



## FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: 23-102

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not Applicable
6. Fees	Not Applicable
7. Processing time (in working days)	30 Days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not Applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable
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**From:** [CMTEDD FOI](#)  
**To:** [TCCS\\_FreedomOfInformation](#)  
**Subject:** Possible partial Transfer  
**Date:** Thursday, 24 August 2023 10:31:32 AM

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OFFICIAL

Hi team

CMTEDD FOI has received the below request for information.

Some of this information is likely to be held by Access Canberra, can I please confirm if TCCS will hold any information for any of these eight points?

1. *Concrete Inspection sheet Weston 2020 and 2021.*
2. *Inspection records Map Weston 2020 and 2021.*
3. *CRM Enquiries of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre (Fix my street)*
4. *Defect report of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre*
5. *Work Order of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre 6. Procedure for Community Path Attribute Inspection.*
6. *Roads ACT Operational Management Plan for Community Paths.*
7. *Strategic Asset Management Plan Chapter 8D Lifecycle -Community Paths.*

Kind regards

**Jess Pupulkovski** | Freedom of Information Coordinator | Information Access Team

Phone: 02 6207 7754 | Email: [CMTEDDFOI@act.gov.au](mailto:CMTEDDFOI@act.gov.au)

**Corporate | Chief Minister, Treasury and Economic Development Directorate | ACT Government**

Level 1, 220 London Circuit, Canberra ACT 2601 | GPO Box 158 Canberra ACT 2601 | [act.gov.au](http://act.gov.au)

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**From:** no-reply@act.gov.au <no-reply@act.gov.au>

**Sent:** Wednesday, 23 August 2023 5:35 PM

**To:** CMTEDD FOI <CMTEDDFOI@act.gov.au>

**Subject:** Freedom of Information request

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Please find online enquiry details below. Please ensure this enquiry is responded to within fourteen working days.

**Your details**

**All fields are optional, however an email address OR full postal address must be**





**From:** [REDACTED]  
**To:** [Ahmed, Toma](#)  
**Cc:** [REDACTED]  
**Subject:** RE: FOI 23-102 | CLARIFICATION REQUEST  
**Date:** Thursday, 7 September 2023 9:17:51 AM  
**Attachments:** [image001.png](#)

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Dear Toma

I refer to your email below and to the telephone conversation yesterday.

Please see my response as follows:

Item 3: Between 2018 to 2022. Footpaths (pavements) only.

Item 4: Between 2018 to 2022. Footpaths (pavements) only

Item 5: Between 2018 to 2022. Footpaths (pavements) only.

Thank you for your assistance.

Should you have any questions, please do not hesitate to contact me.

Kind regards

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**From:** Ahmed, Toma <Toma.Ahmed@act.gov.au>

**Sent:** Tuesday, September 5, 2023 10:58 AM

To: [REDACTED]  
Subject: FOI 23-102 | CLARIFICATION REQUEST

OFFICIAL

Good morning [REDACTED]

Just a quick email to let you know we have gone to our line areas and conducting the search at the moment. It would be helpful for us to know if you can clarify the below items:

Item 3: What is the date range for the enquiries you are looking for? Do you want enquiries for every piece of infrastructure or only for certain asset classes i.e. stormwater assets, paths etc?

Item 4: What is the date range for the enquiries you are looking for? Do you want enquiries for every piece of infrastructure or only for certain asset classes i.e stormwater assets, paths etc?

Item 5: What is the date range for the enquiries you are looking for? Do you want enquiries for every piece of infrastructure or only for certain asset classes i.e stormwater assets, paths etc?

Thank you for your help.

Yours sincerely,

Toma Ahmed | Administrative Service Officer  
Phone: 620 79953 | Email: [TCCS.FOI@act.gov.au](mailto:TCCS.FOI@act.gov.au)  
Freedom of Information and Subpoenas | TCCS Legal & Contracts | Transport Canberra and City Services Directorate | ACT Government  
Level 4, 480 Northbourne Avenue, Dickson 2602 |

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**From:** [REDACTED]  
**To:** [TCCS\\_FreedomOfInformation](#)  
**Subject:** RE: FOI 23-102 -ACKNOWLEDGEMENT OF APPLICATION  
**Date:** Thursday, 14 September 2023 9:28:50 AM  
**Attachments:** [image001.png](#)

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Dear Toma

Thank you for your time over the phone this morning.

As discussed, please see below updated schedule of documents sought:

1. Any complaints, enquiries, defect reports and maintenance reports of footpaths (pavement) in Whitney Place, Weston ACT between 2018 to 2022;
2. Procedure for Community Path Attribute Inspection;
3. Roads ACT Operational Management Plan for Community Paths;
4. Strategic Asset Management Plan Chapter 8D Lifecycle -Community Paths;

I look forward to hearing from you.



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**From:** TCCS\_FreedomOfInformation <TCCS.FOI@act.gov.au>  
**Sent:** Friday, September 1, 2023 11:48 AM

**To:** [REDACTED]

**Subject:** FW: FOI 23-102 -ACKNOWLEDGEMENT OF APPLICATION

OFFICIAL

Dear [REDACTED]

FREEDOM OF INFORMATION (FOI) REQUEST – 23-102

I refer to your application received by Transport Canberra and City Services (TCCS) by transfer from Chief Minister, Treasury and Economic Development Directorate on 24 August 2023 in which you sought access to information under the *Freedom of Information Act 2016* (the FOI Act).

In your application you have requested information relating to the following documents which may be in possession of the Transport Canberra and City Services directorate:

*“1. Concrete Inspection sheet Weston 2020 and 2021. 2. Inspection records Map Weston 2020 and 2021. 3. CRM Enquiries of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre (Fix my street) 4. Defect report of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre 5. Work Order of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre 6. Procedure for Community Path Attribute Inspection. 7. Roads ACT Operational Management Plan for Community Paths. 8. Strategic Asset Management Plan Chapter 8D Lifecycle -Community Paths”.*

TCCS is now processing your request. In accordance with section 40 of the FOI Act, we must make a decision on your application within 30 working days of receipt, being 06 October 2023. This period may, however, be extended if we need to consult third parties or for other reasons set out in the FOI Act. We will notify you if this is the case. Otherwise, you should expect a decision from us within 3 business days from the date a decision is made. Please contact our office if you do not receive a notice of decision within this timeframe.

