

Footpath Construction and Streetlight Priorities

TO Thames Community Board
FROM Sam Edlin - Roading Engineer
DATE 1 August 2018
SUBJECT **Footpath Construction and Streetlight Priorities**

1 Purpose of Report

For the Thames Community Board to confirm the footpath construction and streetlight installation priorities for the 2018/19 financial year.

2 Background

The Community Board has delegation to prioritise the footpath construction programme and streetlight installation programmes for each financial year.

3 Issue

Confirmation is required from the Thames Community Board on their priorities for footpath construction and streetlight installation for the 2018/19 financial year.

4 Discussion

The 2018/19 budgets for footpath construction and streetlight installation are detailed in the table below:

| Budget Description | 2018/19 Budget | NZTA Subsidy (51% of total budget) | Local Share (49% of total budget) |
|---------------------------|-----------------------|---|--|
| Footpath Construction | \$56,551 | \$28,841 | \$27,710 |
| Streetlight Installation | \$10,282 | \$5,244 | \$5,038 |

The footpath construction budget above has been set through the LTP process and is approximately \$25,000 less than 2017/18. This means that for this financial year there is insufficient budget available to complete the highest priority site (Patui Avenue from start of road for a length of 140 metres). If the Community Board agree that Patui Avenue is the highest priority; one option is that the design is completed for the whole length of Patui Avenue footpath this financial year, and budget is allowed for through the 2019/20 Annual Plan process to complete the full length of the Patui Avenue footpath in 2019/20.

Long term; budgets reflecting actual estimated construction costs would allow for completion of whole new footpath sites within a financial year rather than spreading the construction of one site (particularly larger sites) over several financial years. As part of this report we are requesting that the Community Board consider this option of funding and advise whether this is something that they want to implement for future financial years.

The indicative footpath construction budgets for 2019/20 to 2025/29 to complete whole footpath construction sites each year would be as follows:

| Financial Year | Indicative Budget | TCDC share (49%) | Site to be completed | Site Start | Site End |
|----------------|-------------------|------------------|--|---|--|
| 2019/20 | \$206,550 | \$101,210 | Patui Avenue | SH25 | Road end |
| 2020/21 | \$86,250 | \$42,263 | Tony Avenue | End of existing footpath | Cul-de-sac |
| 2021/22 | \$144,540 | \$70,825 | Te Arapipi Road | SH25 | Fork in Road |
| 2022/23 | \$184,950 | \$90,626 | Eames Cres | Te Mata Creek Rd | Road end |
| 2023/24 | \$99,000 | \$48,410 | Trotter Avenue | SH25 | Road end |
| 2024/25 | \$75,000 | \$36,750 | The Terrace | Sealey Street | Road End |
| 2025/26 | \$40,500 | \$19,845 | Pollen Street | Williamson Street | SH25 |
| 2026/27 | \$189,870 | \$93,036 | Maramarahi Rd | SH25 | 50kph sign |
| 2027/28 | \$47,625 | \$23,336 | Seaview Ave | End of existing footpath on Tatahi St LHS of road | End of existing footpath on Seaview Rd |
| 2028/29 | \$48,500 | \$23,765 | Creagh St (Sth) and pedestrian cut downs | Creagh Street | End |

Alternatively construction could be completed every second year with design the preceding year, providing more time to ensure all design considerations are agreed ahead of the procurement and construction phases. The table below provides an indication of the budget requirements for this option.

| Financial Year | Indicative Budget | TCDC share (49%) | Site to be completed | Site Start | Site End |
|----------------|-------------------|------------------|-----------------------------------|--------------------------|--------------|
| 2018/19 | \$20,655 | \$10,121 | Design - Patui Avenue footpath | | |
| 2019/20 | \$206,550 | As above | Patui Avenue | SH25 | Road end |
| 2020/21 | \$8,625 | \$4,226 | Design - Tony Avenue footpath | | |
| 2021/22 | \$86,250 | As above | Tony Avenue | End of existing footpath | Cul-de-sac |
| 2022/23 | \$14,454 | \$7,083 | Design - Te Arapipi Road footpath | | |
| 2023/24 | \$144,540 | As above | Te Arapipi Road | SH25 | Fork in Road |
| 2024/25 | \$18,495 | \$9,063 | Design - Eames Crescent footpath | | |
| 2025/26 | \$184,950 | As above | Eames Cres | Te Mata Creek Rd | Road end |
| 2026/27 | \$9,900 | \$4,851 | Design - Trotter Avenue footpath | | |
| 2027/28 | \$99,000 | As above | Trotter Avenue | SH25 | Road end |
| 2028/29 | \$7,500 | \$3,675 | Design - The Terrace footpath | | |
| 2029/30 | \$75,000 | As above | The Terrace | Sealey Street | Road End |

Staff recommend following the alternate construction year approach. As detailed in the table above, the budget balance from 2018/19 of \$35,896 (\$56,551 - \$20,655) needs to be carried forward to 2019/20 and the project budget updated as part of the 2019/20 annual

planning process, to reflect a more refined budget estimate based on the design work completed between now and December 2018.

