

SOUTH WAIRARAPA DISTRICT COUNCIL

27 JUNE 2018

AGENDA ITEM B3

FOOTPATH FUNDING

Purpose of Report

To inform the Council of footpath funding and defer new footpaths construction.

Recommendations

Officers recommend that the Council:

- 1. Defer the construction of new footpaths and focus on maintenance for safety purposes, pending a strategy/policy to be developed and presented to Council by officers.*

1. Executive Summary

It was agreed at the Infrastructure and Planning Working Party that a recommendation should go to Council to defer the construction of new paths, but rather to focus on maintenance for safety purposes, pending a strategy/policy to be developed and presented to Council by officers.

2. Background

With the New Zealand Transport Agency (NZTA) now funding path maintenance a business case has been developed to support the application (Appendix 1). This business case will enable South Wairarapa District Council (SWDC) to request financial assistance for urban footpath maintenance in accordance with NZTA General Circular 18/02 as in Appendix 2.

Supporting information required

The Transport Agency requires all investment through the NLTP to be supported by a robust business case. The assessment of the footpath maintenance component of an approved organisation's programme will be on the same basis as the wider maintenance programme as set out in PIKB under [assessment of road maintenance programmes](#).

The information in this business case has been drawn from the SWDC Roding Asset Management Plan, January 2018 (AMP).

2.1 NZTA Transport

2.1.1. Qualifying activities

Examples of qualifying activities include, but may not be limited to:

- path patching and pothole repairs
- maintenance of associated facilities including signs, lighting, and hand rails/guard rails
- path renewals, such as resurfacing or reconstruction.

Other potential activities that are not in the above list should be discussed with NZTA for eligibility.

2.1.2. Exclusions

This work category excludes:

- paths and facilities used for recreational purposes (e.g. paths which do not connect to the wider footpath network) – these are not eligible for funding assistance
- paths and facilities that are not in public ownership or to which the public does not have full access at all times of the day, e.g. footpaths in parks that are closed to the public at night
- maintenance of shared pedestrian cycling paths and facilities – these are funded under Work category 124: Cycle path maintenance
- vegetation control, mowing of berms, and sweeping – these are funded under Work category 121: Environmental maintenance
- construction/implementation of new or improved shared pedestrian and cycle paths and walking facilities – these are funded under Work category 451: Walking facilities, and Work category 452: Cycling facilities.

3. Recommendations

Council to defer the construction of new paths and focus on maintenance for safety purposes, pending a strategy/policy to be developed and presented to Council by officers.

3.1 Actions on recommendations

- Council officers to prepare and submit a business case to NZTA for funding of path repairs and maintenance.
- Council officers conduct a path rating to develop a maintenance plan for footpaths.
- Council officers prepare a forward works plan on any new paths to be constructed and submit to the Infrastructure and Planning Working party.

4. Conclusion

Council defer the construction of new paths and focus on maintenance for safety purposes, pending a strategy/policy to be developed and presented to Council by officers.

5. Appendices

Appendix 1 – Business case for footpath maintenance

Appendix 2 – Criteria for footpath maintenance, Investment Circular 18_02

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Appendix 1 – Business case for footpath maintenance

South Wairarapa District Council

Business Case for Footpath Maintenance

Introduction

This business case is to support the application by South Wairarapa District Council (SWDC) for financial assistance for urban footpath maintenance in accordance with NZTA General Circular 18/02.

The information in this business case has been drawn from the SWDC Roading Asset Management Plan, January 2018 (AMP).

The current assets for urban areas comprise of the following footpaths:

Footpath Types	Length (km)	Percentage of Network by Footpath Area
Sealed		
Asphaltic Concrete (AC)	25.41	57.5%
Seal (Grade 6 chip)	4.65	10.2%
Concrete	27.10	31%
Interlocking Blocks	0.065	0.2%
Unsealed		
Metal/Gravel	0.67	1.1%
Total	~ 57.9km	100%

This compares to the length of urban roading network of 54 km. Many of these roads have only one, or no footpaths. Excluded from the above are the lengths of footpath on SH2 and SH53 that are maintained by SWDC.