### **Third Party Consultation**

In processing your application, consultation with relevant third parties may be required. If this is the case, you will be notified to this effect and advised of a revised decision due date in respect of your application. In line with the Act, if third party consultation is required, the due date may be extended by 15 working days.

### **Charges**

Please be aware that processing charges may be payable in relation to your request. Should you be liable to pay a processing charge, you will be notified in writing of the preliminary assessment and given an opportunity to make an application that the charge should be remitted in whole or in part. This may affect the time within which your application is processed.

### **TCCS Disclosure Log**

The FOI Act requires that details regarding your request such as your application, decision notices, and information released to you, must be recorded in the agency disclosure log and be made publicly available three working days after a decision on access has been given to you. Please be aware that while no personal information will be included in the published information all other information will be published on [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information](https://www.cityservices.act.gov.au/about-us/freedom_of_information).

TCCS is not required to publish applications on its disclosure log where it relates to a request to access personal information.

Should you have any queries about the processing of your access application, please contact the FOI and subpoena team at [tccs.foi@act.gov.au](mailto:tccs.foi@act.gov.au) or by telephone on 6207 2987.

Yours sincerely,

Toma Ahmed | Administrative Service Officer

Phone: 620 79953 | Email: [TCCS.FOI@act.gov.au](mailto:TCCS.FOI@act.gov.au)

Freedom of Information and Subpoenas | TCCS Legal & Contracts | Transport Canberra and City Services Directorate | ACT Government

Level 4, 480 Northbourne Avenue, Dickson 2602 |

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Dear [REDACTED]

### Freedom of Information Request - Reference 23-102

I refer to your access application under the *Freedom of Information Act 2016* (FOI Act) received by Transport Canberra and City Services (TCCS) on 1 September 2023 by way of transfer from the Chief Minister, Treasury and Economic Development Directorate. It is my understanding that you sought access to the following government information:

*"1. Concrete Inspection sheet Weston 2020 and 2021. 2. Inspection records Map Weston 2020 and 2021. 3. CRM Enquiries of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre (Fix my street) 4. Defect report of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre 5. Work Order of Whitney Place, Weston ACT near the Cooleman Court Shopping Centre 6. Procedure for Community Path Attribute Inspection. 7. Roads ACT Operational Management Plan for Community Paths. 8. Strategic Asset Management Plan Chapter 8D Lifecycle -Community Paths."*

I thank you for clarifying the scope of your application on 7 September 2023 in relation to items 3 – 5.

On 14 September 2023, you refined the scope of your application to:

- 1. Any complaints, enquiries, defect reports and maintenance reports of footpaths (pavement) in Whitney Place, Weston ACT between 2018 to 2022;*
- 2. Procedure for Community Path Attribute Inspection;*
- 3. Roads ACT Operational Management Plan for Community Paths; and*
- 4. Strategic Asset Management Plan Chapter 8D Lifecycle -Community Paths.*

### Timeframes

A decision is due on your access application by 6 October 2023.

### Authority

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

### Decision on access

In accordance with the FOI Act, a search of TCCS records has been completed and thirteen records have been identified as relevant to your application. Upon reviewing the information within these records and applying the public interest test under section 17 of the FOI Act, I have decided to provide you with full access to 10 records and partial access to 3 records.

The records identified as relevant to your application are listed in the schedule enclosed at Attachment A. A copy of the records with deletions applied to the information I have found to be contrary to the public interest is enclosed at Attachment B. The reasons for my decision are detailed further below in the statement of reasons.

### **Statement of Reasons**

In reaching my access decision, I have taken the following into account:

- The FOI Act; and
- The *Human Rights Act 2016*.

In making my decision on disclosing the relevant government information, I must identify all relevant factors in schedule 1 and 2 of the FOI Act and determine, on balance, where the public interest lies.

#### **Schedule 1:**

- No relevant sections identified.

#### **Schedule 2:**

##### **Factors favouring disclosure in the public interest (Section 2.1)**

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Schedule 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest;
- Schedule 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Schedule 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

##### **Factors favouring non-disclosure (Section 2.2)**

- Section 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*;
- Schedule 2.2(a)(xvi) prejudice a deliberative process of government.

In reviewing the relevant records, personal information relating to third parties, including information which is likely to identify a third party, has been identified. I have considered that this information is not readily available to the public and the disclosure of this information is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004* and carries significant weight. I find this information is, on balance, contrary to the public interest to disclose.

Some records have been identified to contain financial information, including methodology to estimate future budget proposals. I have considered that the information has been drafted to inform proposed options for the consideration of government, including future budget requests. I have considered that this information, if disclosed, is likely to prejudice future government deliberative processes and carries significant weight. I find this information is, on balance, contrary to the public interest to disclose.

I have found that the factors favouring disclosure can be satisfied with the deletion of information which is contrary to the public interest. A copy of the relevant information is enclosed at Attachment B.

**Charges**

In accordance with [Freedom of Information \(Fees\) Determination 2018](#), a fee of \$0.35 per page of information disclosed, except for the first 50 pages, may be applied to an access application. I have not applied a fee to your application, as the total number of pages marginally exceeds this fee-free threshold.

**Online publishing – disclosure log**

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. In accordance with section 28, your application, my decision and information disclosed to you will be published on the [TCCS Disclosure Log](#) within 3 – 10 business days. Your personal information, including information relating to your firm, will be removed from these documents prior to publication.

**Ombudsman review**

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log, or a longer period allowed by the Ombudsman. If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601  
Via email: [actfoi@ombudsman.gov.au](mailto:actfoi@ombudsman.gov.au)

**ACT Civil and Administrative Tribunal (ACAT) review**

Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision. Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal  
Level 4, 1 Moore Street  
GPO Box 370  
CANBERRA CITY ACT 2601  
Telephone: (02) 6207 1740  
[www.acat.act.gov.au](http://www.acat.act.gov.au)

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to [tccs.foi@act.gov.au](mailto:tccs.foi@act.gov.au).

