

Submissions Summary Report on Dunedin Separated Cycle Lane Options



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Introduction

The NZ Transport Agency together with the Dunedin City Council, are working together on a proposal to introduce separated cycle lanes on State Highway 1, through central Dunedin, to improve road safety.

Consultation on the two proposal options was undertaken between November 8 and December 6 2013. This report summarises that consultation process and the feedback received through that process.

Below is a map of the two separated cycle lane options. Further, details of the proposals can still be viewed on the Transport Agency's web page (search under State highway projects, Otago).



The aim of the consultation was to provide information on:

- a. Why a change from the present un-protected cycle lanes, to separated cycle lanes is being considered.
- b. The two options that are being looked at.

It was also to find out:

- c. Whether there is demand for separated cycle lanes?
- d. Who are the potential users and what type of lane they would prefer?
- e. Possible adverse effects/concerns associated with these two options.

Consultation Process

Consultation on the two proposals formally commenced with a media briefing on Friday 8 November 2013. To complement this,

1. A 'project' webpage was set-up containing:
 - a. A comprehensive brochure of the two options
 - b. The Central City Cycling Options Report
 - c. A 'Frequently Asked Questions' information sheet
 - d. Cyclists traffic count data to date
 - e. Examples of separated cycle lanes from other international centres
 - f. Feedback links
2. Concurrent to the media briefing, some 200 letters were sent to owners/landlords of properties with frontage to the one-way routes; together with a similar number of follow-up drops to property tenants. In addition, 95 letters were sent to key businesses and stakeholders and included a copy of the brochure on the two options.
3. Held information drop-in sessions at:
 - a. Wall St mall – 14 November 2013
 - b. Toitu – 19 November 2013
 - c. The Link (university) – 20 November 2013
4. Organised meetings with businesses including:
 - a. Cadbury's
 - b. Keogh McCormack
 - c. Otago Museum
 - d. Otago Daily Times
 - e. Otago Chamber of Commerce
 - f. Southern District Health Board
 - g. University of Otago
 - h. Police
 - i. Automobile Association
 - j. Road Transport Association
 - k. Otago Regional Council
 - l. Spokes Dunedin

Written submissions

Over 2000 written submissions were received as either emails, letters, or received directly through the drop-in sessions. Many were very detailed in description, some with drawings, and overall presented a range of preferences, issues or suggestions. To encapsulate and summarise those views, a spreadsheet was developed, and this is complementary to this report.

Submissions can be viewed on request at the NZ Transport Agency office, AA Building, 450 Moray Place, Dunedin (*contact details of individual submitters will be excluded*).

Common points/key themes identified include:

1. Separated cycle lane option preference

Option 1: a separated cycle lane on both the south and north bound legs of the Dunedin one-way highway system is either favoured or regarded as being the safer option.

The University of Otago, the Southern District Health Board, and the Otago Regional Council also support Option 1.

The Automobile Association (AA) conditionally support Option 2; this is on the basis that this forms part of an integrated solution (i.e. not as an isolated/disconnected treatment).

Retailers/businesses who submitted wanted the status quo retained or preferred Option 2.

2. Reasons for support for a separated cycle lane (either option)

Supporting comments were largely generated from those with a cyclist perspective. Some 583 people submitted advising they already ride on the one-way routes; and a further 522 people said they would only ride on the one-way routes if they were made safer. The other most common supporting comments were:

- considered physical separation much safer,
- concern about the safety of existing cycle lanes and sharing experiences of collisions or near misses involving cyclists and motorists
- improvement in personal health;
- encourage more cycling and
- less pollution

3. Parking

Although fewer in number, detailed submissions were received from retailers, businesses, and individuals concerned about the potential loss of parking.

Submissions of smaller retailers along Great King St, Cumberland St and Castle St were concerned with the loss of convenient short term on-street parking near their premises. Another concern for these retailers was the ready access for delivery vehicles to their businesses.

Submissions from larger business including tenants of Radio Otago House, Cadbury's and the Museum; expresses similar concerns about the possible loss of on-street parking in their locality.

The Automobile Association, in conditionally supporting Option 2, were cognisant of the greater loss of on-street parking associated with Option 1.

Individual submissions relating to parking loss, centred around access to convenient parking to the hospital and also the physio pool.

While Dunedin Public Hospital is one of the larger generators of demand for on-street parking, the Southern District Health Board is supportive of Option 1 sighting reasons of improved road safety and providing people with better choices around active forms of transport like walking and cycling.

