

3.1 Whangapoua Road (SH25) Footpath and Potae Bridge Footbridge

TO Coromandel-Colville Community Board
FROM Sam Edlin - Roading Engineer
DATE 18 October 2018
SUBJECT **Whangapoua Road (SH25) Footpath and Potae Bridge Footbridge**

1 Purpose of Report

For the Coromandel-Colville Community Board to consider footpath surface options for the Whangapoua Footpath construction (proposed to be constructed in 2019/20) and footbridge options for Potae Bridge.

2 Background

Coromandel-Colville Community Board made the following resolution at their 25 September 2018 meeting:

“3.2 2018-19 Footpath Construction Programme update

51/18 Resolved

CCCB That the Coromandel-Colville Community Board:

- 1. Receives the ‘2018-19 Footpath Construction Programme Update’ report, dated 30 August 2018.*
- 2. Requests staff complete design options for the Whangapoua Road footpath extension, including a link to Pound Street via the recreation land, and report back on options to complete the work as one project but with funding over a number of years.*

Moved/seconded by: Walker/Autumn”

At the 16 October 2018 workshop, the Coromandel-Colville Community Board also requested options and estimates regarding a new footbridge alongside Potae Bridge, Kennedy Bay.

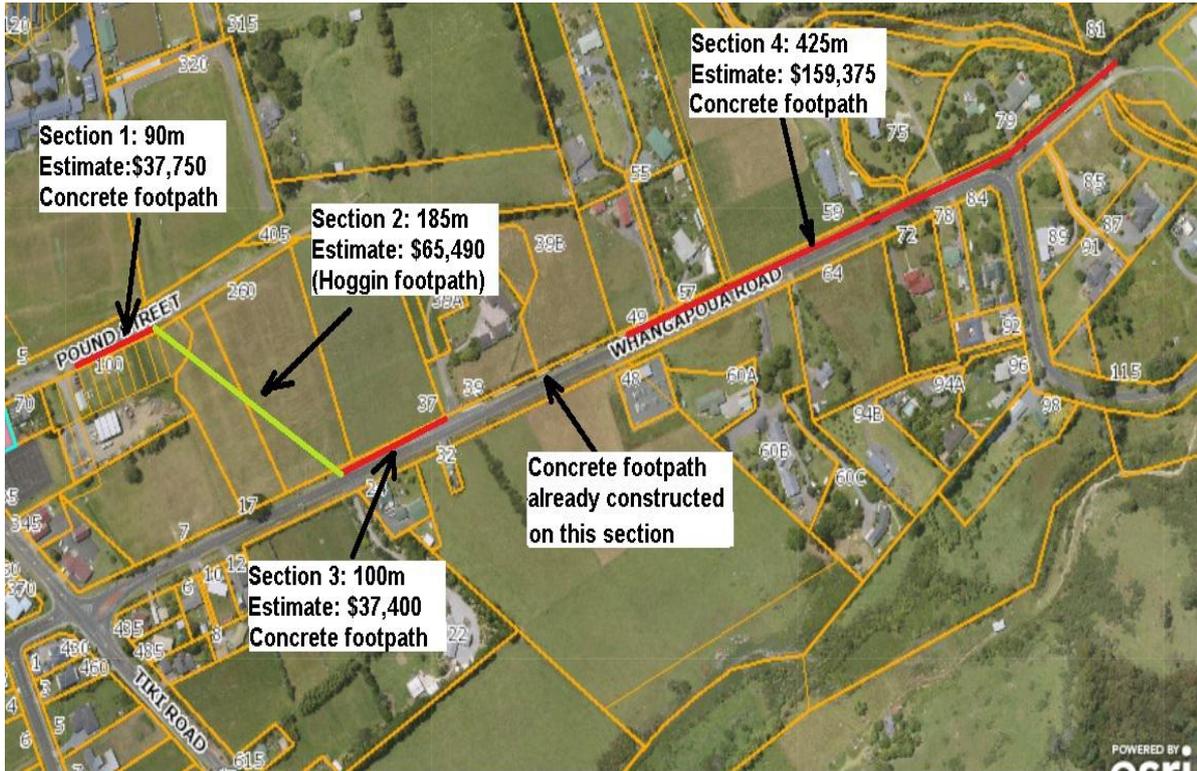
3 Issue

Further information has been requested regarding estimated costs to construct a footpath along Whangapoua Road (SH25), Coromandel, and a footbridge alongside Potae Bridge, Kennedy Bay.

4 Discussion

a) Whangapoua Road (SH25) Footpath

As discussed at the 25 September 2018 Coromandel-Colville Community Board meeting the proposed location of this footpath is to follow Whangapoua Road (SH25) from the end of Quail End to the entrance to the sports domain then follow the existing mown walkway across the reserve to connect onto Pound Street as shown on the map below.



The section of footpath (Section 2 in green above) through the sports domain has been proposed to be completed using a Hoggin (limestone) surface instead of concrete due to the possible future realignment of this footpath.

The remainder of the footpath is proposed to be done in concrete due the lower whole of life cost of concrete and because existing sections of footpath on both Pound Street and Whangapoua Road are concrete.

Table 1 details the estimated cost of the following three options:

- Option 1** The recommended option of Hoggin footpath through sports domain and concrete on all other sections.
- Option 2** Full length of footpath constructed in concrete.
- Option 3** Full length of footpath constructed in Hoggin.

