



POSSIBLE MASSEY WARD FOOTPATH PRIORITY LIST

This table lays out a possible priority order, details regarding each site and preliminary estimates for each. The estimates include physical works cost, a contingency sum of 10% and design/supervision costs for each site from either the approved meeting list plus Pooks Rd.

SUGGESTED PRIORITY ORDER	ROAD NAME-SECTION	DETAILS	TOTAL COST ESTIMATE	CUMULATIVE COST
1	Pooks Rd (2 sections) Total Length 400 metres	<ul style="list-style-type: none"> Was high on previous lists but in the wrong ward. These sections are in Massey Ward but were listed in Waitakere Ward. Needed to link to new rail station Includes kerb and channel and widening. Several requests for this. 	\$219,000	\$219,000
2	Moire Rd (Glenbury-No 60) Length 160m	<ul style="list-style-type: none"> Simple construction, has existing kerb and channel 	\$40,000	\$259,000
3	Robertson Rd (full length LHS) Length 200 metres	<ul style="list-style-type: none"> Existing path on RHS New path leads to park 	\$48,000	\$307,000
	Forward Design for 06/07 paths	<ul style="list-style-type: none"> Suggest roads like Brighams Creek Rd, Holgate Rd, George Ave and rest of Kowhai Rd where no paths exist on either side 	\$42,000	\$359,000
		CUT OFF 05/06 FUNDING (\$359,000)		
4	Hobsonville Rd (No. 112-Brighams Creek Rd) Length 170 metres	<ul style="list-style-type: none"> Bits requested by school completed in 2004. Remaining piece from RSA to Brighams Creek is difficult and costly, should be left till subdivision takes place as levels may change. If we build it now we will have to build 80m of retaining that may not be needed later. Subdivider will be required to build path in future. 	\$140,000 but Recommend dropped off list	\$499,000
5	Trig Rd (Spedding-Brighams Creek)RHS Length 800 metres	<ul style="list-style-type: none"> Already has path full length on LHS Rural area, only 4 houses in 800m length on RHS Hard to justify this when Brighams Creek has no paths on either side for large sections. 	\$192,000 but Recommend dropped off list	\$691,000
		AI		

6	Don Buck Rd (SH16 roundabout) Length 130 metres	<ul style="list-style-type: none"> • Very difficult site. Will need major retaining walls • May need land taking • Huge cost for minimal benefits. 	\$240,000 but Recommend dropped off list	\$931,000
7	Munroe Rd (Metcalfe to Lucienne) RHS Length 200 metres	<ul style="list-style-type: none"> • Has path on LHS • The section listed will be subject to road widening in near future. Path should be left for that project. 	Recommend dropped off list	
8	Benchmark Drive (Royal to No 25)LHS Length 110 metres	<ul style="list-style-type: none"> • Existing path on RHS • Road was designed to not have path on LHS. Totally impractical due to presence of retaining wall 	Recommend dropped off list	
9	Westvale Rd (Full length RHS) Length 72 metres)	<ul style="list-style-type: none"> • Existing path on LHS • Part of medium density development that has totally been designed with paths on one side only. • Not practical anyway due to parking bays and trees 	Recommend dropped off list	
10	Moire Rd (No 60-Granville) Length 40m	<ul style="list-style-type: none"> • Path completed in 2004 	Recommend dropped off list	

WAITAKERE CITY COUNCIL
FOOTPATH PRIORITY POINTS SYSTEM POLICY

Introduction

The purpose of this policy is to achieve a footpath network satisfying Council's goal of "To provide and maintain an integrated and adequate land transport system that provides for the safe and orderly movement of people and goods taking into account social needs and the natural and 'built' environment".

In general all urbanised streets should have a footpath on one side before any street with a footpath already on one side.

