



CONNECTING dunedin



Welcome!



Connecting Dunedin

Governance

- **Connecting Dunedin Group**
 - DCC – Mayor, 3 Councillors, CEO
 - ORC – 3 Councillors, CEO
 - NZTA – Director Regional Relationships, Design Portfolio Manager

Direction

- **Connecting Dunedin Advisory Group**
 - DCC – GM Transport
 - ORC – Operations Manager
 - NZTA – Design Portfolio Manager (sponsor)

Shaping Future Dunedin

Joint Client Lead
Nick Sargent

Consultant Lead
Gavin O'Connor

Client Leads
NZTA – Kelly Blackie
ORC – Letitia McRodden
DCC C&E – Jo Register

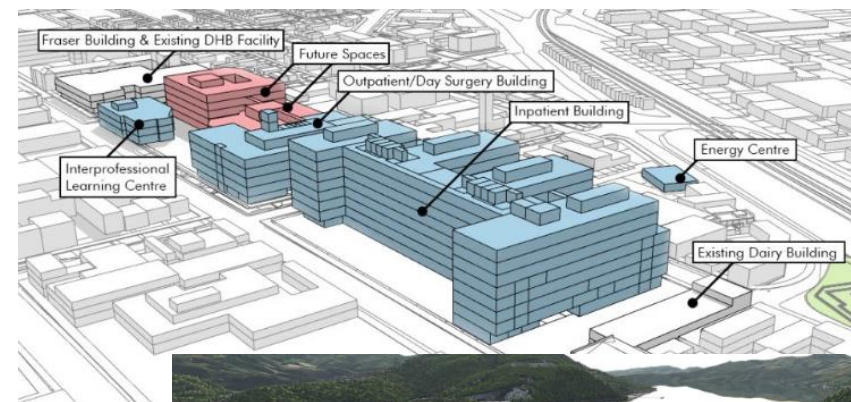
Consultant Team
Stantec
Boffa Miskell
NZIER



Shaping Future Dunedin Transport

Need for the project

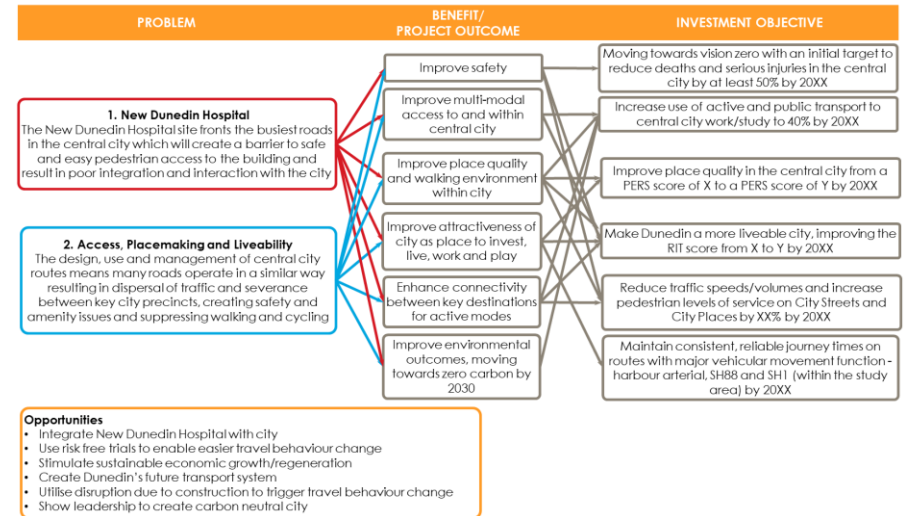
- This is a joint Connecting Dunedin project with officers from all three partners jointly working together. This approach is being agreed through a joint MoU
- The stimulus of this project is the New Dunedin Hospital as well as wider development of the Tertiary Precinct, Central Area and Waterfront
- The purpose of the project is to jointly enable the Connecting Dunedin to collaboratively investigate the future transport system for central Dunedin.
- The goal being that by around mid-2020 the partners can confirm and commit to the best long-term transport and urban mobility system for central Dunedin to enable integration of the new hospital with the city, promotion of economic growth and regeneration, improve city liveability and provide for safe and accessible people friendly streets



SFDT– Project Outcomes

1. Improve Safety
2. Improve Multimodal access to and within the central city
3. Improve place quality and walking environment within the city
4. Improve attractiveness of city as place to invest, live, work and play
5. Enhance connectivity between key destinations for active modes
6. Improve environmental outcomes, moving towards zero carbon by 2030

Shaping Future Dunedin Programme Business Case
Final Investment Logic Map









Our central city is a place focused on people. It will be vibrant, safe and attractive and a compelling destination to live, work, play, visit, learn and invest.

