

# South Dunedin Strategic Cycle Network

Cycling Forum  
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**ViaStrada Ltd**

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# Overview

- Background and context
- Who are we doing our work for
- How we will cater for cycling
- Quiet Streets
- Network
- Progress report
- Conclusions

# Introducing ... Axel Wilke

- ME (Civil) (Canterbury University)
- ViaStrada (Director)
- 15 years traffic/transportation experience
- Cycling-related projects/publications
  - Develop cycling strategies around NZ
  - Develop guidelines and write design manuals
  - Cycling papers at numerous conferences
  - Train my peers (close to 1000 by now)

# Background and Context

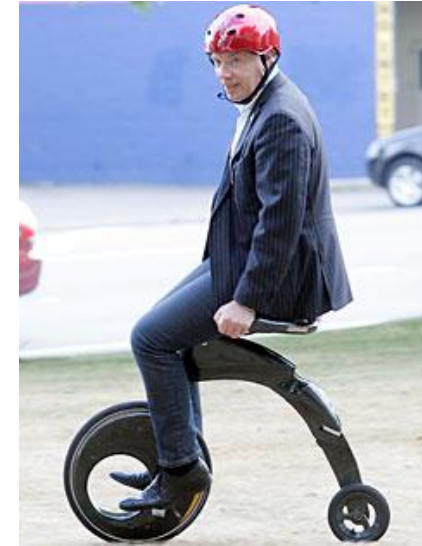
- DCC Strategic Cycle Network (SCN) defined in 2011
- South Dunedin is DCC's top priority for implementation
  - High crash numbers
  - High demand (existing usage; topography)
- Further work has been done on network and planning approach

# Statistics

1. Dunedin not doing well with commuter cycling
  - but South Dunedin better than NZ's best city
2. 8% commute mode share is quite a bit
3. Dunedin doing well with cycling to school
4. Huge potential to produce much larger cycling share (West Coast / Nelson / Marlborough / Tasman example)

# How to get people cycling

- What is a cyclist?



# Trip types and requirements

- No such thing as the “average cyclist”
  - Wide range of abilities, motivations and trip purposes
- Need to understand the target audience before planning and designing
- Who is the network aimed at?
  - We may get different users depending on what we provide
  - We may get different uptakes in cycling depending on who we aim at

# 4 types of transportation cyclists

Will ride  
conventional  
cycle lanes



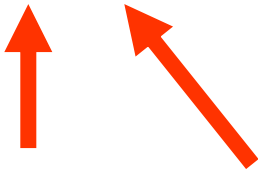
Need  
separation  
from traffic



All Ages & Abilities (AAA)

Strong  
&  
Fearless

Enthused &  
Confident





# Chosen planning approach

- Aim high – target the ‘Interested but Concerned’ on some corridors
- Provide for the ‘Enthused and Confident’ on other corridors
- Know target audience when defining the network elements



# Providing for 'Enthusied & Confident'

- Conventional cycle lanes
- Some mixing with other traffic ok / tolerated

Basically the approach that has commonly been used



# Providing for 'Interested but Concerned'

- Needs some form of separation from traffic
- Mixing with much or fast traffic would not be accepted (needs continuous routes)
- Could share with pedestrians

Various facility types could achieve this, some of which haven't been tried in Dunedin



All Ages & Abilities



# Planning – take home messages

1. If we provide for the ‘Interested but Concerned’, our target market is huge
  - ~ 2/3 of the population
2. Corridors need to have a consistent quality
  - think of weakest link in the chain
3. People will do what is most convenient to them
  - We can’t choose their mode of transport for them
  - The quality of our work will determine how many users we get

# Quiet Streets

**A roadway with low motor traffic volumes and speeds designed to provide a safe, attractive, convenient and comfortable cycling environment**



# Quiet Streets cont'd 2

- Achieve good cycling environment through
  - Traffic calming and traffic reduction
  - signage and pavement markings
  - intersection crossing aids
  - Car access to properties is maintained
- Traffic speeds should not exceed 30 km/h
- Volumes below 2,000 veh/day

# Quiet Streets cont'd 3

- Design principles (in its simplest form)
  - Give right of way to local road (give way to face side streets)
  - Traffic speed
  - Entry (to private streets) (to prevent becoming a through street)
- Less
- Advan

