point and provide additional signage to notify drivers of the change in speed environment. This will be particularly important because the overbridge cannot be seen from a distance from the south and signs will alert drivers (particularly non local or tourists) to the change in road environment.</p> <p>2. Travel convenience and connectivity Community concerned particularly with the 'disconnect' between South Road and Riselaw Road that has mostly been alleviated with the new option of the South Road on ramp.</p> <p>3. Traffic Safety Concerns over Riselaw Road becoming a drag strip. DCC will note concerns and monitor the situation once constructed.</p> <p>4. Residential Amenity Concerns over noise effects and changes to outlook.</p>
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Feedback Prior to Information Day

Submission	
Glenda & Evan Rickerby 8 Burnett Street AND Shaun Jackson Tenant at 145 CVR	<p>Tim met with owners on 9 March 2011. Noise concerns were a priority, particularly if house removed in front of property and wall removed on boundary. Wanted a new batter line to extend to boundary or a parking area. I said we would be putting a 1.8m paling fence on the boundary. Also showed the batter line drawing and left it with them.</p> <p>Would like to utilise garage on 61 CVR of use for parking. Parking is an issue (could this be improved using some of 61 CVR or the Mobil station? If on 61 CVR, Evan would improve the parking by putting down a gravel pad if it were levelled.</p> <p>Concern with an increase in traffic with vehicles using Kaikorai Valley moving to CVR as a result of the reduced congestion. Can exhaust brake signage be put up?</p>
Denise Berger-Robinson 111 CVR	Email received from owner re if property is required for purchase. Has advised that they have put the property up for sale.
Darryn Lloyd & Valmai Bilsborough-York 113 CVR	Email received from owner with questions about project on 11 January 2011. Simon Underwood has replied.
Nigel O'Gorman 511 South Road	Received back comments project. Concerned there will be no access to Riselaw from South Road other than Via Sidey St. Asked about noise barriers
Doreen Harrex, Kenneth Harrex and Edwin Nicolson 479 South Road	<p>Owner concerned that there is no left turn into Burnett St - they use this route to get home. Concerned about elderly neighbour and loss of bus route up south road. Concerned about Burnett St/Sidey Rd intersection.</p> <p>Why can't South Rd go under proposed new bridge and join with SH so they can turn South onto SH. Losing Rd access from South Rd to Riselaw Rd will be very inconvenient.</p> <p>Feedback form: Worried about access to streets with overbridge. Asking why there are two bus stops down by lights but there are no houses there. Could bus come up South Road and go around the roundabout at the top - then go around sidey street and riselaw road.</p>

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Peter Dungey and Deborah Dungey 15 Aberfeldy St	Discussion on changes to Aberfeldy intersection and had a question on whether there were any changes to the light movements at Barnes drive.
Ian Gilchrist, Craig Paddon and Noelene Gilchrist 490 South Rd (owners)	Simon Underwood met with Ian and Noelene Gilchrist. They are the owner/landlord for the property which is rented. They have no aims, but we discussed fence and land stability: Simon advised that there would be no interaction with their property other than a new fence (1.8m) along the boundary. That we hold no concerns as to slope stability, and that rather than any retaining walls, we will be flattening the batter back. Simon left them with the cross-section plan, which shows there is plenty of scope to flatten the batter further still if there are any doubts as to stability.
Alison Cameron, Grant Cameron 482 South Road	<p>Simon Underwood met with Alison and Grant Cameron. They are the owner/landlord for the property which is rented. Their aims are:</p> <ul style="list-style-type: none"> • to have the land cleared not just of the houses, but also of the various outbuildings and rubbish; including in the narrow service strip which separates them from the house in front. • to have the ground evened out - apparently just out from their boundary the slope has been dug into and they are worried about stability of this, and certainly don't wish to see the fencing go in such that this drop-off becomes part of 'their' ?. <p>Advised that the ground clearance would occur as a matter of course, and that if readily doable to smooth out/shape the ground, we would aim to do that.</p> <p>We also discussed trees to remain. On one hand it would be nice to see some gone for view reasons, but on the other, trees are needed to screen the highway. So landscaping of this area is something that further consultation is likely to be required for - once we are at that stage.</p>
Tanya Kelso 470 South Rd	Concerned of more noise effect and speed limit.
Angela Ware & John Ware 468 South Road	<p>Simon Underwood met with owner. Owner wants</p> <ul style="list-style-type: none"> • the highway visually screened and • a vehicular access to Burnett Street. <p>Simon advised that they expect the highway batter to be planted out to enable screening of the highway. Simon said they'd also be putting a 1.8m fence generally along the boundary.</p> <p>Regarding access, our aim is to create the opportunity (where there is</p>

