

Kerikeri Removal of Barriers to Mobility

Project Scoping Report
March 2024



 **NCC**
consulting engineers

 **Te Kaunihera
o Te Hiku o te Ika**
Far North District Council

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1. Executive summary

two projects were selected in the The Far North District Council area under the Climate Emissions Reduction Fund (CERF). The projects sought to improve access to alternate modes in the Far North. Although both projects were in the detail design phase, further funding for construction was declined in the December, Minister of Transport announcement.

This project seeks reconsideration of the funded project known as Kerikeri Active Modes. The project has been rescoped/refined to focus on areas where there is already a high number of pedestrians of all ages, and seeks to improve infrastructure and attract more users. Under the draft Government Policy Statement on Transport, projects should focus on economic growth and productivity, safety and value for money.

The rescoped Kerikeri project focuses on targeting investment where people want to go; between homes, shops, schools and leisure facilities. The project area encompasses Retirement Villages, the Central Business District, schools and community services such as parks, libraries and churches. The Kerikeri/Waipapa area is one of the fastest growing in the Far North, particularly in those retiring to the Far North. The proposed project will supplement the existing vehicle network and extend the ability of people to travel independently whether they walk, ride or drive.

The proposed project enhances the existing network, rather than replacing it. It provides safe and convenient connections between major destinations and removes barriers to uptake of alternative modes. Additionally, the proposed enhancements to the network have the ability to extend the independent travel of Kerikeri's growing retirement population.

By addressing these elements there is hope that funding for implementation of this project can be reconsidered.



2. Introduction

During 2022/23 a project was developed as part of the Government's Transport Choices Programme. This project sought to encourage modal shift within the Kerikeri community by providing shared paths and connections to encourage the use of walking and cycling.

The project was advanced to high level of development with the design being procurement ready and there being a large amount of community buy-in courtesy of the significant community engagement undertaken as part of pre-implementation phase.

With the change of government in November 2023 implementation funding is no longer available for the Kerikeri Active Modes Transport Connections project.

To attempt to maintain momentum and satisfy community expectations the Far North District Council have refined the design of the Transport Choices project to make a significant area of the central area of Kerikeri barrier free to for walking, cycling and travel by mobility impaired users. The refined project focuses on reducing traffic delays caused in the Central Business District at peak hours and improving safety for the most vulnerable road users. The revised project aligns with the draft Government Policy Statement on Transport by investing in improvements to the existing walking and cycling network by both reducing congestion and improving safety in an area where we already have a demonstrated volume of pedestrians.



3. Kerikeri Town

Kerikeri is the largest town in Northland and the largest community in the Far North District. It is a service centre for the local area and has a significant horticultural industry. The population of the town is 8270 with 2076 (29%) being 65 and over, this compares with the national average of 15%. The town is home to Kerikeri High School, Kerikeri Primary School, a number of childcare facilities and NorthTec Kerikeri campus. It is the fastest growing area in the Far North District and services a population through work, school and services far greater than the population of the township.



4. The Study Area

The study area is a circuit of the following roads

- Kerikeri Road
- Hone Heke Road
- Cobham Drive.

On or nearby to this circuit are the following key originators or destinations for that are appropriate for travel by walking, cycling or by mobility scooter.

4.1. Educational

4.1.1. Tertiary

- North Tec Kerikeri Campus

4.1.2. Schools/Kura

- Kerikeri High School (Roll 1639)
- Kerikeri Primary School (Roll (454)

4.1.3. Childcare

- Busy Bees Kerikeri
- Kerikeri Preschool

4.2. Retirement Facilities

- Kerikeri Retirement Village
- Medlifecare Oakridge
- Arvida - The source of Wellbeing (off the study circuit)
- Quail Country Club (off the study circuit)

4.3. Community Facilities

- Proctor Library
- Kerkieri Domain (Playground and skate park)
- Turner Centre (Concert Venue)
- Kerikeri Bowling Club
- Kingston House Venue (weddings, family gatherings, parties and business meetings)

4.4. Retail/Refreshment

- Kerkieri CBD Shops, Cafes and Restaurants
- New World Kerikeri
- McDonalds Kerikeri

4.5. Religious

- Kerikeri Baptist Church
- The Holy Family Catholic Church
- Frontline Church

Figure 1 shows the location of the above facilities.