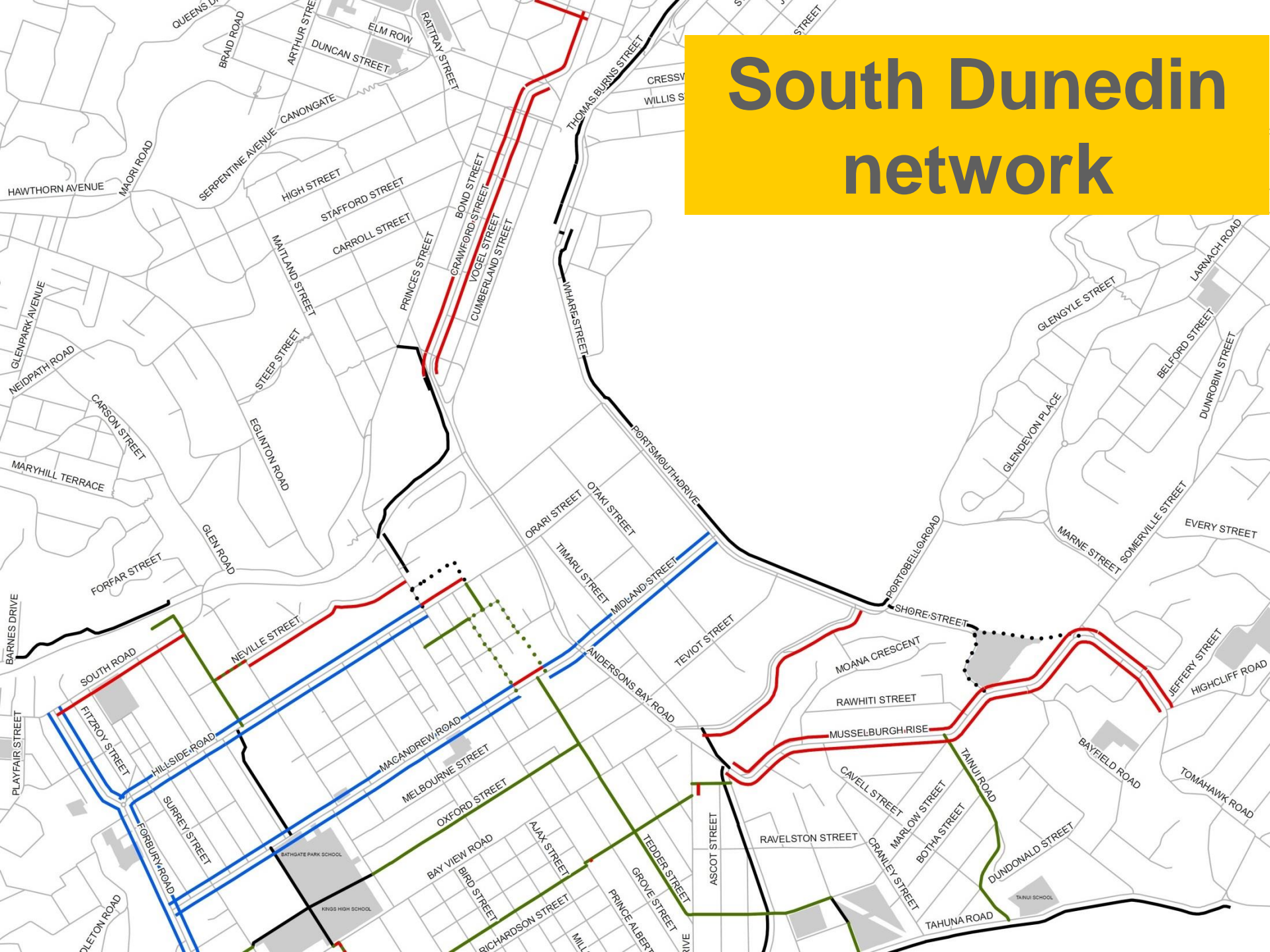


# 2013 network map cont'd

- Some links have route options
  - For example Shore St
- Some corridors aren't set in stone yet
  - Crawford St (preferred) but only viable once it becomes a two-way street
  - Vogel St a viable alternative
- If Oxford St (preferred) is viable, we would drop Macandrew Rd
  - Macandrew Rd for 'Enthused & Confident'



