

BEFORE THE DUNEDIN CITY COUNCIL

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

**AND**

**IN THE MATTER** of a Notice of Requirement for a Designation pursuant to Section 168 of the Act for a Central City Bus Hub, Great King Street, Dunedin (DCC Notice of requirement DIS-2017-1)

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**STATEMENT OF EVIDENCE OF GERARD PATRICK COLLINGS**

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## **STATEMENT OF EVIDENCE OF GERARD PATRICK COLLINGS**

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### **Experience**

- 1 My Name is Gerard Collings. I am the Manager Support Services of the Otago Regional Council.
- 2 I have the responsibility for planning, management and delivery of Public Transport Services in the Otago Region as described in the Regional Public Transport Plan Otago 2014 and its amendments.

### **Background**

- 3 As stated in Mr Logan's opening statement the Otago Regional Council is given statutory responsibility for the delivery of Public Transport in Otago by the Land Transport Management Act 2003(LTMA). The LTMA as amended in 2013 requires that the Council define the Public Transport services to be delivered within its Region through a Regional Public Transport Plan.
- 4 In late 2014 after a period of community consultation which included the hearing of public submissions the Council adopted the Regional Public Transport Plan Otago 2014 (RPTP). The submissions received at that time were predominantly focused on the Dunedin Public Transport Network. The Draft RPTP that was consulted on included the provision of a proposed Central City Bus Hub. It is noted that exact location at that time had not been determined.
- 5 The RPTP as adopted sets out the Public Transport priorities for Otago including a programme of improvements for the Dunedin Public Transport Network. Those improvements include;
  - 5.1 The restructuring of the network to simplify the route configuration by removing multiple route variations and the inclusion of additional routes;
  - 5.2 Adoption of consistent frequencies and the timing of services;
  - 5.3 The implementation of the New Zealand Transport Agency's Public Transport Operating Model (PTOM)

- 5.4 The implementation of supporting technologies such as Ticketing and Realtime bus monitoring;
  - 5.5 New fare zone structure; and
  - 5.6 The development of a Central City Bus Hub/Interchange to enable easy transfer between services.
- 6 The Bus Hub/Interchange is considered an integral component of the programme of changes for the network.
- 7 The implementation of the PTOM contracting model in Dunedin is almost complete. Four of the Five Contract Units have now been contracted all of which have provision for route realignment and timetable adjustment through the Bus Hub (Hub). The full realisation of the benefits of the network changes will not occur until the Hub is in place.
- 8 Funding for the Hub is included in Council's Long Term Plan.
- 8.1 In addition to the Route changes and the proposed Hub Council is currently;
    - 8.1.1 Replacing its Ticketing system scheduled for implementation in the first half of 2018 this will include features such as tag on -tag off, online value top-up, and on-street cashless reload.
    - 8.1.2 Public Wi-Fi to be implemented before end of 2017
    - 8.1.3 Real Time public transport information currently under development

#### **Bus Hub/Interchange**

- 9 As described in the notice of requirement the proposed Hub is an on-street facility, including a series of bus bays, shelters, supporting facilities, and technology solutions.
- 10 The Hub will allow for the easy integration and coordination of Dunedin's timetabled public transport services. Once established it will allow passengers to

easily transfer between services. With the support of technology solutions such as a real time journey planner passengers will not be required to wait at the Hub for extended periods for their services.

- 11 It is intended that the Council will tender for the physical construction of the Hub and its associated facilities. The assets created within the designated area will remain the property of the Council, with the exception of the intersection improvements in Moray Place and Saint Andrew Street which will become assets of the DCC.
- 12 Once operational Council will be responsible for maintaining the Hub including the supporting facilities.
- 13 Council will put in place agreements for the establishment and operation of the Hub with the Dunedin City Council.

#### **Site Selection**

- 14 The selection of Great King Street as the Hub was undertaken in direct discussion with DCC staff. The key criteria used for the selection of a suitable site along with the alternative sites considered are included in annexure 5 of the Notice of Requirement (NoR).
- 15 Early consideration of a fully enclosed facility was discontinued due to the required Dunedin Network Business Case being unable to support the likely level of investment required.
- 16 Once the preferred site was identified the location was further tested through a design competition held late in 2015. In addition to providing the conceptual design, competing firms were also asked to demonstrate a functioning road layout. The number of stops required to support the Dunedin Network Timetable was a key consideration at this Stage. The assessment panel for the design competition included DCC staff and Councillors, NZTA staff, ORC staff and Councillors.
- 17 In early 2016 Beca was selected as the lead design consultant. The design was further developed including the stop layout.

- 18 Council reaffirmed Great King Street as its preferred location prior to the issuing of the NoR.

