

12 June 2018

[REDACTED]

Dear [REDACTED]

Local Government Official Information and Meetings Act 1987 (LGOIMA) request for information on Transportation Projects

I am writing in response to your official information request received 5 June 2018 regarding information on Transportation Projects. Set out below are the responses to your questions raised.

1. **A peanut shaped roundabout at the corner of Bay View Rd and Forbury Rd. I recall this being consulted on a couple years back but have seen no activity since.**
Detailed design and costing scope for this roundabout is expected to be completed by October 2018, following this we will commence physical works.
2. **Intersection upgrades and traffic lights at the corner of Wharf St and Kitchener St. As above, this was consulted on a couple of years back but nothing's happened.**
Consultation with property owners and businesses in this area showed that few believed there was a need for a signalised intersection here. At this time staff have not proceeded with intersection upgrades at this location, but will continue to monitor the area for changes in land use and traffic behaviour.
3. **Improvements on the shared path between Roberts St and Kitchener St on Wharf St. This was consulted on quite a while ago but, again, nothing's happened. I find the lack of progress on this project especially concerning, considering the number of people that commute by bike along here and the current state of the Wharf/Roberts intersection (eg very confusing about who gives way, blind spots, etc).**
There have been two public consultation rounds relating to this area. The first was linked to the South Dunedin Cycle Network in 2014, and the second was a refocused Safety Project. We are currently awaiting KiwiRail's decision on the railway siding in this area.
4. **The South Dunedin cycle network. Is South Dunedin ever going to receive a quality cycle network (ie the one designed many years ago), or has this entire project been scrapped?**
The South Dunedin Cycle Network was put on hold in 2015 when community concerns escalated about route selection and infrastructure quality. The South Dunedin area remains part of Dunedin's strategy cycle network. However future network development is likely to focus on safety improvements on main roads and speed management within local residential areas to support safe cycling and walking.

5. The cycle network as is displayed in the map on the attached PDF. I understand that the attached map is a conceptual diagram only, but even so, the current planned network as is shown here - <http://www.dunedin.govt.nz/data/assets/image/0008/592352/DUC-Maps-sized.jpg> - is considerably smaller.

The PDF shows the focus of current investment. The Council has a 10 year investment programme for cycling in Dunedin. Once improvements in these areas have been completed, investment will be directed to another part of Dunedin's strategic cycle network. The next area for investment is yet to be decided.

6. **Are there still plans to have cycling facilities down George St and Malvern St?**

George Street and Malvern Street are currently not part of Dunedin's strategic cycle network. However, they do support and provide access to other parts of the network and to important parts of Dunedin's recreational cycling areas. These streets will have safety improvements and wayfinding over time to support cycling. Parts of George Street will be improved for cyclists as part of the Central City Upgrade.

7. **Finally, I would like to recommend to the transport group that cycle hook turn boxes be painted on the intersections connecting to the new separated lanes. Currently, to turn left from the northbound separated cycle lane cyclists must cross two lanes of traffic. Similarly, to turn left into the southbound lane from Dundas St or St David St requires the same crossing of lanes of traffic. The simple painting of hook turn boxes gives cyclists a much better understanding of how to safely enter and exit these new lanes from side streets by providing a dedicated wait space between light phases. Such boxes are used widely in Christchurch with success. I know that the NZTA runs the separated lanes project, but assume that side streets are still under DCC control. If not, I ask the DCC collaborate with NZTA on installing such a simple but effective feature.**

The State Highway One cycle lanes project is NZTA. DCC is working with NZTA to improve safety at intersections, including the inclusion of hook turns. We are also going to be including the connecting intersections of Albany Street and Hanover Street into the Tertiary Precinct upgrade and the Central City upgrade projects, respectively. We have also directed this point to NZTA.

Yours sincerely

Rebecca Murray
Governance Support Officer