The current footpath construction and streetlight installation priority lists for the Thames ward are detailed in Tables 1 and 2 respectively on the following pages.

The footpath construction priority list below is in order of priority and has been prioritised based on the following factors:

- Whether the proposed footpath qualifies for NZTA subsidy
- Estimated number of pedestrians
- Traffic volumes
- Berm width available for pedestrian to walk on.

High priority sites are those that:

1. Qualify for NZTA subsidy
2. Have a higher number of pedestrians
3. Have higher traffic volumes
4. Have no berm currently available to walk on.

The streetlight installation priority list below is in order of priority and has been prioritised based on the following:

| Priority | Category |
|-----------------|--------------------------|
| Very high | Safety Issue |
| High | No light at Intersection |
| Medium | No Light at Cul-de-sac |
| Low | Spacing too wide |

Sites with the same priority category (e.g. very high, high medium or low) are then prioritised by traffic volume to form the priority list for streetlight installation.

Table 1 Thames Footpath construction programme:

| road_name | Start Location (m) | End Location (m) | Footpath on 1 side already? | Start name | End name | Path Length (m) | Total Estimated Cost (\$) | Proposed year of construction |
|----------------------------|--------------------|------------------|-----------------------------|---|---|-----------------|---------------------------|-------------------------------|
| PATUI AVENUE | 0 | 140 | No | SH 25 | Reserve | 140 | 63,000 | 2018/19-2019/20 |
| PATUI AVENUE | 140 | 459 | No | Reserve | End of road | 319 | 143,550 | 2019/20-2021/22 |
| TONY AVENUE | | | No | End of existing footpath LHS | Cul-de-sac | 230 | 86,250 | 2022/23- 2023/24 |
| TE ARAPIPI ROAD | 0 | 292 | No | SH 25 | FORK IN ROAD | 292 | 144,540 | 2024/25-2026/27 |
| EAMES CRESCENT | 0 | 402 | No | TE MATA CREEK ROAD | END | 402 | 184,950 | 2027/28-2030/31 |
| TROTTER AVENUE | 0 | 156 | no | SH25 | FINISH ROAD TAPERS | 156 | 58,500 | Outside 2018-28 LTP |
| TROTTER AVENUE | 156 | 264 | no | FINISH ROAD TAPERS | END | 108 | 40,500 | Outside 2018-28 LTP |
| THE TERRACE | 660 | 811 | no | SEALEY STREET | END | 151 | 74,745 | Outside 2018-28 LTP |
| POLLEN STREET | 1779 | 1887 | no | WILLIAMSON STREET | SH25 SLIP ROAD | 108 | 40,500 | Outside 2018-28 LTP |
| MARAMARAHI ROAD | 0 | 330 | No | SH 25 | 50KM/H SIGN | 330 | 189,870 | Outside 2018-28 LTP |
| SEAVIEW AVENUE | | | | End of existing footpath on Tatahi St LHS of road | End of existing footpath ion Seaview Rd | 127 | 47,625 | Outside 2018-28 LTP |
| CREAGH STREET (SOUTH) | 0 | 116 | no | CREAGH STREET | END | 116 | 43,500 | Outside 2018-28 LTP |
| CREAGH ST PRAM CROSSINGS | | | no | | | Each | 5,000 | Outside 2018-28 LTP |
| SARJANTS ROAD | 0 | 199 | no | SH 25 | END | 199 | 98,505 | Outside 2018-28 LTP |
| HAPE ROAD | 507 | 589 | no | HILL STREET | END | 82 | 30,750 | Outside 2018-28 LTP |
