16.6.9

Footpath Extension Policy

1.0 FOOTPATH EXTENSION POLICY - INTENTION

The Footpath Extension Policy provides for the ranking of new footpaths in the Council’s footpath construction programme. The intention of this policy is to provide a framework where all future footpath extension proposals can be reviewed and ranked in a priority list for consideration for future Annual Plans and LTCCP’s. It will also act as a framework for future assessments to proposals that are as yet unknown to Council (eg. future developments).

2.0 ASSESSMENT CATEGORIES

The Footpath Extension policy identifies four main assessment categories by which to determine the ranking of new footpaths in the Council’s footpath construction programme. They are:

- Sustainability
- Traffic Volumes
- Safety
- Physical Factors

These are further divided up into assessment attributes, and criteria by which to assess them.

2.1 Category 1 - SUSTAINABILITY

Sustainability promotes alternative modes of transportation including walking and cycling and use of public transportation and recognizes areas of high pedestrian foot traffic.

The Sustainability Assessment Category has a final weighted score of 25/100 and is weighted according to the following attributes and criteria:

- Walking and Cycling Strategy. The Whakatane District Council’s Walking and Cycling Strategy was adopted by the Whakatane District Council in October 2007. The strategy prepared by Bloxum Burnett and Olliver Consultants is part of the WDC Transportation Study. The Strategy identifies major walking and cycling routes within the Whakatane Urban Township, the Coastlands / Piripai area and walkway and cycleway linkages to Whakatane and Edgecumbe and Taneatua. The walking and cycling routes link business areas, schools and recreational areas.

The Whakatane District Councils Walking and Cycling Strategy is the primary document that describes the Councils Policy on promoting walking and cycling within the District.
• Promotes Alternative Modes of Transport

The benefits of promoting alternative modes of transportation include:

- Meeting the New Zealand Transport Agencies (NZTA) criteria for funding.
- Meeting the objectives of the National Policies relating to Transportation, Health and Energy efficiency and Conservation.
- Promoting recreation and leisure and the associated health benefits for the community.
- Energy conservation and environmentally sustainable transport modes.

The formation of pedestrian footpaths that provide access to bus stops and bus routes, access to formal car parking facilities and access to recreational area are important infrastructure assets that promote alternative modes of Transportation.

• Community Linkages

Pedestrian linkages and footpaths are important amenities that are required in high use pedestrian areas. Areas of high pedestrian traffic are primarily around Town Business Districts and Shopping Centres, Industrial Parks, Schools and places of education, hospitals, local dairies and retirement homes and retirement villages. The greater the occurrence of each activity within a location, the greater the requirement to provide suitable footpaths and walking amenities within the area.

2.2 Category 2 - TRAFFIC VOLUMES

The assessment of Traffic Volumes recognizes the number of vehicular movements on roads that would have an impact on the safety and well being of the pedestrians. It is assumed that the higher the traffic volumes on a road the greater the need to provide safe and accessible footpaths.

The TRAFFIC VOLUMES Assessment Category has a final weighted score of 25/100 and is weighted according to the following attributes and criteria:

• Vehicle Movements per day

Road traffic movement data is sourced from the RAMM database and will be updated on an annual basis.

- The assessment indicates that vehicle movements of less than 300 per day will not require the construction of footpaths due to associated low pedestrian foot traffic. The exception to this will be the berm immediately in front of schools.
- The assessment indicates that vehicle movements greater than 300 per day but less than 1000 will require a footpath on one side of the road due to the associated medium pedestrian foot traffic. The exception to this will be the berm immediately in front of a school, hospital, local dairy and a retirement home or retirement village where a footpath exists on the opposite side of the road. In the case of the provision of new footpaths the footpath will always be located on the side of the road where a school, hospital, local dairy and a retirement home or retirement village is located. This policy excludes the provision of footpaths rural areas within the Vehicle Movement per day criteria.
- The assessment indicates that vehicle movements of greater than 1000 vehicle movements per day will have a footpath on both sides of the road and where possible be a minimum of 3 metres wide. These roads will be...
major arterial roads, roads within Town Business Districts and shopping Centre’s, Industrial Parks, Schools and places of education, hospitals, retirement homes and retirement villages. This policy excludes the provision of footpaths in rural areas within the Vehicle Movement per day criteria.

- **Pedestrian Continuity**

  Continuity of pedestrian footpath links will be evaluated if the proposed extension completes a pedestrian network, link two sections of footpath, or completes a link or connection to Town Business Districts and Shopping Centre’s, Industrial Parks, Schools and places of education, hospitals, local dairies, retirement homes and retirement villages an existing public car parking facility or a bus stop.

- **Existing Footpath Provision**

  Existing footpath provision will be evaluated in accordance with the current provision footpath facilities based on the Traffic Volume criteria.

  On roads where an existing footpath provision on one side of the road and the daily traffic volumes are greater than 300 vehicle movements per day but less than 1000 vehicle movements per day no further footpath construction will take place.

  On roads where an existing footpath provision on one of the road and the daily traffic volumes are greater than 1000 vehicle movements per day an additional footpath will be constructed on the opposite side of the road.

