October 2025

SH1/SH88 Dunedin safety improvements

Public engagement report

25-SH-161

NZ TRANSPORT AGENCY
WAKA KOTAHI

Te Kāwanatanga o Aotearoa
New Zealand Government

Contents

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NZ Transport Agency Waka Kotahi

Introduction

Public engagement

As part of integrating the new Dunedin Hospital into the State Highway 1 (SH1)/State Highway 88 (SH88) network, NZ Transport Agency Waka Kotahi (NZTA) undertook a public engagement process during July 2025. The engagement focused on proposed safety and accessibility improvements to the SH1 (northbound) one-way system, SH88/St Andrew Street and along Frederick Street between SH1 (northbound) and SH88.

This phase of engagement sought public input on a range of proposed roading changes developed in partnership with Dunedin City Council after previous rounds of community feedback. If supported, these proposed roading changes will be implemented over the next 2 to 5 years, subject to funding availability and statutory approvals.

To ensure broad and inclusive participation, NZTA employed a range of digital engagement tools aimed at making the process accessible and user-friendly. These tools were designed to capture a wide spectrum of community perspectives and ensure that feedback could be submitted easily and efficiently.

Purpose of this report

This report provides a summary of the feedback received through both the online survey and written submissions. It identifies key themes, concerns and areas of support expressed by the public.

The insights gathered and summarised in this report will be used to refine the proposed changes, inform the finalisation of the SH1 and SH88 single stage business case's and support NZTA's decision-making processes as the projects move toward implementation.

About the project

NZTA is progressing proposed roading changes to reshape transport in central Dunedin and achieve safe and efficient access to the city's new hospital.

The new Dunedin Hospital currently being built in the central city will change how people move through and experience this part of Dunedin. The main hospial inpatient and outpatient public entrances will open onto the SH1 Cumberland Street/SH88 St Andrew Street intersection, making both roads critical for hospital access. Both roads also have a vital role in moving people and goods across the city and beyond.

The proposed plans for the SH1/SH88 area build on earlier work in 2023, when the decision was made to keep the existing Dunedin SH1 one-way system.

Project objectives

The proposed roading changes are designed to:

- enable people and emergency services to reach the new Dunedin Hospital safely and conveniently
- improve connections from the new Dunedin Hospital to the central city
- maintain efficient traffic flows on SH1, SH88, and local roads.

Scope of proposed safety improvements

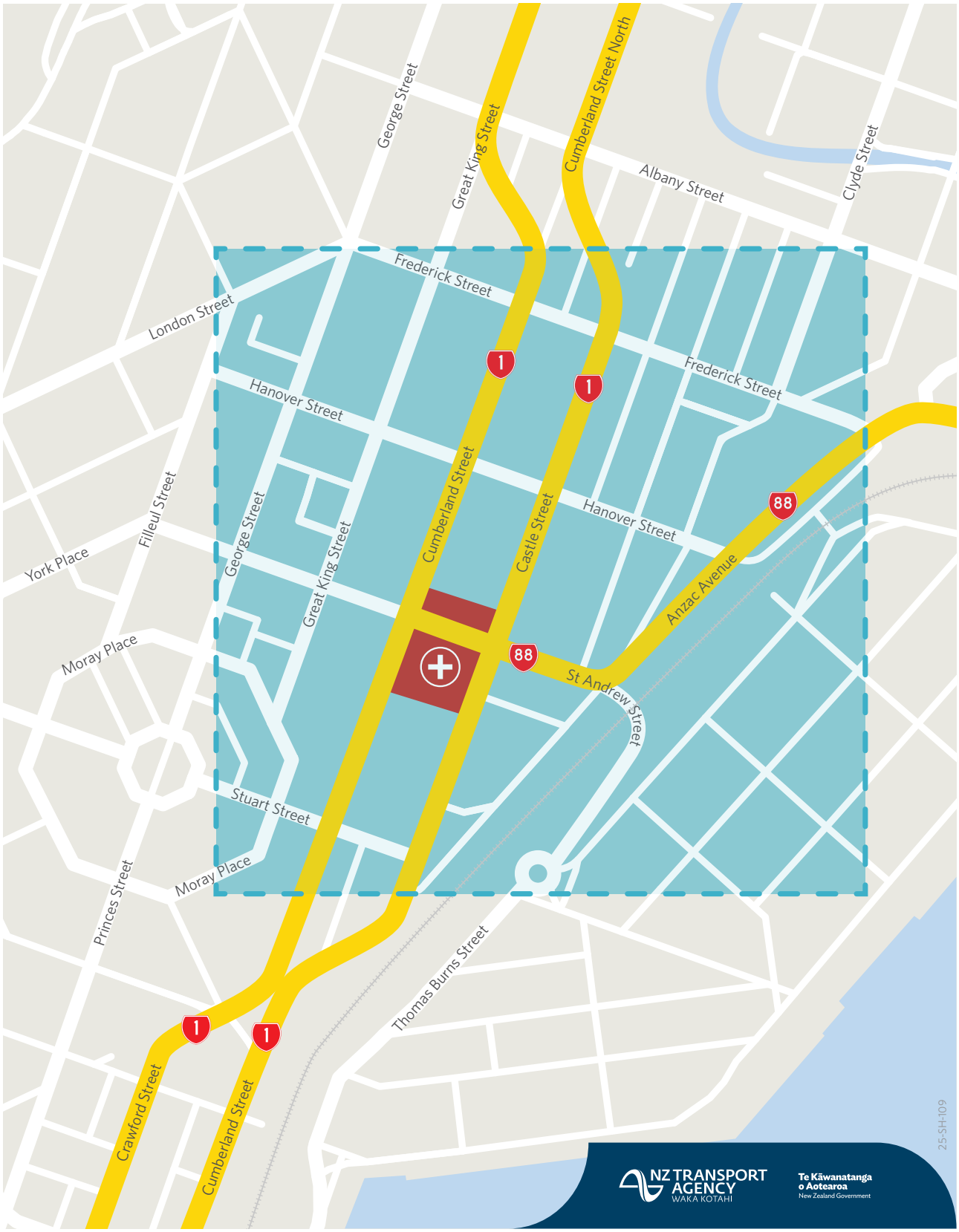
A number of proposed improvements were identified across SH1 (northbound), SH88 and Frederick Street. Figure 1 shows the project area.

The improvements vary in scale and type and include:

- intersection improvements and pedestrian refuges to improve safety for all road users
- new kerb build-outs to improve visibility of traffic signals for drivers
- mid-block signalised pedestrian crossings to provide another safe crossing for people walking from the new Dunedin Hospital to the central city
- safer bus stop layouts to make it safer and easier for buses to enter and leave the stops
- bringing left-hand turn slip lanes, like the one at Frederick Street, into the existing signalised intersections
- removal of the right turn lane on St Andrew Street to enable pedestrians to cross the Barnes Dance
- new Barnes Dance crossing (where all pedestrians cross the road at once) at the SH88 St Andrew Street/SH1 Cumberland Street intersection to help people reach the main new hospital public entrances safely
- remove the westbound right turn from SH88 St Andrew Street onto SH1 Cumberland Street to make space and time for the increased number of pedestrians, including people with mobility needs, to cross the road
- 2 new signalised pedestrian crossings on SH1 outside the Woolworths and the Centre City New World supermarkets

- changes to St Andrew Street and other nearby streets to help people driving, walking and cycling, and emergency vehicles, move safely and smoothly around the hospital and surrounding area
- left in and left out only turns are proposed to increase safety at the St Andrew/Leith Street and Frederick/Leith Street intersections
- move SH88 from St Andrew to Frederick Street.

Figure 1 : map of proposed SH1/SH88 Dunedin safety improvements



Engagement approach

The public engagement period ran from Tuesday 1 July 2025 to Monday 28 July 2025. Over the course of 4 weeks, NZTA sought input from the public and stakeholders. In accordance with the NZTA Traffic Controls on State Highways Bylaw 2017, 125 formal letters (via mail or email) were sent out to key affected people/organisations, including property owners in the area of the key changes.

Engagement channels and tools

A range of engagement tools and channels were made available.

Project website: a dedicated project website was established, offering a central hub for information, updates and access to engagement tools at www.nzta.govt.nz/projects/sh1-sh88-dunedin-safety-improvements/

The website, including the interactive map (below) remains active after the engagement period closed, so people can continue to find out more about the project.

Interactive map: participants could explore an online map where clickable symbols provided more information about the safety improvements. This tool provided more detailed information and visual context, including photographs of the proposed area, making it easier for users to engage with the plans. experience.arcgis.com/experience/6667818dc0f84544ad17b36b880ee670

3D visualisation: a 3D visualisation of the proposed Barnes Dance crossing at the intersection SH1/SH88 was also available on the project website at: www.nzta.govt.nz/assets/projects/sh1-sh88-st-andrew-street-dunedin/SH1-SH88-intersection-visualisation.jpg

Online survey: an interactive survey was hosted on the project website, allowing people to provide feedback on the key features of the safety improvements, namely:

- new Barnes Dance crossing at the SH88 St Andrew Street/SH1 Cumberland Street intersection
- St Andrew Street safety improvements
- Leith Street/St Andrew Street intersection safety improvements
- SH1 mid-block crossing and parking
- St Andrew Street/Anzac Avenue intersection safety improvements
- Harrow Street improvements
- shifting SH88 to Frederick Street and other improvements along the street.

Survey questions: NZTA prepared 7 survey questions asking for feedback on the 7 key features.

Q1a. Changes to SH1 north/St Andrew Street intersection (Barnes Dance)

Barnes Dance – when the new Dunedin Hospital opens, up to 10,000 people including many vulnerable users, will walk through this area each day. We are proposing to redesign the SH1 north/St Andrew Street intersection outside the new Dunedin Hospital entrances, to include a Barnes Dance pedestrian crossing to cater for this increase in people walking.

Note: A Barnes Dance Crossing is one where all vehicle traffic is stopped and pedestrians can cross in every direction at once, including diagonally.

How do you feel about this proposal?

Q1b. Changes to SH1 north/St Andrew Street intersection and impact of Barnes Dance

Barnes impact – to allow enough time and space for a safe Barnes Dance pedestrian crossing, we're proposing to remove the right turn from St Andrew Street onto SH1 for westbound traffic (except for emergency vehicles). While this change may require a change in travel habits, there are several nearby alternative routes, such as Hanover Street and Frederick Street, providing access to SH1 and the western part of the central city, without adding much extra time to people's journeys.

How do you feel about this proposal?

Q2. St Andrew Street safety improvements

To support the proposed changes and improve safety and traffic flow we're considering removing some parking on St Andrew Street. This would allow better access for emergency vehicles and reduce vehicles circulating.

How do you feel about the proposal to remove some parking from St Andrew Street?

This would allow better access for emergency vehicles and reduce vehicles circulating.

Q3. Leith Street/St Andrew Street intersection safety improvements

Leith Street – to improve safety at the Leith Street/SH88 St Andrew Street intersection, we're proposing

to allow only left turns in and out, except for emergency vehicles.

