

BEFORE THE DUNEDIN CITY COUNCIL

**IN THE MATTER OF** of the Resource Management Act 1991

**AND**

**IN THE MATTER OF** A Notice of Requirement by the Otago Regional Council for  
a designation pursuant to section 168 of the Act in relation  
to a Central City Bus Hub (DCC Notice of Requirement: DIS-  
2017-1)

---

**EVIDENCE IN REPLY BY EMILY CAMBRIDGE ON BEHALF OF THE OTAGO REGIONAL  
COUNCIL**

26 OCTOBER 2017

---

## **1. INTRODUCTION**

- 1.1 This evidence in reply provides additional evidence with regard to a number of issues which were raised by Generation Zero at the hearing on Tuesday 24 October 2017 and Wednesday 25 October 2017.

## **2. FOOTPATH WIDTH PROVISION**

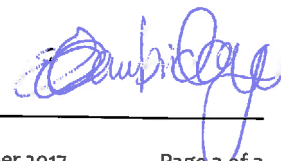
- 2.1 Generation Zero raised a concern that the footpath areas are too narrow. Having read Mr Lightowler's evidence and evidence in reply it is in my opinion that the footpath width provided for in the preliminary designs attached to the Notice of Requirement (which is not less than 2.5m) is sufficient given the likely level of pedestrian activity.
- 2.2 Approximate bus user numbers were presented in Andy Carr's evidence. In item 5.2 Mr Carr's evidence stated that "...at the busiest times, there could be a total of well over 1000 pedestrian movements generated on Great King Street". It should be noted passengers will arriving and departing at various times and be heading in different directions enabling the spacing out of bus passenger movements along the footpaths.
- 2.3 Pedestrian footpath widths in the designs attached to the Notice of Requirement where practicable provide for enhanced pedestrian movement along the street.
- 2.4 Footpath width is extended at crossing points to enable better safety and visibility for pedestrians. This is evident at the mid-block crossing and at either end of the Bus Hub.

## **3. THE HUB AS A PEDESTRIAN SPACE**

- 3.1 As indicated in Appendix A of my initial Urban Design and Landscape evidence, the proposed pavement surface has changed. The streetscape design is currently being worked through and the detailed design is yet to

be finalized. Although the bright coloured patterned pavement has been removed, the detailed design phase will further investigate ways to bring colour and interest to the street as proposed in the original Bus Shelter Design indicative concept (provided in support of the Notice of Requirement).

- 3.2 The urban design features of the proposed Dunedin Bus Hub include an enhanced consistent footpath and crossing surface that will be distinctive from the roadway. New street furniture and structures including bus shelters, new toilet and bike facilities are included in the proposal to provide amenity for bus passengers. The design also proposes enhanced street and bus shelter lighting that will provide a well-lit area for pedestrians in the evening.



31.10.17

