



Shaping Future Dunedin Transport Programme

Albany Street Connections project

Consultation feedback summary

Consultation period:
Wednesday 25 May 2022 – Monday 20 June 2022



Overview

In May/June 2022, the Connecting Dunedin partners publicly consulted on proposed:

- **Bidirectional separated cycleways**
to connect the harbour cycleway to the tertiary area, the CBD and the SH1 cycle lanes
- **Pedestrian improvements**
crossing points, raised zebra crossings, kerb buildouts to improve safety and the level of service for pedestrians
- **Bus stop and route changes**
to improve the public transport offering and remove conflict with other modes (by shifting the terminus and bus turning area)
- **Parking changes**
to offset the loss of time restricted and paid parking elsewhere
- **One-waying of parts of Clyde, Leith and Riego Streets**
to fit in angle parking on both sides, to offset parking loss elsewhere.

The proposed changes can be viewed in more detail on a map [here](#).

This report summarises the consultation feedback received on the proposed changes.





Summary of consultation outcomes

Overall, the proposed concept was supported by most people (56% support parking/onewaying, 59% support bus stop/route changes and 70% support pedestrian safety measures).

The most commented on topics were pedestrian safety, road safety, the cycleway, onewaying of Leith and Clyde Streets and proposed parking changes.

Common themes were as follows:

- Concerns about **one-waying** from businesses (site access), cyclists (angle parking is unsafe for cyclists) and others (will lead to congestion)
- More **mobility parking** needed and regularly spaced out (disability user groups)
- **Speed** calming and a speed limit reduction would be supported by many (but wasn't proposed as part of this consultation)
- **Bus route** changes are generally supported. The new stadium **bus stop** is supported, removal of bus stops is not supported by some (especially by people with disabilities) and some people have safety and traffic flow concern about the in-lane bus stop at Albany Street
- Support for **pedestrian improvements**. Many people (including those with disabilities) want a more formal crossing outside the Clubs and Societies building (a zebra crossing) and a few other locations along Albany Street and also wanted other zebra crossings in the area to be raised. More lighting is desired to improve safety at night
- Mixed feedback about **cycle infrastructure**. Some people welcomed a separated cycleway (interested but concerned cyclists) and others don't think its necessary (confident cyclists). Key concerns are that concrete separators trap cyclists and they make it hard to get on/off and join from side streets
- Mixed feedback about **carparking**. Some oppose parking restrictions and parking loss as more/free parking is desired (mostly for residents/students). Others support parking restrictions and think more parks should be lost to free up space for people
- Some people want replacement for **trees** that need to be removed and generally want more trees and plants



Background

The plan to connect the Harbour Cycleway with the SH1 cycle lanes, the tertiary area and the CBD was formulated during the Tertiary Precinct Single Stage Business case in 2019/20. This was informed by high level public consultation in Sep/Oct 2019 which included project partner workshops (Otago Regional Council (ORC), University, Polytechnic, Waka Kotahi, Aukaha) and the Innovating Streets for people co-design process (DCC, University of Otago, Otago Polytechnic, Otago University Students' Assn (OUSA), Otago Polytechnic Students' Assn (OPSA), Aukaha).

The Tertiary Precinct project was put on hold at the long list to short list phase in late 2020, as funding reallocated to start in 2031 of the 10 Year Plan 2021-31.

The Albany Street Connections project was included in the Shaping Future Dunedin Transport Programme (SFDT) in the 10 Year Plan 2021-31, which allocated \$2 million to this project.

A Single Stage Business Case was developed to seek co-funding from Waka Kotahi NZ Transport Agency (Waka Kotahi) in 2021/22. Through this business case, several options for a cycleway have been assessed and a bi-directional cycleway was determined to be the preferred option. Engagement with key stakeholders (Waka Kotahi, ORC (Transport and Love your Leith), University of Otago, Otago Polytechnic, OUSA, OPSA, Otago Museum, CCS Disability Action, Spokes, Hospital Bike User Group, Turners Auction, Hilton Haulage, WAE Crane Hire) helped determine this option.

Concept designs were drawn up on which public consultation was based. Consultation was packaged to include other projects in the area, ie bus route and stop changes, and improvements in Union Street.

To support the proposed changes, the parking offering was proposed to be rearranged in the area. This included removing parking spaces in some areas, adding parking spaces in other areas and adding paid and time restricted parking in some areas to compensate for the loss in other areas.