How do you feel about the proposal to allow only left turns in and out of the Leith Street/St Andrew Street intersection?

Q4a. SH1 Mid-block crossing

To improve pedestrian safety and access, we're proposing to install signalised mid-block pedestrian crossings (synchronised with the nearby traffic signals). These will enable the crossing of SH1 between the Woolworths and Centre City New World supermarkets and the mid-block new Dunedin Hospital pedestrian entrances".

How do you feel about the proposal to install signalised mid-block pedestrian crossings outside the Woolworths and Centre City New World supermarkets on Cumberland Street?

Q4b. SH1 mid-block parking changes

To make room for the new signalised change to signalised mid-block pedestrian crossings, and to make it easier and quicker to enter parks on SH1, we'll need to reduce the bus stops outside New World to 3, and to remove 8 car parks between Stuart Street and St Andrew Street. These changes would help improve pedestrian safety and reduce delays for vehicles (including emergency services) caused by drivers reversing into car parks".

How do you feel about the proposal to reduce bus stops and car parks?

Q5. St Andrew Street/Anzac Avenue intersection

We're planning improvements at the St Andrew Street/Anzac Avenue intersection so traffic flows more smoothly, especially for drivers turning right onto Anzac Avenue. This includes increased green signal time for right turning vehicles, and kerb build-outs to make it safer and easier for people to cross the road. These changes will also improve access to the nearby St Andrew Street carpark. This is expected to be a popular option for people visiting the new Dunedin Hospital and central city.

How do you feel about the proposal to make improvements to the St Andrew Street/Anzac Avenue intersection, especially for drivers turning right?

Q6. Harrow Street Road layout and parking changes

Changes to St Andrew Street may lead to more drivers using Harrow Street as a shortcut to Hanover Street, which could raise safety concerns. To address this, we're proposing to simplify the road layout on Harrow Street to make it safer and easier to use for both drivers and pedestrians. The changes would also free up space for 7 new parks.

How do you feel about the proposal to simplify the road layout on Harrow Street?

Q7a. Shifting SH88 to Frederick Street

With St Andrew Street becoming part of the new hospital hub area, Frederick Street is ideally placed to become the new SH88, as it is already a key freight route with good connections to SH1 north and south. This change supports safer access around the hospital while keeping freight and through-traffic moving efficiently.

To make this work, several upgrades are planned on Frederick Street. These include extending the right-turn lane into SH1 north, improving the intersection with SH1 south (by bringing the SH1 slip lane into the signalized intersection and making the left turn into SH1 easier for large vehicles), adding a pedestrian/biking refuge at Leith Street, and introducing left-in/left-out access only at Leith Street to improve safety. Kerbs build outs are proposed on some side streets to improve visibility. Parking will be rearranged to support these changes, mostly near the SH1 one-way pair.

If SH88 is officially moved, NZTA would manage Frederick Street, and DCC St Andrew Street and Anzac Avenue.

We would like to hear your thoughts on the key parts of this proposal: Shifting SH88 to Frederick Street is expected to have minimal impact on current traffic while maintaining freight access and connections to SH1 north and south.

How do you feel about the proposal to Shift SH88 to Frederick Street?

Q7b. Changes to Leith Street/Frederick Street intersection

To improve safety at the Leith Street/Frederick Street intersection, we are proposing left-in, left-out access only, along with a new pedestrian/biking refuge. These changes aim to reduce turning conflicts and make it safer for people walking, biking, and driving.

How do you feel about the proposal to give left-in, left-out access only to the Leith Street/Frederick Street intersection?

Q7c. Changes to Frederick Street parking

To support the Frederick Street improvements, up to 16 parking spaces may be removed, mostly between the SH1 one-way to improve traffic flow and safety.

How do you feel about the proposal to remove up to 16 parking spaces?

Is there anything you feel we have missed or not considered in our proposal?

Email feedback

Feedback was also accepted via direct email submissions to sh88standrewst@nzta.govt.nz. This channel enabled individuals and organisations to share more detailed or personalised responses and suggestions.

Project update PDF

A downloadable PDF was distributed online and was available in print. It summarised the key proposals and invited public input, featuring plans and descriptions of the planned changes to help readers understand the project's objectives.

Promoting the engagement

To encourage participation in the engagement, there was promotion through print and digital advertising, including:

Letter drops: 125 letters (via mail or email) were sent out to key affected people/organisations, including property owners in the vicinity of the key changes.

Media releases: to raise awareness and encourage participation, 2 media releases were issued, and 2 adverts were run in the Otago Daily Times during the engagement period. These announcements helped reach a broader audience through local news outlets and community networks. NZTA also promoted the engagement through their social media channels.

Engagement uptake: during the engagement period, 42,000 people were reached through Facebook campaigns. There were over 2730 unique users to the website, 240 interactions with the online map and 179 people completed the survey, providing 690 individual responses across all 11 questions. Fourteen individual submissions were received through the dedicated email address.

Overall feedback themes – survey

During the engagement period, a wide range of feedback was received from the public, affected parties and stakeholders through the survey. Community feedback on the proposed changes around the new Dunedin Hospital reflected a mix of support and concern.

While many respondents acknowledged the importance of improving pedestrian safety and accessibility, particularly for vulnerable users, there was significant concern about the impact on traffic flow, parking availability and access for emergency and freight vehicles.

The responses revealed a strong desire for more balanced planning, clearer communication, and practical alternatives that consider the needs of all road users. The following themes summarise the key points raised across the survey questions.

Pedestrian safety and accessibility

Pedestrian safety was a central concern and a key driver of support for many of the proposed changes. Respondents generally welcomed the Barnes Dance crossings and mid-block signalised crossings, particularly near the new Dunedin Hospital, as necessary to accommodate increased foot traffic and protect vulnerable users. There was strong support for infrastructure that prioritises safe, accessible movement for pedestrians and cyclists. However, some respondents preferred grade-separated solutions such as overbridges or underpasses to avoid disrupting traffic flow. Suggestions also included raised, step-free crossings and better integration with cycle infrastructure.

Parking availability and access

Parking changes, especially removals near the hospital and city centre, drew the strongest opposition. Many respondents expressed frustration over the cumulative loss of parking in Dunedin, citing impacts on hospital access, local businesses, and people with mobility challenges. The removal of short-term and all-day parking on St Andrew and Frederick Streets was seen as particularly problematic. Suggestions included building multi-storey parking facilities, converting all-day parks to short-term spaces and ensuring any removed parking is replaced nearby. Some also advocated for removing cycle lanes instead of parking to preserve vehicle access.

Traffic flow and intersection design

Feedback on traffic flow and intersection design was mixed. While some respondents supported changes aimed at simplifying intersections and improving signal timing, others were concerned about increased congestion and reduced access. The removal of the right turn from St Andrew Street onto SH1 was one of the most consistently opposed proposals, with many citing its importance for emergency services and local navigation. Respondents called for better traffic modelling, trialling changes before permanent implementation, and preserving key turning movements. There was also support for modest kerb build-outs to improve visibility, though concerns were raised about their impact on heavy vehicle manoeuvrability.

Public transport and bus stop changes

Proposals to reduce the number of bus stops on SH1 received mixed feedback. While some respondents supported the changes for improving traffic flow and emergency vehicle access, others were concerned about reduced accessibility for public transport users, particularly those with mobility issues. The proximity of the remaining stops to the bus hub was noted, but many felt that reducing stops could discourage public transport use. Suggestions included relocating rather than removing stops, improving signage, and ensuring that changes do not increase walking distances for vulnerable users.

Freight and emergency access

Freight and emergency access were recurring concerns, particularly in relation to the removal of turning lanes and the proposed shift of SH88 to Frederick Street. Respondents questioned whether Frederick Street could safely accommodate heavy vehicles due to its narrow layout and proximity to residential and university areas. Emergency services access was also a key issue, with fears that changes could delay response times. Suggestions included retaining key turning movements for emergency vehicles, applying appropriate geometric design standards, and ensuring signal timing supports efficient movement for freight and emergency services.

Consultation and transparency

Many respondents called for more transparent communication, clearer visualisations of proposed changes, and ongoing engagement with affected communities. There was a strong desire for detailed traffic modelling and evidence to support the proposals. Several submissions expressed frustration over perceived planning oversights and the lack of clarity around how feedback would influence final decisions. Respondents encouraged NZTA to work closely with Dunedin City Council and local stakeholders to ensure that the final designs are balanced, practical, and future-proofed.

Summary of written submissions

Fourteen written submissions were received via email or dropped into NZTA. The submissions reflect a broad spectrum of perspectives from residents, businesses, institutions and transport stakeholders regarding NZTA's proposed changes around the new Dunedin Hospital precinct. While there is general support for improving safety and accessibility, concerns were raised about traffic flow, emergency access, freight movement, and impacts on local businesses. The feedback highlights the importance of balancing pedestrian and cyclist needs with efficient vehicle movement and maintaining essential services.

Overall sentiment

The overall sentiment across the written submissions is cautiously supportive. Most submitters recognise the importance of improving safety and accessibility around the new Dunedin Hospital and support the intent of the proposed changes. However, there is significant concern about the practical impacts on traffic flow, emergency services, freight movement, and local businesses. Many submissions offer constructive criticism and alternative suggestions, indicating a strong community interest in shaping the final design.

Key themes

The submissions reflect a strong interest in balancing safety, accessibility, and traffic efficiency around the new Dunedin Hospital precinct. Safety improvements, particularly for pedestrians and cyclists, are widely supported, with many endorsing Barnes Dance crossings at key intersections. However, concerns were raised about the impact of these changes on traffic flow, emergency services, and freight movement. The proposed rerouting of SH88 via Frederick Street also drew mixed reactions, with

some seeing it as a practical improvement and others worried about increased traffic in residential and student-heavy areas. Parking availability and business access emerged as critical issues, especially for those operating along Frederick Street.

What submitters liked

Submitters generally welcomed the focus on pedestrian safety and accessibility, especially near hospital entrances and student accommodation. The Barnes Dance crossings were praised for their potential to streamline pedestrian movement and reduce wait times. Improvements to cyclist infrastructure, such as shared paths and refuges, were also positively received. Stakeholders appreciated NZTA's engagement and the opportunity to contribute to the planning process, with several expressing support for the overall intent of the project.