Factors

In an attempt to quantify priority/needs, the following factors shall be used:-

Safety Factors

A Physical/Safety

	Points
1. Road widths	
Norm – 8m	0
Less than – 6m	6
Greater than 12m	4
2. Shoulder width less than 2m available for walking	5

Explanatory Note

A road width of about 8m allows a reasonable degree of separation in the absence of a footpath. Below 6m this separation is not achievable, requiring pedestrians or vehicles to take evasive action.

A road width of 12m or more often deters pedestrians from crossing the road to use an existing footpath as generally these roads have higher traffic densities or speeds.

Shoulder width provides a safety zone for pedestrians.

Sight distance

This table provides points for the effect of the vehicle speed and sight distance for drivers to stop in an emergency.

Sight Distance	Estimated 85% Speed		
	Less than 45 kph	45-55 kph	Greater than 55 kph
70 m or more	0	0	2
50 – 70 m	0	2	5
Less than 50 m	2	5	10

Where the road width is narrow, no shoulder exists and sight distance points are 5 or more, an additional 10 points are added due to decrease in pedestrian safety.

B Traffic Volumes

	Points
5000 VPD (vehicles per day)	10
4000 VPD	8
3000 VPD	6
2000 VPD	4
1000 VPD	2
Less than 1000 VPD	1

If the road class is greater than "local road" additional points are added.

Collector/Distributor	5
Arterial	10

Note: where heavy traffic volumes and pedestrians combine on weekends (i.e. beaches, parks) the highest weekend daily traffic volumes can be used to determine this value.

Likely number of pedestrians

As pedestrian numbers are small and often scattered throughout the day an indirect measure of likely pedestrian demand is used. This is based on the types and the number of buildings in the area.

Pedestrian Numbers per half hour

	Points
0 – 10	4
11 – 20	6
> 20	10

Number/Location of Generators or attractions

1. No. of schools	Points
- within 1000m – per school	10
2. Shops	
- within 500m	10
3. Bus stop/route	
- within 500m	5
- School bus route	5
4. Public facilities	
- Boat ramps within 300m	2
- Passive Park entrances within 300m	2
- Active Parks	2
5. Houses within 500m that have easy access to the new footpath.	

Number of houses divided by each 100 m of footpath up to a maximum of 10
0-10

Commentary

It is recognised that despite efforts to quantify all factors there will remain areas where engineering judgement will need to be exercised and may influence the final ranking.

An example, is where it might be considered more appropriate and practical to marginally increase the seal or metal width of the road, rather than provide a separate raised footpath. In

these cases, appropriate engineering standards need to be considered to allow some means of separation e.g. edge lines, barriers, judder bars, delineators, etc.

Where an unsealed walking area is provided this will not exclude the street from being considered for a footpath in permanent materials, if requested.

At least 95% of footpath damage is due to vehicles crossing or parking on those footpaths. This practice is prevalent citywide but is particularly noticeable in rural areas where footpaths that have been constructed, presumably following requests from individuals/groups, are in effect an expensive extension of the road.

Significant reductions in footpath maintenance cost are possible with higher enforcement and every effort, in co-operation with the Regulatory Services will be made to reduce damage potential and hence costs, both now and for the future.



16 May 2005

Constable Karl Bevin
Serious Crash Unit
NZ Police
P.O. Box 331 046
TAKAPUNA

Ms Kitch Cuthbert
Road Safety Co-ordinator
Waitakere City Council
Private Bag 93 109
HENDERSON

re: Guile Vegas JACKSON (Deceased)

I enclose my final reserved finding. There are no amendments.

The distribution will include a formal record being lodged with the Registry of Births, Deaths and Marriages.

Yours faithfully

Dr Murray Jamieson
Coroner

Encl.

cc Snr Constable D Lawford
Inquest Officer, Waitakere

FINDING OF CORONER UNDER CORONERS ACT 1988

I, Dr Murray Jamieson, Coroner at Auckland, hereby certify that at an inquest hearing completed on 7 April 2005 at the District Court at Waitakere, having enquired into the time, place, causes and circumstances of how **Guile Vegas JACKSON**, late of 15 Rena Place, West Harbour, Waitakere City, student, aged 12 years, died, I made the following observations and findings.