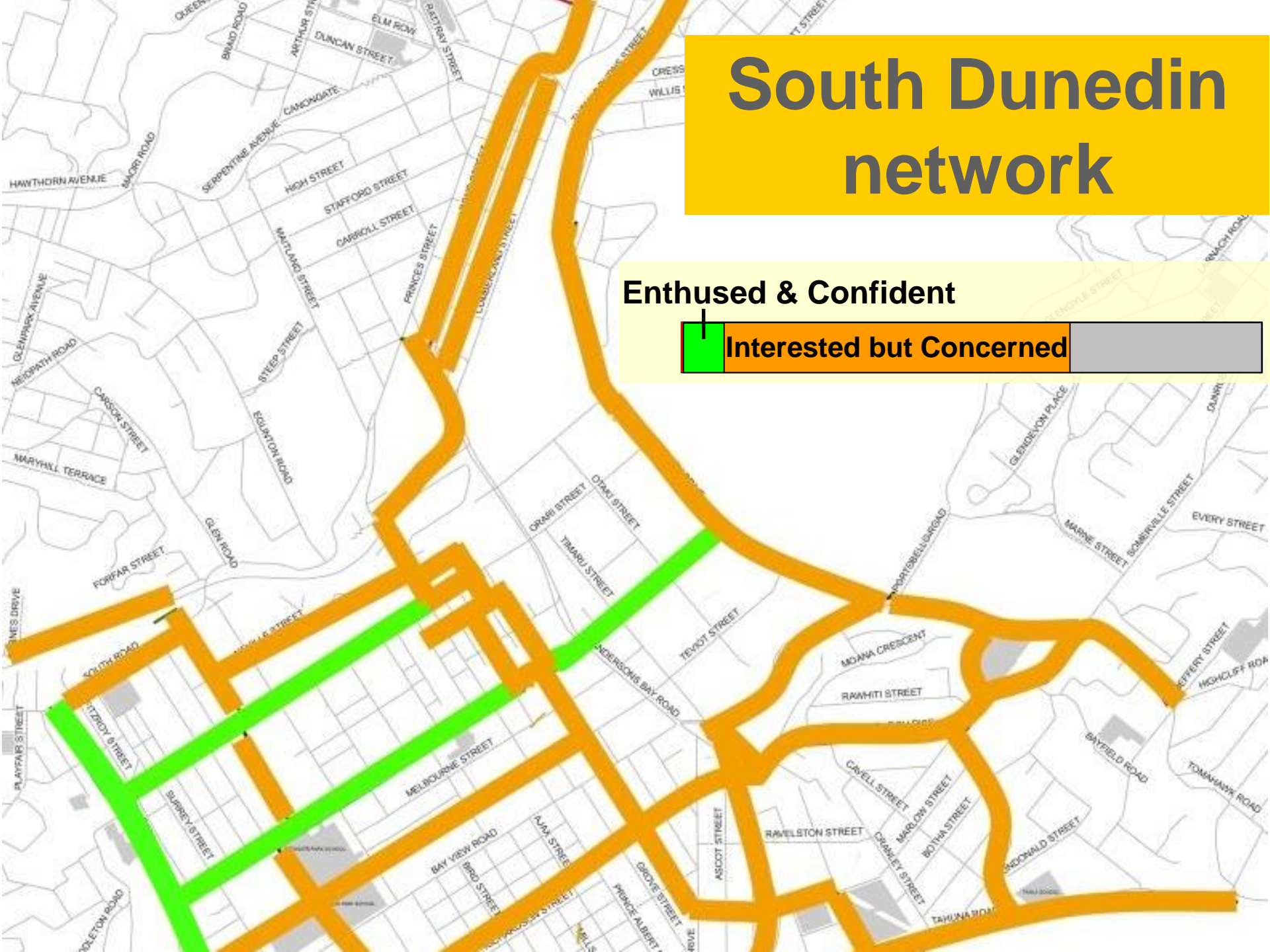
# South Dunedin network



# South Dunedin network

Enthusied & Confident

Interested but Concerned



# What does this mean?

- We will enable the 'Interested but Concerned' to travel by bike
  - All Ages & Abilities (AAA)
- Nobody else has done this before in urban New Zealand (Napier / Hastings)

Dunedin will be leading the way for New Zealand

# What does this mean? Cont'd 2

- Segregated facilities will improve safety
- 'Interested but Concerned' will only ride if they feel safe
  - Caveat: there's no such thing as 100% safe as long as humans interacting with humans

Dunedin will become much safer for cycling

# Where are we at?

- Consultation on revised network and some routes underway
  - Portsmouth / Wharf path improvement
  - Portobello Rd (Timaru-Portsmouth)
  - Shore St
  - Royal Cres
- Construction to start soon (Victoria / Tahuna)



# Conclusions

- We are not building a network for cyclists
- Network for the community, so that community members can ride a bike
  - Good level of service, so that existing cyclists will want to use the new infrastructure
- South Dunedin network built by July 2015
- First comprehensive network for 'All Ages & Abilities' in urban New Zealand