Objectives for the Provision of Footpaths

Council's objectives with respect to its footpath assets focus primarily on the safety of users. These are summarised below.

Footpaths:

- Are in good condition and not hazardous to users.
- Provide a linked network with users able to get to their destination without having to unnecessarily cross roads to remain on footpaths.
- Can be used by elderly and mobility impaired persons in a safe manner without compromising the safety of other users.
- Lead to major destinations such as schools, retirement homes, doctors, shopping areas, etc.
- Are on both sides of the street in shopping centres in each town.
- Are on one side in urban residential areas.

Current Asset Condition

Footpath condition surveys were carried out in 2005, 2011 and 2015. These surveys have shown that the overall fault rate has been steadily reducing from 8.7 to the current level of 2.8

faults per 100m of footpath. Condition surveys show 63% of the footpath length having no faults, and 72% of the footpaths classed as good or excellent i.e. with 5 or less faults/100m.

While the above figures suggest that the footpath network is generally in good condition, there are a considerable number of footpaths that are considered to substandard.

In 2010 an informal survey was undertaken by Wairarapa Workforce Development Trust using students from Kurunui College in Greytown to identify faults in existing footpaths and to prepare a repair, replacement and extension priority listing. This informal survey found that while the footpaths were in generally good condition, some were in urgent need of renewal and/or repair. This survey confirms the results from Council’s condition rating surveys, as above.

It is these footpaths that are the focus of Council’s maintenance, replacement and extension programme.

Community Expectations

Council is a participant in Communitrak Surveys, which are undertaken annually across New Zealand to measure public satisfaction/dissatisfaction with the performance of Councils’ in providing services to their communities. The results over the last eight years show a consistent pattern of resident satisfaction/dissatisfaction with Council’s footpath assets. These are shown in the following Table.

	2018		2013		2010		2005	
	Very/fairly satisfied	Not very satisfied	Very/fairly satisfied	Not very satisfied	Very/fairly satisfied	Not very satisfied	Very/fairly satisfied	Not very satisfied
Roads in the District	73%	26%	75%	25%	77%	23%	81%	19%
Footpaths	63%	29%	66%	29%	61%	33%	No data	No data

The results for footpaths do not compare well with Council’s peer group, or nationally. The Table below shows that the percentage of “not very satisfied” residents is higher than in Council’s peer group, and also nationally, by some margin.

	SWDC		Peer Group		National	
	2016	2013	2016	2013	2016	2013
Roads in the District excluding State Highways	26%	25%	23%	28%	25%	23%
Footpaths	29%	29%	23%	21%	25%	21%

The main reasons residents are “not very satisfied” with footpaths are:

- No footpaths, not enough, only on one side, incomplete, (14%).
- Poor condition, lack of maintenance, need upgrading, (10%).
- Uneven, rough, potholes, broken, cracked, (7%).

Council’s Annual Plan target level for satisfaction with the service level of footpaths is 75%. As above this level is currently 63%.

Levels of Service

Council’s planning documents include Level of Service statements for the roading activity which set out what the activity aims to achieve. The statement for footpaths is as follows:

Footpaths	Footpaths are kept in a safe and useable condition to separate pedestrians from other road users and provide foot access to properties.
	Central business district areas in the three towns have footpaths on both sides of the street. Other urban streets generally have a footpath on one side.

In preparing its Consultation Document “Refining the Plan - 2017/18”, Council received considerable feedback from ratepayers requesting that more work be done to add new footpaths in urban areas, and that footpaths and road crossings be better maintained in each of the towns. One option that Council has considered and that would enable it to fund this additional work, without raising rates, is deferring some roading rehabilitation work.