What submitters didn't like

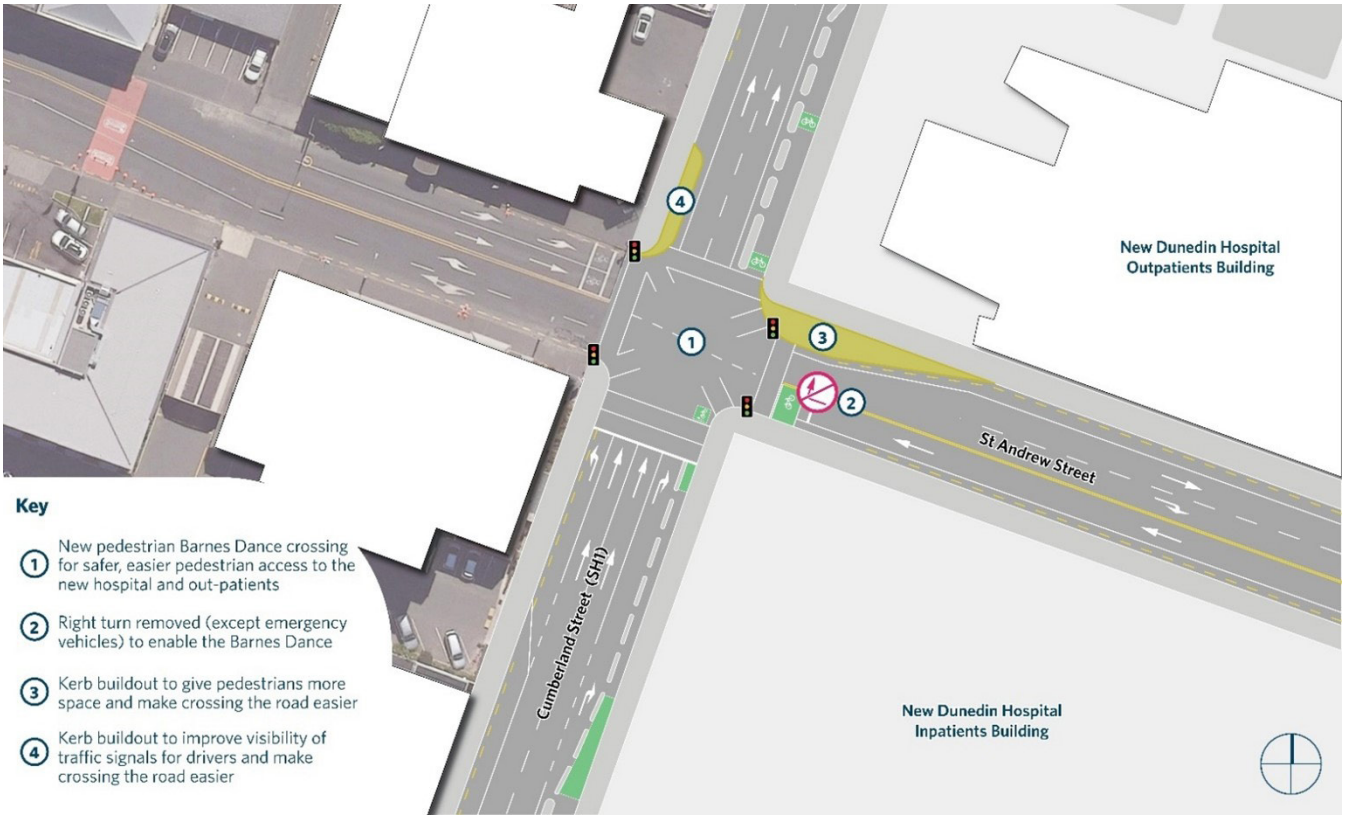
A major point of contention was the proposed removal of the right turn from St Andrew Street into SH1 northbound. Many felt this would disrupt emergency services, increase congestion on alternative routes, and lead to unsafe driving behaviour. Additional signalised pedestrian crossings, at mid-block, were seen by some as unnecessary and potentially disruptive to traffic flow. The loss of short-term parking, especially along Frederick Street, was strongly opposed by local businesses who rely on customer access. Concerns were also raised about the suitability of Frederick Street as a freight route, given its residential character and limited space for large vehicles.

Suggestions for improvement

Submitters offered a range of constructive suggestions to refine the proposals. These included trialing Barnes Dance crossings before permanent implementation, considering overhead pedestrian walkways instead of mid-block crossings, and retaining key turning movements to support emergency and local traffic. Hanover Street was proposed as a more suitable alternative for SH88 routing. Enhancing signal timing and coordination was recommended to maintain traffic flow, while preserving or relocating short-term parking was seen as essential for business viability. Freight and heavy vehicle stakeholders urged NZTA to apply appropriate geometric design standards to ensure safe maneuverability and access.

SH1 north/St Andrew Street intersection improvements

Figure 2: SH1 north/St Andrew Street intersection improvements



Proposed changes

The proposed change is to improve safety and traffic flow by installing a Barnes Dance crossing at the hospital intersection, removing the right turn from St Andrew Street onto SH1 for westbound traffic, and extending kerbs on 3 corners for better visibility and pedestrian access.

- Install a Barnes Dance crossing (where all pedestrians cross the road at once) to help people safely reach the hospital public entrances located on this intersection.
- Stop right turns from St Andrew Street onto SH1 for westbound traffic to give people walking enough time to cross safely and drivers enough green signal time to maintain good traffic flows.
- Build the kerbs out on 3 corners to improve the crossing for pedestrians and give drivers a better view of traffic signals.

Feedback summary

The proposal elicited a strongly divided response. While many respondents supported the change as a necessary step to improve pedestrian safety and simplify traffic movements near the new hospital, many others viewed it as a disruptive measure that would negatively affect traffic flow and accessibility.

Supporters of the proposal emphasised the importance of prioritising pedestrian safety, especially for vulnerable users such as hospital patients and the elderly. Some noted that the right turn is already difficult to navigate and that removing it could reduce crash risk and improve clarity at the intersection. A few respondents saw the change as part of a broader effort to future-proof the area, reduce emissions, and encourage more active modes of transport. Others appreciated the potential for improved urban design and connectivity.

Opposition centred on the impact to traffic flow, particularly for freight and emergency vehicles. Many respondents argued that St Andrew Street is a critical arterial route and that removing the right turn would redirect traffic to already congested streets like Frederick and Hanover, increasing travel times and creating bottlenecks. Business owners and residents expressed concern about reduced access, increased confusion for drivers, and the cumulative effect of recent traffic changes in the central city. Several submissions questioned the adequacy of traffic modelling and consultation.

Respondents offered a range of constructive suggestions to mitigate the impacts of the proposal. These included retaining the right turn for specific vehicle types such as trucks and emergency services, trialling the change before permanent implementation, and improving alternative routes to better accommodate redirected traffic. Others proposed building pedestrian overbridges or underpasses to separate foot traffic from vehicles, thereby preserving the right turn while enhancing safety. Calls for clearer signage, better traffic modelling, and closer coordination with broader transport planning were also common.

Responses to survey questions

Q1a. When the new Dunedin Hospital opens, up to 10,000 people including many vulnerable users, will walk through this area each day. We're proposing to redesign the SH1 north/ St Andrew Street intersection outside the new Dunedin Hospital entrances, to include a Barnes Dance pedestrian crossing to cater for this increase in people walking. How do you feel about this proposal?

Note: A Barnes Dance Crossing is one where all vehicle traffic is stopped, and pedestrians can cross in every direction at once, including diagonally.

A total of 178 responses were received to the survey question asking about the proposed changes to improve safety at SH1 north/St Andrew Street intersection.

Of the responses received 82 indicated support for the proposal with 78 responses indicating opposition to the proposal. 18 responses remained neutral.

Overall sentiment

Overall, there was a divided opinion with strong views in both support and opposition to the proposed changes. Many respondents acknowledged the need to improve pedestrian safety and accessibility, especially for vulnerable users such as the elderly and those with mobility challenges. However, a significant number of submissions raised concerns about the impact on traffic flow, congestion, and emergency vehicle access, indicating that while pedestrian safety is valued, it must be balanced with efficient traffic movement.

What respondents liked

Supportive comments praised the Barnes Dance concept for its clarity, efficiency, and safety benefits. Respondents noted that similar crossings in Dunedin and other cities have worked well, especially in areas with high pedestrian volumes. Many saw the proposal as a proactive step to future-proof the intersection and accommodate the hospital's expected foot traffic. Some respondents also appreciated the potential for improved urban amenity and connectivity between hospital buildings, the city centre, and public transport hubs.

What respondents didn't like

Opposition to the proposal was primarily driven by concerns about traffic congestion and the removal of the right-turn lane from St Andrew Street. Respondents feared that this change would redirect traffic to already congested streets, increase travel times, and negatively affect freight routes and emergency response times. Several submissions questioned the suitability of a Barnes Dance on a state highway and suggested that the proposal lacked sufficient traffic modelling and consultation. Business owners expressed worries about reduced access and parking, which could impact operations and customer flow.

Suggestions for improvements

Respondents offered a range of constructive suggestions to improve the proposal. These included building pedestrian overbridges or underpasses to separate foot traffic from vehicles, retaining key turning movements, and trialling the Barnes Dance before full implementation. Others recommended better integration with cycle infrastructure, clearer signage, and coordination with broader transport planning, such as the Eastern Arterial route. Several submissions called for more detailed traffic impact assessments and greater collaboration between NZTA and local stakeholders.

Q1b. To allow enough time and space f uuor a safe Barnes Dance pedestrian crossing, we are proposing to remove the right turn from St Andrew Street onto SH1 for westbound traffic (except for emergency vehicles). While this change may require a change in travel habits, there are several nearby alternative routes, such as Hanover Street and Frederick Street, providing to SH1 and the western part of the central city, without adding much extra time to people's journeys. How do you feel about this proposal?

A total of 164 responses were received to the survey question regarding removal of the right turn from St Andrew Street onto SH1 for westbound traffic.

Of the responses received, 51 indicated support for the proposal with 98 responses indicating opposition to the proposal. 15 responses remained neutral.

Overall sentiment

The overall sentiment toward the proposal to remove the right turn from St Andrew Street onto SH1 for westbound traffic is predominantly opposed. While a minority supported the change, particularly those prioritising pedestrian safety and traffic simplification, the majority were concerned about the implications for traffic flow, access, and congestion.

What respondents liked

Supportive comments focused on the potential for improved safety and reduced pedestrian-vehicle conflict, especially near the new hospital. Some respondents acknowledged that changing travel habits is necessary to accommodate a more pedestrian-friendly environment. A few noted that the right turn is already difficult to navigate and that other intersections are better suited for traffic movements. Others saw the proposal as part of a broader effort to future-proof the area and reduce emissions.

What respondents didn't like

The most common concern was the impact on traffic flow and congestion, particularly for heavy vehicles and emergency services. Respondents warned that removing the right turn would displace traffic onto already overburdened streets, creating bottlenecks and safety risks. Several highlighted the lack of viable alternative routes and the potential for increased travel times and driver frustration. Business owners and residents also expressed concern about reduced accessibility and the cumulative effect of multiple traffic changes in the area.

