



Footpath & Walkway Guidelines

Asset Management and Systems

1. Guideline Definitions

AC - Auckland Council

AT - Auckland Transport

ATCOP - Auckland Transport Code of Practice

Bridle path is a thoroughfare originally made for horses, but which these days serves a wide range of interests, including hikers, walkers and cyclists as well as equestrians.

CCO – Council Controlled Organisation

Greenway is a corridor of land recognised for its ability to connect recreational land uses or areas set aside for environmental protection

LGACA (2009) – Local Government Auckland Council Act (2009) is the legislation that created Auckland Council and the CCOs.

NZTA – New Zealand Transport Agency

Road Corridor has the same meaning as road in the Local Government Act 1974 (Section 315). It covers the total area of land between road boundaries including:

- Carriageway (formed road);
- Footpath including kerb and channelling;
- Cycle ways and cycle paths;
- Walkways and footpaths and
- Land that is legally designated as road but is not currently formed as carriageway or footpath (road reserve)

Shared Paths are paths designed for use by pedestrians and cyclists

SOI – Statement of Intent

Terminology is used in this document to describe whether an aspect or statement is a requirement under law/mandatory or good practice:

- **Must** – indicates something that is mandatory or required by law
- **Should** – indicates a recommendation
- **May** – indicates something that is optional and may be considered for use.

Waitakere Ranges Heritage Area Act (2008) refers to legislation passed in 2008 recognising the Waitakere Ranges as a Heritage area of national significance and identifying its heritage features. All works within the Heritage Area must comply with the provisions of the Act and the purpose and objectives of Local Area Plans developed under the Act for the communities within the Heritage Area. Specific design requirements and procedures applying in the Waitakere Ranges Heritage Area are identified in the relevant chapters of the ATCOP.

Walkway is a passage or path for walking along, especially a raised passageway connecting different sections of a building or a path connecting parts of a park or garden, a trail providing access to lakes, streams or the coast or connecting communities to other communities, to schools or to public transport.

2. Guideline Summary

The Mayor's vision outlines turning Auckland into the world's most liveable city by 2040. The Auckland Plan has identified that an efficient and integrated network of roads and public transport is vital to delivering this vision. A well connected and accessible Auckland is a strategic outcome of the Auckland Plan, including walking and cycling connectivity. As a Council Controlled Organisation (CCO), AT is responsible for delivering the region's transport services – from roads and footpaths to cycling, parking and public transport. Through the Statement of

Intent and to contribute to the achievement of priority areas and targets contained in the Auckland Plan, AT is required to prioritise and optimise investment across transport modes and related infrastructure.

AT has developed a set of guidelines to ensure that transport services will be delivered on a consistent basis around the Auckland region. These guidelines identify the approach AT will apply when managing the transport assets. The approach identified in the guidelines is consistent with the Level of Service identified in the Integrated Transport Programme and Asset Management Plan.

The Auckland Transport Footpath and Walkway Guidelines provide guidance on the construction of new, and the maintenance and renewals of existing footpaths and walkways along and between legal public road reserves. The guidelines outline Auckland Transport's goals when prioritising renewal and improvement works.

Footpaths and walkways have a considerable visual impact on the landscape and built environment and contribute to the attractiveness of the streets and public spaces in our urban areas. Footpaths and walkways must also provide safe routes for vulnerable users, such as the elderly, disabled and young, to move to and from places within their urban community, and be constructed to standard of surfacing that will contribute to the accessibility, safety, amenity and character of Auckland urban streets and suburbs.

In the rural areas, and especially the Waitakere Ranges Heritage Area and other special rural character areas, particular consideration must also be given to the landscape impact of footpaths and walkways, which must be located and designed to be sympathetic with the natural environment.

3. Background

Auckland Transport has responsibility for footpaths and walkways in the road corridor. Despite many of the considerations being similar, Auckland Council Parks has responsibility for the paths and tracks located within parks and reserve areas, and these are excluded from this guideline.

The guidelines recognise that the different Legacy organisations had different approaches to managing the renewal and maintenance of footpaths. For example, North Shore City would replace 25m-30m of footpath at a time while Auckland City adopted a "whole street" approach to footpath upgrade and replacement. Other Councils had policies that preferred replacement of smaller lengths. These guidelines seek to balance the desire for a consistent visual appearance of the footpath with level of service requirements and affordability.