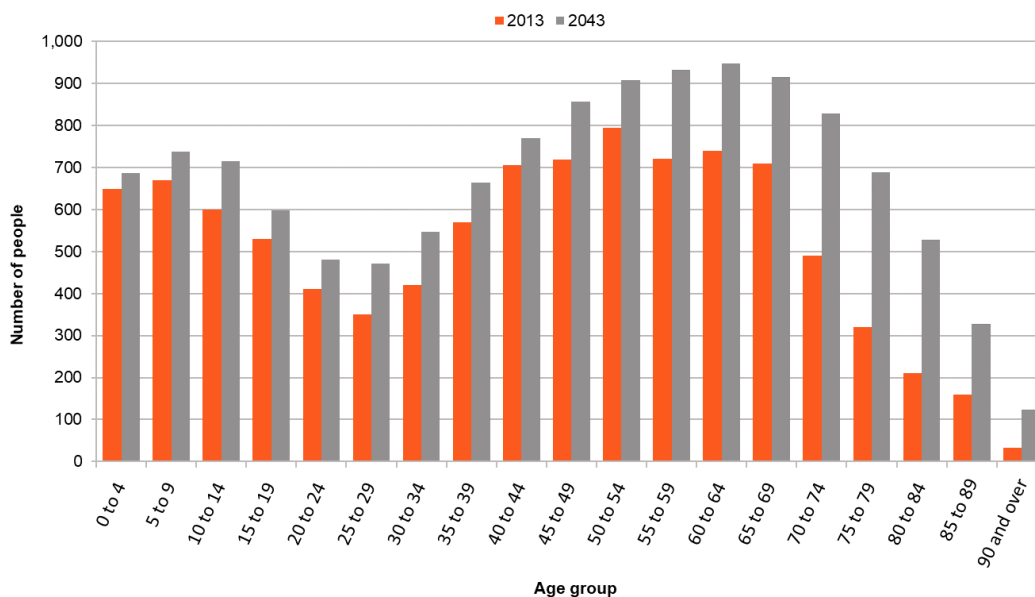
The South Wairarapa is increasingly becoming a day-trip and weekend destination for visitors from the lower North Island, for holidaymakers and international tourists, so improving the standard of footpaths and road crossings enhances the built environment by making it safer and more attractive, and as such can be seen as a direct contributor to economic growth, district wide. That is, improving the overall condition of footpaths and pedestrian access contributes not only to the safe passage of pedestrians throughout the district, but also to the economic wellbeing of this area.

Community Demographics

The changing demographics of the South Wairarapa District will result in a higher percentage of older residents in the coming years, as shown in the Table below. This will increase the demand for a more extensive footpath network for walking and for the operation of mobility scooters, and also raise resident expectations with respect to the safety of the footpath network. This will in turn result in a greater impact on Council budgets to undertake maintenance and renewals, and to improve the quality of the footpaths. The consequence will be either an increase in funding to meet this demand or a reallocation of available funding.

The graph below illustrates the latest demographic projection for the South Wairarapa District.

Age structure, South Wairarapa District Council – 2013 and 2043



The graph above shows that there will be a significant shift in the age profile of South Wairarapa residents, most particularly in that portion of the population aged 70 years of age and over. To ensure that Council's key objective of providing a safe footpath network is achieved maintenance and renewals of footpaths will need to meet or exceed the loss of service potential of the footpath network.

Demographics, Growth and the Case for Extending the Footpath Network

Urban growth within the district is welcome, however, this places a financial burden on Council due to the requirement to provide infrastructure to meet the needs of new residents. While development contributions are collected from subdividers and developers, they only go part way to funding the new and upgraded infrastructure that is required.

Urban spread, much of it beyond what has historically been the margins of the three towns, will require Council to provide connectivity through upgraded and widened roads, footpaths where none were previously provided, and street lighting. Sewer, stormwater and water supply reticulation will be other significant items of infrastructure that Council will be required to fund.

As above, Council's objectives with respect to its footpath assets focus primarily on the safety of users. Providing a linked network that is safe and accessible to all residents, including elderly and mobility impaired persons, and that leads to major destinations such as schools, libraries, retirement homes, doctors, shopping areas, etc. is essential to the building of cohesive and strong communities.