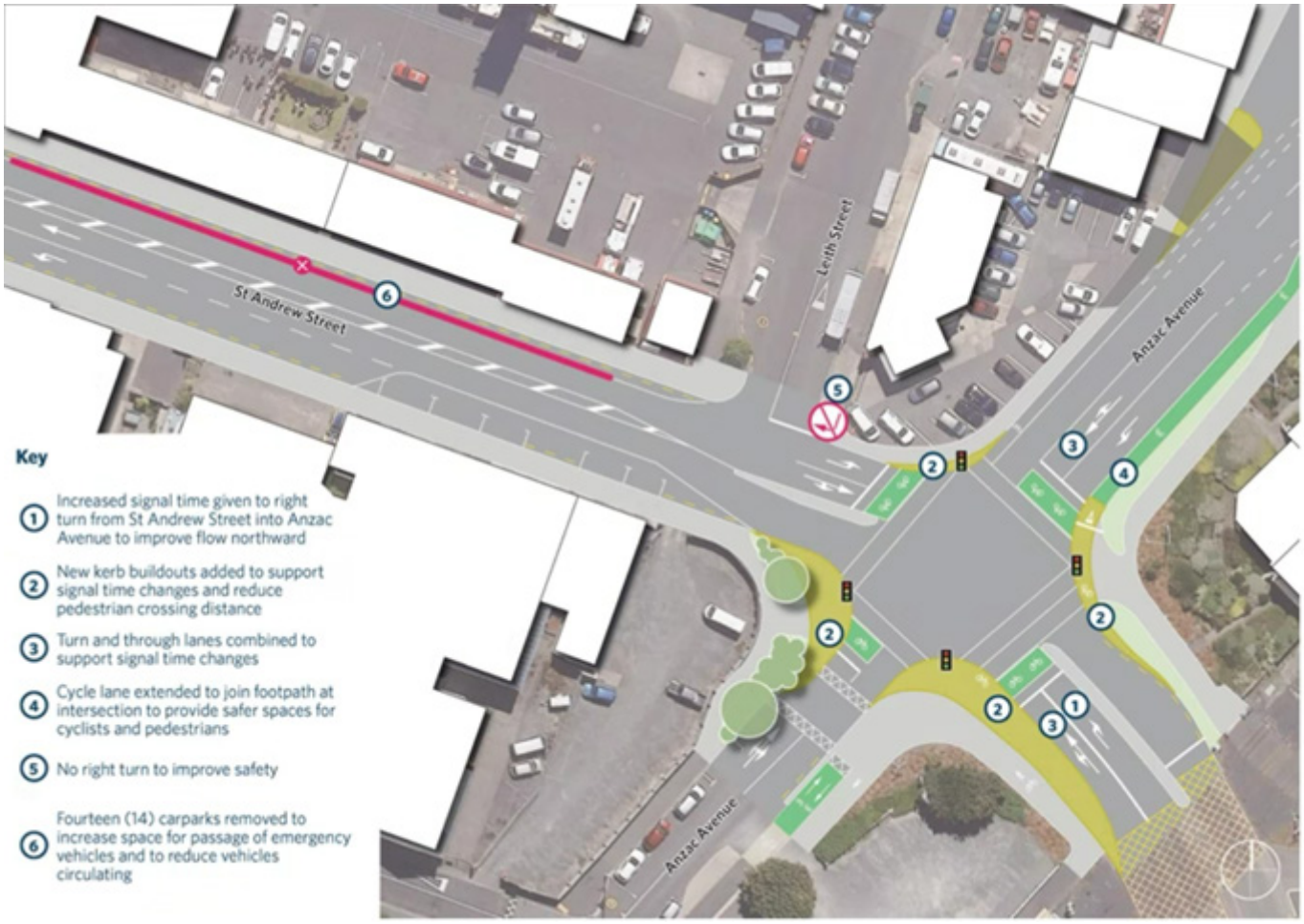
Suggestions for improvements

Respondents offered a range of suggestions to address the issues raised. These included retaining the right turn for certain vehicle types (for example, trucks and emergency services) trialing the change before making it permanent, or improving alternative routes such as Hanover Street to better accommodate redirected traffic. Others proposed

building an overhead pedestrian bridge or underpass to separate foot traffic from vehicles, that would preserve the right turn while enhancing safety. Some called for more transparent traffic modelling and better integration with broader transport planning.

St Andrew Street safety improvements

Figure 3: St Andrew Street safety improvements



Proposed changes

To improve safety and make it easier for people to pull over for emergency vehicles, NZTA proposes to:

- remove 14 paid all-day parks on SH88 St Andrew Street to make it easier for people to pull over for emergency vehicles and to reduce vehicles circulating.

Feedback summary

The proposal received mixed responses, with a higher level of opposition than support. While some acknowledged potential benefits for traffic flow and emergency vehicle access, others expressed strong concern about the impact on parking availability in central Dunedin. Many viewed the change as worsening existing challenges, particularly for hospital users, staff, and those with mobility limitations. The overall sentiment can be described as leaning negative, with accessibility and practicality emerging as key points of contention.

Supportive comments highlighted the potential for improved traffic movement and emergency access if parking was reduced. Some respondents saw the proposal as part of a broader shift toward a more pedestrian-friendly and future-oriented city, especially if paired with better cycling infrastructure and public transport options. A few noted that they rarely used parking on St Andrew Street and felt the change would have minimal personal impact. Others suggested that removing parking could reduce vehicle circulation and improve safety for vulnerable road users.

Opposition was largely driven by concerns about accessibility, particularly for hospital patients and visitors who may struggle to walk long distances. Many respondents emphasised the lack of alternative parking options and noted that existing facilities are often full. Several submissions expressed frustration over the cumulative impact of previous parking reductions and cycle lane installations, warning of increased congestion, reduced access, and negative effects on local businesses. There was also concern that the proposal failed to consider the needs of emergency services and freight vehicles.

Respondents offered a range of suggestions to mitigate the impacts of the proposal. These included constructing multi-storey car parks near the hospital, retaining short-term drop-off zones, and ensuring any removed parking is replaced elsewhere. Some recommended limiting parking removal to specific sections of St Andrew Street or trialling the change before full implementation. Others called for better coordination with broader transport planning, including improved signage, traffic modelling, and integration with emergency services routes. A few suggested removing cycle lanes instead of parking to preserve vehicle access.

Responses to survey questions

Q2. To support the proposed changes and improve safety and traffic flow, we're considering removing some parking on St Andrew Street. This would allow better access for emergency vehicles and reduce vehicles circulating. How do you feel about this proposal?

A total of 162 responses were received to the survey question regarding the proposed parking changes on St Andrew Street.

Of the responses received 60 indicated support for the proposal with 72 responses indicating opposition to the proposal. 29 responses remained neutral.

Overall sentiment

Overall, the feedback to removing some parking on St Andrew Street was more opposed than supported. While some respondents acknowledged potential benefits for traffic flow and emergency vehicle access, many expressed strong opposition, citing the already limited availability of parking in central Dunedin.

Many viewed the proposal as exacerbating existing challenges, particularly for hospital visitors, staff, and those with mobility issues. There was widespread concern about the implications for accessibility and urban functionality.

What respondents liked

Supportive comments focused on the potential to improve traffic flow and emergency access by reducing parked vehicles along St Andrew Street.

Some respondents saw the proposal as a step toward a more pedestrian-friendly and future-oriented city, especially if complemented by better cycling infrastructure and public transport. A few noted that they rarely used parking on St Andrew Street and felt the change would have minimal personal impact. Others suggested that removing parking could reduce vehicle circulation and improve safety for vulnerable road users.

What respondents didn't like

Opposition was largely driven by concerns about accessibility and practicality. Many respondents argued that the proposal failed to account for the needs of hospital users, particularly those who are ill, elderly, or disabled.

The lack of alternative parking options was a major issue, with several noting that existing car parks are often full and that public transport is not a viable substitute for many. Business owners and professional drivers expressed frustration over the cumulative impact of parking reductions and cycle lane installations, warning of increased congestion and reduced economic activity.

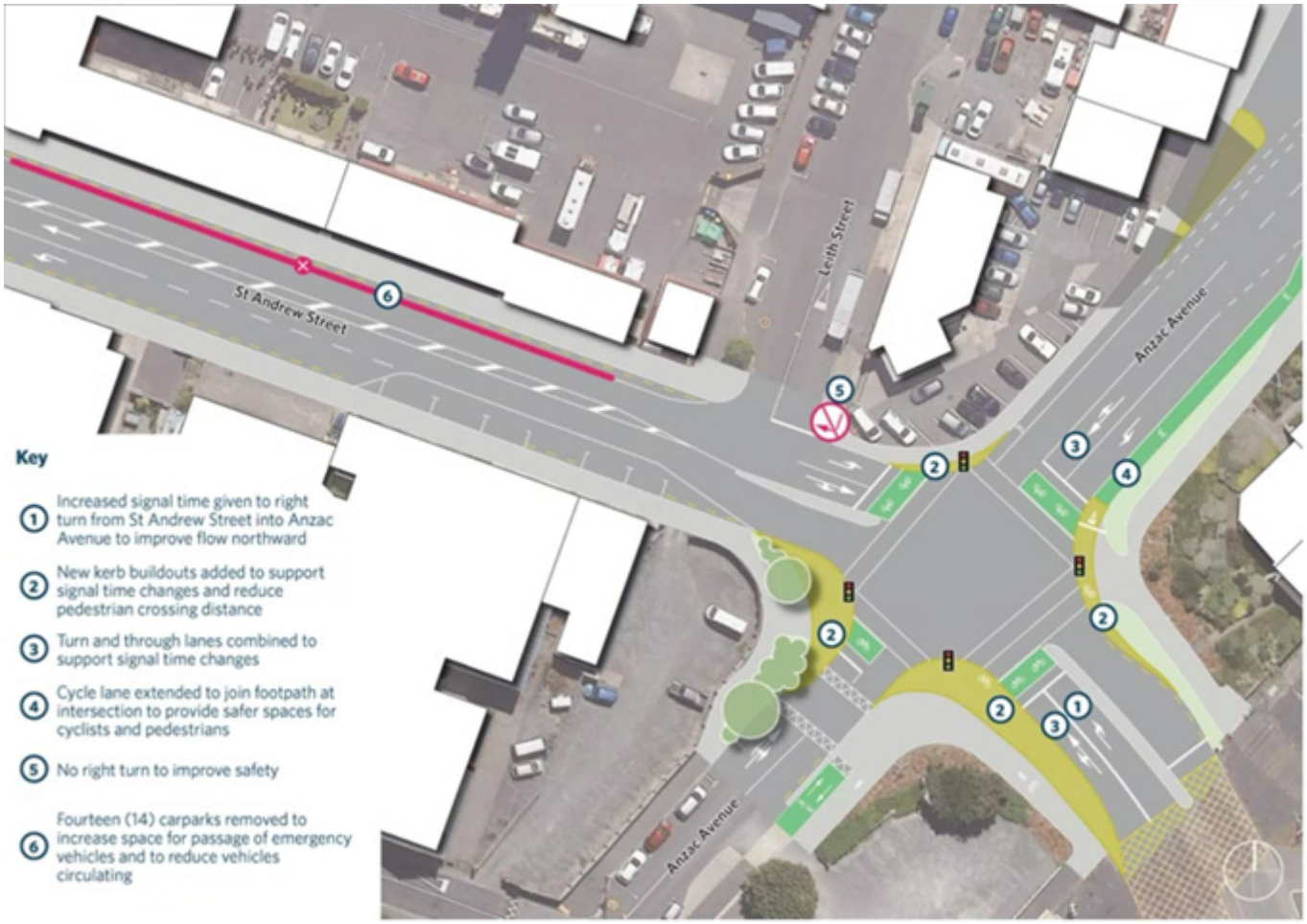
Suggestions for improvements

Respondents offered a range of suggestions to address the issues raised. These included constructing multi-storey car parks near the hospital, retaining short-term drop-off zones, and ensuring any removed parking is replaced elsewhere.

