

# Do you use the Dunedin one-way system cycle lanes? We want to hear from you.

The separated lanes have been in place for several months in North Dunedin - Great King St (travelling South) and on Cumberland St (travelling North). Work is progressing on other sections currently. The NZTA is in charge of this work.

## Feedback

It is not too late to provide constructive feedback. Let us know your experiences and views on the design. What works well, and what doesn't? What are the "hot spots" that are causing most concern? What are your ideas for improvement? There has been some commentary on social media. If you would like to provide more substantial feedback please email:

[Dunedinshcyclelanes@nzta.govt.nz](mailto:Dunedinshcyclelanes@nzta.govt.nz)

See below for **Issues reported to date** which have been passed on via Cycling Otago; and current issues that NZTA are keen to receive feedback on.

## Incident reporting

Incidents involving cyclists and motor vehicles do get reported to the NZTA. However, there has been a large increase in incidents involving cyclists and pedestrians, and incidents caused by the separated lane structures. It is extremely important that the NZTA is aware of this. There is currently no formal process, so Cycling Otago is happy to take a role in facilitating incident reporting.

Please email Cycling Otago: [admin@cyclingsotago.ac.nz](mailto:admin@cyclingsotago.ac.nz)

Or, contact NZTA directly: [Dunedinshcyclelanes@nzta.govt.nz](mailto:Dunedinshcyclelanes@nzta.govt.nz)

## Issues reported to date by Cycling Otago (August 2018)

The NZTA's critical driver is to reduce the potential for car-cyclist crashes and fatalities through separated lanes. Unfortunately, the design used to implement separation has introduced many more unwanted safety and efficacy issues for cyclists.

## Safety

- (CO) Lane width and visibility. The worst spots in the current lanes are the stretches on the inside of the parked car bays. Here the cycle lane narrows to a width that is not safe to cycle in, i.e. there is no means to take any evasive action. Visibility is greatly reduced for cyclists as the cars create a "tunnel" effect. There is much greater risk of pedestrian-cyclist impact in these areas, from people crossing the lanes to enter or exit cars.  
*(NZTA) Recognition that this is an issue. The need to minimise the impact of carpark loss in key areas has influenced where car parking remains.*
- (CO) Where the cycle lane crosses busy driveways and uncontrolled intersections. The areas crossing commercial driveways, for example, outside of Hells Pizza, McDonalds, and Ellis Rd, are extremely dangerous. Cars routinely drive into the lane to establish whether they can

pull out into the road. The lanes are extremely narrow in these sections and blocked in with cars on the left of the lane. Safety is the biggest concern; and having to stop constantly to avoid cars exiting these driveways is frustrating.

*(NZTA) Recognise the safety concern. Will likely pursue some form of activated warning here for both cycle lane and side road users.*

- (CO) The lanes change width frequently, and the complicated use of road furniture is hazardous. At night, visibility is an issue.
- (CO) There is a much greater chance of cyclist and pedestrian impact with the lanes adjacent to the footpath. There has been an increase in near misses and crashes since the separated lanes were installed (evidence to August supplied).

*(NZTA) Keen to have incidents reported.*

- (CO) Lane crossing. The need to cross from left to right hand sides and the ability to get onto the lanes from side streets is a significant issue. There is no way to safely navigate a crossing manoeuvre before the intersections. Waiting to cross at the lights is the appropriate action, but extremely frustrating for commuting cyclists. The potential for dangerous cyclist behaviour is increased.

*(NZTA) The existing need to cross on the northbound approach to Albany St, will be short lived as the remaining cycle lane to be constructed will also be on the right hand side. On the southbound side, there will remain a need to cross from left to right mid-way along. Initially, this will migrate back to the museum crossing (pedestrian traffic signals), although we are looking at operating the Albany St intersection differently as an alternative.*

### **Efficacy for commuting**

- Cycling and commuting efficacy has been reduced significantly. Cycling speed in the separated lanes needs to be greatly reduced to ensure self-preservation – i.e. given the lack of visibility, danger of collision with pedestrians or cars (i.e. pulling out of driveways or crossing in front at intersections), extreme narrowness of lanes, the constant need to be wary of approaching road furniture and other obstacles. We understand that the lanes are designed for commuting (not road cyclists training) but it is frustrating for all cyclists to have the arterial route reduced to such a slow speed. Plus the additional waiting time for lane changes and controlled crossings.
- Glass and litter in the lanes. *Although seems to have improved lately.*
- Cars parking in lanes.

### **NZTA keen to hear about**

a) Other hot spots – like McDonalds/Ellis Rd.

b) Pine Hill – how cyclists prefer to use this intersection.

c) Separated vs shared intersection treatments. The Hanover St intersections in particular are on the cusp of applying either separated (current design) or shared treatments.

d) Northbound linkages at Queens Garden, aside from the formal linkage via Vogel St, there are a number of informal options for gaining access to the new cycle lanes.

e) And preferred routes south of Rattray St/Queens Garden. This is strictly beyond the current project construction, but it feeds back into that critical question and comment you make, as to whether south of Queens Garden, provision of cycling should focus on Vogel St, as an alternative to the highway routes.\*

\* There was an initial options report done (it's on the project website) which compared various routes. And those routes of course of still remain available; it was not the intent of the new cycle lanes on the one-way system to reduce choice.

Paula Hasler, President, Cycling Otago Inc.