As the three towns expand the cost of providing new footpaths, roads and street lighting will have an increasing impact on Council's financial resources. The loss of service potential of these assets over time will also impact in the medium to long-term on Council's maintenance and renewal budgets.

All South Wairarapa schools have a large percentage of urban pupils walking to school, due to small town dynamics and safer communities. This is supported by the programmes implemented by the Wairarapa Road Safety Council, e.g. 'walking School Buses' for primary schools. For these programmes to be successful the footpath level of services must support both the youngest and oldest users.

Improvements to the existing network incorporate the requirements **of RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians.**

Current and Future Levels of Footpath Maintenance

Council's AMP identifies the funding levels shown in the table below. Forecast funding has been escalated at 2.5% per year for inflation. The AMP shows a ramping up of funding for footpath maintenance, renewals and new construction from 2017/2018. This increase reflects the views of Council and the wider community, both of whom have consistently identified that the current level of service is below expectations.

	16/17 Actual ('000's)	17/18 Budget ('000's)	18/19 F/cast ('000's)	19/20 F/cast ('000's)	20/21 F/cast ('000's)	21/22 F/cast ('000's)	22/23 F/cast ('000's)	23/24 F/cast ('000's)	24/25 F/cast ('000's)	25/26 F/cast ('000's)	26/25 F/cast ('000's)
Footpath Maintenance	10.61	40.00	41.00	42.03	43.08	44.15	45.26	46.38	47.55	48.74	49.96
Footpath Renewals	129.16	124.34	127.45	130.65	133.90	137.25	140.68	144.20	147.80	151.49	155.28
Subtotal	139.77	164.34	168.45	172.66	176.98	181.40	185.94	190.58	195.35	200.23	205.24
New Footpaths	3.14	174.25	178.61	183.07	187.64	197.15	202.07	207.13	212.30	217.62	223.05
Total	142.91	338.59	347.06	355.73	364.62	378.55	388.01	397.71	407.65	417.85	428.29

Future Cost of Footpath Maintenance, Renewals and Extension

Council is currently reviewing both the procurement of roading services, and its procurement policies in general, as required by section 17A of the Local Government Act, 2002.

Footpath renewals and maintenance are currently delivered through a joint and collaborative contract involving SWDC and Carterton District Council (CDC), and the provider, Fulton Hogan. This contract has sought to drive efficiencies through economies of scale, i.e. packaging a larger quantum of work into one contract across the two Councils, and a 3-year contract term.

In addition to the above, a number of footpath maintenance items are included in Council's Roading Network Maintenance Contract. Council is aware that the rates in both of these contracts are unsustainable and that when these contracts are retendered it is likely that rates will increase substantially. This will impact on Council's ability to fund the repair of maintenance and renewals within the footpath network as they occur, whether through the assets reaching the end of their useful lives, through general wear and tear, or through external factors such as heavy vehicles causing damage or utility companies installing or upgrading services to meet demand.

The degree to which the community driven repair, replacement and extension priority listing will be impacted is not clear. However, based on tendered rates received elsewhere within the Wairarapa, these reductions are expected to be significant.

Conclusion - The Case for Funding Support

The populations of the three towns within the South Wairarapa District, Featherston, Greytown and Martinborough, are expected to increase by approximately 1.0% per annum for the next 25-years. Hand in hand with an increasing population will come an aging of the people within it. Currently people over 70-years of age comprise 13% of the districts population. Demographic projections show this increasing to 20% by 2043.

As the population ages there will be a corresponding requirement to provide a higher level of service if Council is to meet its objective of providing safe footpaths. Minor defects in footpaths are more readily accepted in a younger community, but they become hazards in communities with greater numbers of older people. In short, community expectations as to what comprises a 'safe' footpath will change. Standards will rise and the cost of maintaining Council's footpath assets will also rise. The conundrum for Council will be how to fund an increased level of service when the community's ability to pay is decreasing.