Public consultation activities

The consultation channels and materials used for public consultation were as follows:

- **Councillor briefing:** Early May 2022
- **Targeted engagement with disability community:** DCC contracted MRCagney and CCS Disability Action to undertake an accessibility audits of all SFDT projects. For Albany Street this involved two workshops with disabled people, a survey of disabled people's experiences of Albany Street and a review of the concept design to identify and mitigate any accessibility issues.

The following activities occurred on 25 May 2022:

- **Project website:** Included project information, proposed designs and a link to an online survey ([Albany Street Connection - Dunedin City Council](#))
- **Online survey:** Four questions were asked, and people could answer with yes/no and could provide additional comments
- **Media release and social media posts:** Social media posts and media releases were sent to local media outlets and key stakeholders (University of Otago, Otago Polytechnic and their student associations, Southern District Health Board). Stakeholders were asked to shared the media release via their own internal and external communication channels
- **Letter mailout:** Sent to all directly affected property owners, rate payers and tenants (letter drop for tenants)
- **Door knocking:** DCC informed all directly affected businesses of the project and their opportunity to provide feedback. This was completed by talking to them face to face or leaving a letter with their staff or at their door where no one was present





Submissions received

Feedback provided by:	No of submissions
Key stakeholders/user groups/ businesses	13
Individuals	100
Total feedback (online, via email and letter)	113
Online survey filled out	109
Number of visits to website	1767

More information on stakeholder, user group and business feedback can be found at the end of this report.

Key stakeholders/user groups/businesses who submitted:

Otago Polytechnic
University of Otago
Otago Polytechnic Students' Association
Public Health South
Otago Disabled Students' Association
Disabled Persons Assembly NZ
CCS Disability Action
University of Otago and SDHB (Workplace Travel Planner)
Better Streets
Aurora Energy Ltd
Klone Hair Ltd
Yogi Food market (RIYANA LIMITED)
Kraft Heinz (Cerebos Greggs)

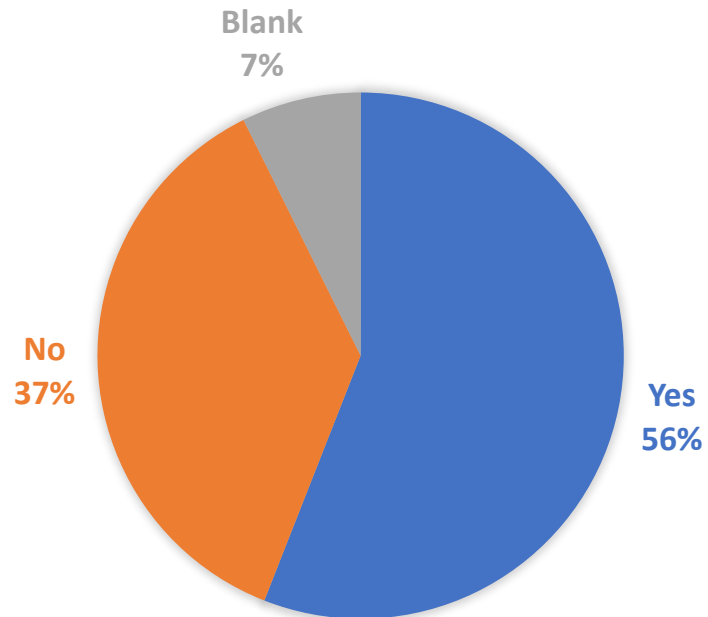




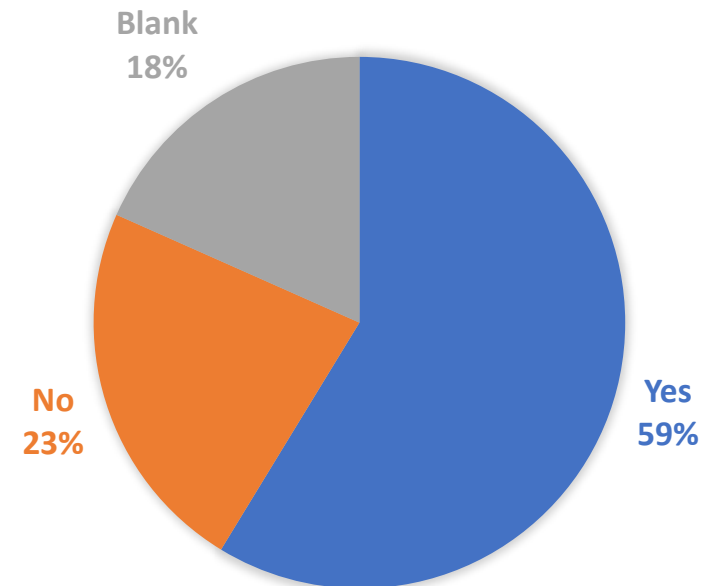
Submission outcomes – Yes/No questions

The online survey included four yes/no questions. There were 109 responses. Details on the comments and feedback are outlined on the following pages.