The University of Otago which attracts large numbers of people wanting on-street parking also support Option 1. This is on the basis, that present reliance on on-street car parking is not consistent with the long term sustainable travel targets identified in their 'Travel Plan' (for students and staff). They also see increased cycling through improved cycle infrastructure as a credible alternative to vehicle use. The University also expressed concern at the limited safety of the existing cycle lanes.

4. Access related concerns

Some businesses with relatively high-use accesses were concerned for the safety of cyclists using the proposed separated cycle lanes, as well as being concerned for their own operational health and safety requirements. This was particularly in regard to Option 2, where cyclists could travel in both directions as those accesses were also used by heavy vehicles.

The Otago Daily Times, Radio Otago House, and Cadbury's all have primary accesses onto Cumberland St; and it was for this reason that between the two options, Cadbury's preference was for Option 1.

5. Other safety concerns

Included were:

- The perception of increased mid-block crossing by pedestrians (with use of parking further afield)

- Use of the cycle lane by skateboarders
- The potential of separated cycle lanes to attract younger less skilled cyclists into a busier inner city traffic environment

6. Cost

A few submissions focused on cost/use of funds, in terms of:

- Net cost
- Cost to Council
- Loss of parking revenue

7. Other views raised

Included were:

- Cycling on state highways, or in the central city, should not be encouraged,
- Dunedin topography/climate isn't suited to cycling,
- Too few cyclists to warrant change

8. Alternative ideas submitted

Included were:

- Re-routing of trucks off the one-way highway system
- Reduce/ban vehicle use of George St, and develop as a pedestrian/cycling route.
- Promotion and re-alignment of Leith Street route (through the University campus)
- Move the existing cycle lanes to the right hand side of the highway
- A cycle route further east of the University Campus (Forth St/Harrow St/Anzac Ave) and running more closely to the rail line through to Andersons Bay Rd
- Shared use of footpaths (i.e. cyclists and pedestrians)

9. Submissions from outside of Dunedin

There were 310 submissions from people living outside of Dunedin. While such persons are less likely to directly either benefit or be affected by the proposals; some submissions recounted their experience from when they did live in the city.

Footnote

Submissions were received from people who made use of a parallel on-line process set-up by Spokes Dunedin. The process was similar to that of the Transport Agency's on-line survey, excepting that it generated submissions with personally selected views, together with provision for personal comments – which many utilised.

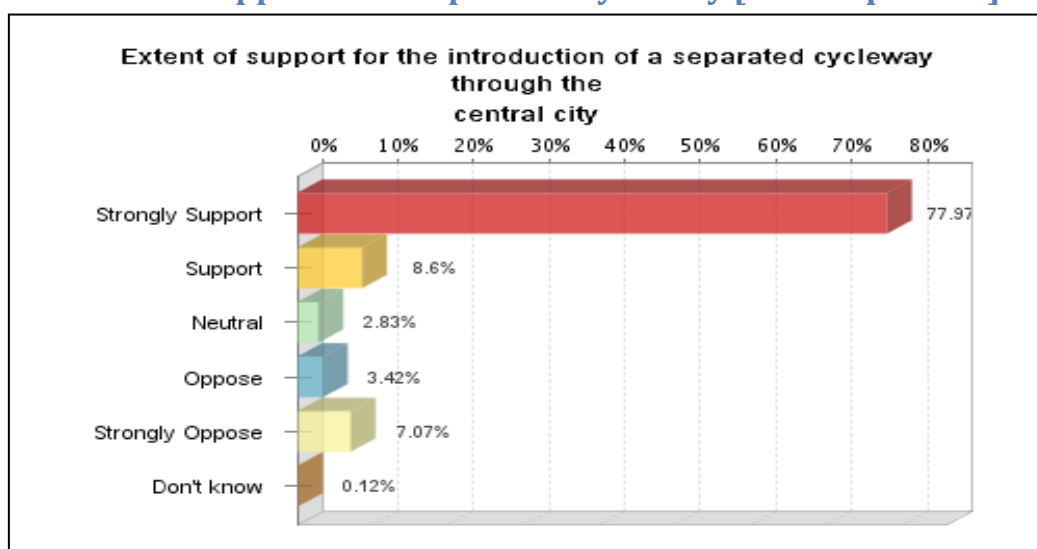
On-line survey results

A variety of measures were used to promote the web page and on-line survey including a brochure, letters and drop-in sessions.