Yours sincerely



Cherie Hughes  
Information Officer

6 October 2023



## ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

**Reference Number: 23-102**

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log)

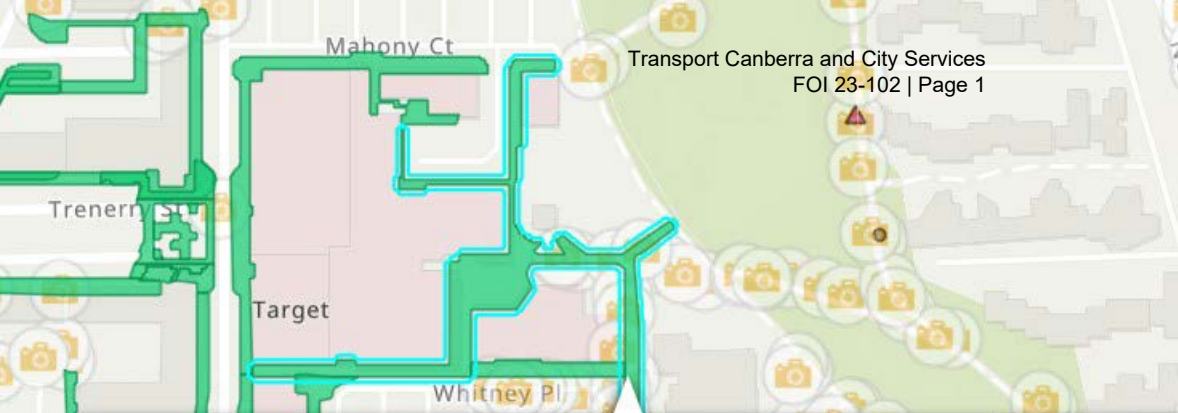
### Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

Schedule 2.2(a)(xvi) - prejudice a deliberative process of government.

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 12	A 13-08-2020 Inspection	13 August 2020	Full access	Not applicable	Decision to be published on the <a href="#">TCCS Disclosure Log</a> .
2	13 – 22	B 23-6-2021 Inspection	23 June 2021	Full access	Not applicable	
3	23 – 34	C 23-6-2021 Inspection	23 June 2021	Full access	Not applicable	
4	35 – 41	D 23-6-2021 Inspection	23 June 2021	Full access	Not applicable	
5	42 – 44	CRM search results	Multiple	Full access	Not applicable	
6	45 – 46	Salesforce search results	Multiple	Full access	Not applicable	

7	47	IAMS defects search results	Multiple	Full access	Not applicable	
8	48	IAMS search results	Multiple	Partial access	Schedule 2.2(a)(ii)	
9	49 – 54	Work Order search results	Multiple	Partial access	Schedule 2.2(a)(ii)	
10	55	Work Request search results	Multiple	Full access	Not applicable	
11	56 – 73	Asset Management Operational Plan for Community Paths 1.3	November 2018	Full access	Not applicable	
12	74 – 101	Chapter 08D Community Paths	February 2018	Partial access	Schedule 2.2(a)(xvi)	
13	102 - 110	Community Path Inspection procedure 1.1	February 2018	Full access	Not applicable	
<b>Total number of documents: 13</b>						



Get directions



Zoom to



5 of 6

## Shopping Centre Pavement - Shop Pavement



### Layer



Last edited by [Sujan.neupane\\_ACTGOV](#) on 13/08/2020, 10:31 am.



## Shopping Centre Pavement - Shop Pavement

### Layer



Comments

Part pavers part concrete pavement, few cracks and ruptures on concrete slab, minor undulations, overall good

Condition

3: Fair

Function

2: Good

ID

PAVE1980













































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 1 of 8

## Community path condition audit - P2



Condition	3. Fair
Function	3. Fair
Utilisation	2. Good
Comments	Some cracks. Grind and cold mix fixes, including on root lifts (holding well). A minor vert displacement.
Type	Concrete footpath









































Get directions Zoom to

< > 1 of 6

## Community path condition audit - P2



Last edited by harrison.palmer\_ACTGOV on 23/06/2021, 9:38 am.

Boleman Court

Whitney Pl

Cooleman Court  
Interchange















































# Community path condition audit - P2

Transport Canberra and City Services  
FOI 23-102 | Page 35



Last edited by harrison.palmer\_ACTGOV on 23/06/2021, 8:18 am.

 Get directions

 Zoom to

Coolleman Court  
Interchange

nson St



















ACT Government  
**STOP**  
2205  
SERVICE INFORMATION  
800 200 011 (ACT, 09:00-05:00)  
9000 2000 (ACT, 09:00-18:00)  
TEL 18 17 16

R7

P  
←

Bus stop information board

BUS







ooh!

Hello Neighbour!

Through COVID-19,  
we're here for you.

© Lifeline 13 11 14

BUS STOP



REFERENCE NUMBER	DATE CREATED	DATE LAST UPDATED	QUEUE	SUBJECT	DESCRIPTION	ADDRESS	ADDITIONAL INFORMATION	CATEGORY_LEVEL_2
180118-000080	18/01/2018	26/01/2018	Municipal Services	Customer called to make a complaint and request for the clean up of leaves, sticks and moss that has built up behind the community centre - especially on their steps. Customer said that the moss is 2 inches thick and that it is disgrace...	Customer called to make a complaint and request for the clean up of leaves, sticks and moss that has built up behind the community centre - especially on their steps.  Customer said that the moss is 2 inches thick and that it is disgraceful display of laziness.  Customer would like a team to be sent out to clean this area up as soon as possible.	Community Centre, Whitney Place	IAMS Enquiry ID: 1046331  Customer Requested Urgent: Yes	Street Sweeping
180507-000063	7/05/2018	10/05/2018	Municipal Services	Footpaths : Fix My Street Report Submission	The courtyard outside the entrance to Weston Creek Community Centre is dangerous. There are loose tiles and large seeds have fallen off the tree and are hard to walk on. Many old people use the centre and there is going to be a serious fall there soon	6-12 Whitney Pl, Weston ACT 2611, Australia	IAMS Enquiry ID: 1055116	Footpaths
180510-000254	10/05/2018	11/05/2018	Municipal Services	Footpaths : Fix My Street Report Submission	The paving in the courtyard in front of the Weston Creek Community Centre is very uneven due to tree roots, etc. and a danger to pedestrians. As there are many older people in the area speedy repair required please.	area in front of Weston Creek Community Centre 12 whitney place	IAMS Enquiry ID: 1055176	Footpaths
180510-001975	10/05/2018	11/05/2018	Municipal Services	Footpaths : Fix My Street Report Submission	There are some broken tiles on the steps outside the Weston Creek Community Centre, adjacent to the external entry to the chemist. We are holding a public event in September, for the 40th anniversary of the Centre and would appreciate having the tiles replaced /repaired before then as there will be a public event held there and invited guests attending.  Thanks	6-12 Whitney Pl, Weston ACT 2611, Australia	IAMS Enquiry ID: 1055179	Footpaths