| PRICE AVENUE | 0 | 138 | No | ROBERT STREET | END | 138 | 68,310 | Outside 2018-28 LTP |
| KAUAERANGA VALLEY ROAD | 0 | 2000 | No | Existing footpath on Parawai Rd | Water Race Lane | 2000 | 750,000 | Outside 2018-28 LTP |
| MOUNT VIEW ROAD | 0 | 140 | No | MOUNT SEA ROAD | CORA PLACE | 140 | 52,500 | Outside 2018-28 LTP |
| TOTARA VALLEY ROAD | 0 | 406 | No | SH 25 | SEAL ENDS | 406 | 200,970 | Outside 2018-28 LTP |
| IRISHTOWN ROAD (THA) | 0 | 551 | No | KARAKA TRACK OPP.MHCOVER | END | 551 | 272,745 | Outside 2018-28 LTP |
| UPPER ALBERT STREET | 0 | 100 | No | Pollen Street | Opposite monument walkway | 100 | 175,000 | Outside 2018-28 LTP |
| MILL STREET | 0 | 220 | No | COOK STREET | RICHMOND STREET | 220 | 82,500 | Outside 2018-28 LTP |
| OTUTURU CRESCENT | 0 | 139 | No | SH 25 | OTUTURU CREEK ROAD | 139 | 68,805 | Outside 2018-28 LTP |
| OTUTURU CRESCENT | 139 | 242 | No | CREEK ROAD | END | 103 | 50,985 | Outside 2018-28 LTP |
| POHUE CREEK ROAD | 0 | 557 | no | SH 25 | SEAL ENDS | 557 | 275,715 | Outside 2018-28 LTP |
| HILL STREET | 498 | 752 | no | SEALEY STREET | END | 254 | 95,250 | Outside 2018-28 LTP |
| MOANATAIARI CREEK ROAD | 0 | 97 | No | SH 25 | SEAL ENDS | 97 | 36,375 | Outside 2018-28 LTP |
| KOPU ROAD (OLD SH25) | | | No | QUEEN STREET | PAKURA ROAD (OLD SH25) | 420 | 157,500 | Outside 2018-28 LTP |
| SH26 PURIRI | | | No | PURIRI VALLEY ROAD | SOUTHERN SPEED RESTRICTION SIGN | 200 | 75,000 | Outside 2018-28 LTP |
| WAIOTAHU ROAD | 868 | 1168 | No | HAIRPIN | END TO ROAD | 300 | 20,000 | Outside 2018-28 LTP |
| TE ARAPIPI ROAD | 292 | 558 | No | FORK IN ROAD | END OF CONSTRUCTION | 266 | 99,750 | Outside 2018-28 LTP |
| COOK STREET | 0 | 166 | No | HILL STREET | MILL STREET | 166 | 62,250 | Outside 2018-28 LTP |
| WAIOMU VALLEY ROAD | 725 | 902 | No | LUCY ROAD | SEAL ENDS | 177 | 87,615 | Outside 2018-28 LTP |
| TARARU CREEK ROAD | 0 | 183 | no | SH 25 | SEAL ENDS | 183 | 90,585 | Outside 2018-28 LTP |
| ARTHUR ROAD (THAMES COAST) | 0 | 73 | no | PATUI | END | 73 | 27,375 | Outside 2018-28 LTP |
| AUGUSTUS STREET NORTH | 0 | 118 | No | FRANKLYN STREET | SEALEY STREET | 118 | 44,250 | Outside 2018-28 LTP |
| AUGUSTUS STREET SOUTH | 131 | 264 | no | HAPE ROAD | RICHMOND STREET | 133 | 49,875 | Outside 2018-28 LTP |
| STRANGE ROAD | 0 | 115 | no | WAIOMU CREEK RD | END | 115 | 43,125 | Outside 2018-28 LTP |
| JEAN ROAD | 0 | 72 | no | TE MATA CREEK ROAD | END | 72 | 27,000 | Outside 2018-28 LTP |
| SPRINGFIELD AVE | 0 | 218 | no | SH25 | END | 218 | 81,750 | Outside 2018-28 LTP |
| SH25 TAPU | 6796 | 6896 | No | FIRST HOUSE | EXISTING PATH | 100 | 37,500 | Outside 2018-28 LTP |
| TAPU COROGLLEN ROAD | 110 | 360 | No | End of existing Footpath | NO 32 | 250 | 123,750 | Outside 2018-28 LTP |
| WAIOMU VALLEY ROAD | 641 | 725 | No | RICHARD ROAD | LUCY ROAD | 84 | 41,580 | Outside 2018-28 LTP |
| SEAVIEW AVENUE | 325 | 616 | | WESTS CRESCENT | END | 291 | 109,125 | Outside 2018-28 LTP |
| CREAGH STREET (NORTH) | 0 | 55 | No | SH 25 | CREAGH STREET SOUTH | 55 | 20,625 | Outside 2018-28 LTP |