Some recommended limiting parking removal to specific sections of St Andrew Street or trialling the change before full implementation. Others called for better coordination with broader transport planning, including improved signage, traffic modelling, and integration with emergency services routes. A few suggested removing cycle lanes instead of parking to preserve vehicle access.

Leith Street/St Andrew Street intersection safety improvements

Figure 4: Leith Street/St Andrew Street intersection safety improvements



Proposed changes

NZTA plans to:

- only allow left turns in and out of the Leith Street / St Andrew Street intersection (except for emergency vehicles.

Feedback summary

Feedback on the proposal was mixed, however a greater number of respondents supported the proposal than opposed it. Many respondents acknowledged that the intersection is already problematic and that restricting turning movements could improve safety and traffic flow. However, concerns about the broader impact on traffic circulation, particularly for university and freight traffic, tempered overall enthusiasm. While the safety rationale was generally accepted, the practicality and wider implications of the change drew mixed reactions.

Supporters of the proposal emphasised the safety benefits of eliminating right turns at the intersection. Several noted that right turns are already difficult and dangerous, often causing congestion and delays. Some respondents described the change as sensible and overdue, particularly if paired with infrastructure improvements such as safety islands, better signage, or cycle paths. A few suggested that fully closing Leith Street at this end could further simplify traffic and enhance safety outcomes.

Opposition focused on the potential for increased congestion on surrounding streets, especially Albany Street, which is already heavily used and constrained. Respondents worried that redirecting traffic would create bottlenecks and reduce access for university traffic, freight vehicles, and local businesses. Some felt the change added unnecessary complexity to an already difficult road network and questioned whether it would be effectively enforced or respected by drivers.

To address these concerns, respondents proposed several refinements. These included extending the existing median barrier to physically prevent right turns, improving signage and enforcement, and considering a full closure of Leith Street at the intersection. Others recommended integrating the change with broader traffic planning, including better pedestrian and cycling infrastructure and alternative routes for key traffic flows. A few called for more detailed traffic modelling and further public consultation before implementation.

Responses to survey questions

Q3. Leith Street – to improve safety at the Leith Street/SH88 St Andrew Street intersection, we are proposing to allow only left turns in and out - except for emergency vehicles. How do you feel about this proposal.

A total of 150 responses were received to the survey question regarding the proposed safety improvements to the Leith Street intersection.

Of the responses received, 68 indicated support for the proposal, with 42 responses indicating opposition to the proposal. 40 responses remained neutral.

Overall sentiment

Overall, the feedback on the safety improvements to left turns only at the Leith Street intersection was more supported than opposed. Many respondents agreed that the intersection is problematic and that restricting turns could improve safety and traffic flow. However, a number of submissions expressed concern about the broader impacts on traffic circulation, particularly for university traffic and freight movement.

What respondents liked

Supportive comments focused on the safety benefits of restricting turning movements at the intersection. Respondents highlighted the dangers of right turns from Leith Street and the potential for improved traffic flow and reduced conflict. Some saw the proposal as a sensible and overdue change, especially if complemented by infrastructure improvements such as safety islands or cycle paths. A few suggested that closing Leith Street entirely at this end could further simplify traffic and enhance safety.

What respondents didn't like

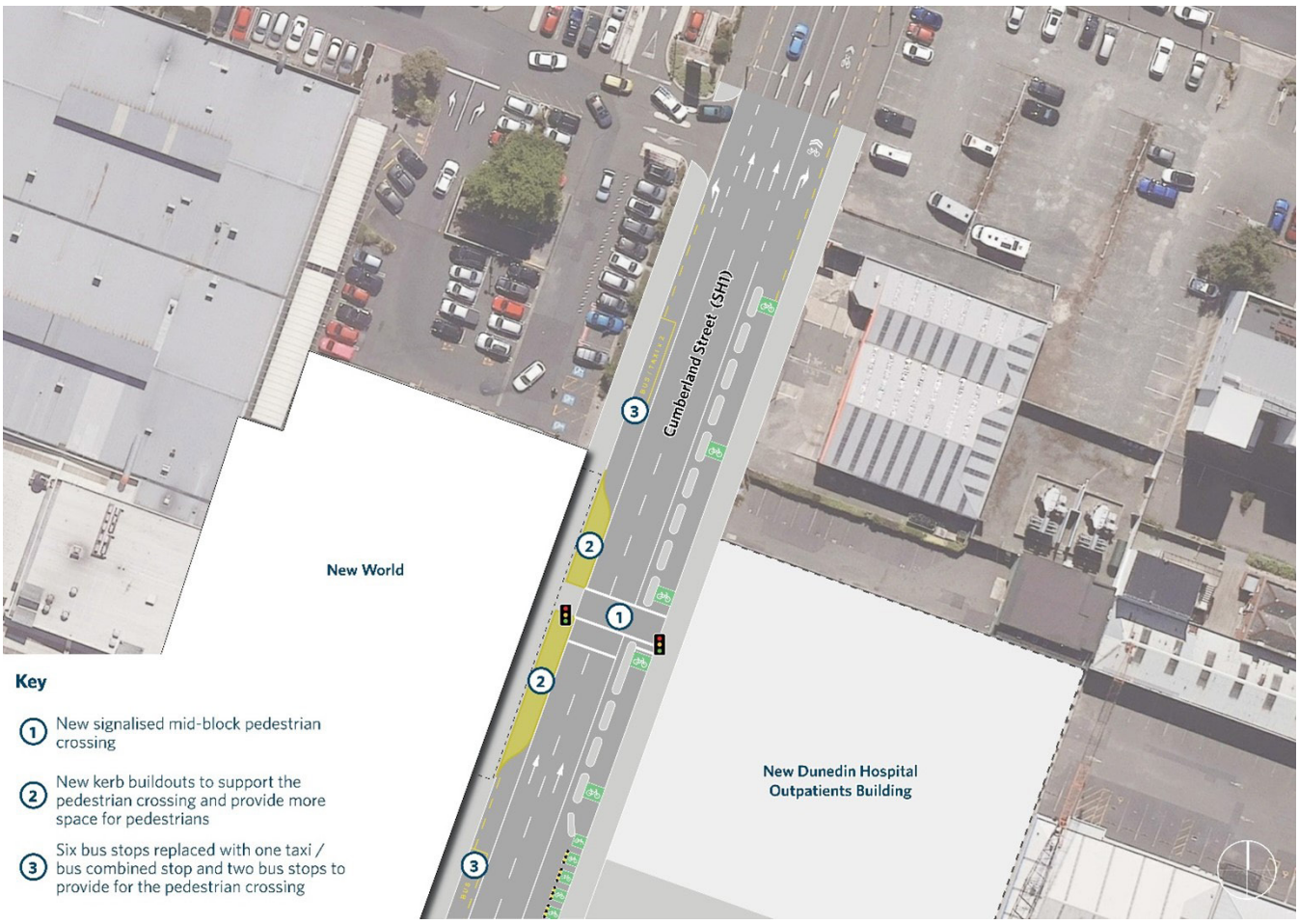
Concerns centred on the impact of the change on traffic circulation and access. Several respondents worried that redirecting vehicles would increase congestion on nearby streets, particularly Albany Street, which is already heavily used and constrained. Others felt the proposal added unnecessary complexity to an already difficult road network and questioned whether the change would be effectively enforced. Business owners and professional drivers expressed concern about access and the cumulative effect of multiple traffic changes in the area.

Suggestions for improvements

Respondents offered a range of suggestions to refine the proposal. These included extending the existing median barrier to physically prevent right turns, improving signage and enforcement, and considering full closure of Leith Street at the intersection. Some recommended integrating the change with broader traffic planning, including better pedestrian and cycling infrastructure and alternative routes for university and freight traffic. A few called for more detailed traffic modelling and public consultation before implementation.

SH1 mid-block crossing and parking changes

Figure 5: SH1 mid-block crossing and parking changes



Proposed changes

To improve safety and access for pedestrians, NZTA proposes to:

- install mid-block signalised pedestrian crossings close to the New World and Woolworths supermarkets, providing safe crossings for people walking from the NDH to the central city
- reduce the number of bus stops from 6 to 3, one remaining combined with a taxi stand, close to the New World pedestrian entrance. This will provide space for the mid-block crossing, and some footpath widening
- remove 3 parking spaces to provide space for the Woolworths mid-block crossing, and 5 additional parks close by to provide safer and more efficient access to the remaining parks

Feedback summary

Public sentiment was mixed across both aspects of the proposal, with slightly more support for the pedestrian crossings and slightly more opposition to the reduction of bus stops and car parks. Many respondents acknowledged the importance of pedestrian safety, especially for hospital visitors with mobility challenges. However, concerns about traffic congestion and reduced accessibility for drivers and public transport users tempered support. Overall, the community appears divided, with strong views on both sides.

Supporters of the pedestrian crossings emphasised their potential to reduce jaywalking and improve safety, particularly if well synchronised with existing traffic signals. The signalised crossing was seen as especially useful due to observed pedestrian patterns. Regarding the reduction of bus stops and car parks, some respondents felt it would improve traffic flow and emergency vehicle access and supported removing parallel parking from SH1. A few noted that nearby bus hubs and off-street parking options could offset the impact.

Opposition to both parts of the proposal focused on traffic disruption and accessibility. Many respondents feared that additional crossings would slow down SH1, a vital arterial route, and questioned their proximity to existing Barnes Dance intersections. The removal of car parks raised significant concern about hospital access, especially for elderly and disabled users, and the impact on local businesses. Reducing bus stops was seen as counterproductive to promoting public transport, with some worried about increased walking distances for vulnerable users.

Respondents offered a range of alternatives. For pedestrian crossings, many advocated for overbridges or underpasses to avoid disrupting traffic. Others suggested limiting the crossings to one location or improving traffic light synchronisation. For parking and bus stop changes, suggestions included retaining some car parks, relocating rather than removing bus stops, and investing in multi-storey hospital parking. Several called for more detailed traffic modelling and broader consultation to ensure balanced, future-proofed planning.

Responses to survey questions

Q4a. To improve pedestrian safety and access, we are proposing to install signalised mid-block pedestrian crossings (synchronised with the nearby traffic signals). These will enable the crossing of SH1 between the Woolworths and Centre City New World supermarkets and the mid-block new Dunedin Hospital pedestrian entrances. How do you feel about this proposal?

A total of 151 responses were received to the survey question regarding the proposed signalised mid-block pedestrian crossing on SH1.

Of the responses received 65 indicated support for the proposal with 62 responses indicating opposition to the proposal. 28 responses remained neutral.