REFERENCE NUMBER	DATE CREATED	DATE LAST UPDATED	QUEUE	SUBJECT	DESCRIPTION	ADDRESS	ADDITIONAL INFORMATION	CATEGORY_LEVEL_2
180807-000994	7/08/2018	14/08/2018	Municipal Services	Footpaths : Fix My Street Report Submission	<p>Please re-assign IAMS 105858. this is an existing footpath.</p> <p>Footpath outside Coolamon Court on the south side from the main door to the end near the Community Hall - this slopes too much and people with trolleys full with groceries or with infants aboard, lose control as the trolleys turn sideways at about a 60 degree angle- the heavier the trolley the greater the angle. I regularly see two seniors struggle to keep one trolley jointly in front of them. Disabled persons have the same difficulty. Some are forced to leave the footpath to walk in the roadway instead of using the path- putting them in danger of being run over and impeding traffic flow.</p> <p>As parking in the Coolamon court car park is now at a premium and few spaces free, drivers tend to be looking for spaces and may not be attending to pedestrians in the roadway.</p> <p>Cheers,</p>	6 Whitney Pl, Weston ACT 2611, Australia		Footpaths
191218-002128	18/12/2019	23/12/2019	Municipal Services	FixMyStreet Submission: Cycle & footpaths > Shared paths > Debris on path	<p>Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?:</p> <p>Bike path behind the Coolemon court between the Irish Club and the Weston Skate Park</p> <p>What is the issue?:</p> <p>Debris on path</p> <p>What is the debris or material?</p> <p>Broken Glass</p> <p>Could it cause a trip, fall or injury?:</p> <p>Yes</p> <p>Is it causing traffic or cyclists to swerve?:</p> <p>Yes</p>	COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611	IAMS Enquiry ID: 1081643 Customer Requested Urgent: Yes	Cycle & footpaths



REFERENCE NUMBER	DATE CREATED	DATE LAST UPDATED	QUEUE	SUBJECT	DESCRIPTION	ADDRESS	ADDITIONAL INFORMATION	CATEGORY_LEVEL_2
200914-003189	14/09/2020	11/05/2021	ACT Roads	FixMyStreet Submission: Cycle & footpaths > Shared paths > Debris on path	<p>Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?:</p> <p>What is the issue?: Debris on path</p> <p>What is the debris or material? A dip in the path at the intersection of a path leading from Coolamon Court causes water and mud to collect when it rains, firstly blocking much of the path with a pool of water, and then leaving much of it covered with mud.</p> <p>Could it cause a trip, fall or injury?: Yes</p> <p>Is it causing traffic or cyclists to swerve?: Yes</p>	COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611	IAMS Generic Workspace: Not Required  CGD Source: CRM_ACT_ROADS_INCIDENTS_V2	Cycle & footpaths

Applied filters:CLOSEST\_RESIDENTIAL\_ADDRESS contains 'whitney'DATE\_CREATED is on or after 01/01/2018 00:00:00 and is before 01/01/2023 00:00:00



## Salesforce case report

As of 2023-09-15 12:45:26 Australian Eastern Standard Time/AEST • Generated by Paula Ludvigson • Sorted by Date/Time Opened (Ascending)

### Filtered By

Show: All cases

Units: Hours

Incident Address contains whitney

Suburb contains

Date/Time Opened	Case Number	Subject	ACTCCS Description	Incident Address	Assetic Work Request ID	AC Case Number	Assetic Status Comments
30/11/2021 6:50 PM	00139227	Fix My Street > Cycle & footpaths > Shared paths > Damage to path or other	What is the material? Concrete What is the damage? Cracked, broken or uneven More Information Witnessed falls Is it causing traffic or cyclists to swerve?	9 WHITNEY PL, WESTON ACT 2611	WR35792	00375762	WR35792 has been closed in Assetic by Abhijit Ghosh. Comments: Linked Work Order has been assessed.
30/11/2021 7:52 PM	00139237	Fix My Street > Cycle & footpaths > Shared paths > Damage to path or other	What is the material? Concrete What is the damage? Cracked, broken or uneven More Information The path is unlevel and causing people to trip. Is it causing traffic o	WESTON CREEK COMMUNITY CENTRE 6 WHITNEY PL, WESTON ACT 2611	WR35798	00375784	WR35798 has been closed in Assetic by Abhijit Ghosh. Comments: Linked Work Order has been assessed.
6/12/2021 12:09 PM	00140901	Fix My Street > Cycle & footpaths > Shared paths > Damage to path or other	What is the material? Concrete What is the damage? Sunken or collapsed More Information RB Johnson sustained an injury that required a visit to ED on Wed 1st December 2021 after a	COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611	WR36240	00378947	Workrequest WO46984 is in progress. WorkOrder Corrective Maintenance has been raised in Assetic with a priority of Change (180 days)



Date/Time Opened	Case Number	Subject	ACTCCS Description	Incident Address	Assetic Work Request ID	AC Case Number	Assetic Status Comments
14/12/2021 12:17 PM	00143508	Fix My Street > Cycle & footpaths > Shared paths > Damage to path or other	What is the material? Concrete What is the damage? Uplifting due to tree root More Information Hi Team, incase this has not been reported to you before, if you have already fixed i	COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611		00384746	WR38693 has been cancelled in Assetic by Sujan Neupane. Cancelled reason: Work Request has been cancelled.WO46983 Work has been raised and in progress to assign a contractor to grind the uplifted trip
17/07/2023 4:15 PM	00333527	Fix My Street > Cycle & footpaths > Shared paths > Damage to path or other	What is the material? Concrete What is the damage? Sunken or collapsed More Information The pathway (next to the Mural), outside our Weston Creek Community Centre on Parkinson Stre	COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611	WR89057	00755218	
<b>Total</b>	5						

