

Attachment 5: Summary of Feedback on Cobham Road Bus-stop

A2446509

Parts of the Community have been asked for feedback on the proposal to install two bus parks outside the Library on Cobham Road. Feedback in this table includes both that sought by Far North District Council in late 2018 / early 2019, and by the Northland Transportation Alliance in April 2019.

The results are as follow. Blanks response fields are included where parties have been requested for feedback, but no response has been received.

Stakeholder	For / Against Library	Comments	Alternatives
Groups and Elected Community Representatives			
Disability Action Group			
Kerikeri District Business Association			
Kerikeri Residents and Ratepayers Association	Against	<p>The Kerikeri Ratepayers Association asks that a single bus stop be relocated back in its position prior to the fire at the laundromat.</p> <p>We do not support the creation of a new double length bus stop on the other side of Cobham Rd, due to the loss of car-parking spaces in an area in high demand for car-parking by users of the Domain facilities. We do not agree with forcing people to park at distance from the Domain, and to have to cross the road to reach the playground, the domain or to use the public toilets. DO NOT displace those car-parks. If there is no need for the loading zone, then we propose you convert that area into more on-street parking in close proximity to the community facilities in the Domain.</p> <p>The dedicated bus stop is not well utilised, rather it is infrequently used. Rather than there being a great need for additional dedicated (exclusive for bus use) bus stops, we urge you to liaise with the few bus-operators that do service Kerikeri, to ensure better time-tabling so that their buses are not arriving at the same time, but so that their arrival and departure times do not overlap (requiring just one bus stop, and not two).</p> <p>The bus stop is also not a 'bus-depot', where a bus can park up for some lengthy time, waiting till their next</p>	Single Bus stop outside 9 and 11 Cobham Road

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		trip. As a bus-stop, it should only be in use to pick-up and drop-off passengers – not to have buses parked up for a long time. There is ample room further down Cobham Rd (or at the Turners Centre) for buses to park – between journeys, that do not require ‘dedicated’ (exclusive) road markings for buses, that preclude other road uses from parking there.	
Vision Kerikeri	Against	<p>It is Vision Kerikeri’s view that the proposed relocation would be at best a stop gap measure, and would create as many problems as it might appear to solve. The focus should be on determining a long term solution, the establishment of a coach stop or depot that will meet current and future demand, and we are aware that a number of proposals have been made in this regard.</p> <p>The short term safety issue, caused by buses double-parking at the existing stop, should be addressed simply by requiring the bus operator(s) to instruct their drivers that they must comply with road rules and to desist from the practice. It ought not to be too big a demand on the companies to ‘stagger’ arrival and departure times to maintain some separation between buses.</p> <p>The proposed new location, outside the Proctor library, would require buses to drive around the already congested one-way system. The footpath is quite narrow for much of the length of the proposed stop and alongside the proposed new disabled space, which is likely to result in damage to the established plantings and to create congestion outside the entrances to the Citizen’s Advice Bureau and the Community Meeting Room.</p> <p>The only shelter from rain or sun available to passengers, and others awaiting bus arrivals or departures, would be outside the entrance to the Proctor library – even a small number of passengers and their</p>	

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		<p>luggage would present difficulties and inconvenience for library users.</p> <p>The loss of one of the few loading zones in the township is not desirable, and would presumably be of greatest inconvenience to the library's regular receipt and dispatch of books.</p> <p>There is no doubt a public good element to the provision of road transport services, but it is primarily a commercial operation. The majority of the cost of establishing and operating a dedicated bus depot should therefore be carried by the commercial operators.</p>	
Ward Councillor	Against	<p>Loss of high use parking spaces near CBD and reduced accessibility for library and information centre services</p> <p>Council has no obligation to provide bus transfer facilities in road reserve, especially for commercial (non contracted) operations</p>	
Community Board Member	Against	<p>Net loss of car park spaces totally unacceptable</p> <p>Council has no obligation to provide bus transfer facilities in road reserve</p> <p>There has only ever been one bus stop so no need for two</p>	
Community Board Chair	Against	<p>Council has no obligation to provide bus transfer facilities in road reserve</p>	<p>Bus company used to have an off road depot near town that they used for transfers. Why can't they re-establish.</p> <p>69 Cobham Road (Recreational vehicle dump site) offers potential for lease by bus companies. Council could consider assisting with a toilet / shelter</p> <p>Kerikeri Road has 4 little used spaces opposite SPCA but no</p>

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			facilities
Premises in the immediate area			
3 Cobham Road.			
5 Cobham Road			
7 Cobham Road			
9 Cobham Road			
11 Cobham Road			
13 Cobham Road (Spa and Pool)	For	Extremely supportive of this. The sooner this can happen the better as I think a bullet has been dodged here in that no serious accidents or injury have occurred.	
15 Cobham Road			
4 Cobham Road			
6,8 Cobham Road Proctor Library Staff Toy Library CAB Staff	Against	<p>Would lose 5 spaces on the library side, not 3. Net loss is 3 car parks</p> <p>Loss of optimal location for heavily used disability park</p> <p>Relocated disability park likely to be difficult to use and taken by non disabled</p> <p>Reduced access for elderly or customers with children due to loss of high use car parks</p> <p>Kerikeri parking is at a premium</p> <p>Lack of space for library service users already pushing overflow parking into designated staff parking spaces</p> <p>Loss of loading zone for couriers frequently delivering heavy goods</p> <p>Overall health and safety including visibility and road crossing issues between buses</p> <p>People and baggage congestion around the library side and front door</p>	<p>Using the parking bay outside of the public toilets further down the road. Although this would result in a higher net loss of parking spaces than the current proposal, it would move the bus parks off the main roadway and solve many of the potential issues regarding health and safety, and reduce congestion issues around the library plus there is seating and toilet access very near this area.</p> <p>Having one bus park on this side of the road rather than two (and perhaps retaining the current stop also?). The proposal for two adjacent bus parks is felt to be potentially less effective at</p>