4. Purpose and Scope

The purpose of the footpath and walkway guidelines is to achieve a consistent and coherent approach to the provision, maintenance and upgrading of footpaths and walkways in the road corridor in the Auckland region. The footpath network includes shared paths, pedestrian access ways, walkways and boardwalks, dropped kerb crossing for vehicles and pedestrians, and shared spaces. The guidelines also include bridle paths. In addition, vehicle crossings form part of the footpath network and the maintenance of vehicle crossings is included in these guidelines.

The footpath and walkway network is an important component of both the urban and rural transport infrastructure: contributing to healthy lifestyles and reducing dependency on motor vehicles in a safe and accessible manner. Footpaths also have a considerable visual impact on the built environment and can contribute to the attractiveness of the streets and public spaces. Footpaths can also detract from the visual amenity of an area. The guidelines acknowledge the role footpaths have in giving a street or a rural character area a 'sense of place' and recognise the challenge of providing an appropriate level of service in an affordable and sustainable manner.

The guidelines further recognise that the provision of footpaths and walkways needs to be considered alongside, and coordinated with other related elements and functions of the road corridor, including:

- Kerbs and channels;
- Vehicle crossings;
- Berms and landscaping;
- Street furniture;

- Utility services;
- Streetlighting;
- Pedestrian Bridges
- Stormwater management features;
- Trees and other vegetation, and
- Fences.

The guidelines do not address the management of activities such as restaurant seating, advertising, market places and events controlled by Auckland Council. The AT Policy on Road Surface, Airspace and Subsoil Encroachment and the bylaw on seating and cafes will cover these issues. The guidelines do not include the footpaths and walking tracks within, or providing access to parks and reserves, as these areas are managed by AC parks.

The Regional Land Transport Strategy and Auckland Plan have identified walking and cycling as a priority for the Auckland region. New Zealand Transport Agency (NZTA) also supports the provision of a robust pedestrian network and related documents and guidelines are identified in the Footpaths chapter of the Auckland Transport Code of Practise (ATCOP).

With that responsibility in mind, AT will:

- Contribute to the transport network by providing footpaths that are safe and easy to use,
- Provide an integrated, well planned and well maintained footpath network that meets the needs of the community and contributes to the attractiveness of the street and/or public place,
- Provide safe routes for vulnerable users, such as elderly, disabled and young, to move to and from places within their community, and
- Provide a standard of surfacing that will contribute to the accessibility and safety of Auckland streets and suburbs.

The Footpaths and Walkways Guidelines are aligned with the AT Guidelines on Kerb & Channel and Stormwater. Technical specifications and engineering standards that relate to the construction and maintenance of footpaths and walkways are provided in the relevant chapters of the ATCOP.

5. Guidelines

5.1 Design Considerations

Pedestrians top the transport hierarchy

This reflects the status of walking as an integral and most important component of the transport network. AT supports the needs of pedestrians being considered in all transport projects.

The pedestrian environment is safe

Pedestrians should perceive walking as a safe activity for themselves and others, and infrastructure should be safe for all users. Physical safety includes:

- Ensuring surfaces are stable, firm, even and slip resistant to ensure the safety of all users of footpaths;
- Consideration of Crime Prevention Through Environmental Design (CPTED);
- Location of new footpaths away from live traffic lanes wherever practicable: particularly in the vicinity of schools, where lane widths are narrow or where a large number of heavy vehicles travel;
- Ensuring less than 15mm vertical displacement between slabs to prevent trip hazards;
- Allowing for adequate sight lines between users: including wheeled users, cyclists and runners etc. in accordance with the ATCOP; and
- A useable minimum width requirement, typically 1.8m (see ATCOP for specifications).