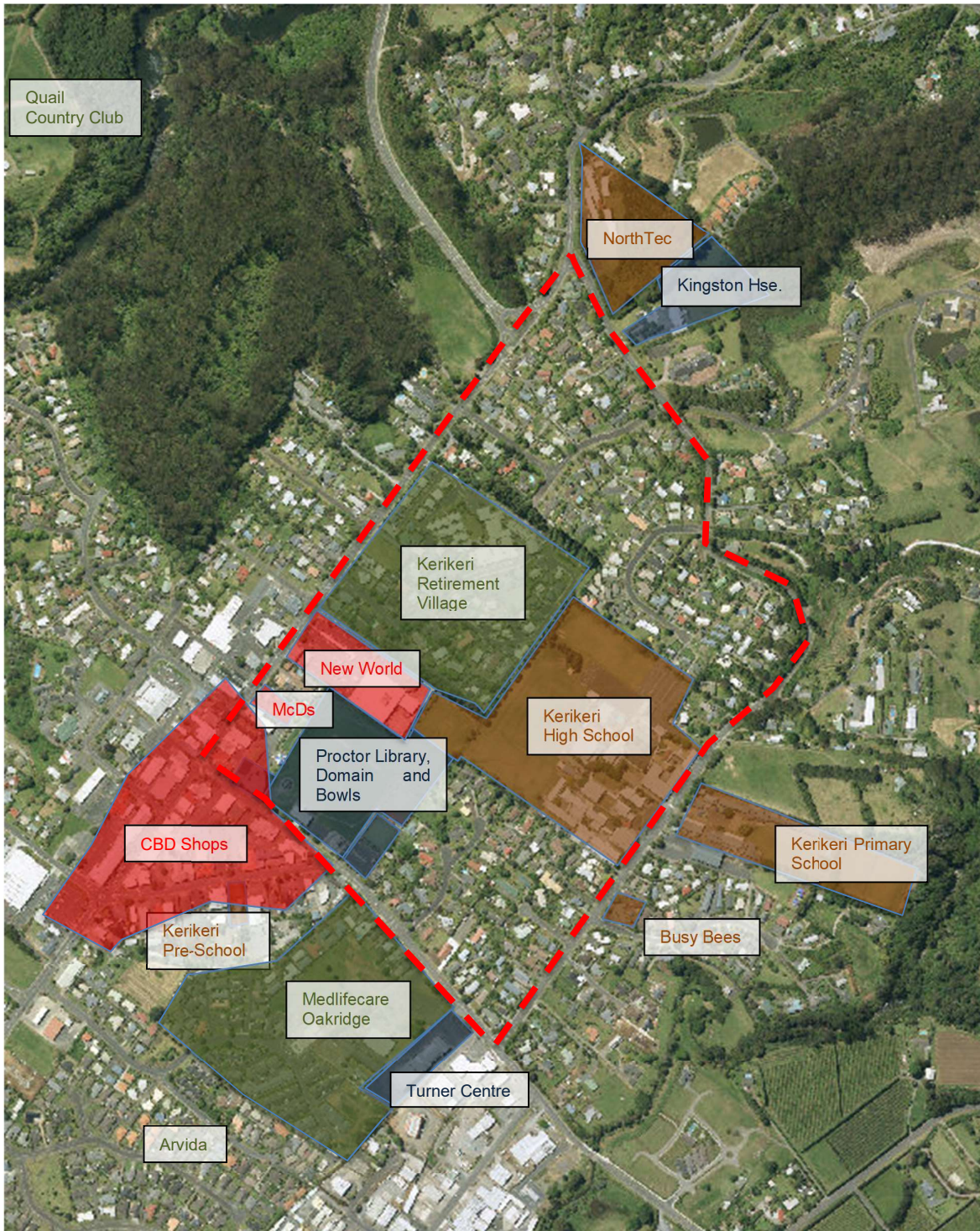


Figure 1 : Location of significant traffic originators or destinations.