Do you support the one-waying of sections of Leith, Clyde and Riego Streets to create angled parking and help offset the loss of parking on Albany Street?



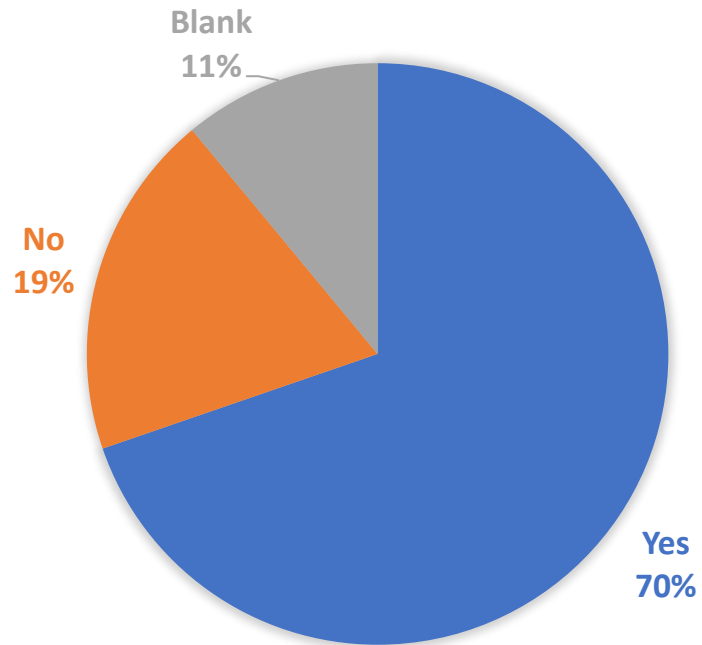
Do you support the bus stop and bus route changes?



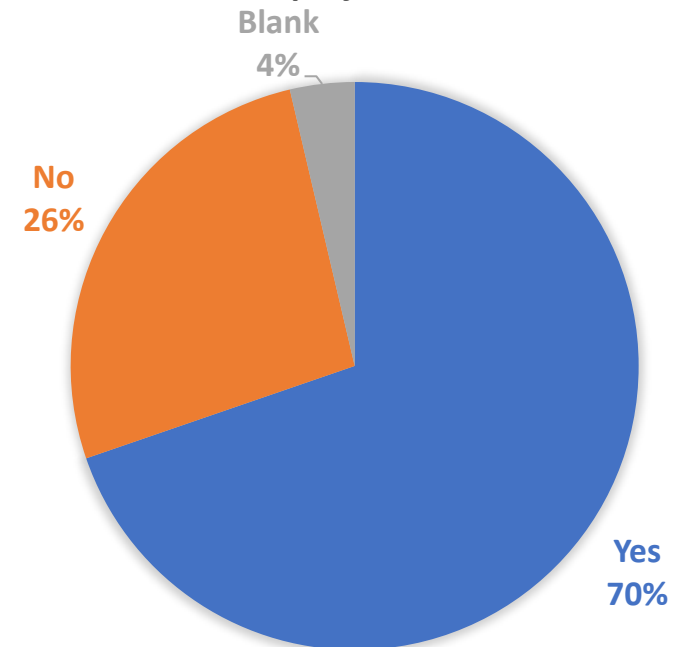


Submission outcomes – Yes/No questions

Do you support the measures that would improve pedestrian safety, such as kerb buildouts and raised crossings?



Do you have any other comments or feedback about this project?