The pedestrian environment is accessible to all people

Infrastructure should be designed without barriers and for pedestrians with the lowest level of ability and mobility. AT will give priority to the options which provide the best outcome in terms of accessibility, rather than only considering the most cost effective option. Footpath and walkway design must consider:

- Ensuring the width is sufficient for the safety and universal access for all users;
- Obstructions and street furniture should be located to prevent impinging on the pedestrian corridor in accordance with the Guidelines on Street Amenities;
- The cross-fall must be adequate to allow surface water to run-off without compromising the safety of wheelchair and mobility device users; and
- Pram crossing ramps are of a sufficient standard so as to prevent tipping from narrow based wheel chairs and mobility devices.

Connectivity and access for pedestrians is enhanced

The pedestrian network should continue to increase permeability and accessibility by foot. Walking contributes to increased social connectivity and strengthens communities, enhances health and increases the sustainability of places by making walking more attractive. Public access ways that connect streets, or roads to school, the coast, lakes, or streams, often at the end of cul-de-sacs or through green space, or on paper or unformed roads, should be preserved and enhanced. Opportunities to formalise walking tracks should be taken where such a track would connect to, broaden and/or enhance the wider transport network.

Best practice and design excellence in the design of pedestrian facilities

New developments and neighbourhoods should be designed to reflect walking as a main mode of transport and recreation. The materials and design of new footpaths and walkways must consider:

- The use of texture and colour of materials to provide interest in new or upgraded streets and Local Area Traffic Management (LATM) devices in accordance with the guidelines, on-street amenities, and the level of service requirements for the different centres;
- Kerb and channel, stormwater, vehicle crossings, grass berms, street furniture, carriageway light columns, trees, refuse collection and road signs are addressed in the design;
- Maintenance requirement;
- Utility Infrastructure;
- Landscaping / Urban Design requirements, and
- Landscaping/visual impact requirements in rural areas.

Integration with land use

The integration of transport and land use is about the collaborative planning, design and implementation of land use development and transport facilities to achieve enhanced travel choices which are able to support existing and future land use growth and connectivity. Land use outcomes should also contribute to sustaining improved travel choices. Pedestrian movements are a core aspect of this integration with all journeys involving some component of walking.

The extent and quality of pedestrian facilities provide the physical linkages between transport facilities such as public transport nodes, stations and stops and the activities they service. Footpaths also form networks which support trips to and from households such as school-based trips, recreation and work journeys. The growth and level of change outlined in the Auckland Plan will present more opportunities for walking based trips within a compact city model of development. Increased recreational walking opportunities in the rural areas surrounding the compact city will also be required.

Integration with landscape character and amenity considerations

The design and management of pedestrian routes should be consistent with local landscape character and amenity values and any wider environmental policies or objectives which apply to the area. These include those identified in statutory documents such as the Waitakere Ranges Heritage Area Act (2008), plans prepared under the Resource Management Act and objectives and policies identified in planning and design documents approved or adopted by AC (see the ATCOP for more information).

5.2 Materials

Footpath and Walkway Surface Type

Previously the different councils built footpaths and walkways using different surfacing materials in accordance with Legacy policies and practices. While the guidelines seek to align the materials used for both new and renewal based works, AT acknowledges that this process will take time and will be progressively implemented as footpaths and walkways reach the end of their lifecycles and are replaced with the preferred surfacing materials.

All new footpaths and walkways shall be constructed using an appropriate grade of concrete or paver as detailed in the relevant chapter of the ATCOP. A coloured oxide may be added to the concrete to darken the colour, particularly when a partial renewal is undertaken, in accordance with the chapter on footpaths in the ATCOP. This is consistent with the Level of Service established in the AT Road Network Asset Management Plan (2012).

Footpaths in Heritage or Special Character areas should be renewed on a like-for-like basis, particularly where asphaltic concrete or basalt-stone kerbing has been used; unless a service level improvement is required or the Local Board requires a higher level of service. The use of alternative materials, including coloured concrete, imprinted asphalt and pavers shall be considered in accordance with the urban design requirements to enhance the character or Heritage aspects of an area, or to match adjacent footpath sections. Such areas may include the CBD, shared space environments and town centres. Where alternative surfacing materials are proposed, the design of the footpaths must be approved by the Investigation & Design Team Design Review Committee and the Road Corridor Maintenance Team Manager.