5. Current Conditions

Impediments to safe, convenient and barrier free travel on the current footpath network include;

- Narrow footpaths,
- Uneven footpaths,
- No footpaths,
- High use accesses without footpath priority measures,
- Poor Crossing facilities.

Examples of the above are in **Figure 2-7**below



Figure 2 ; Kerikeri Domain, narrow footpath with overhanging vehicles limiting effective width of footpath. Two mobility scooters would struggle to pass.



Figure 3 : Footpath on Hone Heke Road showing stone scatter onto footpath



Figure 5 : New World exit showing poor pedestrian priority and footpath ride.



Figure 6 : Intersection of Fairway Drive and Kerikeri Road showing absence of formal crossing facilities.



Figure 7 : Crossing of Kerikeri Road showing poor facilities and ride for wheeled devices.

6. Target Audience

The target audience from the significant traffic generators is as follows;

6.1. School Children

Within the study area are two schools, Kerikeri High School and Kerikeri Primary School. These schools have rolls of 1639 and 454 respectively. Some of these students may already walk to school and improved infrastructure may encourage other to do likewise. In addition, after school many students may choose to walk to the CBD to access shops etc. Parent interviews done in development of the Transport Choices programme showed many parents would allow their children to walk or ride their bikes to school if there were safe infrastructure to do so.

6.2. Childcare facilities

Two childcare facilities exist in the study area. Barrier free footpaths and crossings may encourage parents with pushchairs to walk to the childcare facilities and between the childcare facilities and other community facilities such as playground and shops and cafes.

6.3. Retirement Villages

Currently the retirement villages within the study area have a total of 870 units, with an average occupancy of 1.3 people per unit this gives 1131 retirees within the study area. Whilst not all of these more senior people will have mobility issues many will. These issues vary between minor unsteadiness on their legs to walking with a stroller or travelling around in a mobility scooter. Improved pedestrian facilities will allow the occupants of these retirement villages to be confidently independently mobile for longer with a reduces likelihood of accidents involving slips trips and falls.



7. Safety

7.1. Crash Analysis

Figure 8 shows the location of all crashes involving pedestrians, skateboards, wheelchairs, mobility scooters and cyclists within the project area recorded in the Waka Kotahi NZ Transport Agency CAS Database in the 10 years 2014-2023. Of these crashes four involved serious injury, eight minor injury and 3 were non-injury.