While there were 883 respondents, not everyone provided responses to all the survey questions.

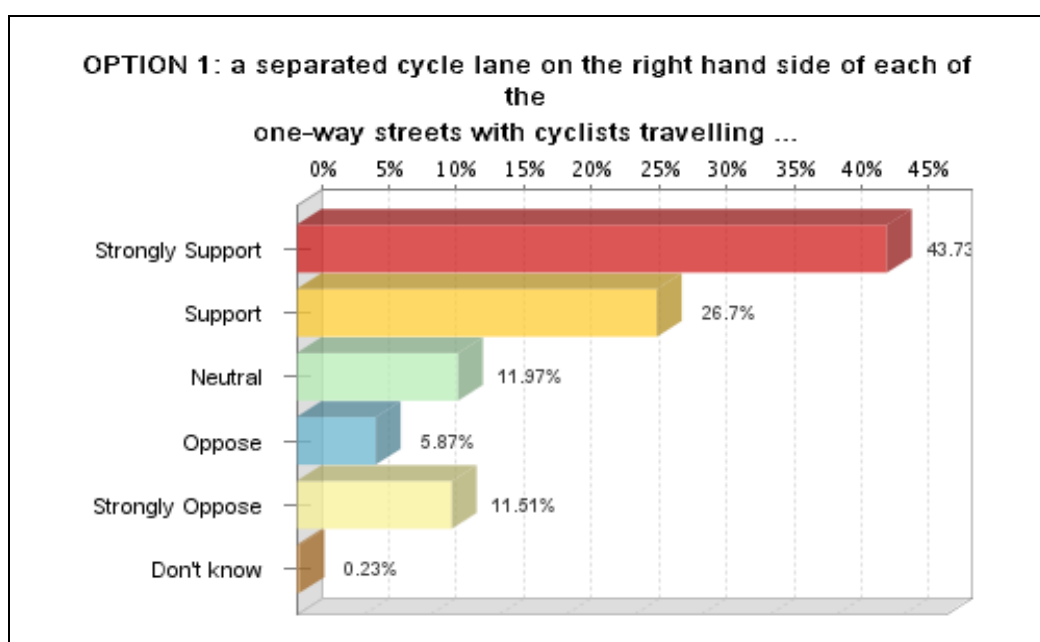
The survey questions and responses are graphed below:

Question 1: Extent of support for a separated cycleway [849 responded]



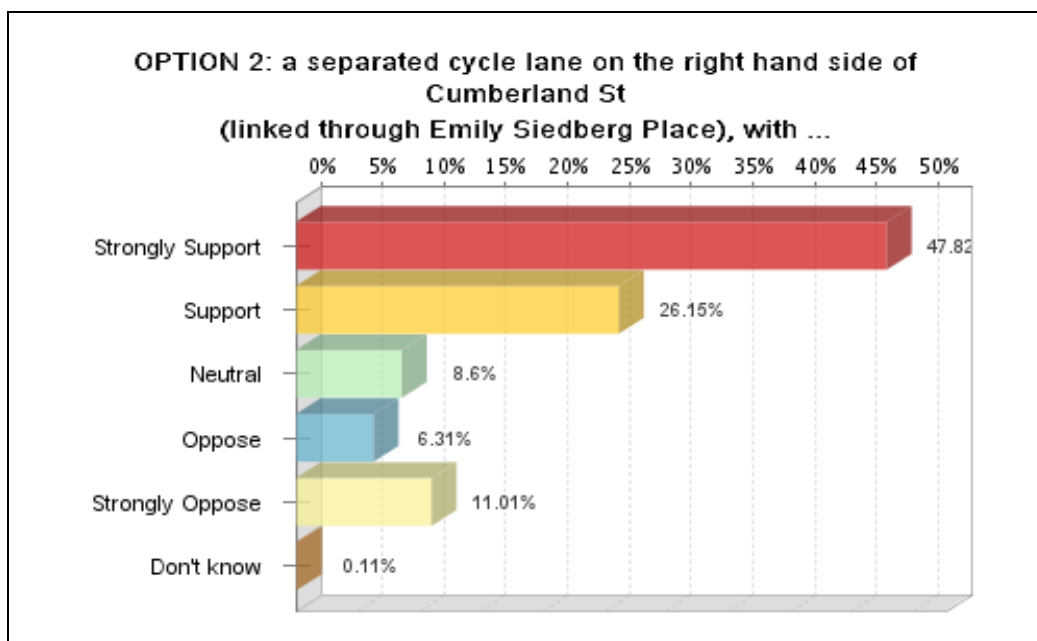
- a. 735 voted either supporting or strongly supporting
- b. 89 voted either opposing or strongly opposing

