Dunedin City Council and VIASTRADA conducted an area-wide approach to addressing road safety issues around five central city schools.
MOTIVATION

• Road safety risk assessment
  – Desktop comparison of all NZ schools

• Dunedin central cluster (2700 pupils):
  – St Joseph’s Cath. Sch: High risk
  – Arthur Street School: High risk
  – Otago Girls High: Medium-High risk
  – Kavanagh College: Medium-High risk
  – Otago Boys High: Medium-High risk

• Ongoing concerns voiced by schools

• High parking demands
  – Schools, residents and commuters
Quick wins & Trials – “paint, planters & posts”

• From the outset, a main driver for all the schools was to actually see some action on-site. They were not interested in waiting years.
• We wanted to check how effective the measures were and if we had chosen the best location before spending $$
**PROJECT PROCESS**

- **Sept 17**: Data collection, Stakeholder engagement/defining issues
- **Oct 17**: Options assessment, Schools workshop to discuss options
- **Nov 17**: Concept design, Stakeholder consultation
- **Dec 17**: Public consultation
- **Feb 18**: Council report, Planning “trial sites” for quick wins
- **Mar 18**: Trial sites installed using markings, signs and flexible bollards, 10 Gateways, 3 mid-block crossings and 4 intersection improvements ($55k)
- **Jan 19**: Detailed design completed, Stage 1 – Brown St Gateway and intersection improvement construction
TRIAL SITES – Brown Street/Elm Row
Arthur Street Gateway
Rattray Street Gateway
Things learnt from trial

• Initially opposition from public as they find it hard to understand plans and descriptions.

• Following installation, first month many reports of motorists being confused and having to slow down going through gateways and crossings.

• Feedback after 6 months of trials, majority of users now understand the measures have been put in place and looking forward to “actual” installation and getting rid of ugly yellow posts.

• 2 Gateways have been slightly moved due to feedback and monitoring and additional intersection narrowing planned for one gateway.
Feedback from key stakeholders

- Schools have been supportive, even more so following the fast installation of trial sites for “quick wins”
- By trialing options the public are more aware of what we're doing and why
  - They realise it’s not permanent if not successful
- Speed surveys before and after have shown a slight reduction in speeds, between 2-5kmh.
Brown Street/Elm Row – finished product (almost)

Stage 2-3 – Expecting to award contract this month– expected completion date Dec 19.
Thank you for listening.