Table 1: Whangapoua Road (SH25) Footpath options

Section	Length (m)	Area (m ²) (1.5m wide footpath)	Option 1 Recommended Option		Option 2 All Concrete	Option 3 All Hoggin
			Footpath Type	Estimated cost	Estimated cost	Estimated cost
1	90	135	Concrete	\$33,750	\$33,750	\$31,860
2	185	277.5	Hoggin	\$65,490	\$69,375	\$65,490
3	100	150	Concrete	\$37,500	\$37,500	\$35,400
4	425	637.5	Concrete	\$159,375	\$159,375	\$150,450
Total	800	1200		\$296,115	\$300,000	\$283,200

Funding Impact:

Assuming that footpath construction budget of \$55,858 for 19/20 is being used for this project. The additional cost would be:

Option 1 \$240,257 of which \$122,531 would be funded by NZTA subsidy, leaving \$117,726 to be funded by CCCB loan **\$95,358** (81%) and LGAC reserves \$22,368 (19%).

Option 2 \$244,142 of which \$124,512 would be funded by NZTA subsidy, leaving \$119,630 to be funded by CCCB loan **\$96,900** (81%) and LGAC reserves \$22,730 (19%).

Option 3 \$227,342 of which \$115,944 would be funded by NZTA subsidy, leaving \$111,398 to be funded by CCB loan **\$90,232** (81%) and LGAC reserves \$21,166 (19%).

The cost to the ratepayer for these options would range from approximately **\$4.20 to \$4.50** per year per ratepayer for the life of the asset.

Staff Recommendation:

Staff recommend Option 1 due to the lower whole of life costs of concrete over sections 1,3 and 4 where the footpath will remain long term and Hoggin across the sports domain as this section of footpath may need to be realigned if the sports domain is developed.

b) Potae Bridge Footbridge

The Coromandel-Colville Community Board needs to consider whether a footbridge is required to provide safe pedestrian access across Potae Bridge or whether the intention is to provide a place for people to jump off into the river.

If the intention is purely to provide a jumping platform then this would be best located separately to the bridge i.e. off the riverbank instead. If the Community Board want to proceed with this option then this should be investigated further through the Community facilities team and brought to a future Coromandel-Colville Community Board workshop for further discussion.

However, if pedestrian access is required across the river then there are three options available as detailed in Table 2 below:

Table 2 Potae Bridge Footbridge options

Option	Description	Approx. Bridge Cost (including 10m footpath ramp each side)
1	Don't proceed with a footbridge and workshop the options for a jumping platform	NA
2	Widen the existing deck by 1m to add pedestrian access	\$110,000
3	Re-deck the existing bridge with timber & realign dimensions to allow for 1.5m wide pedestrian access and 4m wide vehicle access	\$200,000
4	Re-deck the existing bridge with 6.5m wide Concrete deck & realign dimensions to allow for min 1.5m wide pedestrian access and min 4m wide vehicle access	\$310,000

Funding Impact:

If a footbridge was to be constructed in 2019/20 then the additional cost would be as follows:

- Option 1** \$110,000 of which \$56,100 would be funded by NZTA subsidy, leaving \$53,900 to be funded by CCCB loan **\$43,659** (81%) and LGAC reserves \$10,241 (19%).
- Option 2** \$200,000 of which \$102,000 would be funded by NZTA subsidy, leaving \$98,000 to be funded by CCCB loan **\$79,380** (81%) and LGAC reserves \$18,620 (19%).
- Option 3** \$310,000 of which \$158,100 would be funded by NZTA subsidy, leaving \$151,900 to be funded by CCB loan **\$123,039** (81%) and LGAC reserves \$28,861 (19%).

The cost to the ratepayer for these options would range from approximately **\$2 to \$6** per year per ratepayer for the life of the asset.

If a footbridge was to be constructed in 2020/21 using the footpath construction budget of \$57,422 then the additional cost would be as follows:

- Option 1** \$52,578 of which \$26,815 would be funded by NZTA subsidy, leaving \$25,763 to be funded by CCCB loan **\$20,868** (81%) and LGAC reserves \$4,895 (19%).
- Option 2** \$142,578 of which \$72,715 would be funded by NZTA subsidy, leaving \$70,363 to be funded by CCCB loan **\$56,994** (81%) and LGAC reserves \$13,369 (19%).
- Option 3** \$252,578 of which \$128,815 would be funded by NZTA subsidy, leaving \$123,763 to be funded by CCB loan **\$100,248** (81%) and LGAC reserves \$23,515 (19%).

The cost to the ratepayer for these options would range from approximately **\$1 to \$4.80** per year per ratepayer for the life of the asset.

Staff Recommendation:

Option 1 is the recommended option, as the main issue with pedestrians on Potae Bridge is due to people using the bridge to jump off into the river rather than large numbers of pedestrians using the bridge to access across the river.

Due to the straight road alignment either side of Potae Bridge, pedestrians that do walk across the bridge have adequate visibility in both directions (at least 230 metres visibility in both directions from the centre of the bridge).

5 Suggested Resolution(s)

That the Coromandel-Colville Community Board:

1. Receives the report dated 18 October 2018.
2. Approves Table 1: Option 1 as the preferred Whangapoua Road (SH25) footpath surfacing.
3. Approves Table 2: Option 1 as the preferred option for Potae Bridge footbridge.