





# Active School Signs

- Supplied by Opito. Fully programmable with multi colour LEDs, speed radar
- 20 installed in thresholds around central city schools cluster (3 high schools and 2 primary schools).
- 20 installed as second tranche at suburban schools / pairs of schools.
- Currently display 40 km/h speed limit around school start / finish times. Change to 30km/h at some point.

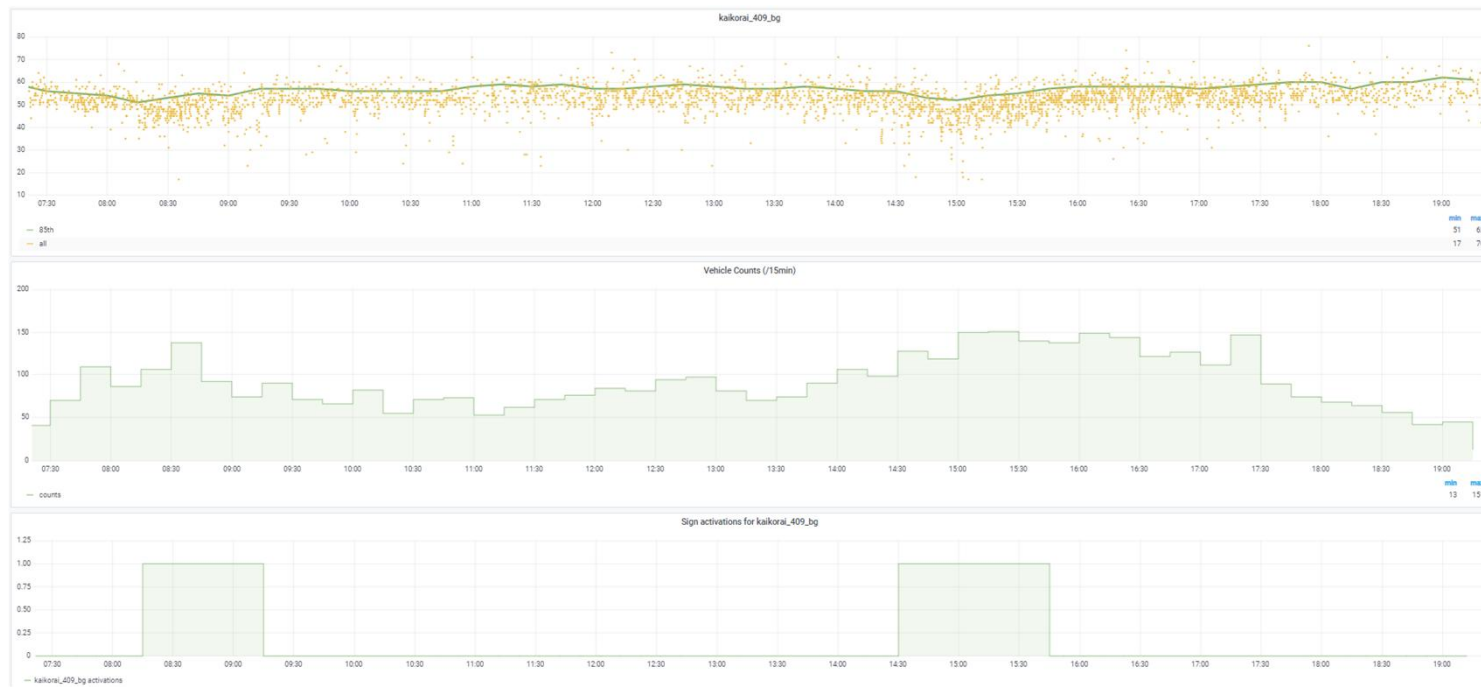






# Active School Signs

- Opito dashboard:
  - Vehicle counts
  - Vehicle speeds, rolling 85<sup>th</sup> %ile
  - Sign activation
- All data recorded, kept indefinitely





# AddInsight

- Traffic Intelligence system, using Opito Bluetooth sensors.
- Went live November 2019.
- Originally 40 sensors.
  - Then 46, 50.
  - Now 64.
  - Shortly to be ~78.
- Still trying to get Waka Kotahi involved.
- Used for:
  - Real time monitoring of network performance, travel times.
  - Reporting of travel time data to WK, replacing floating car surveys.
  - Establishing a baseline of travel times before major projects start.
  - Determining current traffic routes via origin / destination data.
- Several projects rely on AddInsight data, and paying for additional sensors to fill some gaps.
- Thanks to Hamilton City Council for sharing.





