Track Planning and Construction

General:

- All proposed routes for new public walking tracks need to be agreed by the Trust
- DOC needs to be consulted and to approve the proposed routes for these tracks
- DOC may require that the Trust obtain a report from an archaeologist and/ or consult iwi regarding some parts of proposed track routes
- All public tracks need to meet DOC day walking standards, unless agreed otherwise by DOC. (These standards may be difficult to meet in a few areas of the island where normal DOC tramping track standards may be more appropriate.)
- Small unmarked non-public walkways, eg to give access to planting areas, do not need to meet all the above criteria.

Construction:

- Track width will be as agreed with DOC, normally 0.8-1.2m, but may be wider if use is envisaged by people with baby strollers and older people
- Track gradients should ideally be no more than 10 degrees, but short sections of up to 15 degrees are acceptable
- Track construction should generally follow existing contours and avoid straight lines and kinks
- Steps should be avoided wherever possible because they restrict access for people and activities and complicate construction and maintenance activities
- The track should be constructed so that water runs off the downhill side of the track, not down the track. Therefore the track needs a slight downhill cross-track gradient
- In wet areas, a side drain can be placed on the uphill side of the track with appropriately spaced culverts placed under the track to carry the water away. The track can then have a centre crown and drain to both sides. Outside of wet areas, this design approach requires more construction work and typically also more ongoing maintenance
- Where used, side drains to be at least 200mm width across the top and 200mm deep.
- Culverts should have at least 150mm coverage below track level, extend under the full width of the walkway and any associated fill and have a minimum of a 3% fall
- When significant amounts of top soil cover the construction area, this can be spread over the adjacent area and/or used to cover areas of fill created during the track construction.

- Care needs to be taken when using fill to extend track width because this will compact with time. It is often safer to dispose of this material or, where necessary, to extend the track width by placing it behind in-ground treated side planks secured by in-ground treated wooden pegs
- Where hardening material is used, this is normally GAP 20 aggregate laid upon a well compacted base course.