While the level of service required in the asset management plan for the road network for all new and renewed footpaths in the general urban area is concrete with a slip/skid resistant surface, different treatments need to be considered in sensitive rural landscape areas. These may also include for example coloured concrete, exposed aggregate, imprinted asphalt or pavers. In some cases, for example rural trails on unformed road reserve or in road corridors where the trail is grade-separated, more informal surface treatments such as metal may also be appropriate. It is particularly important that these considerations are applied in Waitakere Ranges Heritage Area under which there is a generally requirement to maintain rural and natural character and avoid 'creeping urbanisation' through cumulative small scale changes such as introduction of 'white' concrete on footpaths and in kerb and channelling. Any decision which is not consistent with this objective, or is inconsistent with an approved Local Area Plan prepared under the Act must be clearly and publicly justified and reported and should not be taken without prior consultation with the Waitakere Ranges Local Board.

Specific and more detailed design requirements and procedures applying in the Waitakere Ranges Heritage Area are identified in the relevant chapters of the ATCOP.

If change to the type of footpath material during a road improvement project is proposed, then approvals from the AT Assets Management Team Manager and RCM Manager are required.

Service covers

Service covers are typically located within the footpath to provide access for utility service providers as well as stormwater or sewer access. All new service covers shall be of an appropriate grade metal and have either a heavily textured surface, or a slip-resistant coating applied to the surface, in accordance with the ATCOP.

5.3 Renewals and Maintenance

General approach

Compliance with best practice and quality assurance is required for all renewals and maintenance works of footpaths. All contractors involved in physical works on footpaths must comply with the relevant standards, specifications and guidelines as detailed in the relevant chapters of the ATCOP.

AT is committed to utilising a best practice approach to asset management for the renewal and maintenance of footpaths and walkways. In doing so, a condition assessment and safety considerations must be taken into account when prioritising renewals and upgrades.

Maintenance Programme

AT has an on-going maintenance programme that addresses footpath defects resulting from inclement weather or wilful damage and / or normal wear. This may be either planned maintenance or responsive maintenance and include the use of concrete grinding to remove trip hazards.

Repair works shall be undertaken whenever a trip hazard or other safety issue has been identified using materials on a like-for-like basis. Maintenance works may also be undertaken using asphaltic concrete when appropriate in accordance with the footpaths chapter of the ATCOP.

Renewals

Footpath renewals involve the replacement of sections of footpaths and are sometimes referred to as “partial” renewals where intermittent sections are replaced or “full” renewals where extended lengths are replaced. Renewals are typically programmed by the Road Corridor Maintenance and Assets Teams and are based on a lifecycle and condition assessment of existing footpaths and walkways.

Previously, Auckland City Council had a preference for a “whole street” replacement approach while other legacy Councils often used a partial renewal approach. The partial renewal approach can lead to a ‘patch-work’ like appearance of the footpath, although oxide colourings can be added to the concrete so the newer sections appear less obvious.

While consideration should be given to the appearance of the repaired footpath, walkway or path, this needs to be balanced by other factors including cost and the requirement to meet standards that may have changed since the initial construction. AT supports a “partial renewal” approach based on the condition assessment as this reduces waste. Exceptions to these guidelines must be approved by the Road Corridor Maintenance Team Manager before the works are to be undertaken.

5.4 Improvements

Improvements

AT footpath Improvement works will be coordinated with other works proposed or anticipated to be undertaken by Council, utility service providers or developers in the near future.

The progressive upgrading of the footpaths, shared paths and walkways in conjunction with the renewals programme should consider:

- Widening to at least the minimum standard¹;
- Whether the path is part of the Auckland Cycle Network or Greenways Network;
- How the path could be improved to contribute to better access by all users;
- Improving drainage;
- Relocating furniture if necessary to achieve the preferred standards;
- Providing grassed berms if necessary to achieve the preferred standards;
- Modification to vehicle crossings;
- The use of special finishes (shared paths or paths in rural character areas only);
- The use of low impact urban design stormwater management options;
- The visual impact of the path on the surrounding landscape.
- Provisions of all relevant legislation, adopted AC plans and policies (including Operative District Plans, the Unitary Plan, Local Area Plans prepared under the Local Government Act or under the Waitakere Ranges Heritage Area Act).

