



Submission on proposed variations to the Otago Regional Land Transport Plan 2015-21

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Name of submitter:

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Background

The University of Otago supports around 3,800 full time staff and 20,000 students, and is a significant contributor to the economy and vitality of Dunedin and the Otago region. The University is committed to the reduction of private vehicle traffic associated with staff and students, to alleviate congestion, encourage healthier lifestyles and more affordable transport options, and reduce the University's overall impact on the environment. A 2014 Property Services travel survey found that 90 percent of students and 40 percent of staff use sustainable modes of transport such as walking, cycling, skateboarding and public transport as part of the daily commute. In order to maintain and develop on this, it is therefore important that sustainable transport modes continue to be improved.

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Proposed Changes to the RLTP

City to Harbour Cycle/Pedestrian Connection and Dunedin Urban Cycleways

These projects will provide better access and mode choice, and support increased use of sustainable transport. The University has previously supported these projects, and supports their inclusion as Priority One.

Central City Safety and Accessibility Upgrade

This project is included as Priority One, for implementation in 2018-24. The works will support staff and students accessing the city centre area, and can align with developments in the Tertiary area, so the University supports its inclusion. We also note that given the interaction with the Tertiary area we wish to be involved as a stakeholder.

Tertiary Precinct Improvement

This project is included for years 2018-22, and has been reprioritised as Priority One. We strongly support this, as the project will improve safety, especially for pedestrians and cyclists, in an area with a very large number of staff and students and a high rate of cycling and walking. The project will also improve access and mode choices across this area.

We note that since the current RLTP was confirmed in 2015 there have been significant improvements made within the Tertiary Precinct which have been guided by this proposal and will integrate with it, including:

Major landscaping improvements within the University campus have been completed, which support and encourage walking. Further landscaping works at the Albany St end of the main campus are programmed for the 2018/19 summer;

The University's on-campus speed limit has been reduced from 15km/hr to 10km/hr, to improve safety and support non-vehicle mode choices within the campus, and align with future speed reductions in the wider precinct;

The University and DCC have agreed to work together on urban design enhancements in the vicinity of Great King St;

The first stage of changes to bus routes have been implemented, with further improvements planned to improve facilities, which will support increased use of public transport;

Cycle access to the Tertiary Precinct is being improved through the construction of the State Highway 1 cycleways and associated works.

A number of minor safety improvements (pedestrian crossings and speed reduction measures) have been implemented by DCC in consultation with the University and Polytechnic. These have been done in a way which is consistent with the long-term improvement plans, and has included trialling some measures.

It therefore makes sense to now build on those improvements and proceed with the main project.



Public Transport Infrastructure Improvements and Programme of Improvements

These two projects will improve the facilities and usability of public transport. The University has previously supported these projects, and supports their inclusion as Priority One.

Eastern freight bypass

This proposal has been suspended while investigation and data collection are carried out. The realignment of SH 88 beside the Hocken building on Anzac Avenue has caused significant problems for access to this facility, so we wish to be involved as a stakeholder in those investigations.

Pine Hill Rd /Great King Street Intersection Improvements

This intersection is a critical point in the journey between the campus and North East Valley/Opoho, where a high proportion of students and staff live. Currently the intersection causes significant traffic delays, and high risk to drivers, cyclists and pedestrians. It is therefore disappointing that the project has been delayed, and we strongly encourage its completion within the new 2018-21 timeframe.

SH 88 Cycling and Pedestrian Facilities

This project is now to be delivered under the Dunedin-Port Chalmers Safety Improvements project, which is awaiting NZTA's funding decision. Given the significant safety issues which remain between St Leonards and Port Chalmers, and the fact that many University staff and students commute from that area, the University strongly supports completion of the cycle and walking route.

We thank you for the opportunity to make this submission. If any clarification or further information would assist, please do not hesitate to contact the University via the details above.

We **do not wish** to be heard in support of our submission.

Signature of submitter:

A handwritten signature in blue ink, appearing to read 'D Perry', written over a dotted line.

David Perry
Director, Campus Development Division
9 January 2018