



DUNEDIN | kaunihera
CITY COUNCIL | a-rohe o
Ōtepoti

RAILWAY STATION
PROPOSED PEDESTRIAN MALL
Statement of Proposal



This statement of proposal is prepared under
the Local Government Act 1974 and 2002

INTRODUCTION

This Statement of Proposal sets out the proposal to create a pedestrian mall along part of the unnamed section of legal road that forms the frontage of the Dunedin Railway Station.

PROPOSAL

The Council is proposing to restrict motor vehicle traffic and create a pedestrian mall along part of the unnamed section of legal road that forms the frontage of the Dunedin Railway Station. The proposal is to retain access for pedestrians, cyclists, motorised scooters, mobility scooters, maintenance vehicles and for emergency service vehicles only.

The Dunedin Railway Station is one of Dunedin's most celebrated heritage buildings and attracts hundreds of visitors a year. For many years, the Council has received feedback on the impact of moving and parked buses and vehicles on pedestrian safety and amenity in front of the Dunedin Railway Station.

BACKGROUND

The Dunedin Railway Station, the thoroughfare that forms its frontage and Anzac Square are part of the city's Cultural and Entertainment Quarter. This 'quarter' includes the Octagon, lower Stuart Street, the Dunedin Railway Station and connections to Toitū Otago Settlers Museum. The area is intended as the city's civic, entertainment and tourism centre, providing a hub for visitors and locals.

Key objectives for the Cultural and Entertainment Quarter include to:

- Establish the area as a convenient and more attractive place for all people to visit.
- Improve pedestrian connections between the Octagon, the Railway Station and Toitū Otago Settlers Museum.
- Improve safety and accessibility for pedestrians and other vulnerable road users and reduce crash rates.

A copy of the Central City Plan is available at www.dunedin.govt.nz/centralcityplan

OPTIONS

Preferred Option:	
The proposal to restrict motor vehicle traffic along the unnamed section of legal road that forms the frontage of the Dunedin Railway Station is intended to improve the safety, accessibility and 'look and feel' of the Railway Station frontage, particularly for pedestrians.	
<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• It reduces safety risk for pedestrians presented by moving and parked tour buses and coaches.• It reduces safety risks for pedestrians and cyclists presented by local traffic using the thoroughfare in front of the Dunedin Railway Station as a 'rat run' between Anzac Avenue and Castle Street/High Street (SH1/southbound).• It creates greater opportunities to improve the amenity values in the vicinity of the Dunedin Railway	<ul style="list-style-type: none">• It reduces vehicle access to the thoroughfare in front of the Railway Station building, including access to seven P30 car parking spaces and one taxi stand located in front of the Railway Station building. Two new P30 car parking spaces will be accommodated in the southern car park area. The taxi stand will be relocated to Lower Stuart Street outside the court house.• For the space to achieve the advantages listed above, the use of DCC operational transport budget will be needed in the

<p>Station and views of the Dunedin Railway Station.</p> <ul style="list-style-type: none"> • It reduces the risk of accidents from traffic exiting the Railway Station onto the State Highway. • It creates opportunities for improvements to be made to the area in a way that contributes to the vision of the Central City Plan, and Cultural and Entertainment Quarter as a safe and attractive hub for visitors and locals. 	<p>short term, and Central City Plan budget in the long term.</p>
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<p>Alternative Option: Do nothing:</p> <p>In this option no change would be made to the thoroughfare in front of the Railway Station building</p>	
<p><i>Advantages</i></p> <ul style="list-style-type: none"> • There is no change to the existing road configuration and vehicle access to the thoroughfare in front of the Railway Station building would remain. There is no cost associated with this option. 	<p><i>Disadvantages</i></p> <ul style="list-style-type: none"> • Safety issues resulting from conflict between pedestrians and tour buses and coaches will remain. Local traffic 'rat-running' through the area will continue. • No amenity improvements will be achieved as large tour coaches would still be able to block views of the entrance and ground floor and detract from the visitor experience. • The opportunities to achieve the objectives of the Cultural and Entertainment Quarter will not be fully maximised.

HAVE YOUR SAY

The Council wants to know what you think about the proposed Railway Station Pedestrian Mall. Please fill out the feedback form so your views can be taken into account.

Where to from here?

- Public submission period closes at 5pm on Friday 5th July 2019
- Hearings
- The Council considers submissions and decides whether or not to declare the section of road along the front of the Railway Station to be a Pedestrian Mall and, if so, whether there will be any exemptions and conditions.
- If the Council decides to declare the section of road along the frontage of the Railway Station to be a Pedestrian Mall, a notice of the declaration will be published in the Otago Daily Times.
- Any person may, within 1 month after the making of a declaration (or at a later time allowed by the Environment Court), appeal to the Environment Court against the declaration (see <http://www.legislation.govt.nz/act/public/1974/0066/latest/DLM420469.html>)
- The pedestrian mall comes into force when the time for appeals has expired or appeals have been determined.