| road_name | Start Location (m) | End Location (m) | Footpath on 1 side already? | start_name | end_name | Path Length (m) | Total Estimated Cost (\$) | Proposed year of construction |
|---|--------------------|------------------|-----------------------------|--------------------------|-----------------------|-----------------|---------------------------|-------------------------------|
| FIRTH VIEW ROAD | 0 | 257 | No | SH 25 | END | 257 | 96,375 | Outside 2018-28 LTP |
| CREAGH STREET (NORTH) | 55 | 100 | No | CREAGH STREET SOUTH | END | 45 | 16,875 | Outside 2018-28 LTP |
| LAURIE LANE | 0 | 106 | no | TONY AVENUE | END | 106 | 39,750 | Outside 2018-28 LTP |
| LUCY ROAD | 0 | 98 | no | WAIOMU CREEK ROAD | END | 98 | 36,750 | Outside 2018-28 LTP |
| HAZLETT ROAD | 0 | 144 | no | TE MATA CREEK ROAD | END | 144 | 71,280 | Outside 2018-28 LTP |
| NGARIMU LANE | 0 | 263 | No | PATUI AVENUE | END | 263 | 130,185 | Outside 2018-28 LTP |
| PRINCES STREET (THA) | 0 | 84 | no | UPPER ALBERT STREET | END OF SEAL | 84 | 41,580 | Outside 2018-28 LTP |
| WAIOKARAKA ROAD | 0 | 85 | no | CAMPBELL STREET | SEAL ENDS | 85 | 42,075 | Outside 2018-28 LTP |
| WAIPAPA ROAD | 0 | 65 | no | SH 25 | END OF SEAL | 65 | 24,375 | Outside 2018-28 LTP |
| BARRETT ROAD | 0 | 35 | no | PARAWAI ROAD | END | 35 | 13,125 | Outside 2018-28 LTP |
| OTUTURU CREEK ROAD | 0 | 84 | no | OTUTURU ROAD | END | 84 | 41,580 | Outside 2018-28 LTP |
| TERETIU DRIVE LHS | 0 | 93 | no | STATE HIGHWAY 25 | CRAWFORD DRIVE | 93 | 34,875 | Outside 2018-28 LTP |
| RICHARD ROAD | 0 | 71 | no | WAIOMU VALLEY ROAD | END | 71 | 26,625 | Outside 2018-28 LTP |
| RATA PLACE (TC) | 0 | 66 | No | WESTS CRESCENT | END | 66 | 24,750 | Outside 2018-28 LTP |
| Improvements to existing footpaths around Thames using recommendations from the accessibility audit | | | | | | | TBA | Outside 2018-28 LTP |
| NGATI MARU HIGHWAY (SH25) | 24,261 | 26,944 | no | KOPU ROAD | TONY AVENUE north | 2683 | 1,006,125 | Outside 2018-28 LTP |
| NGATI MARU HIGHWAY (SH26) | 78,272 | 79,207 | no | KIRIKIRI WEST ROAD | Roundabout | 935 | 350,625 | Outside 2018-28 LTP |
| SH25 QUEEN STREET | 0 | 670 | Yes | Thames Wharf | Porritt Park | 670 | 113,900 | Outside 2018-28 LTP |
| SH25 QUEEN STREET | | | YES | RICHMOND STREET | PORRITT PARK FOOTPATH | 160 | 119,200 | Outside 2018-28 LTP |
| CORNER WILLIAMSON STREET/QUEEN STREET | 0 | 2 | Yes | End of footpath | WILLIAMSON STREET | 2 | 2,250 | Outside 2018-28 LTP |
| CORNER COROMANDEL STREET/TARARU ROAD | 0 | 2 | Yes | End of footpath | TARARU ROAD | 2 | 2,250 | Outside 2018-28 LTP |
| VARIOUS PRAM CROSSINGS | | | | | | | 20,000 | Outside 2018-28 LTP |
| TONY AVENUE | 0 | 121 | Yes - LHS | SH 25 | LAURIE LANE | 121 | 45,375 | Outside 2018-28 LTP |
| TONY AVENUE | 121 | 248 | Yes -LHS | LAURIE LANE | TOTARA CLOSE | 127 | 47,625 | Outside 2018-28 LTP |
| TOTARA CLOSE | | | Yes - RHS | TONY AVE | EXISTING PATH (LHS) | 91 | 34,125 | Outside 2018-28 LTP |
| WILLIAMSON STREET | 217 | 237 | Yes | End of existing footpath | SH25 | 20 | 6,000 | Outside 2018-28 LTP |
| PARAWAI ROAD | 314 | 797 | Yes | BRUNTON CRESCENT | HEREWAKA STREET | 483 | 181,125 | Outside 2018-28 LTP |
| MITCHELL STREET | 0 | 61 | Yes | SH 25 | END | 61 | 22,875 | Outside 2018-28 LTP |
| CORNER HILL STREET/HAPE ROAD | 0 | 8 | Yes | End of footpath | HAPE STREET | 8 | 4,500 | Outside 2018-28 LTP |