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DEFECT_ID	STATUS	DESCRIPTION	ACTIVITY_TYPE	DEFECT_TYPE	DATE_INSPECTED	DATE_REPAIRED	LOCATION	ACTION	ACTION_DESCRIPTION	SPECIAL_INSTRUCTIONS	WO_NUMBER
73384	COMPLETED	Relay pavers	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Paver - Displaced (relay)	19/01/2018		whitney place	Paver - Relay	relay paver, infront of Kusina Restaurant whitney place	Infront of Kusina restaurant	ACT/7384
79080	COMPLETED	damaged path	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Path - Concrete Displaced	30/07/2018	31/01/2019	Whitney Place in front of Kusina cafe	PA - Cold mix	damaged path	Place Cold mix at marked location. Make safe. (image F 58 )	
79082	COMPLETED	damaged path	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Path - Concrete Displaced	30/07/2018	31/01/2019	Whitney Place corner nearest to Independent living centre	PA - Cold mix	damaged path	Place Cold mix at marked location. Make safe. (image F 59 )	
79084	COMPLETED	Damaged path.	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Path - Concrete Displaced	30/07/2018		Whitney Place lane to Mahony Place near wire fence	PA - Grinding	damaged path	Grind marked location. Make safe. (image F 60 )	ACT/8046
79086	COMPLETED	damaged path	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Path - Concrete Displaced	30/07/2018	31/01/2019	Whitney Place lane to Mahony Place	PA - Cold mix	damaged path	Place Cold mix at marked location. Make safe. (image F 61 )	
84257	COMPLETED	damaged path	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Path - Concrete Crack (beyond repair)	06/02/2019		6 Whitney Pl Bl 26 weston	Path - Replace		laneway between shop carparks	ACT/8979
84258	COMPLETED	Kerb & Gutter - Damaged	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Kerb & Gutter - Damaged	06/02/2019		Whitney Pl Carpark ( tree surrounds ) Weston	Kerb/Gutter - Replace kerb/gutter		cooleman court carpark, advise PACS tree roots	ACT/8979
84259	COMPLETED	Kerb & Gutter - Damaged	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Kerb & Gutter - Damaged	06/02/2019		Whitney Pl Carpark ( tree surrounds ) Weston	Kerb/Gutter - Replace kerb/gutter		cooleman court carpark, advise PACS tree roots	ACT/8979
84260	COMPLETED	Kerb & Gutter - Damaged	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Kerb & Gutter - Damaged	06/02/2019		Whitney Pl Carpark ( tree surrounds ) Weston	Kerb/Gutter - Replace kerb/gutter		cooleman court carpark, advise PACS tree roots	ACT/8979
84261	COMPLETED	Kerb & Gutter - Damaged	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Kerb & Gutter - Damaged	06/02/2019		Whitney Pl Carpark ( tree surrounds ) Weston	Kerb/Gutter - Replace kerb/gutter		cooleman court carpark, advise PACS tree roots	ACT/8979
84262	COMPLETED	Kerb & Gutter - Damaged	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Kerb & Gutter - Damaged	06/02/2019		Whitney Pl Carpark ( tree surrounds ) Weston	Kerb/Gutter - Replace kerb/gutter		cooleman court carpark, advise PACS tree roots	ACT/8979
86691	COMPLETED	Displaced pavers	Path/Pram Cross./Veh. Cross./Driveways/Kerb + Gutt./Con. Is	Paver - Displaced (relay)	26/06/2019	16/04/2020	Whitney Pl, Weston. Is near Kusina Restaurant	Paver - Relay	Displaced Paver	Replace/relay. Make safe	

Applied filters:LOCATION contains 'whitney'DATE\_INSPECTED is on or after 01/01/2018 and is before 01/01/2023



ENQUIRY ID	CREATED DATE	COMPLETE DATE	CLASS	STATUS	SOURCE	LOCATION	DESCRIPTION	ACTION
1046331	26/01/2018	29/01/2018 2:00:00 PM	Community Paths	Complete	ICS FORMS	Community Centre, Whitney Place	Customer called to make a complaint and request for the clean up of leaves, sticks and moss that has built up behind the community centre - especially on their steps. Customer said that the moss is 2 inches thick and that it is disgraceful display of laziness. Customer would like a team to be sent out to clean this area up as soon as possible.	All leaves removed and area pressure washed.
1055116	10/05/2018	31/05/2018 9:20:41 AM	Pedestrian Paving	Complete	ICS FORMS	6-12 Whitney Pl, Weston	The courtyard outside the entrance to Weston Creek Community Centre is dangerous. There are loose tiles and large seeds have fallen off the tree and are hard to walk on. Many old people use the centre and there is going to be a serious fall there soon	
1055176	11/05/2018		Pedestrian Paving	Received	ICS FORMS	12 whitney place Weston	The paving in the courtyard in front of the Weston Creek Community Centre is very uneven due to tree roots, etc. and a danger to pedestrians. As there are many older people in the area speedy repair required please.	
1055179	11/05/2018		Pedestrian Paving	Received	ICS FORMS	6-12 Whitney Pl, Weston	There are some broken tiles on the steps outside the Weston Creek Community Centre, adjacent to the external entry to the chemist. We are holding a public event in September, for the 40th anniversary of the Centre and would appreciate having the tiles replaced /repaired before then as there will be a public event held there and invited guests attending. Thanks [REDACTED]	
1081643	23/12/2019	24/12/2019 7:44:00 AM	Community Paths	Complete	ICS FORMS	COMMUNITY CENTRE 12 WHITNEY PL, WESTON	Can you provide any additional information about the location of the job to help us find the issue (i.e., intersections, buildings, landmarks, features)?: Bike path behind the Coolemon court between the Irish Club and the Weston Skate Park What is the issue?: Debris on path What is the debris or material? Broken Glass Could it cause a trip, fall or injury?: Yes Is it causing traffic or cyclists to swerve?: Yes	