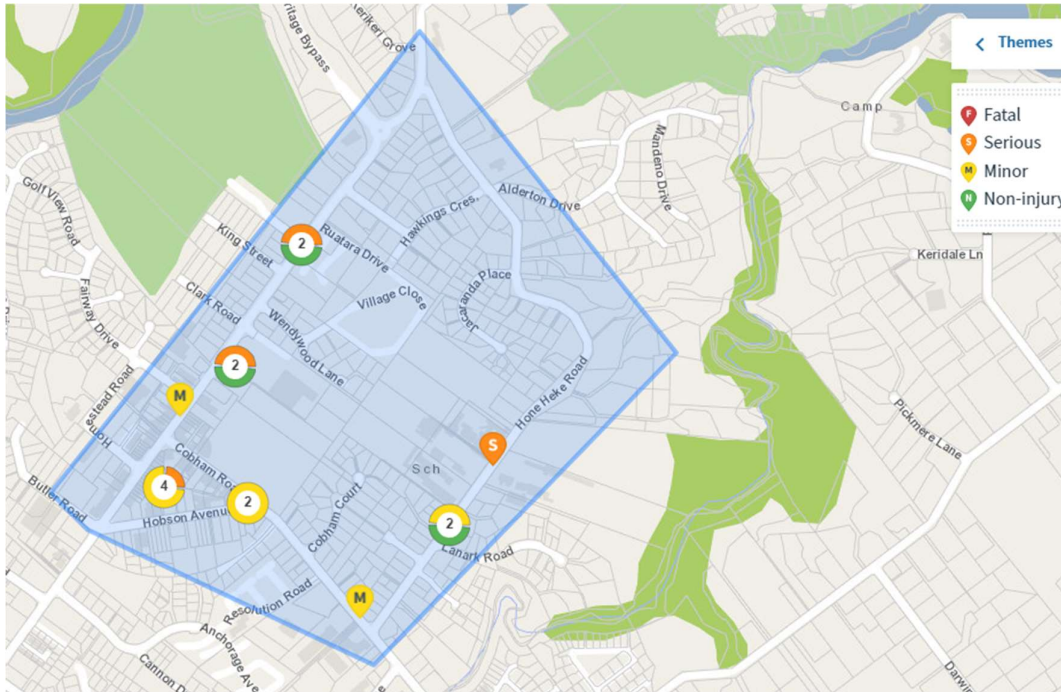


Figure 8 : Location of recorded crashes involving pedestrians, skateboards, wheelchairs, mobility scooters and cyclists 2014-2023.

7.2. Crash Descriptions

A brief synopsis of these crashes is as follows;

- **Cobham Road, Minor Injury.** Car strikes pedestrian on crossing on Cobham Road,
- **Cobham Road, Minor Injury.** SUV reverses out of tyre depot and strikes a pedestrian,
- **Cobham Road, Minor Injury.** Possible intentional strike of pedestrian,
- **Hobson Avenue, Minor Injury.** Car strikes pedestrian on crossing on Hobson Avenue,
- **Hobson Avenue, Minor Injury.** Car strikes pedestrian on crossing on Hobson Avenue,
- **Homestead Road, Minor Injury.** Car strikes pedestrian on crossing at intersection with Kerikeri Road,
- **Hone Heke Road, Serious Injury.** Car strikes pedestrian on crossing on Hone Heke Road,
- **Hone Heke Road, Minor Injury.** Cyclist rides out into road causing collision between two vehicles taking evasive action,
- **Hone Heke Road, Non-injury.** School ends time, child runs through traffic and struck by car on Hone Heke Road,
- **Kerikeri Road, Serious Injury.** Pedestrian leaves bar crossing road, struck by a vehicle leaving an angle parking bay,
- **Kerikeri Road, non-injury.** Distracted elderly pedestrian walks into side of passing vehicle,
- **Kerikeri Road, Minor Injury.** Pedestrian crossing road struck by passing vehicle,
- **Kerikeri Road, Serious Injury.** Car strikes pedestrian on crossing on Kerikeri Road,
- **Kerikeri Road, non-injury.** Vehicle leaving retirement village struck by cyclist on footpath,
- **New World Car Park Serious injury.** Vehicle reversing out of parking space strikes pedestrian.

7.3. Crash Commentary

The majority of crashes involve pedestrians crossing the road either at a pedestrian crossing or mid-block.

8. Problem Statements

Based upon the site visits, public consultation and the crash history the following problem statements have been developed;

- Poor pedestrian crossing facilities is leading to a high prevalence of pedestrians being struck by vehicles at or near existing pedestrian crossings,
- Poor footpath width is leading to barriers to mobility for mobility scooter, pushchair and wheelchair users, two wheeled vehicles cannot pass. The only option for travel by bicycle is in shared lane with vehicles,
- Poor footpath surface regularity is leading to an increased likelihood of slips trips and falls to mobility impaired users. With the elderly a fall can often result in mobility ending injuries. The poor surface regularity is also a barrier to mobility and to any wheeled device such as electric scooters, prams or children on bicycles,
- High use accesses do not have sufficient pedestrian priority measures leading to a high number of conflicts between vehicles using these accessways and footpath users.



