







## Footpath Surfaces

Surfaces	Advantages	Disadvantages	Design Issues
<p><b>Concrete</b></p> 	<ul style="list-style-type: none"> <li>• Require minimum ongoing maintenance.</li> <li>• Services trenches harder to retrofit.</li> <li>• Concrete provides longest service life.</li> <li>• Permeable concrete surface reduces stormwater runoff and recharges groundwater.</li> </ul>	<ul style="list-style-type: none"> <li>• Concrete with Portland cement content has a high carbon footprint, although lower impact substitutions are available.</li> </ul>	<ul style="list-style-type: none"> <li>• Texture with a broom finish (perpendicular to the direction of travel) to enhance friction and improve drainage.</li> <li>• May be painted if skid resistance requirements are met.</li> <li>• Joints between units shall be less than 13 mm.</li> </ul>
<p><b>Asphalt</b></p> 	<ul style="list-style-type: none"> <li>• Surface can easily be reinstated if removed.</li> <li>• Any maintenance is inexpensive.</li> </ul>	<ul style="list-style-type: none"> <li>• Asphalt could be confusing for pedestrians as it is associated with a 'road' surface.</li> <li>• Asphalt can 'sink' and produce protrusions, especially at kerbs.</li> <li>• Asphalt could be easily damaged if driven on.</li> </ul>	<ul style="list-style-type: none"> <li>• May be painted if skid resistance requirements are met.</li> </ul>
<p><b>Unglazed stone pavers and bricks</b></p> 	<ul style="list-style-type: none"> <li>• Highly decorative.</li> <li>• Easy to replace if damaged.</li> <li>• Easy to reset if displaced.</li> <li>• Can protect and accommodate tree roots, compared to concrete/asphalt construction.</li> </ul>	<ul style="list-style-type: none"> <li>• Small units can move independently and create a trip hazard.</li> <li>• Can be difficult to maintain crossfalls.</li> <li>• Can cause vibration to users.</li> <li>• Some pavers or joints are susceptible to moss.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider stamped or stained concrete instead.</li> <li>• Joints between units shall be less than 13 mm and shall be packed with a filler so that heels do not get caught.</li> <li>• Needs a firm base (preferably concrete).</li> <li>• Ensure good installation and regular maintenance to prevent moss growth and minimise/reset displaced pavers.</li> </ul>

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<p><b>Glazed stone pavers and bricks</b></p> 	<ul style="list-style-type: none"> <li>• Highly decorative.</li> <li>• Easy to replace if damaged.</li> <li>• Easy to reset if displaced.</li> <li>• Can protect and accommodate tree roots, compared to concrete/asphalt construction.</li> </ul>	<ul style="list-style-type: none"> <li>• Small units can move independently and create a trip hazard.</li> <li>• Can be difficult to maintain crossfalls.</li> <li>• Can cause vibration to users.</li> <li>• Some pavers or joints are susceptible to moss.</li> <li>• Slippery when wet, in some areas this aspect has deterred people from walking there.</li> </ul>	<ul style="list-style-type: none"> <li>• Joints between units shall be less than 13 mm and shall be packed with a filler so that heels do not get caught.</li> <li>• Needs a firm base (preferably concrete).</li> <li>• Ensure good installation and regular maintenance to prevent moss growth and minimise/reset displaced pavers.</li> </ul>
<p><b>Split face stone, cobblestones</b></p> 	<ul style="list-style-type: none"> <li>• Highly decorative.</li> <li>• Provides a tactile cue for visually impaired people as part of delineating edge of traffic zones.</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to negotiate for many people, particularly when wet or covered in leaves.</li> <li>• Prone to moss and weed growth.</li> </ul>	<ul style="list-style-type: none"> <li>• Avoid use in the through route.</li> <li>• Can be used to delineate places to walk, and within other areas of the footpath.</li> </ul>
<p><b>Loose Surfacing, such as gravel or lime</b></p> 	<ul style="list-style-type: none"> <li>• Inexpensive to install.</li> <li>• Can be aesthetically pleasing.</li> <li>• Reduces stormwater runoff and recharges groundwater.</li> <li>• Can fit well in 'rural' environments.</li> <li>• Can protect and accommodate tree roots, compared to concrete/asphalt construction.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not meet the requirement for a firm and stable surface, especially during winter.</li> <li>• Can cause severe problems for many people if not well compacted.</li> <li>• Requires significant maintenance commitment.</li> <li>• Prone to weeds.</li> </ul>	<ul style="list-style-type: none"> <li>• Avoid use in the through route unless there is an extremely high aesthetic justification (such as in a reserve).</li> <li>• Use to manage vegetation and street trees only (and take measures to prevent materials spilling into the through route)</li> </ul>