- **Housing Density**

  Footpath provision will be evaluated in accordance with housing density in any location according to the following criteria

  Greater Than 50 persons or 20 dwellings per hectare = 7  
  Between 25 – 50 persons or 10-20 dwellings per hectare = 5  
  Between 5 – 25 persons or 2-10 dwellings per hectare = 3 and  
  less than 5 persons or 2 dwellings per hectare =1

2.3 **Category 3 - SAFETY**

The assessment of Safety recognizes the number of recorded vehicle / pedestrian accidents, the number of safety improvements that could be achieved and improvements to Community Safety - CPTED (Crime Prevention through Environmental Design) on roads that would have an impact on the safety and well being of the pedestrians. It is assumed that the greater the number of improvements undertaken to address issues of pedestrian safety, the greater the acceptance of the facility provided. The SAFETY Assessment Category has a final weighted score of 15/100 and is weighted according to the following attributes and criteria:

- **Crash Statistics**

  Crash Statistics involving pedestrians and vehicles will be assessed utilizing the Crash Statistic Data from the RAMM database. Locations in urban areas where there are no footpaths where two or more pedestrian/ vehicle accidents per year occur or one fatality involving a pedestrian in the previous 10 years are recorded will be included in the assessment.
• **Location**

Footpath extensions which address safety issues associated with providing pedestrian continuity around/across intersections, bridges and culverts and in recognition of ‘desire lines’ will be included in the assessment.

• **Community Safety**

Footpath extensions that provide alternative routes that improve community safety and in accordance with the CPTED Principles will be included in this assessment.

### 2.4 Category 4 - PHYSICAL

The assessment of PHYSICAL recognizes that the proposed footpath extension is completed in accordance with a number of roading pre requisites. It is assumed that footpath extensions included in association with other Roading Forward Capital Works programmes, or proposed in locations where other existing Roading Improvements have been completed and where the topography of the site will accommodate such works will be included in the assessment.

The Physical Assessment Category has a final weighted score of 10/100 and is weighted according to the following attributes and criteria:

• **Forward Capital Works Programme**

This category recognizes that footpath extensions in association with road upgrades and minor safety improvements will be included in the assessment.

• **Existing Kerb and Channel**

Footpaths extensions will only be considered in association with existing kerb and channel or where kerb and channel works are approved as part of the extension project.

• **Width of Road reserve / Topography**

Footpaths extensions will only be considered where topography and width of road reserve allows.

• **Streetlights**

Streetlights are recognized as essential provisions in providing pedestrian safe environments and that promote the CPTED principles.

• **Surface Traction**

Consideration will be given to locations where the surface traction is impeded by the steepness of slope or the presence of a slippery surface.

### 2.5 Category 5 - FINANCIAL AFFORDABILITY

The assessment of FINANCIAL AFFORDABILITY recognizes that the cost of the proposed footpath extension will receive NZTA funding and therefore increase the affordability of the facility to the community.

The Financial Affordability Assessment Category has a final weighted score of 25/100.
3.0 FOOTPATH EXTENSION RANKING TOOL

The following ranking tool will be used to implement the above policy.
<table>
<thead>
<tr>
<th>Assessment Category</th>
<th>Attribute</th>
<th>Criteria</th>
<th>Max Score</th>
<th>Assessment</th>
<th>Final</th>
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<tr>
<td><strong>Sustainability</strong></td>
<td>Walking and Strategy</td>
<td>Included in the Walking and Cycling Strategy</td>
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</table>
|                     | Promotes Alternative Transportation | Promotes and Links:  
- Bus Route/stop  
- Formal Car parks  
- Recreational Facilities  
(one link = 3 / two links = 5 / 3 links = 8) | 8 | | |
|                     | Community Linkages | Links to:  
- Business District  
- Industrial Areas  
- Schools  
- Hospital  
- Local Shops  
- Retirement Village  
(one link = 2 / two links = 3 / three links = 4 / Four links = 5 / Five Links = 6 / six links = 7) | | | |
| **Traffic Volumes** | Vehicle Movements /day | - 300 VM/per/day  
+300 VM/per/day  
+1000 VM/per/day  
(-300 = 0 / +300 = 4 / 1000 = 7) | 7 | | |
|                     | Pedestrian Continuity | Completes / links existing footpaths and improvements to route | 4 | | |
|                     | Existing Footpath Provision | One side of road  
Two sides of road  
(Traffic Volumes +300 and existing Footpath = 0 OR no footpath = 7 / Traffic Volumes +1000 no existing footpath = 7 OR footpath on one side of road = 4) | 7 | | |
| **Housing Density** | Greater Than 50 persons or 20 dwellings per hectare = 7 / Between 25 – 50 persons or 10-20 dwellings per hectare = 5 / Between 5 – 25 persons or 2-10 dwellings per hectare = 3 and less than 5 persons or 2 dwellings per hectare = 1 | 7 | | |
| **Safety**          | Crash Statistics | Vehicle accidents involving pedestrians greater than 2 accidents per year or 1 Fatality involving a pedestrian in the previous 10 years. | 7 | | |
|                     | Location | Footpath extension will address safety issues related to intersections, Scholar, Kea or Pedestrian Crossings and or bridges / culverts | 4 | | |
|                     | Community Safety | Address Community Safety/ Requests / Complaints | 4 | | |

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<tr>
<th>Physical</th>
<th>Roading</th>
<th>• Forward Works Programme/ programmed upgrade</th>
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<td>• Surface Traction (Steep or slippery)</td>
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