

**ASSET MANAGEMENT OPERATIONAL PLAN
FOR
COMMUNITY PATHS
IN THE ACT
2010**



**ROADS ACT
STRATEGIC ASSET MANAGEMENT UNIT**

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1. Introduction

The “Asset Management Plan for Community Paths” is an internal document which supports the broader “Roads ACT Asset Management Plan”.

This plan provides a detailed description of how Roads ACT defines the level of service in relation to community paths and the policies and issues for the maintenance of community paths.

In the Australian Capital Territory, pedestrians, mobility scooters and cycles are permitted to use the community path network. Roads ACT does not refer to paths as footpaths or cycle paths as the whole community has access to and use of the path network.

1.1. Background

The ACT consists of 106¹ suburbs with gazetted boundaries. As at 30 June 2007² the ACT population was estimated at 339,865. It is projected that by 2014 the population will increase to approximately 348,550³.

As at 01 August 2009 the ACT community path network consists of approximately 2,342 km of community paths and cycle paths totalling an area of about 3,430,000 sq.m⁴ as well as 545,528 sq.m⁴ of paved areas typically located in shopping areas.

In 2006/07 maintenance was carried out on 93,146 sq.m⁴ of community paths throughout the ACT (Including the mechanical grinding of 2,129 sq.m of uneven or cracked paths constituting trip hazards of up to 35 millimetres.).

1.2. History

The Roads ACT Strategic Asset Management Plan, 2004/07, notes that an additional minimum funding level of \$4 million per year commencing in 2005/06 over the following five years was needed to address the community paths maintenance backlog of \$14-\$20 million. *Figure 1* indicates the expenditure levels from the 1997/98 financial year to 2009/10. Additionally, community paths asset valuation at 30 June 2004 was \$118.6 million, as at 30 June 2008 it has increased to \$236.3 million⁵. The asset replacement value information in *Figure 2* is determined from the square area construction costs derived from Rawlinson's Construction Handbook multiplied by the total area in the department's Integrated Asset Management System (IAMS). The spike in community path valuation is due to the increase in asset inventory when transferred to IAMS.

Community paths, for simplicity of financial calculations, are depreciated along a straight line, with an asset depreciation life of 40 years⁷. It is predicted that the average footpath age would reach 50 years by 2030, which is the maximum useful life of asphalt and concrete footpaths⁸. These facts indicate that, in order to improve the current footpath network performance, the rate of rehabilitation would need to be significantly increased from 1% to 2% per annum.

¹ ACT Planning Authority

² Australian Demographic Studies – June quarter 2007 (ACT Treasury)

³ Strategic Plan for Community paths, Roads ACT, 8.1

⁴ TAMS CIS Asset Management Services

⁵ TAMS Strategic Finance

⁶ Strategic Asset Management Plan 2004-07

⁷ International Infrastructure Management, Version 2, 2002, page 3.123

⁸ As quoted in the International Infrastructure Management Manual Ver. 2.0 - 2002

1.3. Off-road and On-road Bicycle Network

The off road bicycle network is developed and upgraded in accordance with the Government's bicycle policies and strategies. The expansion and integration of the on-road bicycle network continues to be carried out through the Road ACT Capital Works and Roads Reseal Program.

Details for the On-Road Cycling Policy may be found at:
<http://www.tams.act.gov.au/move/cycling/onroadcycling>