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	<p>opportunity), but is then up to him to make it happen. Whether it can happen depends on whether there is enough space between the top of batter and neighbouring boundaries to establish a drive way platform - intuitively I'd suggest there is. We would then establish the platform, it would be up to him to form the driveway, plus there will be survey costs associated with establishment of this legal link, which would most likely need to be as a RoW so No 67 CVR can use it too.</p> <p>The time to pursue this is once we get to a point when we know the PW are proceeding (ie funded).</p>
<p>Suzanne & Joseph Miller 466 South Rd and 141 CVR</p>	<p>Noise concerns for 141 Caversham Valley Road was a concern - existing environment is very noisy they have had tenants move out as the house is too noisy. Engine brakes a problem; Consider the NZTA should pay for double glazing for front windows of those homes remaining along CVR.</p> <p>Are happy with the service lane as will allow for an increase of safety for parked cars</p> <p>No concerns over 466 South Road.</p>
<p>Bruce and Denise Halligan 29 Riselaw Road</p>	<p>We own a property at 29 Riselaw Road, which we have expended a lot of energy and also considerable money on improving over the last few years. Unfortunately we are unable to make the public meeting at the Calton Hill School but would like to express our views on this proposal and would hope that these will be considered seriously.</p> <p>We have significant concerns with the proposed new connection between Riselaw Road and Mornington Road. There is already a large traffic flow down Riselaw Road and a significant amount of this seems to be "boy racer" high - speed traffic with such drivers having little or no regard for the safety and amenity of school children and residents of the area.</p> <p>The alignment and topography of Riselaw Road are such that visibility is not great and hence increased traffic flows could worsen these existing issues.</p> <p>We would also query the need to link Mornington Road and Riselaw Road directly in this manner. This would appear to represent a major engineering exercise with presumably a multi-million dollar cost to the taxpayer, for little benefit. We think that other cheaper and safer options should be considered. We regularly travel across the state highway from Riselaw/ South Road to Mornington Road with no significant drama, and would hardly think that the Riselaw / Mornington link is of significant benefit to warrant such a large spend and resident disruption. We think a pedestrian overbridge would suffice.</p>

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Feedback from the Project Team Debrief

Points raised by participants with project team	Issues/Questions
<p><u>House Impacts</u></p> <ul style="list-style-type: none"> • Provide a house demolition time frame (both sides of Caversham Valley Road). • 527 and 525 South Rd: Problems with access in and out. One resident has a concern about her garage. • 545a & 543 South Rd: Bus stop at gate is a problem. How high will road (overbridge) be? 	<p>Do we need a model for the Lookout Point Intersection?</p>
<p><u>Noise</u></p> <ul style="list-style-type: none"> • 121 - 161 CV Rd: Provide a model for the barrier on the service lane (1.8m high). 	<p>Should noise mitigation extend beyond houses?</p>
<p><u>Connectivity</u></p> <p>Over bridge</p> <ul style="list-style-type: none"> • Boy racers down bridge • Highway traffic speed will increase • Will improve safety • Traffic stacking on bridge • Why can't we have a link between CV Rd and South Rd? • Parking issues (e.g. park on Riselaw and down South Rd) • Bus route • Bus stop positions • Property access during construction/post construction • Footpath on bridge (545-583 South Rd) • Lane closure if accident <p>Short St</p> <ul style="list-style-type: none"> • 2 residents unhappy with closure • 1 resident happy with closure • Why can't fire service have access to Short St • Fire service happy with proposal <p>South Rd</p> <ul style="list-style-type: none"> • 572 & 574 South Road: Concerned with access and space; speed and safety when exiting, extend deceleration length. 	