Question 2: Support for Option 1 [869 responded]



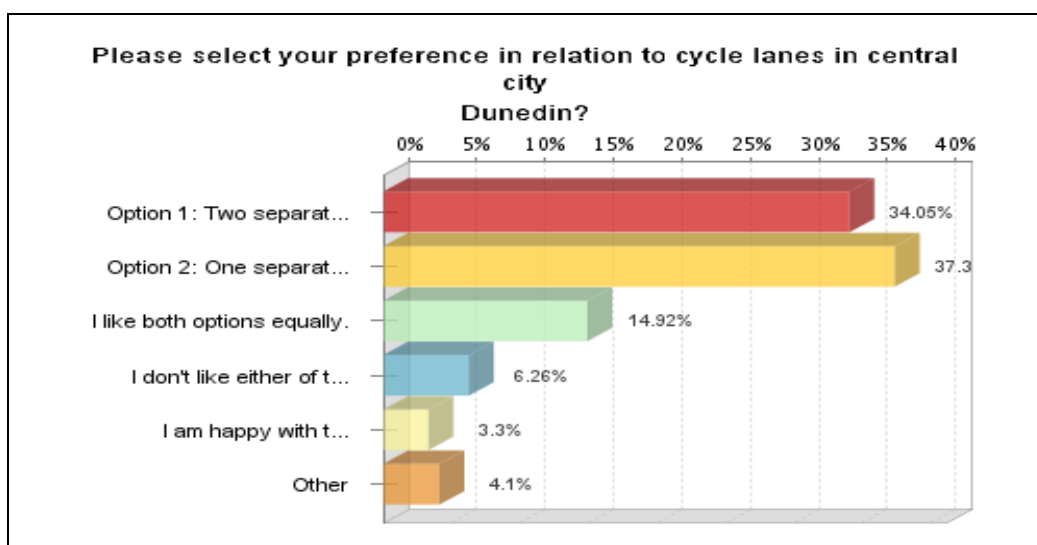
- a. 612 voted either supporting or strongly supporting Option 1
- b. 151 voted either opposing or strongly opposing Option 1

Question 3: Support for Option 2 [872 responded]



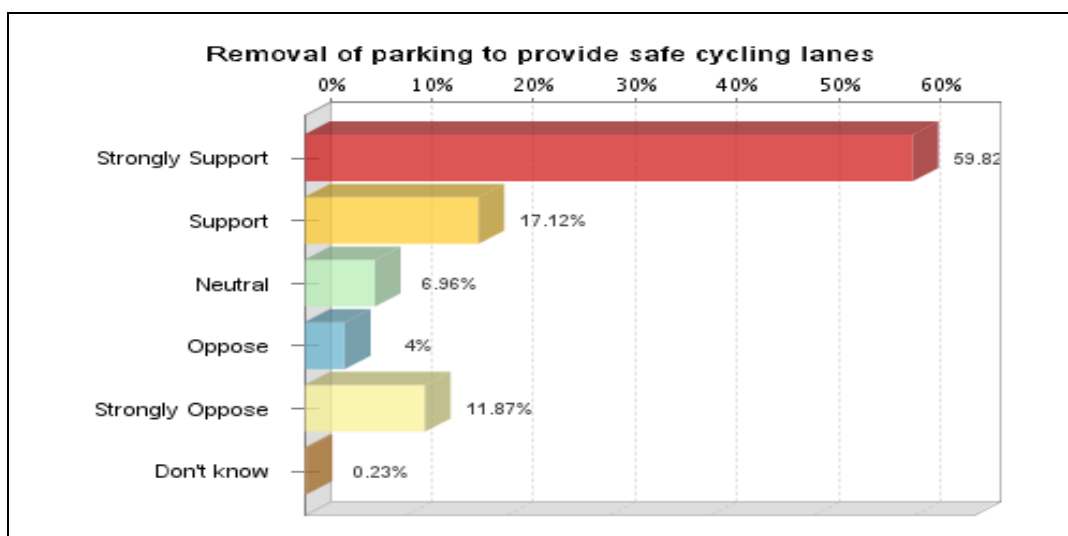
- a. 645 voted either supporting or strongly supporting Option 2
- b. 151 voted either opposing or strongly opposing Option 2