Figure 1

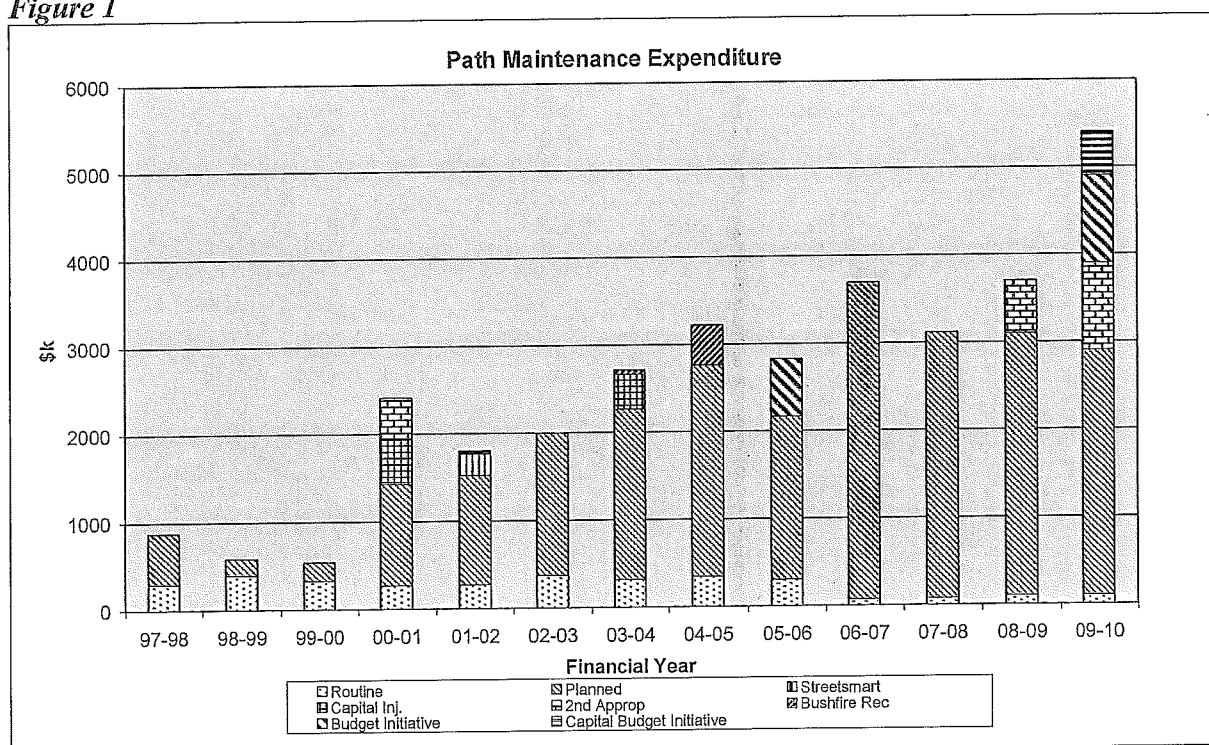
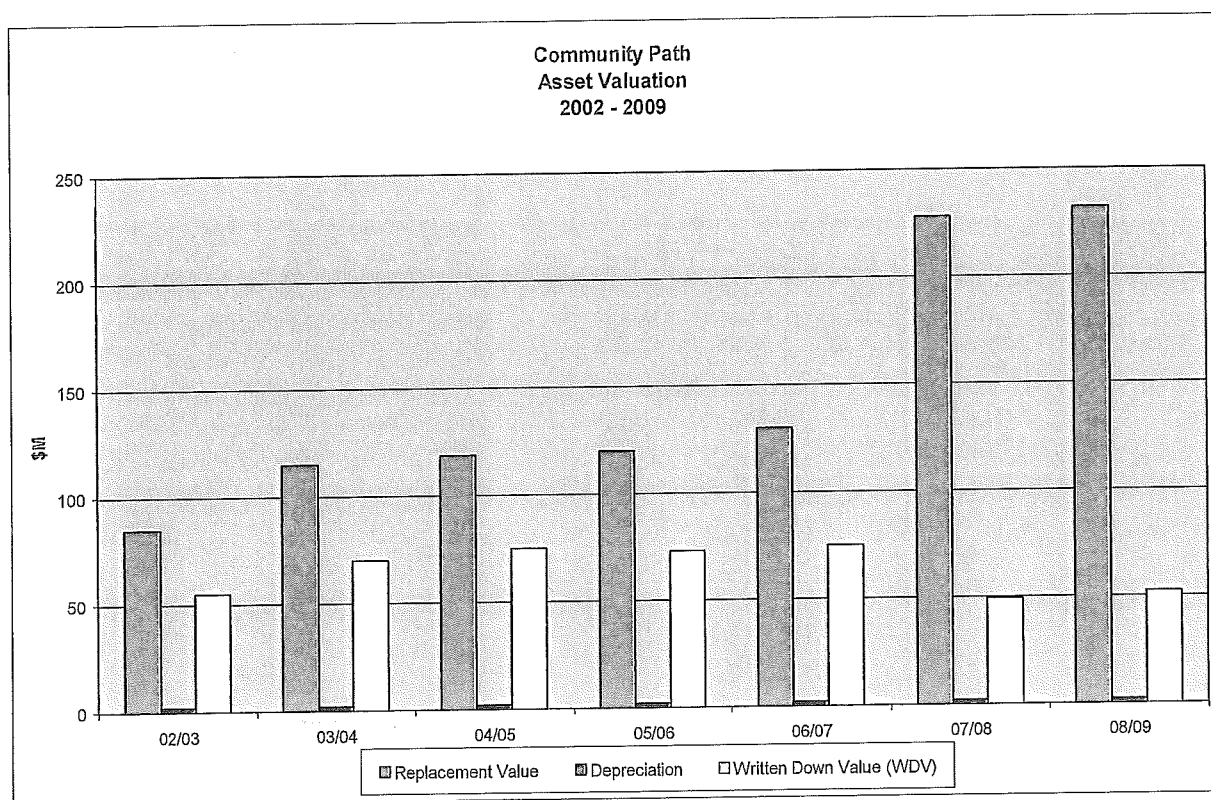


Figure 2



1.4. Legislative requirements

The following legislative requirements influence the planning, design, construction, operation and maintenance of the community path network.

- *ACT (Planning and Land Management) Act 1988;*
- *ACT Government Procurement Act 2001;*
- *Environment Protection Act 1997;*
- *Freedom of Information Act 1989;*
- *Heritage Act 2004;*
- *National Environment Protection Council Act 1994;*
- *Planning & Development Act 2007;*
- *Planning & Development Regulations 2008;*
- *Road Transport (Safety and Traffic Management) Act 1999;*
- *Roads and Public Places Act 1937;*
- *The Territory Plan 2008;*
- *Territory Records Act 2002;*
- *ACT Utilities Act (2000) (and subsequent amendment to include storm water and streetlights)*
- *Occupational Health & Safety Act 1989; (as amended)*
- *Waste Minimisation Act 2001.*

2. Duties and Responsibilities

Roads ACT maintain the network of community paths utilising the recurrent maintenance program. Missing links within the path network are constructed through capital upgrade programs on a priority basis within the available funding. Roads ACT, Strategic Asset Management Unit (SAM), are responsible for the planned inspections and condition assessment of the existing community paths whereas, Roads ACT, Roads Maintenance Services (RMS), is responsible for the delivery of the community path maintenance.

