

BULLS NEW BUS LANES SHELTERS FAIL OF DESIGN

28 March 2022

- 1.** Plans ready for RDC approval approx July 2020.
- 2.** Plans issued for tender approx August 2020.
- 3.** Loaders Ltd of Wanganui winning tender by November 2020 and publically advised in local newspapers.
- 4.** This Bulls ratepayer studied plans left in the Bulls Community Center, Dec 2020.
- 5.** Visited RDC office in Marton new year 2021, and discussed the plans for 1-1/2 hours with project manager... Name..??
- 6.** Advised of concerns of design of the new bus lanes, and lack of discussion by RDC with the main operators of the existing Bus Terminal on Bridge Street (old iSite).
 - a.** Not enough distance between shelter supports and curbing of road to allow opening of doors or lockers in a safe manor and protection of bus/coach passengers and loading and unloading of baggage. Distance between shelter upright and open luggage doors of coaches should be at best 3 meters.
 - b.** Bus sign poles too close to curb edges, that will cause damage to coach mirrors, or the mirrors will be ripped off by the poles, or the signs will scratch the windows or paint work of the coach all the way down the side of the coach. Design fail to have signs fitted about 30cm's out into the roadway beyond the curb edge where coaches drive past.

c. This design of the new Bulls bus lanes, has been to accommodate coaches as long as 13 meters. However, if they had done due diligence, they would have been informed by the main user companies, that coaches operating on the Auckland/Wellington routes are at least 14 meters long...!!

7. Nil communication with the four main bus and coach companies that operate in and out of the present Bulls bus stop every day, from 0730 to 2300 hrs. Intercity, Tranzit, Ritchies and Uzabus companies (and others) were never approached by the RDC for their needs, comments and requirements for a new terminal. All of the drivers operating out of the current terminal did not know there were new bus lanes being built across the road, and had never been contacted or had discussion with planners, RDC personnel, or design engineers.

8. This rate payer and coach/bus driver that uses this terminal often, was assured by the project manager in early 2021, that the plans and designs had been made, drawn and accepted in accordance with "International Standards". And yet the RDC had not carried out any due diligence with the users of the current depot (drivers or company management), to ensure there were nil problems before the bus lanes were built. This Bulls ratepayer and coach driver brought the design failings to the attention of the Project Manager, and yet was fobbed off with the reasoning that it will be okay because it was to be built in accordance with International Standards.

9. Once (in early 2021), it was known there was to be a new Bus lane/depot, the RDC was offered coaches from Tranzit and Intercity to allow for measuring and to observe their motions in the area, turning circles and luggage door arc movements. This offer was immediately declined, and the company representative was advised that would not be necessary as the designs were made to “International Standards”.

10. During the building of the new bus lanes by Loaders of Wanganui, this Bulls ratepayer, took time to discuss briefly with the Loaders Engineer managers through the fence, about the design and build features, and expressed the concerns about poles, distances and dangers of being too close to the shelters. A coach was even offered to them too, but the manager turned it down, and stated they were building it to the designs and drawings given, and could not deviate from them, no matter how bad they were.

11. This is a Health and Safety Issue, and the danger is to the driver as he tries to open the luggage doors, and to the passengers being injured from the doors and the driver as he tries to open the luggage doors into the shelters. The design is unsafe, to drivers, passengers and likely damage to the vehicles.

12. Solution: The only solution to this design failure, is to dig out from the current curb up to 1.5 meters into the sealed driveway, build a new curb, concrete up to the new curb for an addition of a footpath, and add new seal to the edge of the new curb. That places distance from the shelters to coaches, to remove dangers and damage.