Applications to Council for the development of residential subdivisions, particularly in Greytown and Martinborough, have shown a significant increase in the last year. Many of these applications are for the use of farmland on the outskirts of these towns. The linkages to these subdivisions are currently provided by rural roads, many of which are under width for the intended purpose and have no footpaths and no street lighting. Connectivity between these new subdivisions and the more established areas will be necessary. Roads will need to be upgraded and extensions made to the footpath network. This infrastructure will come at a cost and place considerable financial pressure on Council to consider how best to allocate its limited funding resource.

In the financial year ending 30 June 2018, Council will have spent approximately \$339,000 maintaining, renewing or providing new footpaths within the district. The Roothing AMP shows this funding increasing by the rate of inflation annually over the life of the AMP. With the aging of assets and increased usage driven by population growth and corresponding urban development, Council will be challenged to maintain its footpath assets at service levels that are acceptable to its residents at the levels of funding identified in the AMP.

To ensure that Council gets value for money for its ratepayers, it has previously collaborated with Carterton District Council and packaged together footpath maintenance work in order to attract competitive tender rates. This collaboration will continue in the next iteration of the footpath maintenance contract. However, with contract rates increasing across the country it is Council's view that the contract rates it and Carterton District Council currently enjoy are not sustainable. Significant rate increases are expected in the next tender round. The impact of the rate increases on current tender prices is unclear, but evidence elsewhere in the Wairarapa suggests they will be significant.

In summary, with financial pressures on Council as a result of population growth and the need to provide connectivity within its communities, an aging population and the need to provide a better level of service, and probable contract rate increases impacting on Council's buying power, it is essential for South Wairarapa District Council to seek and obtain funding assistance from an external source to assist with its footpath maintenance, renewal and extension programmes.

With the above in mind South Wairarapa provides this business case in support of its application for financial assistance for urban footpath maintenance in accordance with NZTA General Circular 18/02.

South Wairarapa District Council

21 June 2018

**Appendix 2 - Criteria for
footpath maintenance,
Investment Circular 18_02**

Subject	2018–21 National Land Transport Programme development – release of criteria for footpath maintenance and extension of enhanced FAR for road lighting LED conversion.
Circulation	Asset Managers (all approved organisations) System Design and Delivery (NZ Transport Agency – state highways) EECA Local Government New Zealand (LGNZ) EquiP SOLGM and EMANZ Electricity Networks Association Electricity Authority Electricity retailers (c/o Electricity Authority) Electrical Engineers Association Lighting Council of New Zealand The Illuminating Engineering Society of Australia & NZ (IESANZ) ACENZ Office of the Auditor General
Circulated by	John Coulter– Senior Manager – Operational Policy, Planning and Performance Investment and Finance New Zealand Transport Agency
Date of Issue	14 May 2018

Purpose

This general circular sets out how the NZ Transport Agency (the Transport Agency) intends to work with road controlling authorities (RCAs) to respond to two points that have resulted from the development of the 2018–21 National Land Transport Programme (NLTP):

1. A change signalled in the draft Government Policy Statement on land transport 2018/19 –2027/28 (GPS). The GPS ‘supports investment in funding for maintenance and renewal of walking and cycling infrastructure’¹. The Transport Agency response to increased and expanded funding for walking and cycling activities is set out below.
2. An extension to the targeted enhanced funding assistance rate of 85% for expenditure on LED streetlight replacement programmes to 30 June 2021.

Transport Agency footpath maintenance investment policy

Background to new policy for footpath maintenance

¹ Draft Government Policy on Land Transport 2018/19 -27/28; para 93

The Government is expected to release the final GPS by 30 June. The Transport Agency's draft Investment Assessment Framework (IAF) sets out how it intends to give effect to the GPS in decision making for funding in the 2018–21 NLTP. The IAF will remain in draft until the GPS is finalised.

The draft IAF advises:

- maintenance of footpaths and cycleways is **included** within the road maintenance activity class and therefore covered by its assessment criteria
- footpath maintenance can be **included** within local road maintenance programmes.

The Transport Agency Board at its 20 April 2018 meeting approved new policy for investment in footpath maintenance and renewal activities. The proposed policy is subject to the final GPS confirming the inclusion of footpath maintenance within the Road Maintenance activity classes. The policy detail and instructions for updating maintenance programme requests for the 2018–21 NLTP to include footpath maintenance are set out below.