Roads ACT acknowledges the importance of risk management in the delivery of timely, quality and cost effective services to the ACT Community.

Roads ACT maintains and adheres to the established risk management policy to meet three core objectives, being to:

- Continuously promote a proactive risk management culture;
- Identify the nature, likelihood and consequences of risk exposure; and
- Integrate risk analysis in decision making.

The Territory and Municipal Services Risk Management Policy is based on the Australian Standard for risk management (AS/NZS4360:1999). Community paths have been identified through the amount of claims received to be the biggest single risk to Roads ACT and the ACT Government. For the period 1996/97 – 2008/09 Roads ACT received 1,236 claims for compensation regarding public assets. Footpaths, pedestrian paving and the off-road bicycle network account for 544 claims (44.01%) totalling settled compensation payouts in excess of \$3 Million¹. Note: This figure excludes the active claims liability which totals around \$5 Million.

¹Compensation Claims 1996 – 2006, Traffic Management and Safety + updates, Roads ACT, TaMS

2.1. Roads ACT Objectives Policy

2.1.1. Key Stakeholders

The ACT government and the ACT community are the key stakeholders for the community paths network.

2.1.2. Key Outcome areas

- Reduction in risk to asset users
- Increased community use of amenity
- Reduce Maintenance backlog
- Improved inspection regimes based on Community Path hierarchy and Assessment Criteria and Repair Methodology²
- Funding to allow rehabilitation of 2% Community paths annually¹
- Minimise risk of litigation

2.1.3. Sustainable Transport Plan

The plan sets out to increase the use of sustainable transport modes (walking, cycling and public transport)

Sustainable Transport work trips	Percent of all trips
2001	13
2011	20
2026	30

The Sustainable Transport Plan aims to increase the walking mode share from 4.1% in 2001 to 7% in 2026, over the same period it is aimed to increase cycling's mode share from 2.3% to 7%.

For additional information refer to the following link:

http://www.tams.act.gov.au/move/sustainable_transport_plan_actions/sustainable_transport_plan

3. Roads ACT Policies, Framework and Strategies

- Strategic Asset Management Plan 2004- 2007 and subsequent reviews provide the broad framework for managing Roads ACT assets.

For additional information refer to the following link:

http://www.tams.act.gov.au/_data/assets/pdf_file/0003/41880/Asset_Management.pdf

This document provides a detailed description of the current and desired maintenance and inspection levels of service for community paths (Part 2.5.7).

The following documents provide guidance for the design and construction of community paths.

- ACT Design Standards for Urban Infrastructure – Part 04, Verge design;
- ACT Design Standards for Urban Infrastructure – Part 13, Pedestrian and cycle facilities;
- Standard specification for urban infrastructure works – Section 6, Minor concrete;
- Standard specification for urban infrastructure works – Section 4, Flexible pavement, and
- Standard specification for urban infrastructure works – Section 12, Segmental Paving

¹Strategic Asset Management Plan, 2004-07, 4.6.6.1

²Strategic Plan for Community paths, Roads ACT, 2004-07

For additional information refer to the following link:

http://www.tams.act.gov.au/work/standards_and_procedures

- ACT Bicycle Guidelines – On-Road Cycling Policy provides for the provision of on-road cycling lanes via the resurfacing of and capital works programs.

For additional information refer to the following link:

<http://www.tams.act.gov.au/move/cycling/onroadcycling>

3.1. Asset Provision Policy (The Territory Plan)

The requirement for the provision of paths in urban street reservations, around shopping centres and schools is indicated in the ACTPLA Territory Plan 2008. Generally paths are required where traffic volumes exceed 300 vehicles per day.

For additional information refer to the following link:

<http://www.legislation.act.gov.au/ni/2008-27/current/default.asp>

(Part 16 Development Codes, Part B1 Element 3 & Table 4)

The community path network is provided in accordance with the need to encourage walking and cycling, opportunities to link open space networks and community facilities, and cyclist and pedestrian safety.

4. Provision of new paths

4.1. Gifted Assets

Footpaths provided by the Land Development Agency (LDA) and Private Land Developers as parts of the development of sub-divisions and brown field/in-fill developments are gifted to, Department

Territory and Municipal Services. The Asset Acceptance Section inspects and accepts the paths and in turn passes the asset to Roads ACT.

4.2. Our own built Assets

Requests from the community to provide missing links in the paths network are actioned by Roads ACT SAM using the Roads ACT capital upgrades program, funded through the Sustainable Transport Initiatives. Works are undertaken in accordance with the Sustainable Transport Plan objectives to increase the transport modes of cycling and walking in the ACT. These works are prioritised based on three criteria;

- a) the traffic volume using the street (formerly ACTCODE),
- b) Expected pedestrian / cycle traffic mix and
- c) Desire Line.

Each criterion includes a priority range to assist with prioritisation (see Appendix 3 of this document).

