



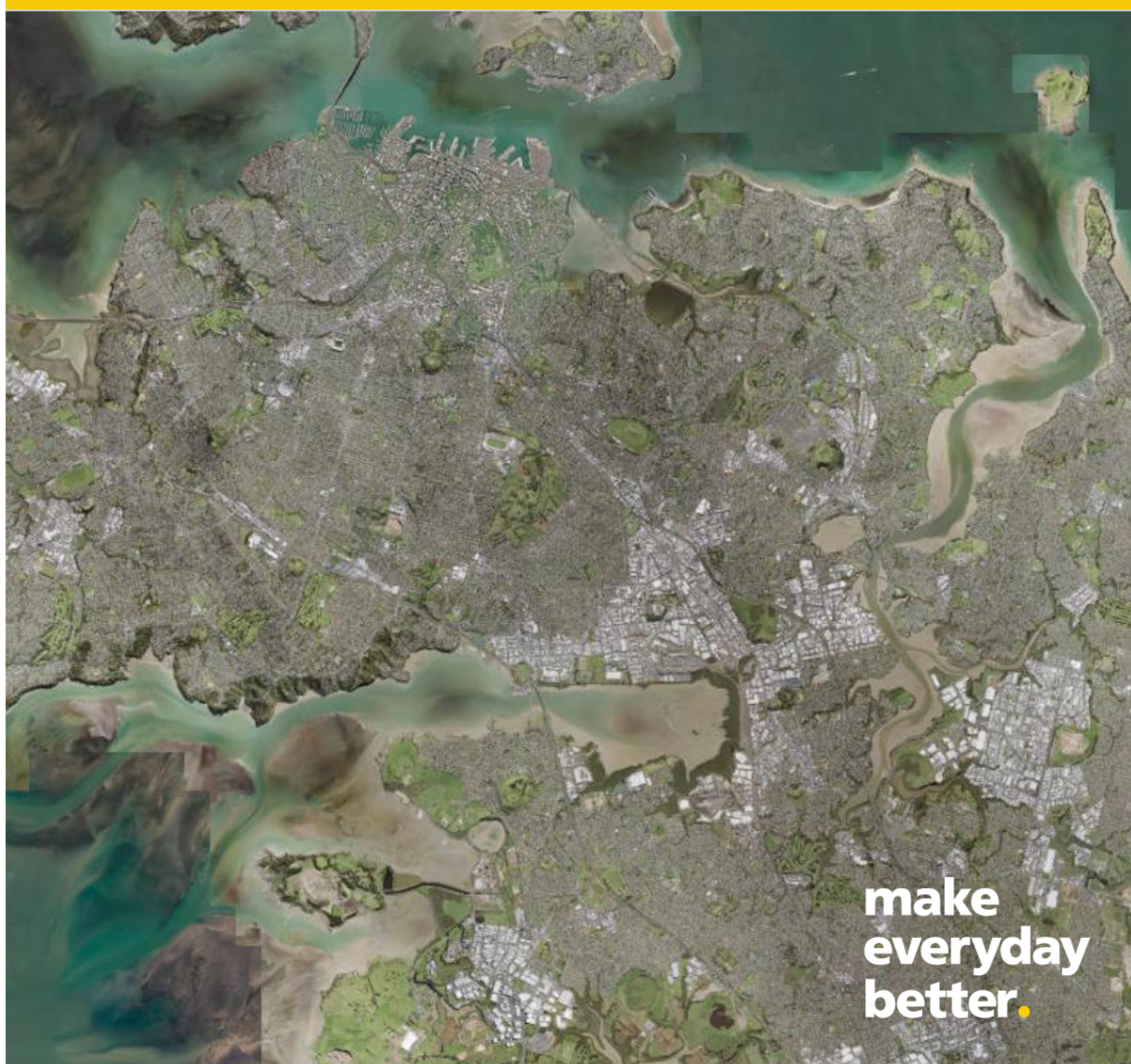
# Auckland Housing Programme Development Contributions Policy – Footpath Widening Assessment

Technical Note Addendum

Prepared for Auckland Council

Prepared by Beca Limited

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Revision History

Revision N°	Prepared By	Description	Date
1	Michael Sewell	For Client Review	03.02.2025

Document Acceptance

Action	Name	Signed	Date
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# 1 Introduction

This Technical Note forms an addendum to the transport assessment for Auckland Council’s (AC’s) proposed Development Contributions (DC) policy for the Auckland Housing Programme (AHP) areas<sup>1</sup>.

The earlier transport assessment was based on replacing all footpaths less than 1.5m wide with new 1.8m wide footpaths in accordance with Transport Design Manual (TDM) standards. Auckland Transport (AT) footpath data was analysed to determine the total length of footpath required for upgrade.

*There is now consideration to understand the cost to only widen existing footpaths that are less than 1.5m wide to 1.8m, rather than replacing the existing footpath entirely (within the berm where this can be achieved without changing kerb lines).*

# 2 Cost Estimate Assumptions

The following cost estimate assumptions have been made for the new estimate:

- Footpaths which are 1.5m or wider are excluded on the assumption they are not a priority to be upgraded.
- Footpaths less than 1.5m wide are assumed to be upgraded using the generic footpath upgrade rate of \$125/m (provided by AT in January 2025). This rate covers the physical works component associated with the provision of an additional width of concrete footpath within the berm and without changing kerb lines.
- To avoid double counting with arterial project upgrades, only ‘local roads’ are considered for footpath widening. Arterial and access roads are excluded from this assessment.
- The average footpath widening is assumed to be 0.5m, as directed by AT. Of the footpaths considered for upgrades, over 99% by length require widening between 0.4m and 0.6m.
- In some instances, widening may not be appropriate and full footpath reconstruction may be required. The 70% contingency<sup>2</sup>, used for the wider DC programme, was determined to be appropriate by AT to allow for these full width upgrades and general cost contingency.

# 3 Total Cost Estimate

The total cost estimate of footpath upgrades for each AHP area is summarised in **Table 3-1** below.

Table 3-1: Footpath upgrade cost estimates (rounded to nearest hundred thousand)<sup>3</sup>

Auckland Housing Programme Area	Total footpath length to upgrade (width < 1.5m)	New assessment total upgrade cost estimate (total base physical works cost)
Tāmaki	8.7km	\$1,100,000
Mt Roskill	94.4km	\$11,800,000
Māngere	140.2km	\$17,500,000

<sup>1</sup> Auckland Housing Programme Development Contributions Policy - Transport Assessment, Beca Ltd. and Commute Transportation, 15 August 2024.

<sup>2</sup> Brownfield Generic Cost Allowances and Rates, Beca Ltd., 27 June 2024

<sup>3</sup> Lengths based on May 2024 RAMM data.