

29 November 2022

Waka Kotahi NZ Transport Agency
PO Box 5245
Dunedin 9058

By email: SH88StAndrewSt@nzta.govt.nz

Tēnā koutou

SUBMISSION ON SH88 ST ANDREW STREET DUNEDIN PROJECT CONSULTATION

- 1 The Dunedin City Council (DCC) welcomes the opportunity to submit to Waka Kotahi NZ Transport Agency (Waka Kotahi) on the SH88 St Andrew Street Dunedin project consultation.
- 2 The DCC is supportive of improved safety and access to the New Dunedin Hospital and the Dunedin CBD area for all road users.
- 3 The DCC is supportive of relocating SH88 from St Andrew Street.

Dunedin CBD roading network

- 4 Access to and from Dunedin's CBD is limited in all directions due to the city's topography. Roads are constrained in the flat part of the city where state highways and local roads form key connections for the city.
- 5 The New Dunedin Hospital will bring more pedestrians to St Andrew Street which exacerbates the need to improve safety, access and to reduce heavy traffic in the area. The Shaping Future Dunedin Transport (SFDT) Programme Business Case (PBC) concluded that SH88 needs to be relocated from St Andrew Street to achieve desired liveability outcomes.
- 6 A Health Impact Assessment (HIA) considers the potential impacts of the SFDT programme on health and wellbeing. It is recommended that:
 - SH88 is relocated from St Andrew Street to Frederick Street to allow a pedestrian focus on St Andrew Street
 - Pedestrian priority is provided at signals on hospital frontage
 - Allowance is made for the provision of additional cycle route connections on Albany and St Andrew Streets.

- 7 St Andrew Street is an important east/west connection for the city and some of this function will need to remain on St Andrew Street.
- 8 The DCC supports the finding of the SFDT PBC which proposed the use of Frederick Street as the future state highway. The Harbour Arterial project and the future design of the 5-way intersection at Frederick/ London/ George and Pitt Streets both support this option. Further, Frederick St is already well used by heavy traffic.
- 9 The DCC does not support Hanover Street as the future SH88. The Manatū Hauora Ministry of Health Master Plan identifies that Hanover Street bisects the likely site of the next hospital in 50 years' time. Hanover Street does not align well with the planned Harbour Arterial route. Hanover Street will need to play a key role as a local traffic distributor, including providing access to businesses along it and catering for commuter traffic that is diverted from St Andrew Street.

Funding allocation

- 10 DCC believes that transport funding presently allocated to supporting the New Dunedin Hospital and achieving desired liveability outcomes is not enough. It is important that the New Dunedin Hospital can integrate comfortably within the context of the city.
- 11 DCC will review its funding commitment if it can ensure better outcomes for the city.

Project Coordination and Collaboration

- 12 The future role of the Harbour Arterial and how that relates to SH88 relocation will need to be actively considered by both Waka Kotahi and DCC within our respective projects.
- 13 DCC supports working collaboratively with Waka Kotahi through the Connecting Dunedin partnership and associated SFDT projects.
- 14 DCC believe traffic modelling and graphical illustrations of traffic flows on SH88 and surrounding streets would be beneficial when engaging with the community on the proposed changes.

Nāku noa nā



Jules Radich
MAYOR OF DUNEDIN