The ACTCODE manual is no longer in use and has been superseded by the current Territory Plan. The document *"Assessment for the construction of new paths"* will be updated to address these changes in the future.

5. Maintenance of community paths

5.1 Introduction

The following information is primarily given to provide a broad overview of the requirements for maintenance of the community path network.

Roads ACT, has implemented a systematic inspection and repair of the community path network within the ACT. All suburbs are given a ranking based on the frequency of use and pedestrian mix, higher usage areas receive early treatment followed by suburbs with less usage and so on. In time it can be expected that all suburbs will have been systematically inspected and repaired. The most common form of repair is placement of cold mix and the mechanical grinding of concrete trips.

Based on frequency of use, past compensation claims, and pedestrian generators such as shopping centre precincts, Strategic Asset Management identified 26 suburbs as high replacement priorities. An effective replacement program was developed and implemented targeting defects in these suburbs. Other community paths located within the Territory are inspected and scheduled for replacement on a reactive basis.

For a list of the 26 suburbs please refer to Appendix 1.

5.2 Recording of attributes and location

- IAMS (Integrated Asset Management System) electronically records the path location and attributes and any defects.
- Path Type - Concrete
- Bitumen
- Segmental paving etc
- A mixture of the above
- Dimensional Information
- Length and width (Footpath and Cyclepath)
- Area (shopping precincts)

5.3 Asset Inspections

5.3.1 Reactive

Requests for service received from members of the public are inspected and scheduled for repair on a case by case basis. The Department of Territory and Municipal Services Community Engagement Policy, and the Customer Service Charter are integral in dealing with requests for service and/or complaints from members of the public.

For additional information refer to the following link:

http://www.tams.act.gov.au/live/about_our_department/the_organisation/customer_service_policy

5.3.2 Planned Inspections

The 26 suburbs identified as high needs pedestrian areas have a planned inspection program which is prioritised depending on existing levels of service and budget availability. Elements within an individual suburb will be scheduled for different frequencies of inspections based on Table A. Defects are recorded in IAMS (see section 5.2) and scheduled in accordance with the assessment criteria and repair methodology for concrete paths. This program will be extended to include other identified suburbs with higher risk pedestrian networks when budgetary constraints allow.

An inspection is also conducted with the grinding program to identify and record defects which cannot be treated by grinding and which require replacement.

Table A below identifies the priority and frequency of inspection of the community path facilities within the 26 identified suburbs.

Table A

Location	Priority	Frequency of Inspection	Extent of Inspections
City Centre Civic	1	Every 1 year	Civic Precinct
Town Centres Woden Belconnen Tuggeranong Gungahlin	2	Every 2 years	Town Centre Precincts
Community Facilities Hospitals Nursing Homes Aged Care Facilities Hospices Schools Entertainment Facilities	2	Every 2 years	To other frequently accessed Facilities
Group Centres Braddon Phillip Dickson Belconnen Erindale Jamison	3	Every 3 years	To Centre Boundaries
Local Centres Local suburban shops offering limited shopping facilities	3	Every 3 years	To Centre Boundaries
Industrial Centres Fyshwick Mitchell	3	Every 3 years	To Centre Boundaries
Cyclepaths	3	Every 3 years	Entire Length
Residential Areas	4	Every 4 years	All Suburban Areas

Table B below provides the Intervention level and repair methodology for concrete paths.

Table B

For Concrete Path

Defect	Intervention Level	Repair Method
Trips	15-35 mm trips along linear discontinuities	Grinding
	Trips > 35 mm trips along linear discontinuities	Panel Replacement (or part of)
Slab Damage	Irregular cracking with >15 mm of vertical displacements	Panel Replacement (or part of)
	Loose, spalling or broken panels > 15 mm width	
	Ramping > 50 mm	
	Subsidence causing significant water ponding with some safety implications	
	Tree roots (if PCL advice that roots are non removable)	Remove and realign footpath
	Tree roots (if PCL provide approval to remove roots)	Cut Roots and replace segments, request reinforcing into slab

Table C below provides the Intervention level and repair methodology for paths constructed with pavers.

Table C

For Pavers

	Intervention Level	Repair Method
Pavers Damage	Loose, broken or missing pavers	Replacement, or re-bedding
	Individual paver vertical displacement > 15 mm	
	Subsidence causing significant water ponding with some safety implications	
	Slippery pavers	
	Tree roots (if PCL advice that roots are non removable)	Remove and realign footpath
	Tree roots (if PCL provide approval to remove roots)	Cut Roots and replace segments,

Table D below provides the Intervention level and repair methodology for Asphalt paths.

Table D

Asphalt Paths

	Intervention Level	Repair Method
Pavement Cracking	Extensive singular cracking of width >15 mm with little or no vertical displacement	Crack sealing
	Significant length of weed infested pavement cracks causing water ponding	Weed poisoning and removal, and crack sealing
Pavement Damage	Cracking with vertical displacements > 15 mm	Pavement reconstruction/Overlay
	Shoving / undulations > 50 mm vertical displacement (as per 1.2 m straight edge)	
	Subsidence causing significant water ponding with some safety implications	
	Potholes > 25 mm	
	Tree roots (if PCL advice that roots are non removable)	Asses height, Overlay and key into existing path or remove existing AC and realign footpath
	Tree roots (if PCL provide approval to remove roots)	Cut Roots and replace AC, key into existing path

5.4 Intervention criteria.

Refer to Tables B, C, and D at Section 5.3.2 of this document.