TOTAL 7,735,845

Table 2 Thames Streetlight installation programme:

| Priority | Road Name | Section | Category | AADT | Proposed Installation Year | Estimate | |
|-----------|-----------------------|------------------------------|--|------|----------------------------|--------------|-------------------|
| | | | | | | Quantity | Approx. Cost |
| Very High | Rolleston Street | Pedestrian crossing | Install streetlights either side of the existing pedestrian crossing outside the Thames High School to meet the NZ standard for pedestrian crossings | 2149 | 2018/19 | 2 | \$ 10,000 |
| High | Arthur Road | All | No light at the intersection | 80 | 2019/20 | 1 | \$ 4,000 |
| High | Hape Road | From Hill St. | New light on Hill St corner | 70 | 2019/20 | 1 | \$ 2,000 |
| High | Springfield Avenue | All | No lights on road | 15 | 2020/21 | 5 | \$ 25,000 |
| Medium | Sealey Street | Mackay to Rolleston | Improve light on south side of road | 1212 | 2021/22 | 2 | \$ 10,000 |
| Medium | Karaka Road | All | Pedestrian safety | 788 | 2022/23 | 6 | \$ 30,000 |
| Medium | Bowen Place | Waikiekie intersection | Spacing & No light in cul-de-sac | 174 | 2023/24 | 3 | \$ 15,000 |
| Medium | Eames Crescent | End of road | No Light in cul-de-sac - public request | 78 | 2024/25 | 1 | \$ 5,000 |
| Medium | Augustus Street South | Between Hape & Richmond St | Light requested for security reasons | 50 | 2024/25 | 1 | \$ 5,000 |
| Medium | Rennie Street | Cul-de-sac/Footpath entrance | No light at Cul-de-sac and light requested for lighting footpath access | 41 | 2024/25 | 1 | \$ 4,000 |
| Medium | Broad Street | Campbell Street on | Spacing & No light in cul-de-sac | 50 | 2025/26 | 3 | \$ 15,000 |
| Medium | Otuturu Creek Road | End of road | No Light in cul-de-sac | 30 | 2026/27 | 1 | \$ 5,000 |
| Low | Brunton Crescent | All | Spacing | 788 | 2027/28 -2028/29 | 4 | \$ 20,000 |
| Low | Mount Pleasant Road | All | Spacing - lights to be installed in large gaps | 769 | Outside the 2018-2028 LTP | 2 | \$ 10,000 |
| Low | Beach Road | Williamson to Burke | Spacing | 433 | | 4 | \$ 20,000 |
| Low | Bella Street | Campbell Street onwards | Spacing | 305 | | 4 | \$ 20,000 |
| Low | Moanatairi Street | Ensor to Fergusson | Spacing | 172 | | 4 | \$ 20,000 |
| Low | Patui Avenue | All | Spacing | 167 | | 4 | \$ 20,000 |
| Low | Adams Road | All | Spacing | 150 | | 4 | \$ 20,000 |
| Low | Kuranui Street | Ensor to Burke | Spacing | 140 | | 4 | \$ 20,000 |
| Low | Baillie Street | Mackay to Clarence | Spacing | 109 | | 4 | \$ 20,000 |
| Low | Fergusson Drive | Centennial to Kuranui | Spacing | 105 | | 4 | \$ 20,000 |
| | | | | | | TOTAL | \$ 387,000 |

5 Suggested Resolution(s)

That the Thames Community Board:

1. Receives the 'Thames Footpath Construction' report, dated 1 August 2018.
2. Confirms the footpath construction programme for 2018/19.
3. Confirms the streetlight installation programme for 2018/19.
4. Approves the staff proposal to have footpath construction budgets to reflect construction every second year from 2019/20 onwards to allow a more planned approach and for completion of full, rather than partial, footpath sites.