Applied filters:CLASS is not Bus stop/shelter, Drinking Fountain, Playground, Retaining Wall, or Shrub BedLOCATION contains 'WHITNEY'CREATED\_DATE is on or after 01/01/2018 00:00:00 and is before 01/01/2023 00:00:00



Work Order ID	Work Order Status	Work Order Creation Time	Work Order Brief Description	Work Order Supporting Information	Work Order Priority	Work Order Priority Notation	Work Order Actual Finish Date	Work Order Source	Work Order Failure Code	Work Order Remedy Code	Asset Id	Asset Name	Maintenance Asset Sub Type	Work Order Defect Location
WO13272	ASSESS	19/01/2018 9:34 AM	Relay pavers	WO13272 : 180109-001500 - Infront of Kusina restaurant ***Last updated by Chris Nugent***7/07/2020 4:15:42 PM	5	Change (180 days)	25/06/2020 12:00 AM	Public Enquiry	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Whitney place
WO13659	ASSESS	09/05/2018 10:11 AM	Displaced pavers	WO13659 : 180510-000126 - Relay pavers ***Last updated by Chris Nugent***7/07/2020 4:45:51 PM	5	Change (180 days)	31/05/2018 9:20 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Community Centre, Weston
WO13773	ASSESS	09/05/2018 10:11 AM	Displaced pavers	WO13773 : Relay pavers ***Last updated by Chris Nugent***7/07/2020 4:45:51 PM	5	Change (180 days)	31/05/2018 9:20 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Community Centre, Weston
WO14168	ASSESS	09/05/2018 10:11 AM	Displaced pavers	WO14168 : 180507-000063 - Relay pavers ***Last updated by Chris Nugent***7/07/2020 4:45:51 PM	5	Change (180 days)	31/05/2018 9:20 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Community Centre, Weston
WO17639	ASSESS	04/04/2019 8:20 AM	uplifted AC	WO17639 : 190402-001155 - cycleway back of Macdonalds ***Last updated by Chris Nugent***7/07/2020 6:44:40 PM	4	Very Low Risk (18 months)	25/06/2020 12:00 AM	Public Enquiry	ACCK, ACCK-01, AC - Cracked or displaced, Horizontal displacement (15-50mm)	Panel replacement	COPA39126	WHITNEY PLACE PEDESTRIAN PARKLAND BITUMEN CYCLEPATH	Asphalt	Lairdet st to cooleman court, weston
WO17690	ASSESS	06/02/2019 8:16 AM	damaged path		4	Very Low Risk (18 months)	25/06/2020 12:00 AM	Routine Inspection	CCK, CCK-01, Concrete - Cracked or displaced, Horizontal displacement (15-35mm)	Panel replacement	COPA38848	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mahony Court Weston Adj Church
WO17729	ASSESS	04/04/2019 8:20 AM	uplifted AC	WO17729 : 190402-001155 - cycleway back of Macdonalds ***Last updated by Chris Nugent***7/07/2020 6:44:40 PM	4	Very Low Risk (18 months)	25/06/2020 12:00 AM	Public Enquiry	ACCK, ACCK-01, AC - Cracked or displaced, Horizontal displacement (15-50mm)	Panel replacement	COPA39126	WHITNEY PLACE PEDESTRIAN PARKLAND BITUMEN CYCLEPATH	Asphalt	Lairdet st to cooleman court, weston
WO17744	ASSESS	06/02/2019 4:09 PM	damaged path	WO17744 : laneway between shop carparks ***Last updated by Chris Nugent***7/07/2020 6:44:40 PM	4	Very Low Risk (18 months)	25/06/2020 12:00 AM	Routine Inspection	CCK, CCK-01, Concrete - Cracked or displaced, Horizontal displacement (15-35mm)	Panel replacement	COPA57012	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	6 Whitney PI BI 26 weston
WO18050	ASSESS	06/02/2019 8:16 AM	damaged path		4	Very Low Risk (18 months)	25/06/2020 12:00 AM	Routine Inspection	CCK, CCK-01, Concrete - Cracked or displaced, Horizontal displacement (15-35mm)	Panel replacement	COPA38848	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mahony Court Weston Adj Church
WO18583	ASSESS	26/06/2019 4:13 PM	Displaced Pavers	WO18583 : Replace/Relay Pavers ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 3:13 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Cooleman court, Weston - Near seating area and pharmacy
WO18593	ASSESS	26/06/2019 3:37 PM	Displaced Pavers	WO18593 : Replace/Relay pavers. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 2:37 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Cooleman Court, Weston - Inbetween TAB and Sakeenas



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WO18714	ASSESS	26/06/2019 2:27 PM	Displaced Pavers	WO18714 : Replace/Relay. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 1:27 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Coleman court, Weston southside entry
WO18786	ASSESS	26/06/2019 4:03 PM	Displaced pavers	WO18786 : Replace/Relay pavers. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 3:03 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Coleman court, Weston - Children's play area near Best and Less
WO18918	ASSESS	26/06/2019 11:30 AM	Displaced pavers	WO18918 : Replace/relay. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 10:30 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Coleman court southside entry Weston near bank
WO18957	ASSESS	26/06/2019 11:58 AM	Displaced Pavers	WO18957 : Replace/Relay. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 10:58 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Whitney Pl, Weston. Is near Kusina Restaurant
WO19159	ASSESS	26/06/2019 11:30 AM	Displaced pavers	WO19159 : Replace/relay. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 10:30 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Coleman court southside entry Weston near bank
WO19206	ASSESS	26/06/2019 3:47 PM	Displaced pavers	WO19206 : Replace/Relay. Make safe ***Last updated by Chris Nugent***7/07/2020 7:02:59 PM	5	Change (180 days)	23/12/2019 2:47 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Coleman court shopping centre - Best and Less sliding door
WO20811	ASSESS	05/12/2019 3:38 PM	25mm metal prutruding	WO20811 : URGENT, GRIND TO MAKE SAFE ***Last updated by Chris Nugent***7/07/2020 7:38:30 PM	5	Change (180 days)	15/12/2019 2:38 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Coldmix	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Coleman court entrance, south, weston
WO2619	ASSESS	08/04/2015 9:27 AM	path trip	WO2619 : 150203-001298 - coldmix trip , ( area has red tape on it ) ***Last updated by Chris Nugent***7/07/2020 10:55:29 AM	5	Change (180 days)	05/10/2015 8:27 AM	Public Enquiry	DSP, DSP-01, Displaced, Displaced	Coldmix	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Back of weston Creek Community centre, shops



