

Member's Report

Name: Lane Ayr

Subdivision: Kerikeri Subdivision

Date: 11 September to 03 November 2023

Meetings Attended

Date	Meeting	Comments
15/09/23	Zoom re RC for Tsunami sirens	9 am - 10 am
19/09/23	Agenda preview with Chair zoom	9 am - 10:30 am
	In Wellington 25/10 to 28/10	
02/10/23	Disability Action Group Zoom	10 am – 12 pm
13/10	Zoom meeting re Kerikeri Waipapa spatial Plan	9 am- 10:30 am
16/10	Agenda preview with Chair zoom	9 am = 10:39 am
25/10	Meeting with R Smith re Healthy Homes and Playground	10 am - 11:30 am
26/10	BOI Whangaroa Community Board meeting Kerikeri Turner Centre	9 am – 4 pm
31/10	Kerikeri Domain Planting/Landscape Group JB Centre and Zoom	3:30 pm – 5 pm

Community Issues

Issue name	Comment
Kerik Domain	See below
Keri Domain	Balance of funds confirmed. Meeting planned with Community Groups
Keri Community Groups	Seek funding for CBD planning

Requests for Service (RFS)

RFS number	Date	Comment
		Alderton Park continues. Staff to make appointment with residents no notice if meeting has taken place. Residents continue to contact me I'm at a loss to answer them

Other Issues

I have been concerned with parking issues in Kerikeri for some years which led into issues with regard to bus stops etc. I became aware of a property on Kerikeri Road that was on the market, and in September 23, sent the attached draft proposal to several staff and elected members. It would appear that this proposal found some support with staff, and they proceeded to investigate unfortunately the property was under offer, but I hope that the general concept will be implemented

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Proposal re: Partial mitigation of Kerikeri Traffic and Parking Issues

Prepared by Lane Ayr

History:

The traffic and parking situation in Kerikeri has been progressively deteriorating for the past 10-15 years, despite the growth in population and the use of Kerikeri as a service centre for the surrounding District. there has been no additional parking provided (other than private commercial parking lots), in fact the volume of parking has been marginally reduced.

Up until some six years ago Kerikeri had one "bus stop" with service operated by a local company, the service had two stops per day, the bus continuing up north. Following the sale of the service to a new operator Kerikeri became a changeover point as equipment was changed for the trip North, at that point the Kerikeri location moved from a bus stop to a bus terminal be it without facilities.

Kerikeri had one bus stop outside the local laundry on Cobham Rd opposite the Domain, following a fire at the Laundry the bus stop was moved to outside the Subway shop reducing parking by some two or three spaces as the repairs to the Laundry required fencing off the footpath the original bus stop became the footpath. Following completion of the reconstruction the bus stop was reinstated outside the Laundry however the area outside Subway was retain as a second bus stop, It should be noted that these events coincided with the change in service noted above.

As a local Community Board member, I was approached by several residents and local business re the location of the bus stop and the loss of parking spaces, much of the above information came from my investigation of this issue, prior to this I had not paid any particular attention to the local bus service but had had the issue of parking raised on several occasions.

Following meetings and some "heated" discussions it was decided to place two bus stops (spaces) across the road outside the library, as a temporary solution which required the movement of two disabled parks and of course required the buses to navigate the "one way" system to get to the other side of the road.

During these discussions it was suggested that many people using the bus service walked to the bus stop, observations over the past two years suggest this is incorrect almost all passengers are dropped off from vehicles, placing demands on short term parking in an area already under stress.

To further impact the situation, Kerikeri has become a “service centre” for the outlying communities who operate 10/12 seat mini buses, it is not unusual to see 3-4 of these units in town, they unlike the larger buses stay in town for a number of hours finding parking where they can, again reducing public parking, also a number of outlying schools bring their students to town, again these mini buses stay for extended periods.

Suggestion:

As noted above the move across Cobham Road was temporary, a long-term plan should have been completed by this time, under the LTP a bus facility was indicated up Kerikeri Road, this was reasonable as it appears that a mitigating action would be to reduce traffic that is required to use the area between the bypass roundabout and the Caltex roundabout, including Cobham Road and the fire house.

The property at 336 Kerikeri Road is currently for sale (next to the Bakehouse) the location has easy footpath and road access. I believe that the property is sufficient to provide a proper bus terminal allowing turnaround washrooms covered waiting area and drop off parking also minibus day parking. This would significantly reduce the volume of heavy traffic in a congested area and would also reintroduce 6/8 public parking spaces.

This could be developed and operated by FNHL if required.