

**NEW LYNN FOOTPATH LISTING** (sourced from RAMM's Database)

Road Name	Both Sides (m)	One Side (m)	No Footpath (m)
SCENIC DRV	158	1321	2133
HUIA RD	71	1030	2046
SOUTH TITIRANGI RD	562	833	1888
TITIRANGI BEACH RD	0	0	1358
KONINI RD	82	1761	1024
WAIMA CRES	0	7	951
PATUROA RD	0	231	888
LAINGHOLM DRV	0	0	804
KOPIKO RD	0	0	764
WOOD BAY RD	35	860	659
TAINUI RD	0	0	658
MAHOE RD	0	0	569
TINOPAI RD	0	0	514
RANGIWAI RD	0	0	508
TAWINI RD	0	0	485
MCELDOWNEY RD	0	0	440
HOLLYWOOD AVE	69	29	400
LANDING RD	0	0	358
MANUKA RD	0	0	310
THE DRIVE	0	0	306
VALLEY RD	0	134	282
WESTRIDGE RD	0	0	281
SKILGATE AVE	0	0	277
WOODBAY RESERVE ACCESS	0	0	266
SHETLAND ST HLA NOS 59-83	0	0	250
TARAIRE RD	0	0	240
DEIRDRE PL	0	0	231
YORK RD SOUTH NOS 10-39	0	0	210
MCNAUGHTON WAY	0	0	179
TOTARA AVE	234	332	157
PARK RD	0	1175	139
SHETLAND ST HLA NOS 29-39	0	0	137
OKEWA RD	0	80	126
PORTAGE/CLARK RAB	0	0	113
SOUTH TITIRANGI RD HLA NOS 779-787	0	0	112
HELIOS PL	0	0	111
KELMAN RD	580	13	111
GREAT NORTH RD	3205	282	98
DEANE AVE	201	0	95
VALLEY VIEW RD	0	0	95
HUIA RD ACCESS NOS 266-270	0	0	93
DAINTON PL	0	0	90
LASQUE PL	0	0	88
WAIKUMETE RD	0	70	72
BOWERS RD LLA NOS 2-4	0	0	69
CAPRICORN PL	169	0	67
WOODLANDS PARK RD	369	1950	67
GOLF RD HLA NOS 195-205	0	0	63
WOODBAY RD LLA NOS 51-55	0	0	54
YORK RD NORTH NOS 1-8	0	69	54
GLENGARRY RD LLA NOS 113-119	0	0	50
PORTAGE/BOLTON RAB	0	0	49
CLINKER PL	0	0	48
CLIFF VIEW DRV	1166	41	45
LAURA ST	192	4	43
NIKAU ST	1136	29	43
GOLF RD	1270	1372	41
SHETLAND ST	65	900	41
MEMORIAL DRV	5	161	37
GLENVIEW RD	84	895	36
MASON ST	370	0	33
LANCEWOOD AVE	0	62	31
GODLEY RD	1480	1267	28
GARDNER AVE	1136	6	26
GLENGARRY RD	1801	112	24
AVONLEIGH RD	387	443	22
PORTAGE RD	1725	1348	20
BOYLAN RD	0	348	18
BRANDON RD	606	155	17
CLAYBURN RD	844	46	17
TAKAHE RD	0	1194	17
CASTLEFORD ST	464	16	13

**NEW LYNN FOOTPATH LISTING** (sourced from RAMM's Database)

<b>Road Name</b>	<b>Both Sides (m)</b>	<b>One Side (m)</b>	<b>No Footpath (m)</b>
HIGHLAND AVE	138	311	13
COBHAM CRES	973	46	12
CROYDON RD	268	2	12
GLENDALE RD	923	508	12
CRAIGBANK AVE	337	0	11
EVERGREEN RISE	0	75	11
LEVY RD	0	211	11
SELWYN AVE	0	190	10
CLEVE RD	312	36	7
CAPTAIN SCOTT RD LLA NOS 75-87	0	102	6
WAERENGA PL	0	70	5
LONGFELLOW PDE	0	281	4
<b>Total</b>	<b>21417</b>	<b>20408</b>	<b>22103</b>

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 which 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

### Environmental Impact

Removal of:	Points
Substantial tree	-10
Bush/scrub	-10
Cut/Fill	-10

### Pedestrian Accident Statistics

Pedestrian Accident Numbers per 5 years	Points
0	0
1	40
2	80

Note if there are more than 2 pedestrian accidents than the site should be given top priority.

### 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.

EXISTING REQUEST LIST LOCATION	PRIORITY POINTS	LENGTH ( km )	COST \$(,000)
South Titirangi Rd - South of Park Rd	52	0.16	60.0
Woodlands Park Rd - School to Grovelands	49	1.00	200.0
Clark St - Portage to boundary	47	0.30	30.0
Atkinson Rd - Woodfern Cres to Titirangi Rd	45	0.20	50.0
Golf Road - #204 to Ava Ave	44	0.34	45.0
Opou - #19 to end	44	0.10	10.0
Rangiwai Rd	43	0.50	50.0
Rua Rd - Tahī to Fruitvale	42	0.30	20.0
Godley Rd - Portage to Bishop	41	0.50	30.0
Titirangi Beach Rd	39	0.70	110.0
Kopiko Rd - 200m from Kohu Rd	38	0.20	91.0
Titirangi Rd - Park to Rangiwai	38	0.38	27.0
Konini Rd - Kaurilands to No 29 nth side	37	0.25	20.0
Norman Rd	36	0.27	14.9
Sylvan Valley Ave (300 m)	36	0.30	60.0
Norman Rd to Atkinson (metal path)	36	0.07	3.9
Laingholm Drive (Huia Rd to Rudolph Steiner School)	34	0.25	75.0
Kopiko Rd - Konini to 200m from Kohu	32	0.56	110.0
Otitori Bay Rd - No. 30 to Tanekaha	31	0.36	130.0
Derwent Rd	31	0.30	20.0
Glendale Rd - opp Glengarry Rd path over culvert for runners	30	0.01	15.0
Paturua Rd - #12 to #58	28	0.54	50.0
Konini Rd - 1km North of Scenic Dr	26	1.00	297.0
Ava Ave	26	0.27	20.0
Tanekaha Rd - Miha to Okewa	25	0.60	100.0
Miro St - to Rata St walkway	25	0.15	20.0
Mahoe Rd	24	0.60	60.0
Waima Cres	19	0.50	50.0
Levy Rd	18	0.22	25.0
Valley Rd - French Bay	17	0.26	40.0
Laingholm Drive (Huia Rd to Rudolph Steiner School) - needs assessing		0.32	
South Titirangi Road - Park to #520 Sth Titirangi Road - needs assessing		0.16	
South Titirangi Road - #646 to Tinopai Road - needs assessing		0.05	
South Titirangi Road - #786 to #804 - needs assessing		0.34	
Huia Road - #200 Huia Rd to Landing Road needs assessment		0.10	