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WO26221	PREP	15/09/2020 10:35 AM	Cycle & footpaths Shared paths Damage to path or other	WO26221 : 4 locations junction to junction ***Last updated by Swadesh Khatri***28/10/2022 3:57:18 PM , WO26221 : programmed , Inspector will re- inspect as the client has raised another issue updated email sent to customer on 23/10/2020 ***Last updated by Usman Akram***26/10/2020 2:45:01 PM , WO26221 : Behind community centre, open space ***Last updated by [REDACTED] **15/09/2020 10:38:51 AM	4	Very Low Risk (18 months)			ACTU, ACTU-01, AC - Trip or undulation, Vertical displacement (15-50mm)	Panel replacement	COPA38772	WHITNEY PLACE PEDESTRIAN PARKLAND BITUMEN FOOTPATH	Asphalt	24 Parkinson St, Weston ACT 2611, Australia
WO2733	ASSESS	21/04/2015 9:08 AM	DISPLACED PAVERS		5	Change (180 days)	01/05/2015 9:46 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	WESTON CK COMMUNITY CENTER
WO30376	ASSESS	08/12/2020 9:43 AM	Roads, parking & vehicles Roads & traffic Potholes	WO30376 : Push up, needs to be milled and hot mixed ***Last updated by [REDACTED] i***9/12/2020 12:11:04 PM	3	Serious (10 days)	09/12/2020 12:10 PM		RPV, RPV-02, Road Pavement Defect, Pothole	Potholes - Coldmix	ROAD006794	PARKINSON STREET (WHITNEY (E) -> WATLING)	Municipal	Parkinson St, WESTON ACT 2611
WO31728	PREP	11/01/2021 10:25 AM	UNITING CHURCH 16 PARKINSON ST, WESTON ACT 2611	WO31728 : Cycleway behind uniting church ***Last updated by [REDACTED] **11/01/2021 10:25:44 AM	4	Very Low Risk (18 months)			ACCK, ACCK-01, AC - Cracked or displaced, Horizontal displacement (15-50mm)	Panel replacement	COPA39147	WHITNEY PLACE PEDESTRIAN PARKLAND BITUMEN CYCLEPATH	Asphalt	16 Parkinson St, Weston ACT 2611, Australia
WO35810	ASSESS	10/03/2021 9:22 AM	Roads, parking & vehicles; Roads & traffic;	WO35810 : 10th trip here. For hot mix only ***Last updated by Richard Sliwinski***17/03/2021 1:06:21 PM	3	Serious (10 days)	17/03/2021 1:04 PM		RPV, RPV-02, Road Pavement Defect, Pothole	Coldmix	ROAD006794	PARKINSON STREET (WHITNEY (E) -> WATLING)	Municipal	9 WHITNEY PL, WESTON ACT 2611
WO36422	ASSESS	17/03/2021 9:02 AM	UNITING CHURCH 16 PARKINSON ST, WESTON ACT 2611	WO36422 : Breakout raised Ac cycleway, flatten with coldmix ***Last updated by [REDACTED] **17/03/2021 9:04:07 AM	2	High Risk (14 days)	17/03/2021 10:00 AM	Public Enquiry	ACTU, ACTU-02, AC - Trip or undulation, Vertical displacement (>50mm)	Coldmix	COPA39147	WHITNEY PLACE PEDESTRIAN PARKLAND BITUMEN CYCLEPATH	Asphalt	16 Parkinson St, Weston ACT 2611, Australia
WO3683	ASSESS	16/09/2015 9:29 AM	Damaged paving	WO3683 : 150905-000344 - Adjacent the community center ***Last updated by Chris Nugent***7/07/2020 11:25:20 AM	5	Change (180 days)	12/10/2015 3:31 PM	Public Enquiry	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	brierly street weston
WO4864	ASSESS	15/01/2016 3:11 PM	Damaged path	WO4864 : 160110-000310 - Break out slab and coldmix as marked. Located between unit 1 & 3 Mountainview estate ***Last updated by Chris Nugent***7/07/2020 11:55:12 AM	4	Very Low Risk (18 months)	25/01/2016 2:11 PM	Public Enquiry	CCK, CCK-01, Concrete - Cracked or displaced, Horizontal displacement (15-35mm)	Coldmix	COPA38840	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	path behind 22 Namatjira Drive WESTON