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		<p>No luggage or seating facilities (particularly in poor weather)</p> <p>Loss of Toy Library users due to reduced accessibility. Given this has charitable status, the proposal is not community-oriented</p>	<p>controlling traffic and reducing congestion than planned but if there is a definite need for two this may be more effective. Alternatively, perhaps the first two parks before the disability park could be turned into 10 minute parks, and this (along with the disability park when not in use) could form a secondary overflow bus park instead of having two parking spaces.</p> <p>Other locations to be suggested are: BP gas station as is common in many smaller townships, the parking spaces in front of McDonalds (potentially commercially attractive for McDonalds and less FNDC oversight required?), behind or in front of JBC although I believe there is development occurring behind this site(?), the bowling club, the short-time parks close to the Post Shop, and the pump-out station site for motorhomes past Great Northern Traders.</p> <p>1. Getting the bus companies to timetable their pickups and drop-offs so only one park is needed – not sure how feasible this is but according to the intercity website there should be very few overlaps so perhaps this could be looked at.</p>
Far North District Council and Northland Transportation Alliance Roading/Parking Staff			
Corridor Access	For	Near to CBD and facilities	Previous bus companies had a depot

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Engineer		Procter building offers shelter under verandahs	<p>off Inlet Road that they used for bus parking and transfers (like Kaikohe does)</p> <p>Knows bus operators sometimes share off road premises Norfolk Place, off Mill Lane</p> <p>Also knows that bus drivers have dropped off and gone around the block to park for mandatory breaks</p>
Area Roding Engineer	Neutral	<p>Only available shelter is entranceway to the library</p> <p>Concern about funding work</p>	
Parking Team Leader	Against	<p>Buses would need to negotiate the one way system's turns and intersections</p> <p>There is continuing congestion problem with large buses in the CBD</p>	<p>Provide an area away from the CBD to free up much needed parking in the centre of town</p> <p>A dedicated bus stop / transfer area could invite a small business opportunity</p>
Parking Warden	Against	<ol style="list-style-type: none"> 1. Will increase congestion with large vehicles on one way system 2. Space too precious to have empty for long periods 3. Parking close to CBD in high demand 	<p>1. Kerikeri road. Just past the Kings road intersection on the northern side of the road are 4 xP120 spaces that are seldom utilised and that have not monitored timewise. This would provide a safe drop off for passengers coming from Auckland, is close to accommodation providers, supermarket etc yet far enough away from the main traffic density. On the southern side of the road there are currently 7 spaces marked with no time restrictions showing. And could be the drop point for the Kaitaia bus who could wait until the Auckland bus departed via the Heritage bypass and</p>

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			<p>Waipapa to utilise kent rd to turn around pick up any North bound passengers and depart. Downside is no shelter or toilets.</p> <p>2. 69 Cobham Road (Recreational vehicle dump site). Buses access as they do now via Hobson ave, but do not congest traffic by stopping in the CBD. Brings parking back for shoppers in central CBD. There is an extensive space for Buses to turn around and opportunity for Intercity to fund a bus stop as the pumping station for waste removal is already on site. And a simple shelter. Less likely to promote littering as no close takeaways compared to the current Cobham rd location.</p>
Other Far North District Council Staff			
Manager Community and Customer Services	Against	<ol style="list-style-type: none"> Issues with parking all around the Library area. One of the things customers complain about most Car parks are well used (easy access to CAB, Community Meeting Room etc.) 	
Team Leader Resource Consents	Against	<ol style="list-style-type: none"> Agree with Manager Community and Customer Services A petition was submitted some time ago for a pedestrian crossing outside the library Potential for swept path conflict between Fire Trucks and Buses / Passengers 	
Northland Regional Council Staff			
NRC Transport Project Officer	Neutral	<ol style="list-style-type: none"> Supportive of any decision Council wishes to make NRC only look after a couple of smaller operators 	<ol style="list-style-type: none"> Any transfer area on the outskirts of the CBD would not affect

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		<p>using 12 seater vans so no issue with existing stop</p> <p>3. Would welcome increase in bus stop size to allow increased services</p>	existing public bus services which use smaller (12m) buses and do not transfer passengers. Their destination is Kerikeri CBD so they would need the existing bus stop to remain outside Spa and Pool for that purpose
Bus Companies			
Buslink			
Clarks Coachlines			
Fullers			
Intercity	For	<p>We support and would be fine with the double decker buses being routed through Kerikeri's one way system to use the bus stop outside the Proctor Library on Cobham Road. We thought that this was no longer on the table but is our preferred option as long as there is space to fit our two buses at any given time. The current stop you know is a H & S issue with the buses unable to park close to the kerb due to the overhang of the terrace. This means that the passengers have issues getting on and off the buses.</p>	
Ritchies	For	<p>Ritchies Buses support any options which relocate stop (or stops) to outside the library</p> <p>Drivers of minibuses from Kaitaia park off-site when not transferring passengers</p>	