Overall sentiment

The overall sentiment toward the proposal was split, leaning slightly more supportive. While some respondents acknowledged the safety benefits for pedestrians, particularly vulnerable users accessing the hospital, many others expressed frustration about the potential impact on traffic flow.

What respondents liked

Supportive comments highlighted the importance of improving pedestrian access to the hospital, especially for elderly and disabled users. Some respondents felt the crossings would reduce jaywalking and improve safety if well-synchronised with existing traffic signals. A few suggested that raised, step-free platforms would enhance accessibility, and that the Woolworths crossing in particular made sense due to observed pedestrian behaviour in that area.

What respondents didn't like

Concerns centred on traffic disruption, especially on SH1, which many respondents described as a critical arterial route. Several felt the crossings would cause unnecessary delays, increase emissions from idling vehicles, and complicate logistics for freight and emergency services. Others questioned the logic of adding crossings so close to existing Barnes Dance intersections and suggested that the proposal lacked sufficient justification or traffic modelling.

Suggestions for improvements

Respondents offered a range of alternatives and refinements. Many advocated for pedestrian overbridges or underpasses as safer and less disruptive solutions. Others recommended better synchronisation of traffic lights, clearer signage, or limiting the crossings to one location rather than 2. A few called for further consultation, detailed traffic modelling, and consideration of broader transport planning, including the impact on freight routes and hospital access.

Q4b. To make room for the new signalised change to signalised mid-block pedestrian crossings, and to make it easier and quicker to enter parks on SH1, we will need to reduce the bus stops outside New World to 3, and to remove 8 car parks between Stuart Street and St Andrew Street. These changes would help improve pedestrian safety and reduce delays for vehicles (including emergency services) caused by drivers reversing into car parks. How do you feel about this proposal?

A total of 151 responses were received to the survey question regarding the reduction in bus stops and parking to enable the signalised crossing.

Of the responses received, 54 indicated support for the proposal, with 64 responses indicating opposition to the proposal. 33 responses remained neutral.

Overall sentiment

Overall, the feedback on reducing the bus stops and carparks outside of New World was slightly more opposed than supported. While some supported the changes for reasons of traffic flow and pedestrian safety, others were critical of the impact on parking availability and public transport access. Many respondents emphasised the importance of maintaining or increasing parking near the hospital and city centre.

What respondents liked

Supportive comments focused on improving traffic flow and pedestrian safety. Some respondents agreed that removing parallel parking on SH1 would reduce delays caused by reversing vehicles and improve emergency vehicle access. A few supported the reduction of bus stops, citing underutilisation or proximity to the bus hub. Others felt the changes were necessary to support broader improvements in the area's transport infrastructure.

What respondents didn't like

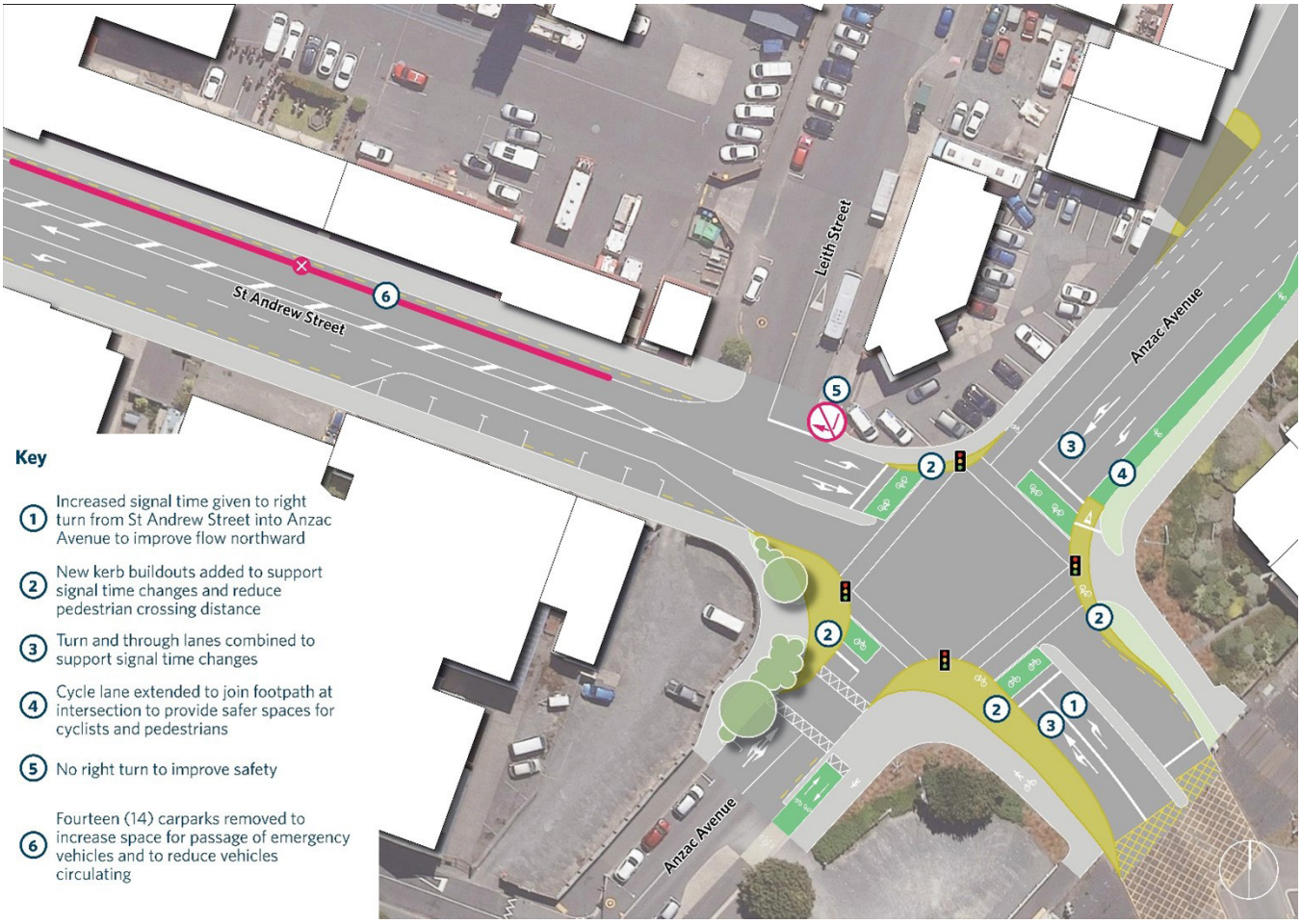
The most common concerns were about the loss of parking and its impact on hospital access, local businesses and city centre visitor numbers. Respondents worried that removing car parks would exacerbate congestion, reduce accessibility for vulnerable users, and discourage people from coming into town. Several noted that the proposal lacked a clear plan for replacing lost parking or improving alternatives such as multi-storey facilities. The reduction in bus stops was also criticised for potentially limiting public transport options.

Suggestions for improvements

Respondents offered a range of suggestions, including retaining some or all of the car parks, relocating bus stops rather than removing them, and investing in dedicated hospital parking buildings. Some proposed alternative solutions such as pedestrian overbridges to avoid disrupting traffic flow. Others recommended better traffic modelling and consultation, particularly with affected businesses and transport users. A few called for a more holistic approach to city planning that balances pedestrian needs with vehicle access.

St Andrew Street/Anzac Avenue intersection

Figure 6: St Andrew Street/Anzac Avenue intersection



Proposed changes

To improve safety and efficiency NZTA proposes to:

- increase green signal time for drivers turning right from St Andrew Street into Anzac Avenue, to improve northbound traffic flow
- build the kerbs out on all corners to provide a better crossing experience for pedestrians, particularly from nearby parking to the new Dunedin Hospital
- combine the left and through traffic lanes (on the northern and eastern legs) to support the extra green signal time for drivers
- extend the cycle lane on the northern leg to join the footpath at the intersection. This will offer safer spaces for cyclists and pedestrians.

Feedback summary

The overall sentiment toward the proposed changes is supportive. Many respondents recognised the need for improvements, particularly considering increased activity around the new Dunedin Hospital. The idea of enhancing traffic flow and pedestrian safety was generally welcomed, but enthusiasm was tempered by concerns about specific design elements. While some viewed the proposal as a logical upgrade to a busy intersection, others questioned its necessity or expressed doubts about its effectiveness.

Supporters appreciated the plan to extend green signal time for right-turning vehicles, which they felt would help alleviate congestion. Several respondents also welcomed the intention to improve access to the nearby St Andrew Street carpark, especially for hospital visitors. Pedestrian safety was a recurring priority, with some respondents endorsing kerb build-outs, provided they were modest and well-integrated into the existing road layout. Others saw the proposal as a proactive step toward managing future traffic volumes.

Opposition focused largely on the kerb build-outs, which many felt would worsen traffic congestion, reduce turning space for heavy vehicles, and create hazards for cyclists.

Some respondents argued that the intersection already functions adequately and warned that changes could disrupt traffic flow, particularly during peak hours or when trains pass through. There were also concerns about the lack of a dedicated hospital carpark and frustration over perceived planning oversights and limited transparency in the proposal.

Respondents offered a range of constructive suggestions. These included replacing kerb build-outs with overhead pedestrian bridges, improving traffic signal synchronisation, and conducting more thorough traffic modelling. Others recommended better signage and wayfinding to encourage use of the Thomas Burns Street carpark and called for preserving or increasing parking availability in the area. A few respondents urged closer coordination between NZTA and the city council to ensure a more cohesive and effective transport strategy.

Responses to survey questions

Q5. We are planning improvements at the St Andrew Street/Anzac Avenue intersection so traffic flows more smoothly, especially for drivers turning right onto Anzac Avenue. This includes increased green signal time for right turning vehicles, and kerb build-outs to make it safer and easier for people to cross the road. These changes will also improve access to the nearby St Andrew Street carpark. This is expected to be a popular option for people visiting the new Dunedin Hospital and central city. How do you feel about this proposal?

A total of 149 responses were received to the survey question asking about the proposed changes to the St Andrew Street/Anzac Avenue intersection.

Of the responses received, 73 indicated support for the proposal, with 37 responses indicating opposition to the proposal. 39 responses remained neutral.

Overall sentiment

Overall, the sentiment toward the proposed improvements is very supportive. Many respondents acknowledged the need for changes, especially considering increased activity around the new Dunedin Hospital. However, concerns about specific design elements, particularly kerb build-outs, tempered overall enthusiasm. While some saw the proposal as a logical step forward, others felt it was poorly thought out or unnecessary.

What respondents liked

Supporters of the proposal appreciated the increased green signal time for right-turning vehicles and the intention to improve access to the carpark. Many agreed that pedestrian safety should be prioritised, especially with the expected increase in foot traffic near the hospital. Some respondents welcomed the idea of kerb build-outs, provided they were modest and well-designed, and others saw the proposal as a necessary upgrade to an already problematic intersection.