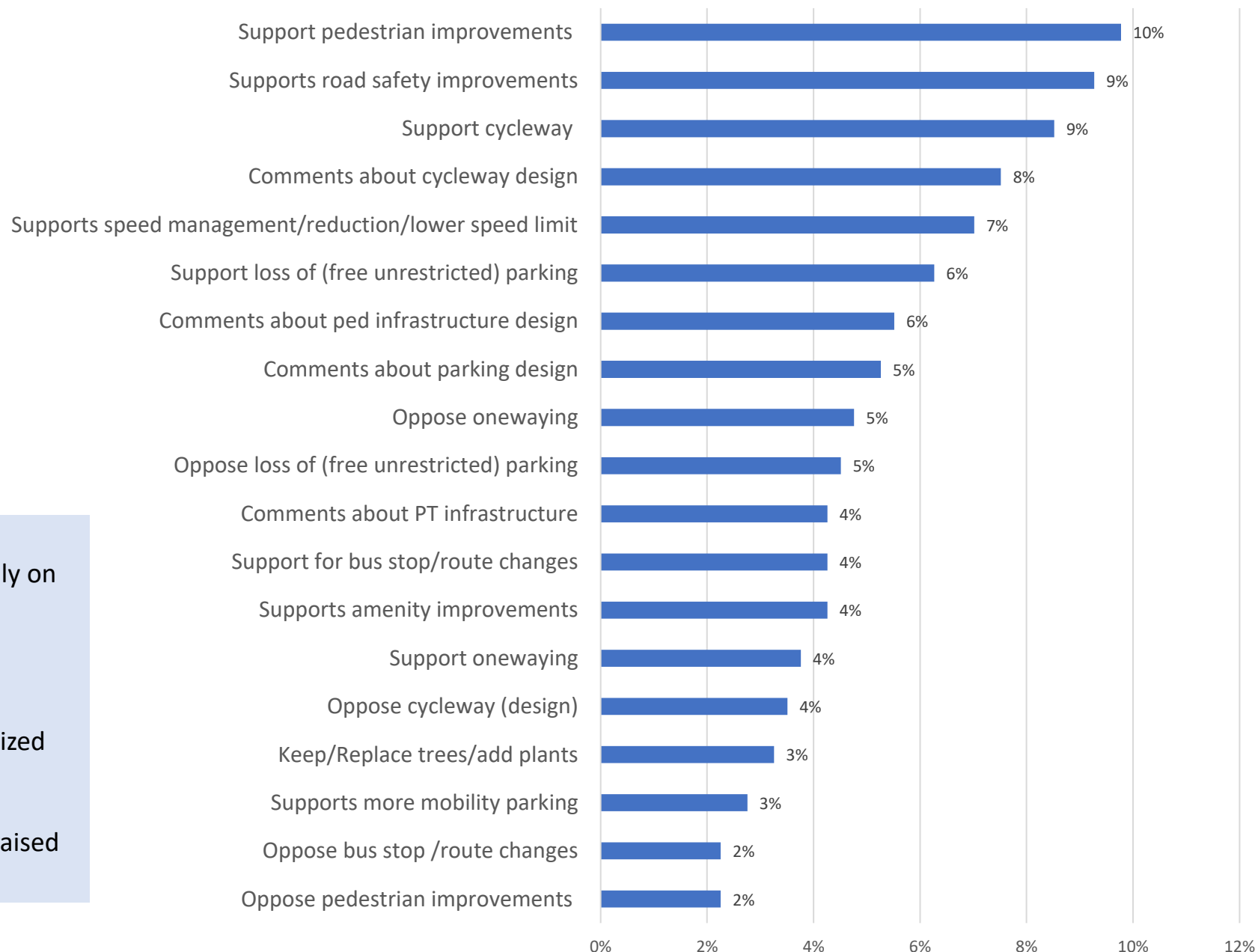
Number of comments by topic

The online survey asked people if they had any comments on the yes/no questions and generally on the project.

Nearly all respondents provided comments.

All comments have been combined and categorized by topics as shown on the graph to the right.

The following slides explain the specific points raised per topic.





Pedestrian safety improvements - comments

Feedback on pedestrian improvements (supportive, 10%)

- Albany, Union and Clyde Streets are busy and dangerous for pedestrians
- More (wheelchair accessible, zebra) crossings are needed (especially on Albany Street and outside the Clubs and Societies Centre building)
- Slower speeds and less cars are needed
- More kerb build outs and better footpaths are needed

Feedback on pedestrian improvements (opposing, 2%)

- More crossings are unnecessary and expensive, the street isn't unsafe
- Changes will increase conflict at intersections, and pedestrian improvements are a danger for cyclists

Comments about pedestrian infrastructure design (6%)

- Existing zebra crossings in the area need to be raised (on Harbour Terrace and Anzac Avenue)
- Wider/better footpath is needed
- Shared paths (like suggested along Anzac Avenue) result in conflict between pedestrians and cyclists. Separation is better
- Courtesy crossings are confusing and zebra crossings are preferred





Road safety improvements - comments

Feedback on road safety improvements (supportive, 9%)