Question 4: Preference between options and in comparison with existing cycle lanes [878 responded]



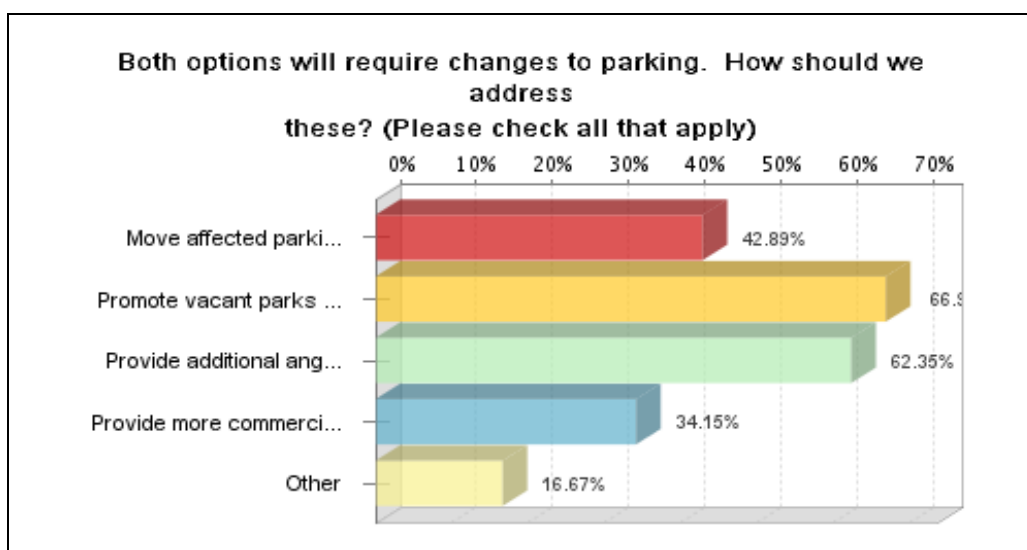
- a. 328 voted preferring Option 2
- b. 299 voted preferring Option 1
- c. 131 voted they would be okay with either Option 1 or Option 2
- d. 55 voted not liking either option
- e. 29 voted they were okay with the existing cycle lanes

Question 5: Extent of support to remove parking? [876 responded]



- a. 674 voted either supporting or strongly supporting the removal of parking
- b. 139 voted either opposing or strongly opposing the removal of parking

Question 6: How show parking loss be addressed? [858 responded – and were able to favour more than one solution]



- a. 368 responses supported relocation of parking meters and time limited parking to adjacent streets.
- b. 574 responses supported promotion of public car parking areas where under utilised.
- c. 535 responses supported provision of angle parking on adjacent blocks of Union St, St David St, Howe St, and Duke St.
- d. 293 responses supported the establishment of more commercial parking

Online Survey Comments

The on-line survey allowed respondents to make specific comment, with 847 taking up this option. Comments can be viewed as an appendix attached to this report.

Collectively, the view expressed through the on-line comments, are similar to those covered earlier in this report.

Other Polls

Two other organisations proposed their own poll:

The Automobile Association (AA)

The AA suggested that they may undertake a separate poll of their members, although no results have yet been made available to the Transport Agency.

The Otago Daily Times (ODT)

The ODT also conducted a poll, in which the following question was asked:

“Do you support the cycleway proposals for Dunedin’s one-way system?”

From this 53% (815 respondents) voted ‘YES’; 39% (600 respondents) voted ‘NO’; with the balance un-decided (requiring more information).

What happens next?

To complement the consultation process, and in response to feedback received, further work to gain more detailed information, additional research, and testing of options is also being done. This additional information gathering will continue through to January/February 2014, it includes: more detailed cycle counts, right turn traffic counts (those who would cross the cycle lane), parking occupancy assessment, further research on the standards and use of separated cycle lanes, alternate parking proposals, options for improved pedestrian safety, and more detailed assessment as to the integration of separated cycle lanes on the one-way routes within the wider central city network.

It is expected that Council will in April 2014 be provided with progress report on consultation to date, response to that consultation and the further development of options. This is likely to be via councils Infrastructure Services Committee.

It is then proposed to further consult with those business and property owners, directly adjacent to the proposal as then developed; prior to further presentation to Council so that endorsement of an option may be considered, in May/June 2014.

Any implementation remains subject to future funding process (primarily that associated the National Land Transport Programme for 2015/16 – 2017/18).