New Work Category (WC) and funding policy: WC 125 footpath maintenance

The new footpath maintenance policy has been released through the Planning and Investment Knowledge base (PIKB) at: [Work Category 125](#). A copy is attached to this general circular.

Process to request funding assistance for footpath maintenance in the 2018 – 21 NLTP

The Transport Agency's Transport Investment Online portal (TIO) has been updated to enable approved organisations to submit their programme request for WC 125. Please submit your funding request as soon as possible but not later than **30 June 2018**.

The Transport Agency will follow the process for indicative allocations for the wider maintenance programme for each approved organisation, but with some differences including a reduced time scale.

As funding requests and supporting information are received from approved organisations, Transport Agency investment advisors will assess each request and provide early feedback to them on the merits of the request. Approved organisations will have the opportunity to respond to the Transport Agency's initial assessment and provide further information regarding the funding request where necessary.

This process will in turn inform national moderation of the footpath request in parallel with final moderation of all maintenance requests and recommendations for approval in the NLTP.

Supporting information required

The Transport Agency requires all investment through the NLTP to be supported by a robust business case. The assessment of the footpath maintenance component of an approved organisation's programme will be on the same basis as the wider maintenance programme as set out in PIKB under [assessment of road maintenance programmes](#).

The Transport Agency expects the approved organisation's Activity Management Plan (AMP) will be the primary source of information supporting requests for footpath maintenance investment for the 2018–21 NLTP. Please discuss with your investment advisor whether your AMP is sufficiently detailed and robust to support your request.

Investment in footpath maintenance – the effect on indicative allocations for maintenance programmes

The Transport Agency Board has provisionally allocated up to \$120 million National Land Transport Fund share for footpath maintenance investment in the 2018 – 21 NLTP. The provision is an estimate only, modelled from very high level information sourced from a sample of approved organisations on their forecast level of expenditure. It takes account of the overall demand for funding within the maintenance activity class and across the NLTP.

Decisions of funding for WC 125 will be incorporated in the final decision on maintenance investment for each approved organisation. Subject to the final GPS priorities and funding ranges, our expectation is that investment in WC 125 will be additional to the final approval for the wider maintenance programme. This in turn will be based on the indicative allocations already advised to each approved organisation.

Combined WC for maintenance and renewals

For ease of implementation for the 2018–21 NLTP (including adapting TIO) the initial approach of a single WC is the most pragmatic for the Transport Agency. For future NLTPs it is possible that a separate WC for renewals will be implemented into both PIKB and within TIO.

Customer levels of service/performance measures used to manage footpath investment

As noted above, the AMP will be assumed as the starting point for discussions on WC 125 requests, both in terms of scope and levels of service.

The GPS signals a need ‘to improve the One Network Road Classification (ONRC) in terms of its provision for walking, cycling and public transport in urban areas’². The Transport Agency will work with the Road Efficiency Group (REG) to develop customer levels of service performance measures and guidance to be added to the current suite of ONRC Measures. Through the REG programme there will be an opportunity for all interested parties to have input into developing a consistent approach to manage customer levels of service for walking.

Extension of enhanced Financial Assistance rate for LED road lighting conversion programmes

At its meeting on 20 April 2018 the Transport Agency Board approved an extension to the targeted enhanced funding assistance rate (FAR) of 85% for expenditure on LED road lighting conversion programmes from 30 June 2018 to 30 June 2021.

To be eligible for the above 85% FAR during the period of the 2018–21 NLTP, an LED conversion programme must have been approved by the Transport Agency.