What respondents didn't like

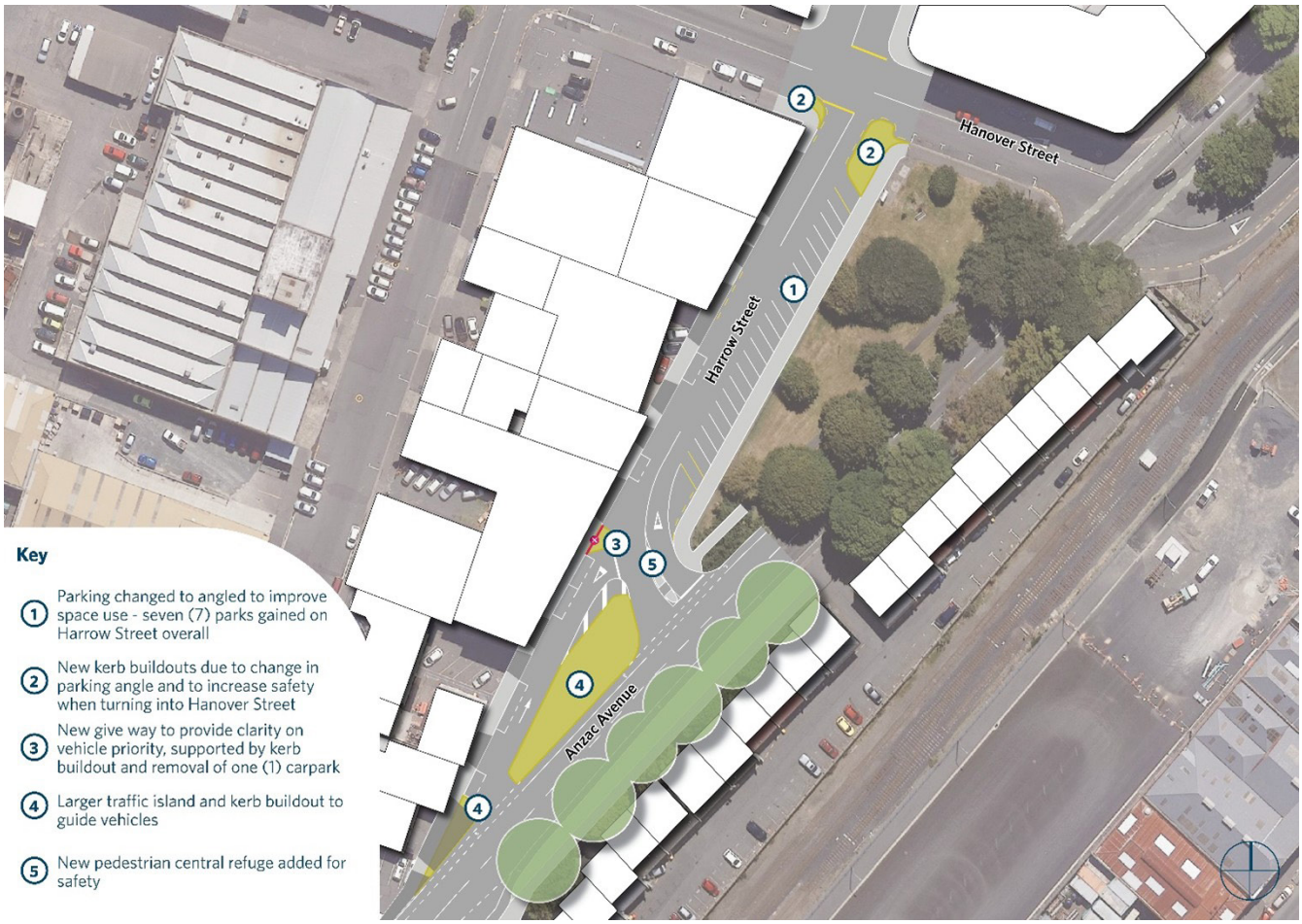
Opposition centred on fears that kerb build-outs would worsen traffic congestion, create pinch points for cyclists, and reduce turning space for buses and trucks. Several respondents felt the intersection already functions adequately and warned that changes could disrupt traffic flow, particularly during peak hours. Others criticised the lack of transparency and detail in the proposal, expressing frustration over perceived planning oversights and the absence of a dedicated hospital carpark.

Suggestions for improvements

Respondents offered a range of constructive suggestions. These included implementing overhead pedestrian bridges instead of kerb build-outs, improving traffic signal synchronisation, and conducting more thorough traffic modelling. Some advocated for better signage and wayfinding to encourage use of the Thomas Burns Street carpark, while others recommended preserving or enhancing parking availability in the area. A few called for broader planning coordination between NZTA and the city council to ensure cohesive transport solutions.

Harrow Street road layout and parking changes

Figure 7: Harrow Street road layout and parking changes



Proposed changes

NZTA is proposing to simplify the road layout on Harrow Street, as part of plans to support the changes to St Andrew Street, including adding some additional parking.

Feedback summary

The overall sentiment toward the proposal to simplify the Harrow Street layout and add parking was very supportive, though not without reservations. Many respondents acknowledged the potential benefits of improving safety and traffic flow, especially considering Harrow Street's potential increased use as a shortcut. However, others questioned the necessity of the changes or expressed concern that the proposal might not address the root issues or could introduce new problems.

Supporters appreciated the effort to clarify a confusing intersection and improve safety for both drivers and pedestrians. Several respondents welcomed the addition of 7 new parking spaces, particularly in an area where parking is often limited. Some saw the proposal as a sensible response to anticipated traffic changes and a proactive step to manage future demand.

Opposition focused on fears that the changes could worsen congestion, reduce safety for cyclists, or fail to deliver meaningful improvements. Angled parking was a particular concern, with several respondents citing poor visibility and risks for larger vehicles. Others felt the proposal lacked sufficient detail or questioned whether it was necessary at all, especially if other road layout changes were reconsidered.

Respondents offered a range of constructive suggestions, including installing speed tables, blocking off Harrow Street to the north, and adding a roundabout at the Harrow Street/Hanover Street intersection. Some advocated for better pedestrian and cyclist infrastructure, while others called for clearer communication and more transparency around the proposed changes. A few emphasised the importance of balancing safety improvements with maintaining efficient traffic flow and access for local businesses.

Responses to survey questions

Q6. Changes to St Andrew Street may lead to more drivers using Harrow Street as a shortcut to Hanover Street, which could raise safety concerns. To address this, we are proposing to simplify the road layout on Harrow Street to make it safer and easier to use for both drivers and pedestrians. The changes would also free up space for 7 new parks.

How do you feel about this proposal?

A total of 143 responses were received to the survey question regarding the proposed safety and road layout improvements to Harrow Street.

Of the responses received, 74 indicated support for the proposal, with 32 responses indicating opposition to the proposal. 37 responses remained neutral.

Overall sentiment

The overall sentiment is highly supportive. While many respondents welcomed the idea of simplifying the road layout and adding parking, some others questioned the necessity of the changes or expressed concern about unintended consequences. The proposal was seen by some as a logical response to increased traffic pressure, while others felt it was an overreaction or poorly justified.

What respondents liked

Supporters of the proposal appreciated efforts to improve safety and traffic flow, particularly at a busy and sometimes confusing intersection. Several respondents welcomed the creation of additional parking, especially in an area where parking is often limited. Some saw the changes as a sensible compromise or a proactive step to manage future traffic patterns resulting from other nearby road adjustments.

What respondents didn't like

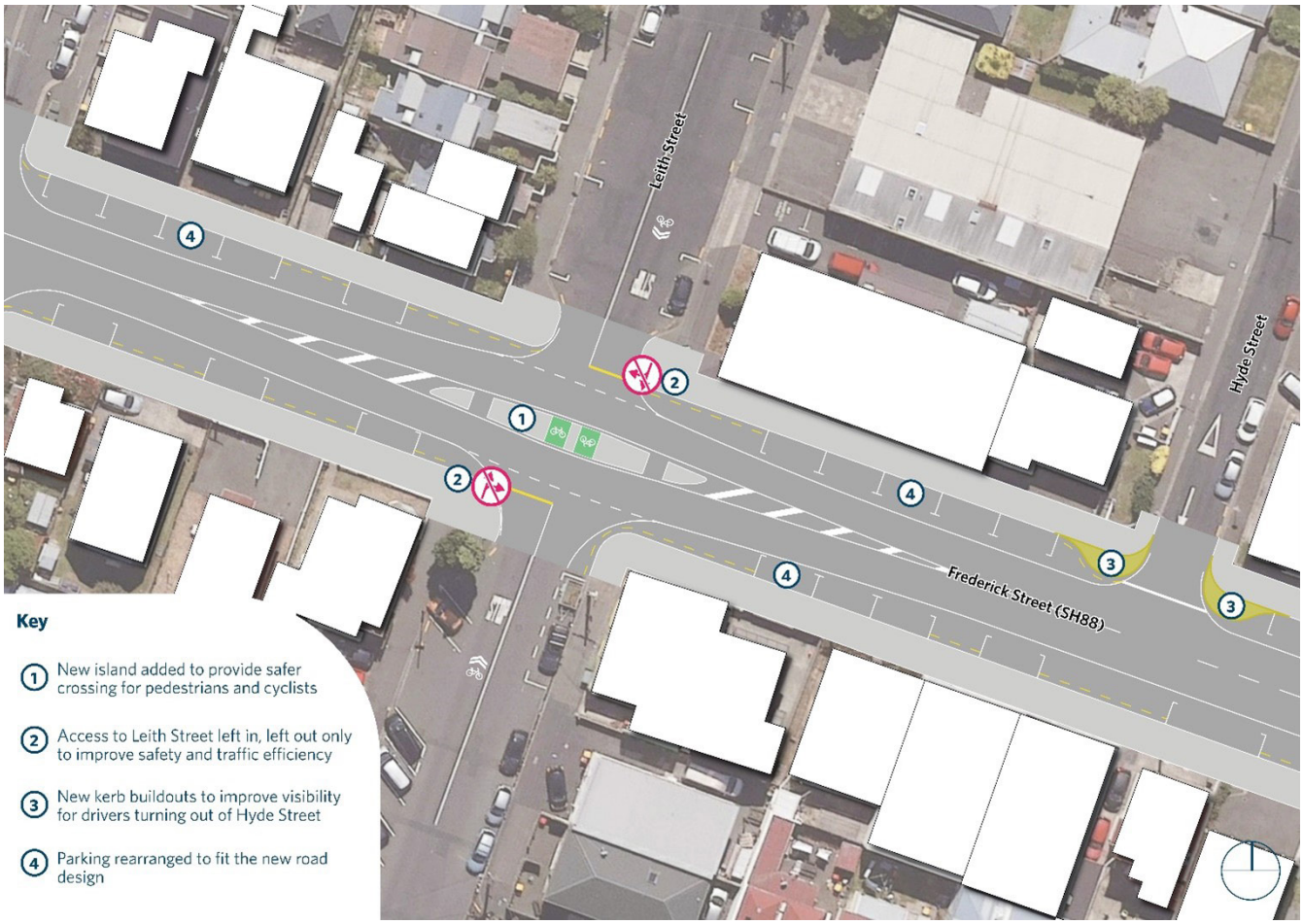
Opposition focused on fears that the changes would worsen congestion, reduce safety for cyclists or fail to address the root causes of traffic issues. Angled parking was a particular concern, with several respondents noting risks associated with poor visibility and large vehicles. Others felt the proposal lacked clarity or sufficient detail, and some questioned whether the changes were necessary at all, especially if other road layout adjustments were reconsidered.

