



Presented to	
Related to Item	M22/5895 GME Motion 1 - Footpaths Location on Local Access Roads
Submitted by	Cr Margaret Sandford
Attachments	<input checked="" type="radio"/> Attachments <input type="radio"/> No Attachments

Amendment

Alternate Motion

That the Officer's Recommendation be replaced with the following:

That the mover of Motion 1 carried at the Annual Electors Meeting held 2 February 2022, relating to the positioning of footpaths, be acknowledged for his continuing interest in road safety issues and that he be advised that the City will amend the attached table at clause 2.2 of its Path Guidelines and Specifications to denote the location of new footpaths on Access roads in row 1 of the table from its current preferred position of on the kerb line to be in the middle of the verge, consistent with the preferred position of all other footpaths on other roads in the City; and further that the City will also conduct an education campaign regarding the placement of obstacles on footpaths and the difficulties that that presents to footpath users including the sight impaired and those using mobility devices, prams etc.

Objective, Benefit and Potential Risks to be Considered

1. To achieve consistency with other roads in the City in the best interests of safety for footpaths users;
2. To improve safety, access and equity of use of footpaths for the aged, people with disabilities, users of mobility and other scooters/skateboards, children on bicycles, and parents with prams.
3. The widespread practice of most residents in putting bins on the kerb, thus creating obstacles on the footpaths is unlikely to change in the short term, despite much-needed education measures, and will continue to present risks to users of the footpaths, as will bus stops, signs, posts and other infrastructure.

Reasons for the Amendment

1. There is no compelling reason why, in the absence of other safety, accessibility or other considerations (as stated in the City's Path Guidelines and Specifications), the preferred location of footpaths should not be in the middle of the verge, consistent with the preferred location of footpaths on all other types of roads in the City. Residents will have more certainty in planning their front gardens, etc.
2. Consistency with the preferred location of footpaths in the middle of the verge on all roads is in the interests of orderly and proper planning so that kerbside infrastructure such as bus stops, signs and street poles do not interfere with safe use of the footpath on Access roads.
3. The speed limit on Access roads such as Kitchener Rd is 50 kph, which is just as fast and hazardous to footpath users as the same 50 kph speed limit on Local Distributor roads. Even at 40 kph it is potentially fatal to be struck by a car on any road. Soft fall areas are created footpaths are mid-verge.
4. According to a report by Hatch Roberts Day newer footpaths that hug the kerb and curve around corners alongside the road are much harder to cross and push pedestrians closer to traffic.

I have discussed this matter with Officers

I would like to discuss this matter with Officers

Office Use Only

ECM Number

Date Received

Distributed

Notes

2 Path Design

The intent is to provide for paths that:

- Meet the City’s Path Policy
- Meets the City’s Duty of Care
- Provide for safe, connected and accessible paths

2.1 General Requirements

The slope of the road from the bottom of the kerb to the top of the crown should be no more than 3%.

A general requirement for paths is specifically requested in the community aspirations for *Sustainable and Connected Transport* and *Healthy Lifestyles*, as identified in the City’s Strategic Community Plan.

2.2 Path Position

The position may be varied according to the type of path, safety, accessibility or other considerations. The table below shows the preferred (●) and the optional (○) alignment.

Type	Kerb Line	Kerb Line with Offset	Middle of Verge	Property Boundary
Access (Up to 3,000 VPD)	● (New)		○	○
Local Distributor (Up to 6,000 VPD)		○	●	v
District Distributor B (Up to 15,000 VPD)		○	●	v
District Distributor A (Above 15,000 VPD)		○	●	○
Arterial Roads		○	●	○
Shared Paths		v	●	

The path position will vary to avoid obstructions in the road verge (e.g. trees, poles) so as to keep the required width. See Section 2.5.

Where a path connects to other paths along a road, by default, the new path position will be on the same side as the existing path.

See Guidelines for Pedestrians 7.1.3 for a discussion and the reasoning behind path widths.

2.3 Verge impacts and Crossover cut throughs

Where required to prevent retaining walls/drops along the edge of the path, the City shall re-grade a verge to the extent that is required to prevent the wall/drop. The City will cover the costs of re-grading