Dunedin City Council Central City Plan 2015

Project Challenges

LEGEND

-  Creative Quarter
-  Cultural and Entertainment Quarter
-  Retail Quarter
-  Warehouse Precinct
-  Waterfront Development Area
-  On Road Cycle Facility
-  Off Road/Separated Cycle Facility
-  Potential New Cycle Facility

One of many large scale infrastructure projects

It's about a City – not a road

Once in a lifetime opportunity

Hospital Development surrounded by SH

Mindset – willingness and reluctance to change

Economics – How to measure non transport benefits

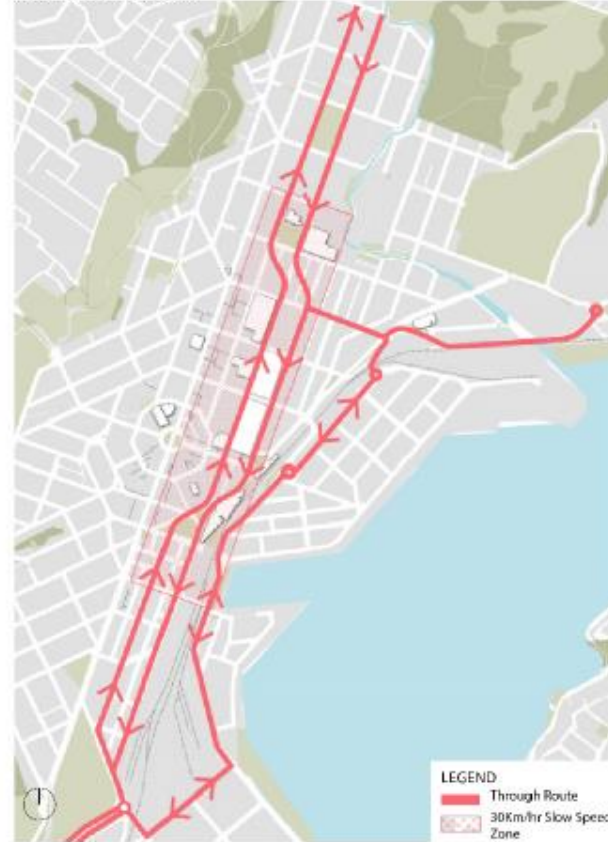


SHAPING DUNEDIN FUTURE TRANSPORT SCENARIOS

DO MINIMUM
One way system



SCENARIO 1
Retains one way system



SCENARIO 2
Introduces two way system



Scenario 1: Main through routes



Scenario 2: Main through routes

Scenario One



Key Features

- One-way system for through traffic and local access
- Slow speed zone (30km/h) in core on both SH1 routes
- Barnes Dance at north and southbound SH1 intersections with Frederick Street, and where northbound SH1 intersects with Hanover, St Andrew and Stuart Streets
- Mid-block crossings on Cumberland Street between Hanover and Stuart Streets
- Minimum change to existing cycle facilities on SH1
- Targeted areas of improved pedestrian connection and streetscape enhancement including planting, build outs, indented parking and mid-block crossings at important places on SH1
- Hospital frontage, around University, Queens Garden and Warehouse Precinct

Mode Shift



Cycle



Bus



Scenario Two



Key Features

- Two way system, with through traffic encouraged to use Castle Street (current South Bound route) and/or the harbour arterial road
- Frederick Street still provides connection to SH88/SH1
- Some improvements to harbour arterial eg intersection upgrade at St Andrew Street / Anzac Avenue
- Local road with 30km/h speed limit in central zone, one lane each direction, on-street parking, separated cycle facilities.
- Most intersections have Barnes Dance crossings and there are frequent mid-block crossing points e.g. zebra crossings, refuges.
- Targeted areas of improved pedestrian connection and streetscape enhancement including planting, build outs, indented parking and mid-block crossings at important places on SH1: hospital frontage, around University, Queens Garden and Warehouse Precinct
- Option to reconfigure road layout at Queens Gardens to achieve better pedestrian connectivity to waterfront and improved access and enjoyment of green space

Mode Shift



Cycle



Bus



Communications and Engagement

- Communications and engagement is planned in two overlapping stages
- First – a public ‘conversation’ is proposed for **March and April 2020**
 - The purpose is to ‘set the scene’; begin a conversation about how Dunedin is changing, including major land use changes and impact of that change on transport etc
 - This will present different perspectives and warm up the community to provide feedback on the potential scenarios
- This would be followed by a proposed engagement process on scenarios through a four-week period of public consultation - **April 2020**
 - This feedback will be used to gauge public opinion on the proposed scenarios
 - Together with key stakeholder input, this will help the project team and project partners select the most appropriate options to proceed to a recommended programme for Dunedin’s transport in the future
- A final consultation will occur in June/July confirming the preferred network option

Next Steps

- Modelling
- Engagement Phase 1
- Further modelling refinements
- Technical Assessments
- Confirm preferred option
- Consult on preferred option
- Finalise PBC



Questions

