

3 October 2019

George Wilcox
fyi-request-11180-a950dc82@requests.fyi.org.nz

REF: OIA-5761

Dear George

Request made under the Official Information Act 1982

Thank you for your email of 9 September 2019 requesting the following information under the Official Information Act 1982 (the Act):

"I am writing to ask whether the following additions will be made to the Dunedin SH1 cycleway project:

- *A dedicated cycle signal for crossing from the left to the right side of northbound SH1 at the intersection with Burlington St. Currently there is a sign saying to 'cross with pedestrians' and no cycle crossing lights (and frustratingly this makes it technically illegal to cross while riding — you have to walk your bike).*
- *Green paint treatment on the new bike/ped Barnes Dance crossings*
- *Any further safety improvements at the northern end of the northbound cycleway, where it merges into traffic*
- *Any more green paint and bike symbols, including hook turn boxes*
- *Directional signage*

"If any of these elements are not planned to be added I ask that NZTA review the decisions. The cycleways still seem unfinished when you use them."

At the Burlington St/SH1 (northbound) intersection, although cyclists are guided to use this cross-walk, you are correct that the traffic signal displays do not include a cycle display. The aging nature of the traffic signal hardware at this particular intersection is such that adding a cycle display would involve a complete overhaul/replacement of the signals' hardware. The costs and disruption involved are not warranted. The absence of the cycle display in practice was not considered to be detrimental to the safe and effective means by which cyclists can cross the northbound traffic flow to access the cycle lane.

Planning for the two new "Barnes Dance" intersections on Albany St includes a post-implementation operational review. This will occur shortly, with the intent of providing an assessment as to its operation and options for enhancement. It is unlikely that the Transport Agency would apply additional markings across the 'trafficked' areas of the intersection,

however additional markings at the point of exit from and entry into the cycle lanes may be appropriate – particularly footpath areas shared with pedestrians.

Further improvements at the Pine Hill intersection, at the head of the one-way system, are planned. Please refer to Attachment 1: Pine Hill Road and Great King St layout, 12 August 2019. Certain information has been redacted in accordance with per s.9(2)(a) of the Act “to protect the privacy of natural persons”.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

With regard to additional green cycle markings, cycle symbols and hook turn boxes. None are specifically planned. However, if you have locations in mind where you consider such additional markings would be helpful, please contact the Dunedin office via details below.

The application of directional signage is not specifically planned as part of the one-way system cycle lane works as the general traffic directional signage applies. Nevertheless, the Dunedin City Council may opt to expand the regime of cycle route signing, particularly as more of the “cross-linkages” are established.

If you would like to discuss this reply with the NZ Transport Agency, please contact Simon Underwood, Senior Project Manager, by email to simon.underwood@nzta.govt.nz, or by telephone on 03 955 2938.

Yours sincerely



Andrew Thackwray
Senior Manager, Project Delivery