

13 June 2019

[REDACTED]

Dear [REDACTED]

Local Government Official Information and Meetings Act 1987 (LGOIMA) request for information on cycleway safety issues at Wharf Street

I am writing in response to your LGOIMA e-mail request of 26 March 2019, requesting information held on:

1. public complaints about safety of the cycle lane crossing at Wharf Street below the road overpass
2. future plans for this cyclist/pedestrian crossing
3. assessment of options for this crossing, including outcomes of those assessments and reasons for those outcomes
4. Any general correspondence held by DCC regarding this crossing

I advise that Council has not received any complaints about safety of the cycle lane crossing at Wharf Street.

I have attached transport team staff email correspondence in regard to this location. This is an intersection that the safety team considers needs improvement, particularly for pedestrians and cyclists. The old railway tracks are to be removed soon and staff will consider safety upgrades at that time.

If you would like an opportunity to meet with Council staff, in person, to further discuss your concerns and ideas for improvement, Richard Saunders, Group Manager Transport would be pleased to hear from you directly, on his mobile contact of 021 841 261, or email him at Richard.Saunders@dcc.govt.nz

I hope this answers your query.

Yours sincerely



Lauren McDonald
Governance Support Officer

Wednesday, 19 April 2017 0 120mm



REVISION	DATE	DESCRIPTION

DCC: Wharf Street Corridor Improvements
Wharf Street / Birch Street Intersection

DRAWN: J.Taylor
DATE: 20.06.16
SCALE: 1:400@A3
DWG NO:13767-T1C - EDIT FOR FLYER



From: [Susan Lilley](#)
To: [Angus Ballard](#)
Cc: [Hjarne Poulsen](#); [Ian Martin](#)
Subject: Wharf St rail track removal - shared path
Date: Friday, 31 May 2019 08:56:25 a.m.
Attachments: [Wharf St_sjl.jpg](#)

Hi Angus

Thanks for the email. It is definitely an idea – assume you'd be looking for an additional funding source?

My preference is Option 2, but with a 'pram crossing' drop kerb to be designed in (notes below).

Hjarne - Based on your last Birch Street concept, my idea for cycle movements are –

- exiting Birch Street, in/citybound (red arrow);
- and in or outbound (green arrow), placed after Birch to avoid the Birch St exiting vehicles (and hopefully close the cycle crossing under the on-ramp).

That will create a bit of circulation conflict amongst cyclists, which can hopefully be managed with wider shared paths on both sides.

Angus, the green arrow approximate location would require a wide pram crossing (smooth ride). A Plato vehicle entrance is there, but I'm not sure if it is in the right place or whether it can be co-used. A wide crossing would also cater for cyclists who have somehow come along Wharf St and want to access the shared path without making a hard right.

The new Birch Street concept also comes with a new kerb alignment on the Birch/Wharf St corner, for tying it all in.

Could we please all talk this through next week?

Cheers.

.S

[Susan Lilley](#)

TRANSPORT PLANNING TEAM LEADER

Dunedin City Council

DD 03 474 3752 | **M** 021 0823 7424

From: Angus Ballard
Sent: Thursday, 30 May 2019 2:55 p.m.
To: Susan Lilley <Susan.Lilley@dcc.govt.nz>
Cc: Hjarne Poulsen <Hjarne.Poulsen@dcc.govt.nz>
Subject: Wharf St rail track removal

Hi Susan,

As discussed, we are removing the redundant railway tracks on Wharf St near Birch St and while having a look onsite today the Contractor suggested widening the footpath from Birch St to the

start of the shared path. Refer attached. If this was done then the shared path could be brought back to Birch St. This would make the carriageway a consistent width right through this area. At the moment there is just a wide shoulder.

Not sure if you want to consider that or not. Option 1 is still the do minimum which is to link up the kerbs and asphalt the footpath.

Happy to discuss.

Regards,

Angus Ballard

**CONTRACT ENGINEER | CAPITAL DELIVERY
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