# Central City Upgrade

George St – providing a slow speed environment by either two way or one-way shared space.



Enabling works on Filleul and Great King Sts to cope with dispersed traffic from George St – expecting 3 new sets of signals and changes to 3 existing. The George St BD's will remain for cross traffic. Then there's the 5 leg intersection.





# Shaping Future Dunedin Transport

SFDT is a collaborative partnership between Waka Kotahi, Dunedin City Council and Otago Regional Council to improve how people move into, out of and around central Dunedin.

The project is currently in the Programme Business Case stage, assessing the road network options.

Projects in the planning stage

- Dunedin Hospital
- Harbour Arterial Bypass route
- Princes St Bus priority route
- Parking Management







# Dunedin Hospital

The current one-way state highway system bisects the central city and there can be conflict between users of the road environment and pedestrian environment. The new hospital development (\$1.4b), presents an opportunity to consider whether the network is appropriate for the medium and long term.

## Option 1: SH1 – one way pair

- One-way pair as existing with through traffic able to use SH1 and harbour arterial.
- Slower speed zone in core on both SH1 routes.
- Targeted amenity improvements in front of new hospital, Tertiary area and Queens Gardens.
- Separated cycleway likely to remain on both SH1 routes and extend to Oval
- Barnes Dances on SH1 at key intersections only
- On-street parking mostly unaffected



Cycle



Bus



Walk



Drive





# Dunedin Hospital

## Option 2: Two way system (1 SH and 1 local road)

- Introduces two-way system
- Main arterial through route behind the new hospital (see cross sections) – 50km/h, minimal on-street parking, no cycling facilities, with
  - 2 through lanes north of Albany Street
  - 3 through lanes (two southbound, one northbound) between Albany Street and Queens Gardens
  - 4 through lanes south of Queens Gardens
- City street (local road) on the current northbound SH1 road – providing a two-way separated cycleway for the full route from the Oval to the Botanic Gardens, retain/increase on-street parking, Barnes Dance at all signals, more mid-block crossings
- Targeted amenity improvements, focused on local road environment in the core, planted median on arterial
- Slower speed zone and increased place value on local road.



Cycle



Bus



Walk



Drive







# Harbour Arterial

Major and minor intersection upgrades to address known safety and efficiency issues. (5 signals).

Direction signage and real time information regarding congestion/delays on SH1 and the Harbour Arterial Corridor improvements

Upgrade to the Ward Street overbridge

Improvements for pedestrians and cyclists

Travel time VMS

Cost \$15M





# Princes St Bus Priority Route

- Major and minor intersection upgrades to improve safety and network operation for all modes (6 signals, 2 new)
- Provision of bus priority route with intersection priority - bus lanes and/or clearway
- Shared bus and cycle lanes
- Pedestrian crossing points on Princes Street
- Barnes Dance phasing at traffic signals
- Cycle facilities that provide for connection to South Road (Southern Cycleway/Tunnels Trail), wider South Dunedin area, existing cycleways and Central City

Cost \$7M





# Parking Management

Introduce a Parking Wayfinding System to direct drivers to selected off street parking locations.

The system will include static directional signage as well as live availability information.

Car counting technologies to be introduced in car parks.

Wayfinding signage will be located on the edge of the city centre on major access points, then at points along the access route to each off street parking site.

Replace parking meters with more efficient parking technologies for payment and enforcement, such as licence plate recognition with camera enforcement. These technologies will create operational efficiencies.

Install parking monitoring system for data collection and analysis of information.

Cost \$9.5M