Prioritisation of these works shall be on the basis of:

- A condition assessment;
- The percentage of footpath requiring renewal;

¹ The preferred AT approach is to renew the whole width of the path over a footpath section length rather than incrementally increase the width.

- Safety considerations;
- The opportunity to leverage off other AT, NZTA or external party projects;
- Special areas such as proximity to schools, character areas, historic precincts;
- The road hierarchy, and
- The cost of the improvements.

In developed urban areas where the existing footpath is formed but unsealed, the proposed improvements must include the construction of the sealed footpath across any unsealed vehicle crossings (the sealed footpath must not stop at the vehicle crossing and begin again on the far side). The footpath works must include a provision for sealing the relevant vehicle crossings at ATs expense.

5.5 New Footpaths, Walkways and Access Ways

All new footpaths, walkways and access ways in the urban area within the Rural Urban Boundary set out in the Auckland Unitary Plan (excluding the urban area within the Waitakere Ranges Heritage Area) must be designed in accordance with the general technical requirements and specifications detailed in the footpath chapter in the ATCOP. This includes new walking tracks or bridle paths for which AT has responsibility. The character and heritage values of new footpaths will also be considered in accordance with the Guidelines on Street Amenities and the related ATCOP chapter.

Community Transport (CT) is the Project Sponsor for new footpath requests and is the primary point of contact to assess and respond to new requests. Locations are prioritised on the basis of establishing 'at least a minimum level of service for footpath facilities in the urbanised region'.

The assessment and installation of new footpaths will be the primary responsibility of CT, but may also involve:

- Investigation & Design;
- Road Corridor Maintenance;
- Customer Service;
- Traffic Operations sectors;
- Local Board Liaisons, and
- External stakeholders.

Local Boards may also subsidise or sponsor footpath requests to achieve their own local priorities if they so choose.

5.6 Vehicle Crossings

New vehicle crossings are to be provided and constructed by the property owner in accordance the relevant chapter in the ATCOP. To assist with the access and mobility of pedestrians and other footpath users, the height of the lip along the road edge of the crossing should be as low as possible, in accordance with the specifications in the ATCOP. However, where there are potential flooding issues, the height of the lip may be increased to minimise the flood risk to the property.

The LGACA (2009) makes AT responsible for the road corridor from boundary to boundary. In the absence of legislation across the Auckland region, AT relies on the goodwill of the adjacent property owner to voluntarily undertake the maintenance of the vehicle crossing(s) associated with the property, should the crossings be damaged. Residents of the legacy North Shore City are still required, under the bylaw, the repair any damage to vehicle crossing adjacent to their property.

Typically, the responsibility of ownership and maintenance of culverts under private vehicle crossings lies with the crossing owner. AT may consider exceptions to ownership responsibility on a case by case basis and owners may seek clarification from the AT Asset Manager.

AT may undertake maintenance of culverts under vehicle crossings under the following circumstances:

- The culvert is installed or altered as part of an AT roading project,
- The works are required as part of emergency operational maintenance,
- AT is required by regulatory or consent compliance requirements to undertake the maintenance , or

- The works are required as part of a stormwater or drainage project not associated with a road upgrade.

5.6 Closure of Walkways

Closure of walkways/access ways should only be considered as a last resort option where alternative solutions to the issues that may have generated the request (such as anti-social behaviour) have been tried, tested and proven to be ineffective. Consideration must be given to identifying and providing an alternative pedestrian route.

Requests for closure of walkways and access ways are assessed and managed by AT Properties. AT Properties will then undertake consultation with various business units within AT on the requirement for the walkway.

6. Monitoring and Review

These guidelines shall be reviewed in 12 months and thereafter as part of the three year review cycle aligned to the LTP.



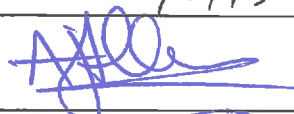

7. Related Guidelines

The performance standards and detailed specifications for the renewals and maintenance of footpaths in the road corridor are given in the Auckland Transport Code of Practice (ATCOP).

These guidelines also refer to the Kerb and Channel, Stormwater, Street Amenities and Local Area Traffic Management Guidelines and the Auckland Transport Policy on Road Surface, Airspace and Subsoil Encroachment.

8. Document Status

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