# Thank you

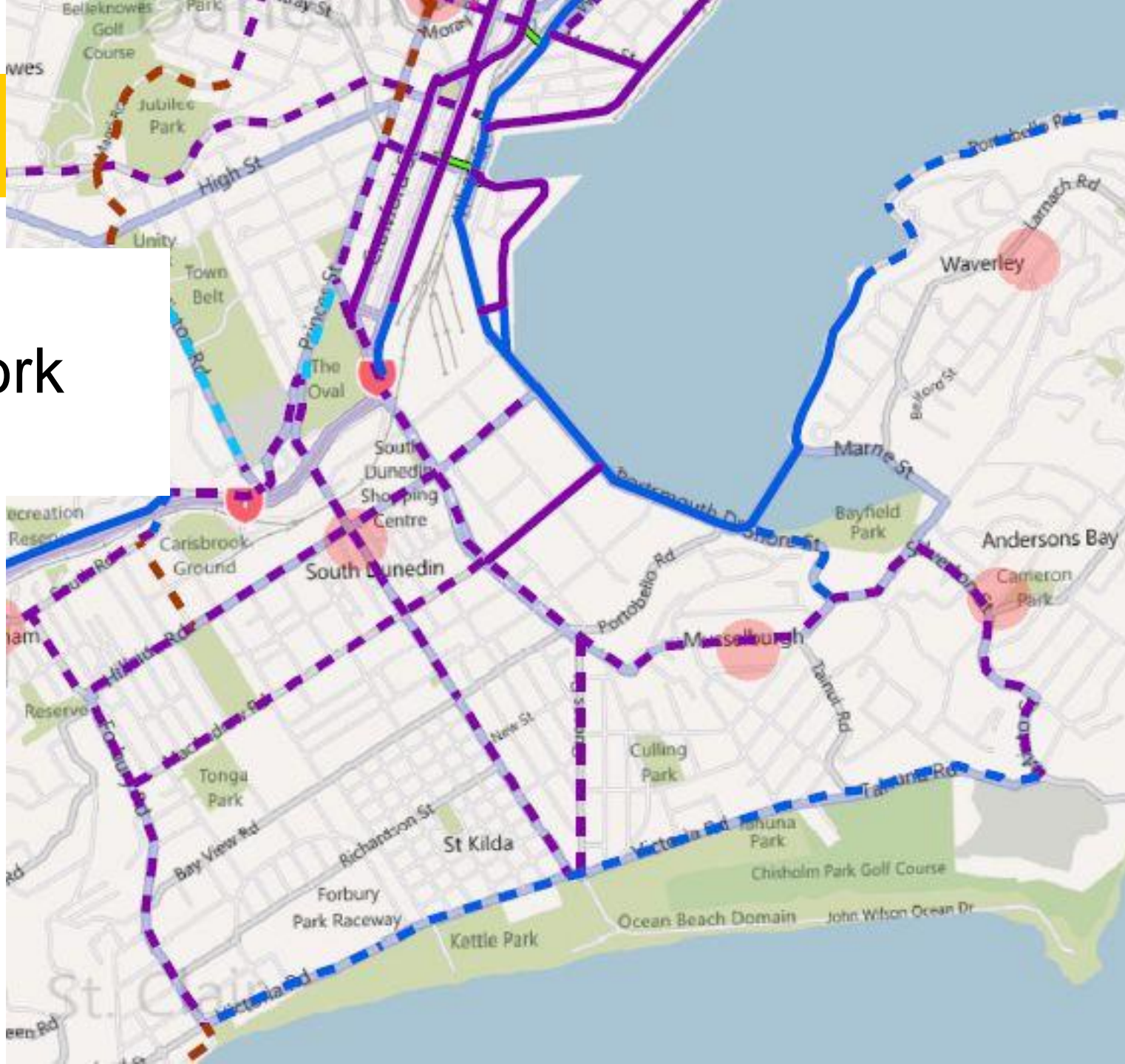
- All presenters are happy to receive your feedback
  - Now or later
  - My contact details below

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- 2011 network map





# 2013 South Dunedin network map

- Several refinements to 2011 network map
- Some corridors added
  - Neighbourhood greenways not used in 2011
- Some corridors removed
  - King Edward / Prince Albert (no options)
  - Andersons Bay (not value for money)
  - Queens Dr (Royal Cres much better)
  - Princes St (parallel options better)
  - Tomahawk Rd (Tainui Rd is flat)