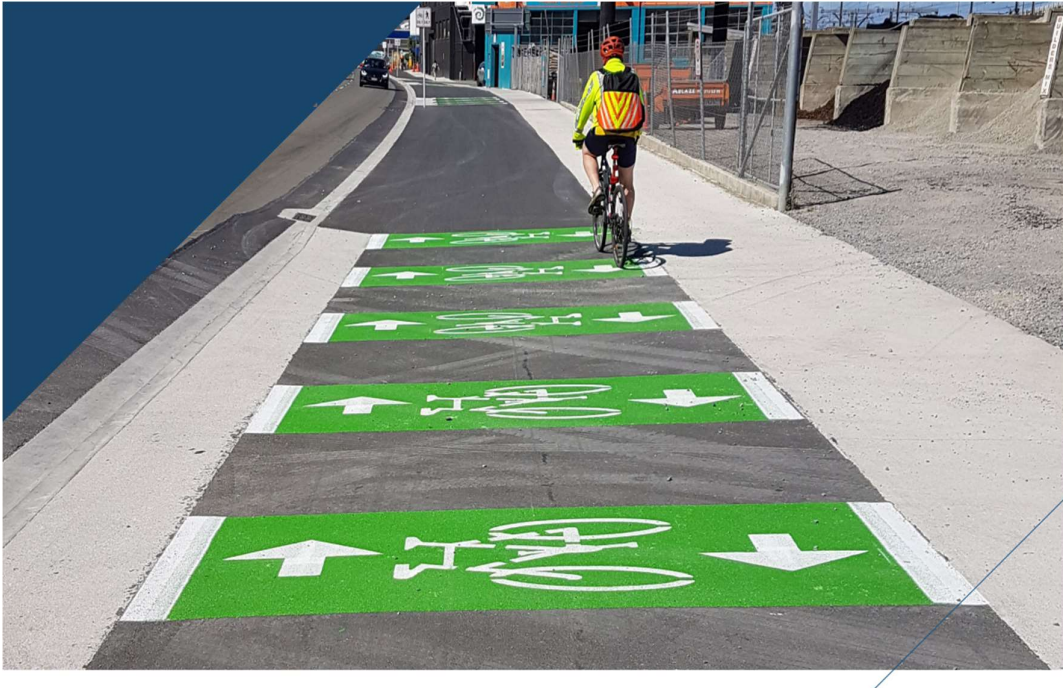
9. Project Elements

To address the problem statement the project has the following elements;

- Enhancement to existing and creation of new pedestrian crossing points,
- The full route will have a minimum of 1.8m wide and ideally 2.5m wide barrier free footpath/shared path,
- Links will be provided from this footpath to significant usage originators or destinations via safe crossings and pedestrian priority driveway crossings.
- Improved intersections included reduced lane width and roundabouts with raised crossings. These improve the efficiency of the network not only for motor vehicles but significantly improve the level of service for pedestrians by providing priority crossings at these locations.



Raised platform pedestrian crossing.



High use crossing



Narrow footpaths and obstructions as a barrier to mobility

10. Cost Estimates

The preliminary cost estimates include for;

- Design and project development,
- Construction,
- MSQA,
- Contingency.

Preliminary cost estimates are shown in **Table 1** below

Item	Estimate
Preliminary and General	\$692,400.00
Hone Heke Road Works	\$1,476,901.50
Cobham Road Works	\$592,493.00
Kerikeri Road	\$1,095,620.00
Daywork	\$18,400.00
Construction total	\$3,875,814.50
25% contingency	\$968,953.63
Expected construction cost	\$4,844,768.13
Design	\$242,238.41
MSQA	\$242,238.41
GRAND TOTAL	\$5,329,244.94

Table 1 Cost Estimates



Appendices

Appendix A: Scheme Drawings

Appendix A: Scheme Drawings



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