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<p>Burnett Street</p> <ul style="list-style-type: none"> • Left turn onto the highway only – how to turn around? • Why no left turn in from the highway. <p>Barnes Drive</p> <ul style="list-style-type: none"> • Intersection improvement with South Road • Traffic queuing at lights • Use Caversham Place 	
<p><u>Landscaping/Urban Design</u></p> <ul style="list-style-type: none"> • Service Lane – provide a solid barrier • Provide pedestrian friendly crossing points • Don't want too much screening – like light and view • Plant mix is ok 	

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Appendix E: FAQ Letter

23 May 2011

Dear Sir/Madam

**Caversham Valley Safety Improvements – Lookout Point to Barnes Drive
Follow up from Information Evening**

You have received this letter as you have either recently attended the Project Information Evening and/or are on our contacts database for the project.

We had a great turn out at the Information Evening on Thursday 17th March with over 80 people attending. The project team would like to thank you for your time and input as we received some useful thought provoking feedback.

As a follow up to that evening we have endeavoured to consolidate the comments raised and considered what our response to these should be. We have set these out as "Frequently Asked Questions" (FAQ's) and answers, and have attached a copy of these to this letter.

Please note there are several key matters in response to which we are undertaking further assessment and design review, so we can't provide all of the answers just yet. We will however be progressively updating these FAQ's and posting them on the project website which can be found within the NZ Transport Agency website (www.nzta.govt.nz – search for "State Highway Projects" in "Otago").

If you have any further queries please contact Julie McMinn (Opus International Consultants) on 03 471 5591 or you can email cavershamhighway@nzta.govt.nz.

Yours sincerely



Julie McMinn
Opus International Consultants
Communications Manager

Caversham Valley Safety Improvements Frequently Asked Questions

Why is the speed limit changing to 60km/h?

The increase to 60km/h recognises that through these works the safety of the highway will be significantly improved, and even with this increase in speed limit motorists will be able to travel safely along the highway.

A speed limit higher than 60km/h is not favoured as there will continue to be aspects of the highway corridor to which a higher speed limit is less suited. For example: the steep gradient will still force trucks to travel slowly within the general traffic flow; the road curvature over Lookout Point; the continuation of a number of intersections and property accesses onto the highway; as well as the traffic signal control at the Barnes Drive intersection.

Will there be changes at the Barnes Drive intersection – with the state highway?

There will be a new left turn lane for northbound traffic, and the right turn lane (into Caversham) will be extended. The alignment of the four through lanes will be adjusted to suit. The present traffic signal control of the intersection, will otherwise remain.

Why is there no left turn into Burnett St – from the state highway?

In response to comments received, we are reviewing this; and we will consult further with Burnett St residents as to their preference.

In any case, southbound motorists wishing to travel along South Rd will be able to access South Rd at the base of the hill via the Barnes Drive intersection, or via the new Caversham Valley service lane which will link to South Rd at the top of the hill.

Why is there no link between South Rd and Caversham Valley Rd?

Provision is made for southbound motorists from Caversham Valley Rd to access South Rd, via the Caversham Valley service lane. Although at present, on similar link from South Rd to travel south along the highway is proposed. Although the provision of a bridge at Lookout Point does simplify the various access movements, the remaining intersection geometry remains quite complex.

In response to comments received however, a further assessment of options and scope to further improve overall connectivity is being undertaken. The final layout for the intersection will then be determined in consultation with the Dunedin City Council and through the statutory planning processes (the 'Notice of Requirement' for alteration of the highway designation - which will be publicly notified, and followed by the Outline Plan process).

What are the detours as a result of the changes to Burnett St and South Rd?

Because of the feedback received, our first approach is to consider what further changes can reasonably be made (as discussed above). If however, the current proposals remain unchanged:

- access into South Rd would be via either Barnes Drive or Caversham Valley Rd (via the Caversham Valley Rd service lane),
- and access from South Rd would be via either Barnes Drive, Burnett St, and Sidey St.

Why is a Mornington Rd – Riselaw Rd bridge needed?