5.5 Repair methods.

Refer to tables B, C and D at section 5.3.2 of this document.

5.6 Works Orders & closing out IAMS

Defects and treatments are raised by SAM, and tracked in the Integrated Asset Management System (IAMS). RMS manages the repairs and issues Works Orders, on completion of maintenance treatments, Works Orders are closed off within IAMS which also closes of the defects. Information is retained in IAMS for further reference as required.

5.7 Capital Works Upgrade Program

New paths in existing areas are funded from the Sustainable Transport Initiatives (cycle and pedestrian facilities) Program.

An assessment criterion for prioritising the construction of new paths in existing suburbs has been developed. The criteria can be found at Appendix 3.

5.8 Capital Works by others

Shopping centre precinct upgrades are managed by Parks Conservation and Land, Department of Territory and Municipal Services.

5.9 Gifted Assets

The Asset Acceptance section within the Land Management and Planning Division of the Department of Territory and Municipal Services undertakes the initial approval, final inspection and acceptance of new community path assets from the LDA and developers.

6. Other

6.1 Heritage registered assets

A key element of the ACT Heritage Legislation is to:

“Establish a system for the recognition, registration and conservation of natural and cultural heritage places and objects, including Aboriginal places and objects.”

In heritage places and precincts the replacement or maintenance of paths requires the continuation of the look and feel of the area, so materials (concrete/bitumen etc) need to be replaced with similar material and dimensions. Works in these areas listed in the Heritage Register require approval from the Heritage Unit.

For additional information refer to the following links:

http://www.tams.act.gov.au/live/heritage/act_heritage_register

http://www.tams.act.gov.au/_data/assets/pdf_file/0003/13494/actheritagelegislationwhatyouneedtoknow.pdf

6.2 Designated Land (National Capital Planning Authority)

Community paths within the National Capital Authority (NCA) managed land area is owned and maintained by the NCA.

Section 10 of the ACT (Planning and Land Management) Act 1988 provides that the National Capital Plan may specify areas of land that have the special characteristics of the national capital to be Designated Areas. The Plan may set out detailed conditions of planning, design and development, and priorities for these areas. Some ACT Government assets are within Designated Areas.

For additional information refer to the following link:

http://www.nationalcapital.gov.au/corporate/publications/annual_reports/2006-2007/glossary.asp

6.3 Paths That Roads ACT Has Responsibility For

Roads ACT responsibilities terminates at the property boundary line. All maintenance responsibilities for paths located within internal leased areas remain the responsibility of the owner/lease holder of the land. Roads ACT does not maintain paths in the following areas; ANU, Canberra University, Defence land, Department of Education, Department of Health, Commonwealth land, National Parks and private leases.

7. Risk Management Model

7.1 Introduction

'Risk arises out of uncertainty. It is the exposure to the possibility of such things as economic or financial loss or gain, physical damage, injury or delay, as a consequence of pursuing a particular course of action. The concept of risk has two elements: the likelihood of something happening and the consequences if it happens.' (MAB/MIAC Report 22, page ten, October 1996)

The Territory and Municipal Services (TAMS) Risk Management Framework is based on the Australian and New Zealand Risk Management Standard AS/NZS 4360. This policy is to be used in conjunction with risk management obligations required under relevant legislation.

7.2 Objective

TAMS maintain a risk management framework to meet three core objectives, being:

- Risk management is the responsibility of all executives, managers and employees;
- It is integrated into all business activities and systems; and
- It is based on the Australian/New Zealand Standard for Risk Management (AS/NZS 4360:2004)

The following link is to the TAMS Risk Management Framework on the Intranet
http://tamsintranet.act.gov.au/data/assets/pdf_file/0014/3047/TAMS_Risk_Framework_2_0.pdf

8. Levels of Service

The Roads ACT Strategic Asset Management Plan 2004/07, section 2.5.7 provides information regarding the desired levels of service. See Appendix 2

8.1 Intervention levels

Intervention levels have been set based on frequency of use, past compensation claims, and pedestrian generators such as shopping centre precincts and may be found at:

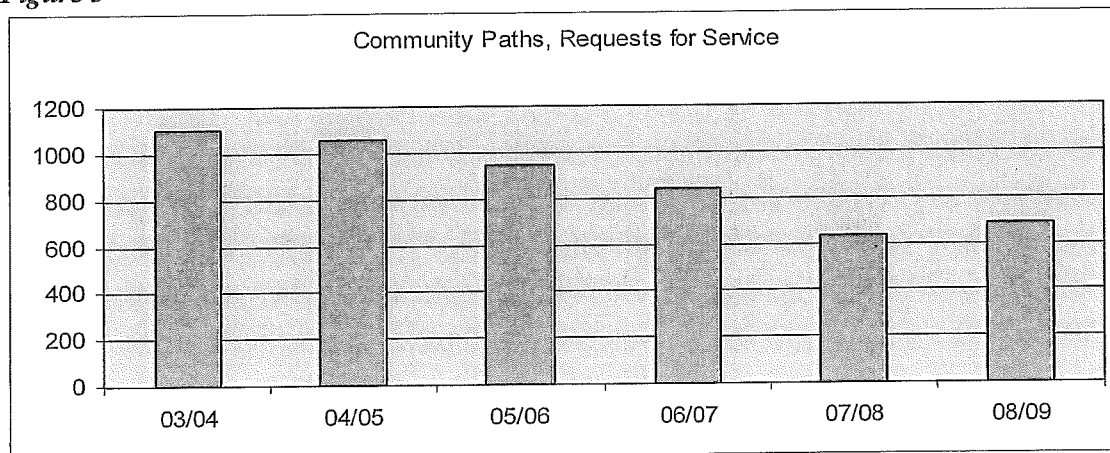
- Roads ACT Strategic Asset Management Plan, 2004/07, Table 11, Community Paths Level of Service, and,
- Assessment for the construction of new paths. Appendix 3

8.2 Customer Research and Expectations

Customer Expectations have changed over recent years with the number of requests for service or complaints decreasing steadily. However Artcraft Customer Satisfaction Survey results indicate that satisfaction levels have been decreasing since 2003 and stand at 48.1% satisfaction for footpaths and 63.3% for cycle paths as at March 2006. Due to changes in collection methodology it is no longer possible to isolate satisfaction levels against community paths. See Appendix 4 Table 1

Increased funding (\$4 million over three years commencing 2004/05) was secured for routine and planned maintenance for community paths. Refer to *Figure 1* at 1.3 of this document. Requests for service regarding the maintenance of community paths have reduced with the increase in funding.

Figure 3



8.3 Desired Level of Service

Members of the public have an expectation that they will be able to walk or ride from place to place on paths in safety. It is anticipated that paths will;

- a) be free of trip hazards,
- b) water will drain from the path,
- c) the surface of the path will not be slippery,
- d) the path will be wide enough to allow people to pass without leaving the path,
- e) obstructions such as trees will not protrude across the path,
- f) the path will be free of debris such as broken glass, gravel deposited from storms, etc,
- g) not be excessively steep in grade,
- h) be repaired in a reasonable timeframe once defects are marked,
- i) reasonable site distance will be provided, and
- j) paths will be safe for people to use without fear of being attacked.

The following extract from *TaMS Satisfaction and Outputs Survey 2007* provides an insight to the current level of customer satisfaction regarding community paths:

Footpaths:

The many criticisms about the design and state of footpaths (or lack of them) in newer suburbs can be summed up by the following suggestions:

"Pretty hard pushing a stroller through the mud after the recent rain, they should seal the footpaths (Gungahlin)."

"Outside some of the rows of semis, they have put in parking bays and just left the footpath between as packed dirt rather than cementing it over or planting grass. Consequently months later it's covered in patches of ugly weeds and the dirt turns to sticky clay mud when it rains."

Apart from the solutions implicit in a number of the above comments, the following suggestions were made in terms of expectations for maintenance:

They should get out of their vehicles and physically walk along every footpath every month, and fix everything they find as they go.

I don't know, they've let it go so badly maybe there is nothing they can do now, except do like they do now, either a band-aid fix or bugger all.

They shouldn't be asking us, they know what to do, they just aren't doing it.

It is hard to report things, I went in to try and report something the other day on the Internet to Canberra Connect, there were all these different options, but I couldn't find one for broken streetlights. I submitted it under something, but haven't heard from them and the lights are still not fixed a week later. (Similar issues may be experienced when reporting paths defects).

9. Lifecycle Management

Roads ACT are responsible for the maintenance of 4,000,000 m² of community paths (footpaths and cyclepaths). 60 % of the asphalt and concrete paths network will reach or exceed the expected life span of 50 years by 2030. The existing inspection systems are expected to identify areas where path replacement is required.