- Slower speeds, traffic calming, less cars and less car parking are needed to make the streets safer
- Kerb build outs, more crossings and a safe and cohesive cycleway are needed to improve safety for vulnerable users such as pedestrians and cyclists

Feedback on speed management/reduction/lower speed limit (7%)

- Support for lower speed limits and traffic calming (for the whole area)
- Low speeds and low traffic will make streets safer for everyone
- Slower speeds where cars cross the cycleway are needed





Cycleway- comments

Feedback on cycleways (supportive, 9%)

- Support separated cycleway (interested but concerned cyclists)
- Support for reduced vehicle use and making cycling an attractive and safe mode

Feedback on cycleway (design) (opposed, 4%)

- Not enough people use bikes, there is not enough demand
- Street isn't busy or unsafe for cyclists
- No dedicated cycle infrastructure is needed if speeds are lowered, and vehicle volumes reduced (confident cyclists)
- Taking up space may lead to anger against cyclists (as was experienced with the SH1 cycle lanes)
- There will still be gaps in cycleway network, the network is fragmented and disconnected, so what's the point?
- There will be negative impact to cyclists, drivers, parking, and bus users

Comments about cycleway design (8%)

- Cycleway needs to be accessible from side streets – fear of being trapped by concrete separators
- A cycleway extension to the Polytechnic is needed
- Discussions about unidirectional vs bidirectional and on what side of the road is best
- There needs to be a barrier between cyclists and other footpath users
- Cycleway at the Albany Street bus stop and Gregg's driveway needs to be carefully designed
- Leith Street is a popular cycle route, more angle parking would make this less safe. Side streets need to be well connected to the cycleway, they also need traffic calming and cycle priority
- Need more/better bike parking and e-bike facilities





One-waying of Clyde, Leith and Riego Streets - comments

Feedback on one-waying (supportive, 4%)

- Additional car parks are needed
- Support as it will help build the cycleway
- Support one-waying but two-way for cyclists and no additional parking

Feedback on one-waying (opposing, 5%)

- Leith Street is used by cyclists to get to University and angle parking would make this route unsafe
- Clyde Street is also used by cyclists (to get to Polytechnic) and is a popular vehicle route to northern suburbs
- One-waying would lead to congestion, confusion, vehicle circulations and issues for business delivery access
- Parking should not be increased
- Discussions about what streets should be one-way/two-way or dead-end





Parking changes - comments

Feedback on loss of (free unrestricted) parking (supportive, 6%)

- Support losing parking to improve walking, cycling Support loss of free parking and have more restricted and paid parking
- Free, unrestricted parks should be removed to discourage all day parking of workers

Feedback on loss of (free unrestricted) parking (opposing, 5%)

- Parking near the library is essential (short and long term)
- Free, unrestricted parks are needed in residential streets
- Short-term parking is needed for retailers
- Oppose loss of carparking as more people drive than bike

Feedback about parking design (5%)

- Parking loss should be offset further away or in a different way, eg through Park and Rides
- Need dedicated food truck spaces, mobility parks and more drop off-pick up points near the library
- Need different types of restrictions

Feedback on mobility parking (supportive, 3%)

- More mobility parks are needed along Albany Street and Union Street
- It is problematic that there won't be any mobility parks on the University side of Albany Street as crossing the road is difficult for some mobility parking users





Bus route and stops - comments

Feedback on bus stop/route changes (supportive, 4%)

- Support for public transport improvements and prioritising of non-car travel
- Support the new stadium bus stop, as this will serve Logan Park students and the University/Polytechnic park and ride

Feedback on bus stop /route changes (opposed, 2%)

- The Albany Street in-lane bus stop raises safety and congestion concerns
- Against bus stop removals as they are needed for people with disabilities and to make Public Transport attractive (shorter walking distances). Leave bus stops on Clyde Street and Forth Street in place

Comments about Public Transport infrastructure (4%)

- New bus stops need to include real time information, shelters, wayfinding, seats and need to be accessible for all
- Need better frequencies, operating hours and coverage
- There is a safety concern at Albany/Forth Streets intersection where the bus routes and cycleway meet





Other comments or feedback

Feedback on trees and plants (3%)

- Replace trees that will be removed and add more planting
- Keep the old/mature trees
- Incorporate planter boxes and prioritise native planting

Feedback on amenity improvements (supportive, 4%)

- Put in more seating and make streets look tidy
- Support more planting, lighting, and amenity

Other comments

- Project needs to consider people with disabilities. This particularly relates to footpaths, crossings, parking and bus stops
- Concern about delivery trucks blocking the road and obstructing rubbish collection trucks and other traffic, which is already happening





Summary of submissions from key stakeholders

The following four slides present a summary of the key points that were raised in submissions from key stakeholders, user groups and businesses.