Although there were differing points of view on the need for a bridge, the overwhelming view is that a road bridge is the best outcome for providing for the present and future road connectivity needs. To address the safety concerns of the highway a median barrier is required in any case, and without a bridge the highway would effectively segregate the community in this area; with there being no other 'practical' traffic route across highway between South Rd (at the Glen) and Kaikorai Valley Rd.

Perhaps most critically, the provision of a bridge enables the Lookout Point Fire Service, and other emergency services, to continue to operate with a high degree of access within Mornington, Calton Hill and wider communities.

Why can't the highway be 'trenched' and bridge put across the top?

A trench option was considered, but the construction would need to be limited to being between the Lookout Point Fire Station on one side and elevated housing on the other.

In terms of design standards, this is a less suitable option, as the road would need to be dropped some 7.0m deep. This would mean no opportunity for connectivity between the highway and either Mornington Rd, Riselaw Rd, or South Rd. Also motorists in the trench, would not be able to see around the curve when travelling south; and construction would have entailed considerable and prolonged disruption to the 26,000 vehicles per day that travel this route.

Will this influence traffic speeds on Riselaw Rd?

A number of residents raised concerns as to current safety issues with Riselaw Rd. This is and will remain both a 50km/h road and one which is managed by the Dunedin City Council. We will work with Council in the planning of new and altered footpaths, and to ensure the various crossing points are most safely located and provided for.

How will the Bus Routes and Stops change?

Changes to bus routes and bus stop locations are still to be worked through. This will to a large degree be influenced as to whether further changes are able to be made in regard to Burnett St (left turn in access) and South Rd (linkage to Caversham Valley Rd). We will be consulting further with the Dunedin City Council and the Otago Regional Council both in relation to any changes, and in regard to how bus users are informed of such.

Why must Short St be closed?

By current design standards, the existing intersection is very poor, due to its acute approach angle onto the highway; and there is no real scope to improve upon this. Further, a separated turn lane is required for northbound motorists wishing to turn left into Mornington Rd; and construction of this will commence across, and be at a different level to, the present Short St intersection.

What are we doing about noise?

Caversham Valley Rd is a busy road, currently carrying 26,000 vehicles per day, it will remain a busy road. Many residents will of course be all too familiar with the noise generated within this corridor.

Existing and post construction noise modelling has been done, and shows that those remaining houses closest to the highway (those on adjacent to the uphill carriageway) will receive a reduction in noise. This is because the road is being shifted further away. In-itself this represents a relatively minor improvement, so further assessment is being done as to scope to improve upon this further (e.g it may be possible to provide some form of screening).

For houses further away from the road modelling shows that there could be changes in noise, both as a reduction or an increase depending on locality. Where there is an increase, noise remains within acceptable levels for road traffic noise.

Why are there no 'no engine brake' signs?

Travelling safely down a hill is easy for light vehicles, but much harder for laden trucks and other heavy vehicles. Both Pine Hill and the descent through Caversham Valley are particularly steep, and without a safe run-out in the event that reliance on wheel only breaks fails. In both situations there has been a fatal accident involving a truck that has either lost control, or failed to stop (at the Barnes Drive traffic lights).

For drivers of north bound truck drivers, equivalent signage at Fairfield (where the presence of housing is less obvious), will have already alerted them to the travel within a progressively built up area. Within Caversham Valley, drivers will be well aware of the residential environment that they are now in, as well as the relative loading and braking capabilities of the vehicles they are driving. When descending this gradient, the decision as to which braking systems they apply has to be theirs alone.

How is the construction of this stage of the project going to affect us?

The detailed construction programming and methodology are yet to be worked through. The base premise however, is that the highway flow will continue to be managed within the existing corridor, with detours via South Rd limited to rare occasions (e.g. when the Lookout Point bridge beams are being placed). This is equivalent to the approach being applied in the current Caversham Four Laning construction.

Ensuring access to all roads and properties, and in particular the Lookout Point fire station, is acknowledged as being of prime importance; although there is likely to be constraint on some intersection movements at Lookout Point. This may occur as the Riselaw Rd lifted to link to the new bridge over the highway. This is recognised as an aspect upon which clarity of temporary traffic layouts will be needed, as well as provision of timely informing to residents and the wider general travelling public as work progresses.