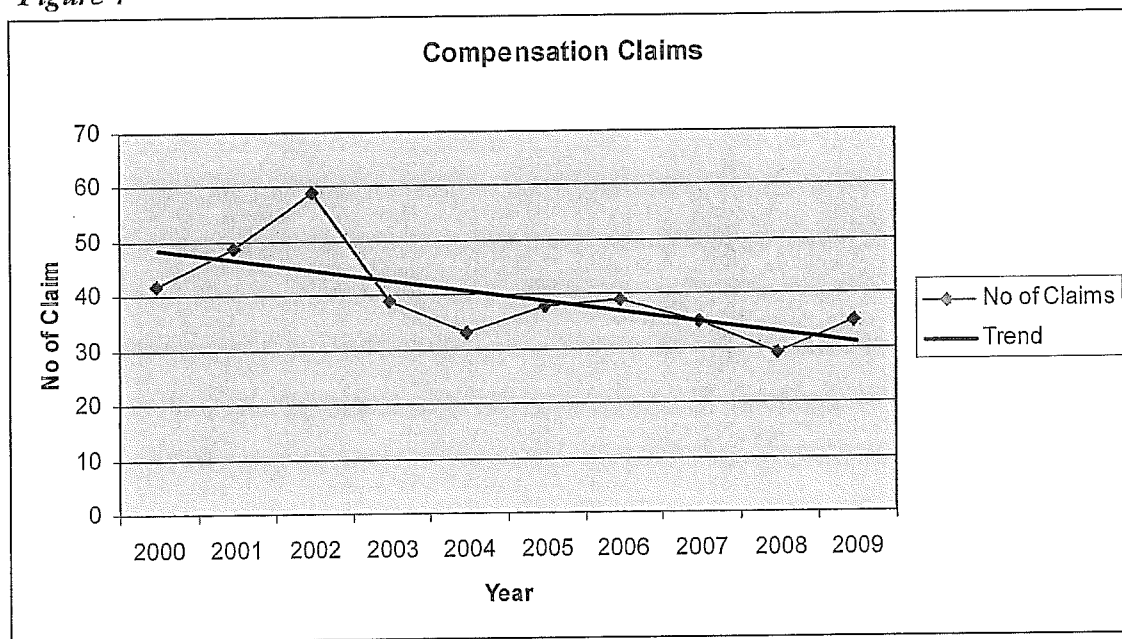
9.1 Community path asset condition

Roads ACT **are unable to** measure the **detailed** condition of the whole path network but there are a number of factors that indicate the ongoing condition of the footpath network.

- a) Reduced numbers of request for service indicate that the condition of the footpath network is improving. (See Figure 3 at 8.2)
- b) A drop in the number of claims for compensation for injury on paths in the longer term will also indicate an improving path network condition (See Figure 4 page 16).
- c) A rise in satisfaction levels of the community satisfaction survey would be an indicator or improved path network condition.

Roads ACT are targeting the high use paths, locations where significant numbers of compensation claims have resulted and areas where there is a high number of elderly persons using the paths as areas for inspection and repairs. This strategy is providing the best impact for the available maintenance funding.

Figure 4



10. Plan Improvement & Monitoring

Internal Monitoring

- Sections 4.1, 4.2, 4.3.2, and 7.3 of this report provide information relevant to Internal Monitoring

Periodic Review

- This document is to be reviewed every two years, the next review will be undertaken in 2012.

APPENDIX 1

Community Paths Maintenance, 26 Priority Suburbs

ACTON
BARTON
BELCONNEN
BLACK MOUNTAIN PENNINSULA
BRADDON
CITY
CONDER
DICKSON
FYSHWICK
GREENWAY
GRIFFITH
GUNGHALIN
HOLT
HUGHES
KINGSTON
MACQUARIE
MAWSON
MITCHELL
PARKES
PHILLIP
REID
RUSSELL
TURNER
WANNIASSA
WESTON
YARRALUMLA

APPENDIX 2

Community Paths Level of Service

The community paths level of service are based on the systematic repair of all paths and planned replacement in the 26 suburbs identified as having high needs, and replacement in of other area's as requested by the public

Issue/Attribute	Service Standards
Response Time:	
Very High to Extreme Risk - A high danger to the user, will cause damage to persons/property	Repair within 1 business day (after initial inspection)
High Risk - A potential hazard in an area of frequent use by pedestrians.	Repair within 3 business days (after initial inspection)
Low to Medium Risk – Problems identified in low use areas.	Repair within 7 business days (after initial inspection)
Very Low risk and the replacement of the above repairs	Replace within 180 days (after initial inspection)

APPENDIX 3

PATH PRIORITY TABLES

ACTCODE Warrant Ranking		Community Facility Warrant Ranking		Desire Line (Goat Track) Warrant Ranking	
1.	High Priority A10	Exceeds the ACTCODE criteria of 1000 vehicles per day or ministerial direction	1.	High Priority D10	Clearly well trafficked desire line
2.	High Priority A8	Both side of the road for bus routes (ACTCODE criteria)	2.	Medium Priority D6	Poorly trafficked desire line
3.	Medium Priority A6	One side of the road where traffic exceeds 300 vehicles per day (ACTCODE criteria)	3.	Low Priority D0	Well trafficked but desire line not appropriate
4.	Low Priority A0	Does not meet ACTCODE criteria	4.	Low Priority D0	No observed desire line
			5.		
			6.		
Assessment of ACTCODE Warrant as per section described above		Linking of existing paths to be assessed based on pedestrian generation facilities on the immediate path network		Assessment of Desire Line warrant as described above	

Note: Scores are denoted in bold under the priority. e.g. A6
The complete document is located at [Assessment for construction of new paths in existing suburbs final report version 1.pdf](#)

APPENDIX 4
TABLE 1

ARTCRAFT RESULTS SUMMARY

The following is a summary of survey satisfaction levels regarding community paths.

The results provided are for the % of the surveyed community who have rated the performance satisfactory to excellent (6 to 10).

