



FOOTPATH CONSTRUCTION POLICY

INTENT

Central Hawke's Bay District Council provides footpaths to the urban areas within the District to enable our citizens to connect with each other and access available services and amenities. The intent of this policy is to ensure that all newly created footpaths and enhancements to existing footpaths (widening) are done in a sustainable and methodical way in order to obtain value for money and meet the highest needs of our various communities.

SCOPE

This policy is applicable to the construction of any new footpaths within the district and to the widening or upgrading of any existing footpaths to increase capacity.

OVERVIEW

The footpath policy relies on the use of available funding and a simple yet robust weighted multi-criteria decision support tool to prioritise investment. All areas of the district being considered for new footpath construction (either through customer requests or by Council network analysis and assessment) are prioritised using the tool.

BACKGROUND AND CONTEXT

The district has 68.9km of footpaths spread throughout the various communities. In 2018 NZTA became an investment partner in footpath maintenance, renewals and new footpath construction with a funding assistance rate of 60%. This supplemented the current rates funding and has allowed the district the flexibility to progress the construction of new footpaths which has necessitated the re-writing of the footpath policy.

In providing the funding assistance the NZTA requires that the Districts have a reasonable set of criteria for creating new footpaths based on need, value for money, must be owned by the Council, must have access 24/7 and must be connected to the wider footpath network. This necessitates the Council to have a very well thought out policy for the construction of new footpaths and the widening of others that are sub-standard.

OBJECTIVES

- To enhance the footpath users experience and access within the district communities
- Ensure that the council footpath construction and widening programme is transparent prioritisation is transparent and passes scrutiny from our public, NZTA, and any auditors
- Ensure value for money by choosing the right project for the right reasons at the right time are completed

ROLES AND RESPONSIBILITIES

ROLE	RESPONSIBLE	RESPONSIBLE FOR
Policy Owner	Group Manager – Community Infrastructure and Development	Developing and reviewing the Policy in collaboration with key CHBDC stakeholders
Policy Execution	Land Transport Department	Ensuring that all new footpath construction and widening are carried out in accordance with this policy and within available budgets

COMMITMENTS UNDER THE POLICY

Council are committed to:

- Providing quality infrastructure that meets the requirement of the district's communities
- Ensuring that decisions are made with regard to value for money
- Ensuring that the right infrastructure is constructed at the right time, in the right place and for the right cost

To give effect to the above, Council commits to maintaining an auditable decision support tool utilising a weighted multi-criteria approach to inform decision making and the prioritisation of investment in footpaths. The criteria and weights in the tool can be adjusted to reflect current network requirements and needs but transparency and auditability must be maintained. At a minimum, the tool will always utilise the base criteria of Safety and Access.

APPENDICES

Appendix A – snapshot of footpath construction matrix at time of printing Policy (Feb 2019)

Decision Criteria - Graphical Method

Base List of Criteria

Grouping

Ref	Criteria		Setting		Well-beings
1.01	Commercial Development	1	General	1	Social
1.02	Aged Facilities	1	General	1	Social
1.03	Schools	1	General	1	Social
1.04	Pedestrian hourly volume	1	General	1	Social
1.05	Link to Public transport	1	General	1	Social
1.06	Safety Factor - Exposure to traffic	1	General	1	Social
1.07	Safety Factor - Surface Hazard	1	General	1	Social
1.08	Community Facility	1	General	1	Social
1.09	Provides missing link	1	General	1	Social
1.10	Identified for Disabled Use	1	General	1	Social
1.11	Identified for Disabled Use	1	General	1	Social
1.12	Identified as Desire line	1	General	1	Social
1.13	Financial Affordability	1	General	1	Social