

Specification for the Design, Construction and Maintenance of Cycling and Shared Path Facilities – Visual Audit Guideline

This guideline has been developed to support the NZ Transport Agency’s (NZTA) Specification for Design, Construction and Maintenance of Cycling and Shared Path Facilities.

The guideline provides guidance on interpretation of the specification for Design, Construction and Maintenance of Cycling and Shared Path Facilities and describes how these should be audited in the field.

- **Road shoulder (cycle)** conditions should enable/encourage cyclists to ride as far left as practicable.
- **Cycle lane** conditions should encourage cyclists to stay in the lane, and traffic to stay out of the lane.
- **Separated cycle path/shared path** conditions should be suitable for all ages and abilities.

A visual inspection of cycle lanes and sealed shoulders should be undertaken with the adjacent road carriageway inspections, where the facilities can be clearly seen.

For separated cycle paths/shared paths that cannot be clearly seen, a specific visual inspection is required and should be undertaken either on foot or by riding the route on a bicycle.

This guideline is intended to provide guidance and direction to anyone involved in undertaking audits/inspections included in the NOC contracts and for suppliers programming and prioritising maintenance needs on the state highway.

This document is intended as a guide to ensure a consistent minimum standard of OPM auditing. It is not intended to cover every condition situation that may arise on the network.



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1. PAVEMENT REPAIRS	Specification Reference 12.2
Defect	
The pavement repair increases the surface roughness of the cycling or shared path facility compared to the adjacent surface.	
Assessment Guideline	
Initial assessment by vehicle observer.	
Note: all defects should be recorded, including if there is multiple defects at one location (i.e. a side road intersection)	
Marginal	Defect
Limited increase in roughness of the pavement repair.	Overall increase in roughness of the pavement repair.
	

2. SURFACE DEBRIS/DETRITUS		Specification Reference 12.3	
Defect			
Loose sealing chip, slip material, dead animal. Detritus considered a safety hazard is that which is likely to cause a cyclist to lose control or have to take evasive action in a cycling or shared path facility.			
Assessment Guideline			
Initial assessment by vehicle observer.			
Note: all defects should be recorded, including if there are multiple defects at one location (i.e. a side road intersection).			
Marginal		Defect	
Approximately 500grams of loose seal chip and/or detritus in a 5 square metre area of sealed surface – warrants specific assessment		More than 500grams of loose seal chip and/or detritus in a 5 square metre area of sealed surface, would also constitute a safety hazard	
			

3. UTILITY SERVICE COVERS		Specification Reference 12.4
Defect		
That the height difference of an existing utility service lid cover and the surrounding surface exceeds 15 mm within a cycling or shared path facility.		
Assessment Guideline		
Initial assessment by vehicle observer. If necessary, a tape measure is to be used to determine the average height difference of the surface lid and surrounding surface. Note: all defects should be recorded, including if there is multiple defects at one location (i.e. a side road intersection).		
Marginal	Defect	
Height difference of 10 – 15mm between service lid and surrounding surface.	Height difference greater than 15mm between service lid and surrounding surface.	
		

4. SURFACE BUMPS	Specification Reference 12.5
Defect	
Surface bump within a cycling or shared path facility \pm 20mm lip which causes a noise, vibration or ride nuisance.	
Assessment Guideline	
Initial assessment by vehicle observer.	
If necessary, 2 metre straight edge is to be laid longitudinally along the cycle lane/path, or service cover. A rule or tape measure is to be used to determine the height of the drop.	
Note: all defects should be recorded, including if there are multiple defects at one location (i.e. a side road intersection).	
Marginal	Defect
Surface bump less than 20mm	Surface bump greater than 20mm
	

5. POTHOLES	Specification Reference 12.5
Defect	
Potholes (>100mm in diameter) in chipseal, asphaltic concrete and maintenance repairs, located anywhere across the cycling or shared path facility.	
Assessment Guideline	
Initial assessment by vehicle observer.	
If necessary, a tape measure is to be used to determine the average diameter of the pothole.	
Note: all defects should be recorded, including if there is multiple defects at one location (i.e. a side road intersection).	
Marginal	Defect
Pothole is less than 100mm in diameter	Pothole in excess of 100mm in diameter
	

6. EDGE BREAK	Specification Reference 12.7
Defect	
Fretting or breaking of the edge of a cycling or shared path facility that reduces the effective width.	
Assessment Guideline	
Assessment by vehicle observer.	
If necessary, stop and measure with measuring wheel or tape.	
Note: all defects should be recorded, including if there is multiple defects at one location (i.e. a side road intersection).	
Marginal	Defect
Edge break forming	Edge break encroaching into a shared path
	

7. VEGETATION	Specification Reference 12.8
Defect	
<p>Overgrown shoulder vegetation. Overgrown vegetation blocking forward sight visibility to signage and/or overgrown verge vegetation, tree limbs within clear vegetation zone.</p> <p>Note: all defects should be recorded, including if there is multiple defects at one location (i.e. a side road intersection).</p>	
Assessment Guideline	
Initial assessment by vehicle observer	
Marginal	Defect
Vegetation close to 300mm in height – warrants specific assessment (using rising plate meter)	Vegetation growing within the sealed surface
