

## Bus Hub

My name is Phillip Day, I m a self employed property company director of Dunedin for 40 years, so have seen the changes in public transport.

I would like too state that I support public transport but not in this case, let me explain.

Public transport loss ground in around 1985 with the removal of tariff on cars, and has been a national down ward trend ever since. No one mention any of this history and why.

On my submission I said that there were no actual true figures that a reasonable person who was looking at this consent could use. And that is why I want this Consent not too be granted.

I feel like I, m the boy in the fable saying the King is naked, we have all the planners saying wonder full things about the size of the seats, kerb heights, 3 year old traffic data, how many bus parks. future forecasts of use, but not one report on who is going too use it.

The only reference too bus users are and I quote from 7.2.6 council anticipates their will, I say no show a 44% increase, Too 1000 people an hour. Where are these figures you cannot come along here and quote non-facts? The only reason you are not getting them, is that you would cancel this hearing until up to date user figures were supplied. Quote 4.1 key objective current performance (Poor) car travel and other forms of transport maybe too blame.

That tells me there is very poor usage now. Where are the up too date patronage figures now, and for the last 3 years. What is the 2017 figures, and why are they not here today as part of this hearing. I have been trying too get them no luck.

I'm saying too you, spend 30 minutes outside this building as I have done for the last month and count the people in the bus. The buses have one too 6 people in them, the only reason that these figures are not here today is it would not look good. My guess is that 80% have from 0 too 6 people in them, so that is the figure you are going too have too go off, as none have been presented.

The only true figures you can go by is from the submission from Otago University stating the surveys they carried out only 10% of students use a bus. This is because most live in walking, distance or get a lift with family or friends for nothing. The cold hard facts here that no one has even touch on, what's going too happen when with advance ment in different forms of transport, happens in the next 5 years, etc very

cheap electric /car/ bike /urber taxis. Where is the fresh data on having small 6/15 seater eclectic buses? Who will not need a hub? Have a quick look how much the Rate payer pays for each person, I work out you could run a 100 urber electric taxis for the same price. Over 10 m a year.

(Expand on this)

Slow down

I asked for all this data too be supplied. I'm asking you too get the ORC too come up with what surveys were done too see what bus users would be using this hub, where are they going and what for. The days of coming into town too shop, pay bills go too the pictures, meet up, have all change and is only going too change again.

Just look where people go for their social catch up suburban coffee /restaurants dotted all over St Clair, Gardens, Roslyn, Maori Hill

This is the wrong place, no schools or new jobs in the inner city. But the most important factor is we have no inner city living. If you are going too compare other cities all have one common factor large inner city living, not one of the planners report even touches on these facts.

No one mention the loss of jobs, work places, closing down, Cadbury s right beside the hub, 350 The University cutting 170 jobs possible hospital move but the biggest one is the change in retail. We already see in that area, empty shops and more too come, even in the key area of George Street, where are the paid planners reports on where this future growth coming from. No one mention the growth in Anderson Bay Rd, and more too come. Bigger car parks as 99% are going by car. Supermarkets increasing home delivery by the Internet know need too catch a bus too your shopping.

Every day we open our news sources, too cars going driverless, and all electric by 2020 by leading car manufactures.

I'm sure by now you have had hours of the planners report on how it will work and fits all the R M A conditions for what, so that the transport staff at ORC can say look we are doing something. An old, but true saying, never confuse Activity with progress and that is what we have here.

There are other areas that could be used and the most suitable is the exchange area. Nice and wide streets access too the high schools and hotels. Because of the width of the street very little car parking would have too be removed.

One of the reasons given for the change in bus routes was too; keep buses off George Street and the Octagon. This was written in 3.2 effects on George St.

How come then the buses are still going too go along the highest pedestrian part of George st from St Andrew too Albany St. as figures supplies by Dunedin Valuers. 2017 This makes a mockery of those figures. New routes now take it up lower Stuart Stand back up the Octagon makes no sense.

Buses have been going along the main Street for over 100 years with no problems, because there is no turning too is done. Now if you believe the traffic report and I do not, having large, wide buses turning 6 times is somehow better than going straight ahead I would like too see the evidence. There has been as far as I can read on the reports no evidence of pedestrian being kill or injure on existing bus route, but I would bet that with the new turning and crossing more intersection a tourist will be knock over as he tries too take a photo of first Church or the view down Lower Stuart St. Pollution from these large buses, has not been consider for the effect on first church. What happens when new wide buses have too turned can you ask can wide buses turn safely?

Loss of car parking in a central Dunedin and the effects on small business in this area is more than minor. All the reports talk of maybe, we might fit some in on existing bus stops, but there is not one concrete statement backing this up. I have ask the DCC too provide what car parks are going and what new ones will be use as replacement. No answers. I would like you too try and get these figures, so as you can make a decision. The only answer you get is we do not have too supply them.

The DCC must provide how many yellow lines and loss off car parks too this hearing and it is a disgrace that this has not being supplied. Too me that is a reason too not grant consent as it effects very concern property owners on the future of their properties.

Where is the report on the change of bus design too smaller buses, ORC have had 3 years too try and come up with this

I could stand here all day telling you why this Bus park will not work, but i,m going too leave you with with three words that came from Russia in the last 100 years, and it sums up here,

The Dream, the nightmare, Reality.

The Dream lets put a bus Hub in it works in Auckland and very large cities get the planners on board.

Nightmare how come no one likes our idea we have too have a hearing, DCC not on board.

Reality it turns out there is out side forces working against us we did not want too think about or know about. Thank you for your time.