Observations:

Guile Vegas JACKSON was struck by a car as he ran across State Highway 16 (North Western Motorway) at Westgate late in the evening of 20 October 2004. He suffered fatal injuries and died immediately at the scene. The driver of the car involved bears no responsibility whatsoever.

A Crash Analysis was carried out by Constable K Bevin of the Serious Crash Unit, North Shore/Waitakere/Rodney/Motorways District, NZ Police. He attended the inquest. I am grateful for the report which, in summary, found as follows:

Whilst taking a shortcut home from Westgate Shopping Centre, 12 year old Guile Jackson ran out onto the North Western Motorway, into the path of a westbound van.

Although the driver of the van took evasive action and swerved right, he was unable to avoid a collision and struck Guile about the left front of his vehicle.

Lighting for this area of the motorway, designed primarily to assist motorists, was insufficient to illuminate Guile and alter the driver to his proximity. In addition to this, the driver described Guile as running in a crouched position, making it even more difficult to perceive him.

Pedestrians are prohibited by legislation from entering, walking along or crossing motorway systems.

Although passing motorists were quick to assist with roadside first aid, Guile died at the scene from injuries he sustained in this collision.

A storm water pipeline, often used by Guile and numerous other local residents as a popular access way was available to him, but given the time of night was probably not considered a sound choice as it was unlit and in complete darkness.

There is no evidence to suggest the driver of the van was exceeding the 100 km/h speed limit for the motorway.

Clearly Guile was crossing in an area that prohibits pedestrian access. Children of this age do not yet have the necessary skills to determine the speeds of approaching vehicles and Guile misjudged his opportunity to cross safely.

Both Transit NZ and Waitakere City Council Infrastructure are taking proactive measures to reduce future pedestrian collisions in this area.

I also received a draft scoping report from Transit New Zealand titled SH 16 Westgate Pedestrian Facility dated December 2004. Transit NZ has responsibility for this highway. In summary it found as follows:

Existing situation

- It is clear that the current pedestrian desire lines between the west and east of SH 16 are not accommodated with pedestrian facilities.
- Pedestrians using crossing facilities currently have to take a circuitous route via SH 18 which takes approximately 12 minutes compared to approximately 3 minutes if they cross the motorway directly.
- A pedestrian safety report produced in November 2004 highlighted concerns with safety of current pedestrian facilities in particular for school children.
- There appears to be inadequate prevention measures to stop people crossing the motorway (e.g. adequate fencing bars across culvert).

Consultation

- WCC and the police are being proactive in undertaking road safety campaigns at local schools to warn pupils of the dangers of crossing motorways.

Option Identification and Evaluation

- Five improvement options were evaluated in providing facilities to accommodate pedestrian desire lines. These options were.
 - Do nothing
 - Option 1: Improve signage, fencing, culverts etc.
 - Option 2: Shuttle bus service.
 - Option 3: Overpass.
 - Option 4: Underpass.

- From the high level analysis undertaken based on the government's five objectives from transport option deliverability, feasibility and effectiveness, we believe that the most appropriate option to take forward for a more detailed analysis would be an overpass. An overpass would provide benefits of:
 - reducing severance;
 - improved accessibility by reducing walk times by approximately 9 minutes;
 - encouraging walking and cycling, hence less reliance on the private car; and
 - improved safety

Recommendations

It is recommended that a Project Feasibility Report (PFR) be undertaken to further investigate the overpass option.

Ms K Cuthbert, Road Safety Co-ordinator for the Waitakere City Council attended the inquest and provided information on the response of the Local Authority to this death and other injury accidents on State Highways in its area.

The local authority has been active in mounting a road safety public education campaign concerning pedestrian use of motorways, concentrating on the local schools. Waitakere City Councillor Mr E Gilmour has been closely involved.