Summary

The impact of the decision to offer an 85% FAR for approved LED conversion programmes for the 2018–21 three year NLTP period is summarised as follows:

1. This general circular (No 18/02) does not alter any of the basic requirements for approval of an LED conversion programme set out in general circular No 15/01 *Accelerated renewal road lighting LED conversion programmes* other than to state that the FAR for a Transport Agency approved programme, for the period of the 2018–21 NLTP, will be 85%.
2. General circulars No 15/01 and 17/03 *Increased funding assistance for accelerated renewal road lighting LED conversion programmes* will not apply after 30 June 2018. Both will be replaced by a new general circular to be entitled *Accelerated renewal road lighting LED conversion programmes - 2018-21 NLTP* which will be published by 30 June 2018.
3. Only LED conversion activity that is part of a Transport Agency approved LED conversion programme, approved as an activity in work category 324 *Road improvements*, will be eligible for the 85% FAR during the period of the 2018–21 NLTP.
4. The FAR for an LED conversion programme approved but not completed before 30 June 2018, and which the Transport Agency has agreed will be rolled forward as an approved activity into the 2018–21 NLTP, will continue at the current 85%. The details for managing the end of year reconciliation will be

² Draft Government Policy on Land Transport 2018/19 -27/28; para 144

advised shortly through a separate General Circular. Please advise as early as possible what the most likely end of year out-turn is for your current approved programme and make the necessary adjustments in TIO.

5. Any approved organisation that has planned to convert road lighting to LED, at any time during the three year 2018–21 NLTP period, and currently intends to treat that activity as *Traffic services renewals* (work category 222) is advised to work with the Transport Agency to have the activity approved as an LED conversion programme, to be funded as a *Road improvement* (work category 324) at an 85% FAR. Any LED conversion activity completed before the above changes are made will be treated as renewal and funded at Normal FAR. Approved organisations that wish to now change work categories, and FAR, for their LED conversion activity should work with Transport Agency staff to make the appropriate changes in TIO, including changes to their funding assistance requests, in anticipation of having their LED conversion programme approved and funded, not as a *traffic services renewal* but as a *road improvement* activity at an 85% FAR.
6. This enhanced FAR offer of 85% for approved LED conversion programmes will end on 30 June 2021. This cut-off will apply to all costs. Approved organisations need to particularly note that to be eligible for the 85% FAR the cost of equipment supply (including luminaire supply) will only be eligible for the 85% FAR if the equipment has been installed on or before 30 June 2021.

Attachments

There is one attachment to this general circular: new work category WC 125 Footpath maintenance

Enquiries

For enquiries relating to this circular please contact your local Transport Agency System Management Planning and Investment Advisor or email nltp@nzta.govt.nz

John Coulter

Senior Manager, Operational Policy, Planning and Performance
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New Work Category 125 Footpath Maintenance

INTRODUCTION

This work category provides for the maintenance and renewal of public footpaths and facilities associated with public footpaths, such as pedestrian network connections, including stairs, alleyways and off-road connections.

QUALIFYING ACTIVITIES

Examples of qualifying activities include, but may not be limited to:

- footpath patching and pothole repairs
- maintenance of associated facilities including signs, lighting, and hand rails/guard rails
- footpath renewals, such as resurfacing or reconstruction.

Other potential activities that are not in the above list should be discussed with the Transport Agency for eligibility.

EXCLUSIONS

This work category excludes:

- footpaths and facilities used for recreational purposes which are not eligible for funding assistance eg paths which do not connect to the wider footpath network
- footpaths and facilities that are not in public ownership or to which the public does not have full access at all times of the day, eg footpaths in parks that are closed to the public at night
- maintenance of shared pedestrian cycling paths and facilities – these are funded under Work category 124: Cycle path maintenance
- vegetation control, mowing of berms, and sweeping – these are funded under Work category 121: Environmental maintenance
- construction/implementation of new or improved shared pedestrian and cycle paths and walking facilities – these are funded under Work category 451: Walking facilities, and Work category 452: Cycling facilities.

FUNDING ASSISTANCE RATE

The usual funding assistance rate is:

- the approved organisation's [normal FAR](#),
- the approved organisation's [special purpose roads maintenance FAR](#), or
- 100% for the Transport Agency for agreed activities on the state highway network

APPLYING FOR FUNDING APPROVAL

Applications for funding approval should be made through the maintenance module in TIO.