Suggestions for improvements

Respondents offered a range of constructive suggestions, including installing speed tables, blocking off Harrow Street to the north, and adding a roundabout at the Harrow Street/Hanover Street intersection. Some advocated for better pedestrian and cyclist infrastructure, while others called for more transparent planning and clearer communication of the proposed changes. A few respondents emphasised the need to balance safety improvements with maintaining efficient traffic flow and access for local businesses.

SH88 to Frederick Street

Figure 8: SH88 to Frederick Street



Proposed changes

To enable safer access around the hospital and ensure freight and through-traffic continues to move efficiently, NZTA proposes to make Frederick Street the new SH88. To make this work, several upgrades would be required on Frederick Street; these include:

- extending the right-turn lane turning into SH1 north
- improving the intersection with SH1 south (by bringing the SH1 slip lane into the signalised intersection and making the left turn into SH1 easier for large vehicles)
- adding a pedestrian/biking refuge at Leith Street and introducing left-in/left-out access only at Leith Street to improve safety
- kerb build outs are proposed on some side streets to improve visibility
- parking will be rearranged to support these changes, mostly near the SH1 one-way pair.

Feedback summary

The overall sentiment towards the proposal was mixed, with slightly more support than opposition for the broader safety and traffic flow improvements, but strong resistance to specific elements such as parking removal. Many respondents acknowledged the need to improve safety for pedestrians and cyclists, particularly around the new hospital precinct. However, concerns about traffic congestion, access and the cumulative impact of recent changes in Dunedin's transport network were frequently raised.

Supporters of the proposal appreciated the focus on reducing turning conflicts, improving pedestrian and cyclist safety and simplifying intersections. Several respondents endorsed the use of left-in, left-out access and the installation of pedestrian refuges and kerb build-outs. Others supported shifting SH88 to Frederick Street, provided the road was upgraded appropriately. There was also backing for enhancing St Andrew Street as a pedestrian and cycling corridor, with suggestions for traffic calming and improved infrastructure.

Opposition centred on fears of increased congestion, particularly during peak hours, and the perceived unsuitability of Frederick Street for heavy traffic due to its narrow layout and sharp turns. Many respondents were concerned about the loss of parking, especially near the hospital, citing impacts on accessibility for patients, staff, and local businesses.

Business owners warned that reduced parking could threaten their viability. Others questioned the logic of removing key traffic movements, such as the right turn from St Andrew Street, and highlighted the lack of clear traffic modelling.

Respondents offered a range of suggestions to improve the proposals. These included upgrading intersections, improving signal timing and considering alternative routes such as Hanover Street. Many called for the development of a multi-storey parking facility near the hospital, conversion of all-day parks to short-term spaces, and a park-and-ride system. There were also calls for better consultation, clearer visualisations of proposed changes, and more coordinated planning between NZTA and the Dunedin City Council to ensure a balanced approach to safety, access, and traffic flow.

Responses to survey questions

Q7. With St Andrew Street becoming part of the new hospital hub area, Frederick Street is ideally placed to become the new SH88, as it is already a key freight route with good connections to SH1 north and south. This change supports safer access around the hospital while keeping freight and through-traffic moving efficiently.

To make this work, several upgrades are planned on Frederick Street. These include extending the right-turn lane into SH1 north, improving the intersection with SH1 south (by bringing the SH1 slip lane into the signalized intersection and making the left turn into SH1 easier for large vehicles), adding a pedestrian/biking refuge at Leith Street, and introducing left-in/left-out access only at Leith Street to improve safety. Kerbs build outs are proposed on some side streets to improve visibility. Parking will be rearranged to support these changes, mostly near the SH1 one-way pair.

If SH88 is officially moved, NZTA would manage Frederick Street, and Dunedin City Council would manage St Andrew Street and Anzac Avenue.

We would like to hear your thoughts on the key parts of this proposal.

Shifting SH88 to Frederick Street is expected to have minimal impact on current traffic while maintaining freight access and connections to SH1 north and south.

Q7a. How do you feel about the proposal to shift SH88 to Frederick Street?

A total of 142 responses were received to the survey question regarding the proposal to shift SH88 to Frederick Street.

Of the responses received, 67 indicated support for the proposal, with 48 responses indicating opposition to the proposal. 27 responses remained neutral.

Overall sentiment

The feedback on the proposal is slightly more supportive than opposed. While some respondents saw the change as logical and necessary to improve pedestrian safety and reduce traffic near the new hospital, others expressed strong opposition due to anticipated traffic congestion, safety risks, and disruption to residential and university areas.

What respondents liked

Supporters of the proposal appreciated the intent to improve safety and reduce traffic around the hospital precinct. Several respondents noted that the current SH88 route is less suitable and that Frederick Street could serve as a better alternative if upgraded appropriately. Some also supported the idea of enhancing St Andrew Street for pedestrians and cyclists, suggesting traffic calming measures and improved infrastructure.

What respondents didn't like

Opposition centred on fears of increased congestion, especially at peak times, and the unsuitability of Frederick Street for heavy vehicles due to its narrow layout and sharp turns. Respondents highlighted existing traffic issues, inadequate signal timing, and the potential for gridlock. Business owners expressed concern about losing parking and the viability of their operations. Others worried about the impact on university life and pedestrian safety in a high-foot-traffic area.

Suggestions for improvements

Respondents offered a range of suggestions, including upgrading intersections, improving signal timing, removing parking to create wider lanes, and considering alternative routes such as Hanover Street. Some advocated for a split SH88 route or a bypass to divert freight traffic away from the city centre entirely. There were also calls for better consultation, clearer modelling of traffic impacts, and coordination with other city planning initiatives.

Q7b. To improve safety at the Leith Street/ Frederick Street intersection, we are proposing left-in, left-out access only, along with a new pedestrian/biking refuge. These changes aim to reduce turning conflicts and make it safer for people walking, biking, and driving. How do you feel about this proposal?

A total of 139 responses were received to the survey question regarding the proposed safety improvements to the Leith Street / Frederick Street intersection.

Of the responses received, 64 indicated support for the proposal, with 34 responses indicating opposition to the proposal. 41 responses remained neutral.

Overall sentiment

The overall sentiment toward the proposal is supportive. Many respondents support safety improvements, but there was some opposition to perceived traffic disruptions. While many respondents acknowledged the need for pedestrian and cyclist safety, others expressed frustration with broader traffic planning and the cumulative impact of recent changes in the city.

What respondents liked

Supporters of the proposal appreciated the intent to reduce turning conflicts and improve safety for pedestrians and cyclists. Many endorsed the installation of a central refuge and kerb build-outs, with some suggesting raised platforms and wider islands to accommodate cargo bikes and trailers. Respondents also noted that simplifying the intersection could reduce risks in a busy student area.

What respondents didn't like

Opposition focused on fears of increased congestion, reduced driver flexibility, and the potential for unintended consequences on surrounding streets.

Some respondents questioned the data behind the proposal and felt that the intersection currently functions adequately. Others worried about the impact on university traffic and freight movement, suggesting that the proposal might exacerbate existing bottlenecks.

Suggestions for improvements

Respondents proposed several improvements, including better signage, clearer visual representations of the changes, and alternative traffic routes for university commuters. Some suggested converting Leith Street into a dead-end to simplify traffic flow, while others recommended relocating bike lanes to less congested areas. There were also calls for more holistic planning that considers the cumulative effects of recent infrastructure changes across the city.

Q7c. To support the Frederick Street improvements, up to 16 parking spaces may be removed, mostly between the SH1 one-way to improve traffic flow and safety. How do you feel about this proposal?

A total of 142 responses were received to the survey question regarding the proposal to remove parking spaces on Frederick Street.

Of the responses received, 50 indicated support for the proposal, with 69 responses indicating opposition to the proposal. 23 responses remained neutral.

Overall sentiment

The overall sentiment toward the proposed parking removal is predominantly opposed. While a number of respondents expressed support for the change in the context of improving traffic flow and safety, almost half voiced opposition. Many felt that the proposal would exacerbate existing parking shortages in central Dunedin, particularly considering the new hospital development.

What respondents liked

Supportive comments were generally framed around the benefits to traffic flow and safety. A few respondents argued that removing parking from a state highway corridor was logical and necessary, especially to accommodate larger vehicles and reduce turning conflicts. Some also suggested that off-street or multi-level parking options would be more appropriate for the area, allowing the road to function more efficiently.

What respondents didn't like

The most common concern was the lack of alternative parking options. Many respondents highlighted the difficulty of finding parking near the hospital and city centre, particularly for people with mobility issues, hospital staff, and business patrons. Business owners on Frederick Street warned that the removal of nearby parking could significantly impact their viability. Others criticised the broader trend of reducing car access in the city without adequate public transport or cycling infrastructure to compensate.

Suggestions for improvements

Respondents offered several suggestions to mitigate the impact of the proposed changes. These included building a multi-storey parking facility near the hospital, converting existing all-day parks to short-term spaces, and implementing a park-and-ride system with shuttle services. Some also recommended better planning coordination between NZTA and the Dunedin City Council to ensure that traffic and parking strategies are aligned with community needs.

Conclusion

The public engagement process for the SH1/SH88 Safety Improvements around the new Dunedin Hospital precinct generated a wide range of feedback from the public, affected parties and stakeholders. While there was broad support for the overarching goals of improving safety, accessibility, and connectivity, particularly for pedestrians and vulnerable users, feedback also highlighted significant concerns about traffic flow, parking availability, and the impact on emergency and freight access.

Recurring themes across survey responses and written submissions included strong support for pedestrian safety measures such as Barnes Dance crossings and mid-block signalised crossings, especially near hospital entrances. However, these proposals also drew concern regarding their potential to disrupt traffic flow and emergency response times. The removal of key turning movements, such as the right turn from St Andrew Street onto SH1, was one of the most consistently opposed changes, with many respondents citing its importance for emergency services and local navigation.

Parking changes, particularly removals near the hospital and central city, were met with the highest levels of opposition. Respondents expressed frustration over the cumulative loss of parking in Dunedin and called for alternative solutions such as multi-storey facilities or improved public transport. The proposal to shift SH88 to Frederick Street received moderate support, with stakeholders recognising its potential to streamline freight movement, though concerns were raised about increased congestion and the suitability of the route through residential areas.

Suggestions for improvement were constructive and focused on trialing changes before permanent implementation, preserving essential traffic movements, enhancing signal coordination, and exploring grade-separated pedestrian infrastructure. There was also a clear call for more transparent communication, detailed traffic modelling, and continued engagement with affected communities.

The insights gathered through this engagement will inform the refinement of the SH1 single stage business case and guide NZTA's next steps toward implementation.