Ms Cuthbert and Constable Bevin reported that Transit NZ had erected a 2 metre high security fence on the eastern side of the motorway to make entry by pedestrians (and children in particular) extremely difficult. I applaud this action.

There remains the question of whether additional action is required.

Having read the reports and heard the evidence I conclude that the provision of an overpass bridge, designed with user requirements as paramount considerations, will add to community safety and amenity. It will also enable action to prevent use of the drain under the motorway as an alternative crossing.

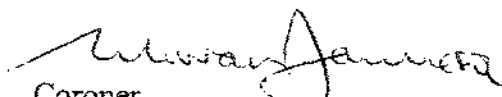
The police investigation concludes that there are no suspicious circumstances surrounding the death, and no other person bears any responsibility for it.

Findings:

I find that:

Guile Vegas JACKSON, late of 15 Rena Place, West Harbour, Waitakere City, student, aged 12 years, died on 20 October 2004 on State Highway 16 (North Western Motorway) at Westgate, of injuries he suffered when he was struck by a car as he attempted to cross the motorway.

Dated at Auckland 16 May 2005


Coroner _____

In Attendance:



Refer: Carolynne Stone: Safe Waitakere
Ref: PQ Ph 836 8000
Civic Centre, Waipareira Ave, Henderson
Email carolynne.stone@waitakere.govt.nz

20 May 2005

The Chairperson
Massey Community Board
Waitakere City Council

Dear Andrew

WESTGATE MOTORWAY PEDESTRIAN OVERBRIDGE

The Safe Waitakere Injury Prevention Board has asked me to write to you to confirm our support for the construction of a pedestrian overbridge across the motorway at Westgate.

The tragic death of a 12 year old boy on the motorway last October has resulted in the re-examination of the case to construct a pedestrian overbridge. As the Chief Executive has stated, *safety is not negotiable*.

In response to the fatality, Transit NZ commissioned an independent report that reviewed the current situation, and identified safer potential options for improvement. The MWH Report, published in December 2004 concluded that current and future pedestrian desire lines between the west and east of SH 16 are not accommodated with existing pedestrian facilities. The report recommends that a Project Feasibility Report be undertaken to further investigate the overpass option which would include details of preferred location for an overpass, the most suitable type of overpass, economic and risk analysis, and details of any land constraints and resource management issues.

In December 2004, Michael Mills, Safe Waitakere Team Leader, and Kitch Cuthbert, Road Safety Coordinator, wrote to the Massey Community Board expressly supporting the proposal to construct a pedestrian overbridge, from both a crime prevention perspective (from matters arising in Rush Creek), and from a Road Safety perspective. Kitch Cuthbert and Cr Ewen Gilmour also undertook a road safety campaign in the local schools.

On 16 May Dr Murray Jamieson, Coroner, released his findings into the fatality. He states that whilst taking a shortcut home from Westgate Shopping Centre, the boy ran out onto the North Western Motorway into the path of a westbound van. Dr Jamieson reiterated the findings of the Transit NZ (MWH) Report and states:

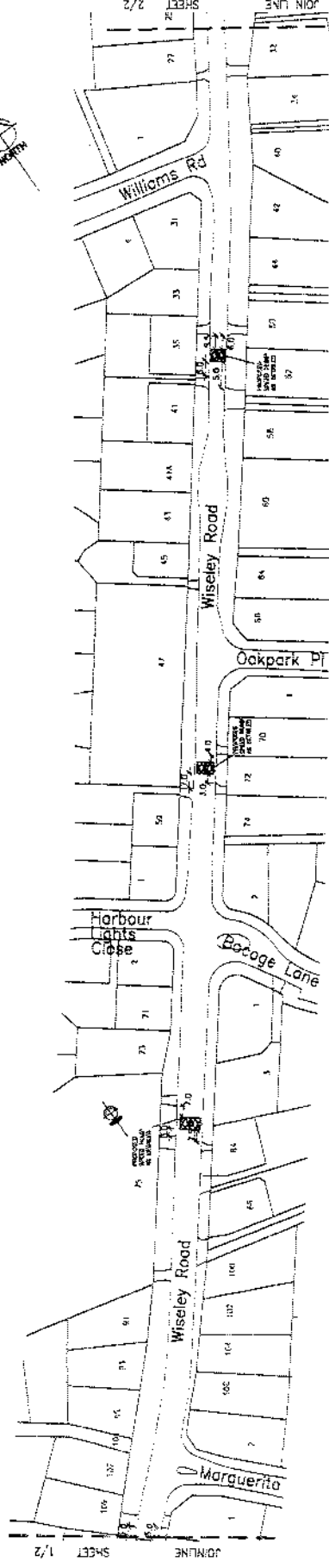
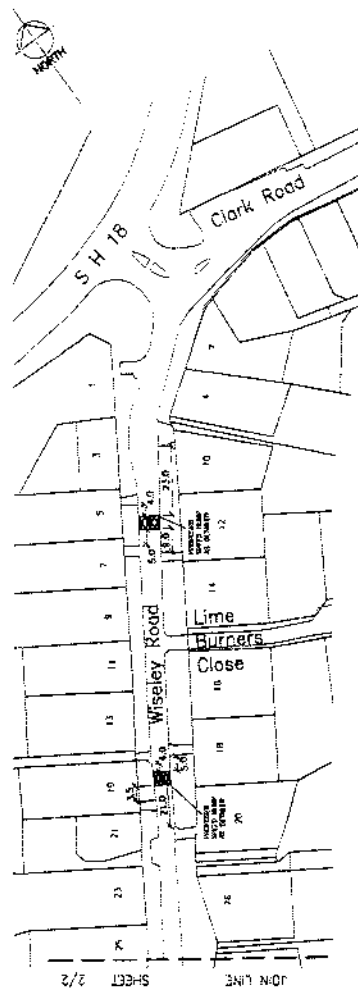
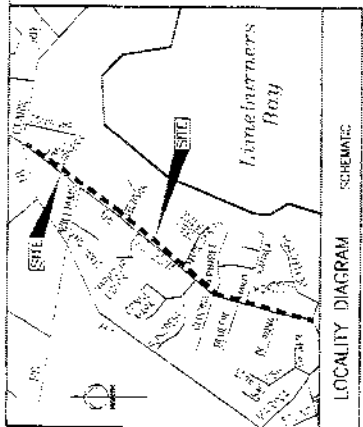
"Having read the reports and heard the evidence I conclude that the provision of an overpass bridge, designed with user requirements as paramount considerations, will add to community safety and amenity. It will also enable action to prevent use of the drain under the motorway as an alternative crossing"

It is the view of the Safe Waitakere Injury Prevention Board that every effort should be made to generate support and funding for the construction of a pedestrian overbridge at the earliest opportunity. We urge the Massey Community Board to actively support this project.

Yours sincerely

A handwritten signature in black ink, appearing to read "Carolynne Stone".

Carolynne Stone
Chairperson
Safe Waitakere Injury Prevention Board



SCHEME PLAN
SCALE 1:1000

SUBMITTED (SYMBOL) K.M. DRAWN P. Brown CHECKED V. DATE CHECKS ACTION CHECKS END THE SECTION	DATE 11/04 12/06 14/08 17/04	BY DATE 	PROJECT 	PROJECT NUMBER 14653	ORIGINAL SCALE 2 OF 2	ORIGINAL AS NOTED 14653	PROJECT No. TAO4-531	REGION A1
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WAITAKERE CITY COUNCIL
 WISELEY ROAD - HOBSONVILLE
 SLOW STREETS DEVELOPMENT - PROPOSED SPEED HUMPS
 SCHEME



AB