#### **Alternative Sites, Routes, Methods**

- 19 The route network defined in the RPTP is very similar in style to the old network albeit without the complexity of route variations that existed. The network relies on through routing of services to allow efficient vehicle utilisation. This style of network, known as hub and spoke, works well in a City of Dunedin's size.
- 20 Changes to the Dunedin Network is not a matter for consideration in this NoR. Its definition is quite rightly defined in the RPTP. The Network within the RPTP requires a central transfer location.
- 21 The existing layout of Termini/Stops within the Central City make it difficult for passengers to easily transfer between services with Termini in the Octagon, Princess, George, and Cumberland Streets.
- 22 The form of the Dunedin Network will not support the formation Multiple Hubs, Council has however included in the programme Super Stops at key locations to allow for passenger transfer at North Dunedin, Cargill's Corner, Mosgiel, Green Island, and the Tertiary Precinct. These stops complement the operation of network and the Hub.

#### **Pre Lodgement Consultation**

- 23 Discussions with landowners and occupiers was undertaken prior to the design competition, prior to the wider community engagement in late 2016. Where practicable feedback from these discussions has been incorporated in the design.
- 24 Prior to undertaking wider community engagement in late 2016, Council Staff directly engaged with all landowners and tenants within Great King St in the Moray Place to Saint Andrew Street precinct.
- 25 Late in 2016 Council engaged with the community seeking feedback on the style and form of the Hub. The feedback has been considered and again where practicable has been incorporated in the design.

- 26 One of the main points raised through the community engagement was a community desire for additional shelter both within the Hub and on the streets leading to the Hub. This feedback has been taken on board with designs being advanced for additional shelter along the street frontage of Wilsons and Countdown Carparks. Subject to Council approval and NZTA funding approval the revised drawings will be the subject of an outline plan. Such an approach would see the removal of the shelter immediately outside Community House.

#### **Rights to Occupy and Use Land**

- 27 Council has been working collaboratively with the landowners and the DCC in the development of the Hub as referred in Mr Logan's opening statement, Council will enter into agreements with the DCC for the construction and operation of the Hub.
- 28 Where a part of the hub development encroaches on private land then agreement will be put in place that covers construction and ongoing operation.

#### **Intersections**

- 29 During the development of the design concepts for the Hub considerable work has been undertaken in conjunction with the DCC on the impacts on a number of intersections as a result of the re-routing of the buses routes through the Hub.
- 30 The details of this work will be covered in the evidence of others. It is however noted that work identified out of the review will be undertaken jointly with the DCC and covered by a separate agreement.

#### **Responses to Submissions**

- 31 The expert witnesses will where necessary provide a response to the matters raised by submitters. I do however provide the following comments for the Panel's consideration
- 32 Community House – I can confirm that mitigation measures for the issues raised by Community House have been agreed.

- 33 Lyndon Weggery- The NoR clearly identifies the alternatives that have been considered, I confirm that the proposal has been developed with the direct involvement of DCC Staff.
- 34 Graham Calder –The Hub is an integral component of the Dunedin Network improvements as signalled in the RPTP. The RPTP was developed through its own consultation process and defined the Network Routes. Access to and from the Hub is limited by the available road network. The Hub is in close proximity to George Street.
- 35 David Phillips – Consideration is being given to the inclusion of additional shelter, I confirm that Wi-Fi is being implemented on the Dunedin Public Transport Network and that CCTV is currently included in the proposed development.
- 36 Peter Dowden – Bus Users Support Group Otepoti Dunedin- Consideration is being given to the inclusion of additional shelter. Council’s consultants have considered reducing the number of bus bays but have confirmed this is not practical.
- 37 Athol Parks - City Walks - The Network design prescribed and adopted in the RPTP requires a single Hub to ensure the efficient operation of the services.
- 38 Philip Day – The overall network including the Hub has been designed to provide capacity for growth in patronage over time. The routing of services in and out of the Hub has been investigated the result of which is provided through the expert evidence of others
- 39 Liz Angelo – ‘City Rise-Up’ - The Hub design has been developed in direct consultation with DCC staff including the DCC’s urban design team. Council further engaged with the community in late 2016.

### **Planners Report**

- 40 Signage relating to the operation of the Public Transport Service is of a commercial nature. As such Council must have the ability to promote the services through signage in and around the Hub including but not limited to the visual display screens.

- 41 Access to and from the Police station will be maintained mitigation measures will be discussed by the other expert witnesses. Providing safe vehicle and pedestrian access at the other access locations within the designation has been a key consideration in the preparation of designs to date. This approach will continue through the further design stages.

Gerard Collings  
Manager Support Services  
Otago Regional Council

24 October 2017