

Dunedin has an integrated, affordable, responsive, effective and safe transport network for all modes

Dunedin has affordable and convenient public transport.

TRANSPORT OBJECTIVE 3

Dunedin is well connected for business, freight and visitors, including excellent connections to key gateways such as Port Otago and Dunedin International Airport.

Dunedin's transportation system provides a platform for sustainable transport choices and the city's dependence on oil for transport is reduced.

Dunedin's transportation network provides for the efficient movement of people and goods.

TRANSPORT OBJECTIVE 6

Dunedin's urban form and design creates high levels of accessibility to key destinations such as healthcare, education, recreation and employment

FOCUS ON SAFETY

PROBLEM

Dunedin currently has the highest level of overall road safety risk of all New Zealand cities.

STRATEGIC RESPONSE

Prioritise safety improvements according to risk in order to reduce the number of fatal and serious injury crashes occurring on Dunedin's road network, with particular focus on improving safety in the central city and centres, and for vulnerable road users.

BENEFITS

- Reduced rate and number of injury crashes on Dunedin's transport network.
- Reduced rate and number of injury crashes at intersections.
- Increased perceived safety for pedestrians, cyclists and users of public transport.
- Reduced rate and number of injury crashes involving Dunedin's six worst Safer Journeys areas of concern: intersections, young drivers, older road users, motorcyclists, pedestrians and cyclists.
- Reduced rate and number of fatal and serious injury crashes on Dunedin's transport network.

By 2024, the number of fatal and serious injury crashes in Dunedin will have decreased by 50% relative to 2014 levels.

FOCUS ON TRAVEL CHOICES

PROBLEM

Dunedin's transport network gives high priority to motor vehicles and has neglected other modes, which has reduced the options available to the community. The Dunedin community wants increased availability of a greater range of safe, affordable and viable transport options.

STRATEGIC RESPONSE

Reprioritise investment and reallocate space on the transport network to achieve a significant improvement in the provision of active travel modes and public transport in Dunedin, and explore initiatives to support the uptake of travel choices

BENEFITS

- Increased bus patronage with improved connectivity, integration, and more affordable and frequent services to key destinations.
- · Increased proportion of people choosing to walk as a mode of transport.
- Increased proportion of people choosing to cycle as a mode of transport.

GOAL

The percentage of Dunedin census respondents who cycle, walk or take a bus to work increases from 16% at the 2006 census to 40% by 2024.

FOCUS ON CENTRES

PROBLEM

Accessibility within and between Dunedin's centres and the central city needs to be improved for public transport and active travel modes in order to achieve the Spatial Plan and Integrated Transport Strategy vision for thriving and resilient centres, linked by a low carbon transport system.

STRATEGIC RESPONSE

Improve the connections within and between Dunedin's central city and centres so that they become highly accessible by active travel modes and public transport, and improve the road environment within centres to create safe, pleasant, people-friendly places.

BENEFITS

- Increased connectivity between Dunedin's central city and centres, and between centres, for cycling and public transport.
- Increased proportion of Dunedin's population live within a 10-minute walk of a centre or high frequency bus route.
- · Improved walking and cycling connectivity to centres and the central city from surrounding residential areas, to support thriving community hubs.
- Reduced negative effects of traffic passing through centres.

Injury crashes have reduced by 20% (compared to 2013 levels) in Dunedin's centres by 2024.

FOCUS ON FREIGHT

PROBLEM

Freight movement is vital for Dunedin's economic and social wellbeing. Dunedin is also a key freight hub for the wider region. Freight needs to be able to move efficiently and effectively to and from Port Otago, and through the city, without adversely affecting the safety and amenity of the city⁴⁷.

STRATEGIC RESPONSE

Encourage increased use of the rail network for freight movement and provide safe and efficient access for freight vehicles on designated routes.

BENEFITS

- Increased proportion of freight being moved on the rail network.
- Efficiency of freight movement on designated freight routes is maintained, and appropriate access is provided to support local economic activity.

GOAL

A significantly increased proportion of the total freight load that passes through Dunedin will be being transported by rail by 2024.

FOCUS ON A RESILIENT NETWORK

PROBLEM

Dunedin's transport system faces threats from the effects of climate change. In some cases, the existing network also encourages and locks people into unsustainable travel patterns.

STRATEGIC RESPONSE

Promote the integration of land use and transport planning to reduce the demand for vehicle travel, and plan, prioritise and support local community responses, to ensure Dunedin's critical transport infrastructure is resilient in the face of future threats and constraints.

BENEFITS

- Reduced reliance on fossil fuel-based products for transport and transport infrastructure.
- · Increased protection of the transport network from sea level rise and other climate change effects, where appropriate.
- Reduced need for people to travel, through the integration of land use and transport planning.

Average weekly household expenditure on transport, by 2024, has been maintained at 2013 levels (measured as a percentage of total average weekly household expenditure).