<i>ACTIVITY</i>	<i>Dec 2003 %</i>	<i>March 2004 %</i>	<i>June 2004 %</i>	<i>Sept 2004 %</i>	<i>Dec 2004 %</i>	<i>March 2005 %</i>	<i>Jun 2005 %</i>	<i>Sept 2005 %</i>	<i>Dec 2005 %</i>	<i>March 2006 %</i>
Maintenance of Footpaths	60.6	55.2	51.1	57.5	54.3	50.3	47.4	49.6	47.6	48.1
Maintenance of Bicycle paths	75.9	71.1	73.7	83.4	71.8	64.8	61.3	66.4	63.2	63.3
Provision for on-road cycling	73.6	76.3	77.4	73.3	70.6	63.5	69.8	61.6	63.0	64.2

TABLE 2

ACT Road Safety Campaigns, Strategy, and Roads Management

	<u>Satisfied</u>		<u>Trend</u>
	Nov/Dec 2007	Apr/May 2008	
Roads Management			
The management of the construction and maintenance of roads, footpaths and cycle lanes	77%	69%	Declining satisfaction
The management of the traffic infrastructure such as traffic lights, street lights	84%*	88%	Positive upward shift
The management of (temporary) road closures	84%*	90%	Positive upward shift



Guidelines for community path repairs and maintenance

Footpaths and cycle paths (referred to as community paths) are provided to assist the community with walking and cycling activities. As at 30 June 2012, there was 2,533 kilometres of community paths in the ACT (2,190 kilometres of footpaths and 343 kilometres of off-road cycle paths). Community paths can be used by pedestrians, cyclists and motorised mobility devices (electric wheelchairs and mobility scooters/buggies that cannot travel over 10 kilometres per hour).

Community paths are repaired and maintained by Roads ACT. Damage to community paths mainly arise from aging infrastructure, vehicle overrun or through tree roots lifting the paths.

Requests to repair community paths are received from the public through Canberra Connect on 13 22 81 or via the ACT Government's online service 'Fix My Street' which is available at www.canberraconnect.act.gov.au. Requests are forwarded to Roads ACT who endeavour to inspect the path within three working days of receiving the request. Once the path has been assessed it is entered into Roads ACT's asset management database system for repair and or replacement.

Any urgent requests that may pose an extreme safety risk to the public are repaired within one business day after the initial inspection. High risk paths are repaired within seven business days after the initial inspection. Path replacements are packaged into contract works and contracts are awarded progressively over the financial year. It can take between three to 12 months for replacement requests to be addressed depending on the priority, the location and whether the existing paths are safe and serviceable.

Emergency repairs are generally carried out using cold mix (a form of asphalt) to remove or reduce the defect to an acceptable level. For example, where there is a trip hazard, cold mix is placed in front of the trip to make a small ramp. Alternatively, the method of grinding can be used to remove small trip hazards. These methods provide interim repair and allow Roads ACT to replace the path (if needed) in a future path replacement contract package.

Roads ACT has a number of staff that regularly inspect the condition of road assets, including community paths and pedestrian areas. Inspections focus on areas with high pedestrian usage. Priority for inspections is given to community paths within city and town centres followed by group centres, community facilities (such as hospitals, schools and retirement facilities), local centres and cycle paths. Other suburban areas are only inspected upon receiving a request from the public.

Community path intervention levels

The following table provides details on the intervention level (at what stage Roads ACT will carry out work) and the type of repair method employed for the various types of path material.

Concrete Path Defects	Intervention Level	Repair Method
Trip hazard	15-35 mm trips within the path	Grinding
Trip hazard	Greater than 35 mm trips within the path	Panel replacement (or part of)
Slab damage	Irregular cracking with 15 mm or more of height change	Panel replacement (or part of)
Slab damage	Loose, multiple cracking or broken panels greater than 15 mm width	Panel replacement (or part of)
Slab damage	Uneven surface (lifting) greater than 50 mm over a panel	Panel replacement (or part of)
Slab damage	Subsidence causing significant water ponding with safety implications	Panel replacement (or part of)
Slab damage	Tree roots (if Parks and City Services advise that roots are non removable)	Remove and realign footpath
Slab damage	Tree roots (if Parks and City Services provide approval to remove roots)	Cut roots and replace segments, request reinforcing into slab

Paver Defects	Intervention Level	Repair Method
Pavers damage	Loose, broken or missing pavers	Replace or re-bed
Pavers damage	Individual paver level change greater than 15 mm	Replace or re-bed
Pavers damage	Sinking causing significant pooling of water with some safety implications	Replace or re-bed
Pavers damage	Slippery pavers	Replace or re-bed
Pavers damage	Tree roots (if Parks and City Services advise that roots are non removable)	Remove and realign footpath
Pavers damage	Tree roots (if Parks and City Services provide approval to remove roots)	Cut roots and replace segments

Asphalt Path Defects	Intervention Level	Repair Method
Pavement cracking	Extensive single crack wider than 15 mm with little or no change in height	Crack sealing
Pavement cracking	Significant length of weed infested pavement cracks causing water pools	Weed poisoning and removal by Parks and City Services, and crack sealing
Pavement damage	Cracking with a height change greater than 15 mm	Pavement reconstruction/overlay
Pavement damage	Uneven surface with greater than 50 mm change in height (as measured with a 1.2 m straight edge)	Pavement reconstruction/overlay
Pavement damage	Sinking causing significant pooling of water with safety implications	Pavement reconstruction/overlay
Pavement damage	Potholes greater than 25 mm diameter	Pavement reconstruction/overlay
Pavement damage	Tree roots (if Parks and City Services advise that roots are non removable)	Assess height, overlay and match into existing path or remove existing asphalt and realign footpath
Pavement damage	Tree roots (if Parks and City Services provide approval to remove roots)	Cut roots and replace asphalt, match into existing path