Otago Polytechnic	Are supportive of the plan and have a couple of considerations: • Would like an extension of the cycleway from Albany Street along Forth Street or Riego Street to our campus as well • Pedestrian crossing on Harbour Terrace should be raised • The current traffic calming bars on Harbour Terrace, Union Street and Forth Street need to be increased in size to cross the whole width of the road • An alternative design for the Forth Street and Union Street intersection could be a roundabout and a raised crossing further along Forth Street outside the Polytechnic main entrance • Time restricted car park on Albany Street between Riego Street and Anzac Avenue is used by volunteers and food companies for drop offs for the Wildlife Hospital, so this may need some thinking also
University of Otago	• Supports trying to offset the loss of parking along Albany Street and has no concern with the proposed one-waying • Supports moving the bus stops on the north side of Albany Street, however, can they be moved so that they are not sitting in between the entrance to the University off street carpark • Strongly supports the proposed bus stop near the stadium • Removal of the Clyde Street bus stop means that staff/students travelling to the business school will need to walk to the Polytechnic • There is already an ineffective raised crossing between OUSA and library, with no visible effect on vehicle speed • Need cycle parking • Need to compensate for tree removal (with new trees/vegetation) • Would like to work with DCC to implement campus zone signage (noting this would be funded by the University)





Summary of submissions from key stakeholders

Otago Polytechnic Students' Association	• The more parking available the better • Can food trucks on Union street please be given a dedicated space that is not taking up carparks that are needed for students/staff
Public Health South	• Supports reduction of parking spaces on main roads and would like to see parking hubs outside the area rather than in side streets • The use of bidirectional access for cyclists to these streets in combination with traffic slowing measures should be considered • Supports any measures that will improve pedestrian safety, wheel chair accessibility and reduce speeds





Summary of submissions from user groups

Otago Disabled Students' Association	• Supports these projects but can see issues in their implementation with disability parking • The disability parking needs to be organised first before the cycle way is underway
Disabled Persons Assembly NZ	• Notes that number of mobility parking spaces will be retained, and set out their views about the number of mobility parking spaces and where additional ones should be created • More bus stops are needed (at least on Clyde Street) and they need to be fully accessible • Need to maintain safe separation between cyclists and pedestrians and footpath width
CCS Disability Action	• Overall supports the parking changes but have recommendations for the number and placement of mobility parks • The rationalization of the bus routes and the removal on bus routes between Albany Street and St Andrew Street will prohibit many from using public transport • Supports the pedestrian safety measures and recommend a raised crossing on Anzac Avenue near Union Street
University of Otago and SDHB (Workplace Travel Planner)	• Leith Street and Clyde Street are used by cyclists coming from the south to access the tertiary area • Support simplifying the bus stops and routes and bus stops need real time information, shelters, etc • Support measures that improve pedestrian safety and traffic calming • Would like a pedestrian crossing added close to the University library • Supports the cycleway and bike parking facilities are needed • Supports the removal of the roundabout at the Clyde Street-Albany Street intersection
Better Streets	• Doesn't support one-waying of streets as this will negatively impact the use of these streets for cyclists and for cars. Instead of an engineering solution, it would be better to make the area a low speed zone, limit through traffic, speed reducing treatments and signage





Summary of submissions from businesses

Klone Hair Ltd	• Supports new cycleways and safer pedestrian areas • A lower speed zones needs to be added to areas around the university and good lighting • Doesn't support net loss of parking spaces
Yogi Food market (RIYANA LIMITED)	• Doesn't support the one-way for Leith Street as it will not solve the parking issue, will confuse people and cause traffic jams (when truck is delivering goods for retailers) • Instead, can DCC make 60 to 30 minutes of free parking max on these streets to support businesses
Kraft Heinz (Greggs coffee company)	• Doesn't support the cycleway location along Albany Street across their main site entrance. There are 10+ trucks a day using the main entrance and mornings are peak times. The proposal introduces a significant safety risk between vehicles, cyclists and scooter riders • Safest solution would be to position the cycleway on the opposite side of the road to the site entrance • Wish to be assured that onewaying Riego Street and introducing angled parking would guarantee full and continued access to their carpark area. Future use of this carpark area would require truck access via Riego Street