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WO50135	ASSESS	25/02/2022 11:07 AM	Damaged Speed hump, exposing a pothole. Please fill with coldmix.	WO50135 : Pothole speed hump ***Last updated by Richard Sliwinski***3/06/2022 11:40:19 AM , WO50135 : I have the missing speed humps. ***Last updated by Tony Newman***25/02/2022 11:32:11 AM	3	Serious (10 days)	03/06/2022 11:39 AM	Public Enquiry	RPV, RPV-02, Road Pavement Defect, Pothole	Coldmix	ROAD026208	PARKINSON STREET (BACKLER -> WHITNEY (E))	Municipal	10 Backler Pl, Weston ACT 2611, Australia
WO55347	PREP	12/07/2022 2:25 PM	Asphalt patch near cooleman court, 25 m * 2.5 m, tree roots issue		4	Very Low Risk (18 months)		Ministerial	ACTU, ACTU-01, AC - Trip or undulation, Vertical displacement (15-50mm)	Panel replacement	COPA39195	WHITNEY PLACE PEDESTRIAN PARKLAND BITUMEN CYCLEPATH	Asphalt	Weston Creek Community Centre, 6 Whitney Pl, Weston ACT 2611, Australia
WO55348	ASSESS	12/07/2022 2:39 PM	RENEW PATH Panel replacement <20 m, cracked panels		4	Very Low Risk (18 months)	18/04/2023 12:00 AM	Ministerial	ACCK, ACCK-01, AC - Cracked or displaced, Horizontal displacement (15-50mm)	Panel replacement	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO55349	ASSESS	12/07/2022 2:42 PM	Grinding make safe		4	Very Low Risk (18 months)	13/12/2022 6:25 PM	Ministerial	ACTU, ACTU-01, AC - Trip or undulation, Vertical displacement (15-50mm)	Grinding	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO55351	ASSESS	12/07/2022 2:44 PM	Coldmix make safe, elderly pedestrians		2	High Risk (14 days)	23/02/2023 10:53 AM	Ministerial	ACTU, ACTU-02, AC - Trip or undulation, Vertical displacement (>50mm)	Coldmix	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO55352	INPRG	12/07/2022 2:47 PM	Replacement panels, contact UTs, tree roots uplifting	WO55352 : Scheduled by bulk scheduling operation. ***Last updated by Luke Halgren***31/07/2023 4:05:52 PM	2	High Risk (14 days)		Ministerial	ACTU, ACTU-02, AC - Trip or undulation, Vertical displacement (>50mm)	Panel replacement	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO55353	ASSESS	12/07/2022 2:49 PM	Remove Old Coldmix , reapply make safe until replacement		2	High Risk (14 days)	23/02/2023 11:02 AM	Ministerial	ACTU, ACTU-02, AC - Trip or undulation, Vertical displacement (>50mm)	Coldmix	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO55354	PREP	12/07/2022 2:51 PM	Panel replacement , contact UTs if required		5	Include in condition assessment		Ministerial	ACTU, ACTU-02, AC - Trip or undulation, Vertical displacement (>50mm)	Panel replacement	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO5571	APPR	15/01/2016 3:09 PM	Damaged path	WO5571 : 160110-000310 - High Priority Elderly access required. Located between unit 1 & 3 Mountainview estate ***Last updated by Chris Nugent***7/07/2020 11:55:12 AM	4	Very Low Risk (18 months)		Public Enquiry	CCK, CCK-01, Concrete - Cracked or displaced, Horizontal displacement (15-35mm)	Panel replacement	COPA38840	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	path behind 22 Namatjira Drive



Work Order ID	Work Order Status	Work Order Creation Time	Work Order Brief Description	Work Order Supporting Information	Work Order Priority	Work Order Priority Notation	Work Order Actual Finish Date	Work Order Source	Work Order Failure Code	Work Order Remedy Code	Asset Id	Asset Name	Maintenance Asset Sub Type	Work Order Defect Location
WO60597	ASSESS	28/10/2022 3:49 PM	Lifted footpath causing trip hazard @ the back of MOUNTVIEW ESTATE UNIT 34 22 NAMATJIRA DR, WESTON ACT 2611 in the open space, please grind and coldmix to make safe	WO60597 : cracked panel cannot be grinded, needs to be replaced. ***Last updated by Serendia Pty Ltd***15/11/2022 3:17:45 PM , WO60597 : Cold mix asphalt used x2 NOTE: Panel is see-sawing, unable to make safe, needs to be replaced asap ***Last updated by Serendia Pty Ltd***11/11/2022 6:23:37 PM , WO60597 : Multiple panels lifted at the back of 22 Namatjira in the open space Total qty:8m Trip hazard 1 panel needs coldmix and grinding ***Last updated by Swadesh Khatri***28/10/2022 4:07:19 PM	2	High Risk (14 days)	11/11/2022 6:22 PM	Public Enquiry	CTU, CTU-01, Concrete - Trip or undulation, Vertical displacement (15-35mm)	Grinding	COPA38843	WHITNEY PLACE PEDESTRIAN PARKLAND CONCRETE FOOTPATH	Concrete	Mountview Estate, 22 Namatjira Dr, Weston ACT 2611, Australia
WO64711	ASSESS	03/02/2023 11:18 AM	24852-5620 Complete TC1195B 3.6 L/G 2 bags of mix X 2 ( signs are in store Steve might fix them)	WO64711 : Issue 14799 ***Last updated by GrantH Williams***18/02/2023 9:07:23 AM	3	Serious (7 days)	20/03/2023 10:07 AM	Public Enquiry	SGN, SGN-01, Sign Defect, Blade and Pole Damaged	Replace	SGNG82911	PARKINSON STREET,WHITNEY PLACE SIGN POST - SIGN BLADE CODES	Sign Post	Coleman Court Interchange Plt 2, Weston ACT 2611, Australia
WO68208	ASSESS	03/05/2023 10:53 AM	16-22 MAHONY CT, WESTON SWMS-7	WO68208 : Claim 63 ***Last updated by Nigel Murphy***14/06/2023 10:27:45 AM , WO68208 : Replace lid and ring ***Last updated by Josh Buckingham***3/05/2023 10:54:01 AM	3	Serious (10 days)	17/05/2023 12:00 AM	Public Enquiry	LID, LID-02, Lid Defect, Damaged Lid	Replace	MNH14802	WHITNEY PLACE PEDESTRIAN PARKLAND SPECIAL CHAMBERED MANHOLE	Manhole	16-22 Mahony Ct, Weston ACT 2611, Australia
WO70281	PREP	29/06/2023 4:13 PM	Relay pavers Coleman Court Weston @ main entrance off the Parkinson St, Carpark near Sakeenas Cafe.Refer WR87775 Tree grill matter. 3 locations 7 square metres.	WO70281 : PaversColemanCtWestonEntranceOf fParkinson 3spots7sm ***Last updated by Garry George***29/06/2023 4:21:14 PM , WO70281 : 3spots 7 square metres ***Last updated by Garry George***29/06/2023 4:19:53 PM , WO70281 : PaversColemanCtWestonEntranceOf fParkinson ***Last updated by Garry George***29/06/2023 4:19:21 PM	5	Change (180 days)		Public Enquiry	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Ground Floor, Coleman Court, 16 Brierly St, Weston ACT 2611, Australia



Work Order ID	Work Order Status	Work Order Creation Time	Work Order Brief Description	Work Order Supporting Information	Work Order Priority	Work Order Priority Notation	Work Order Actual Finish Date	Work Order Source	Work Order Failure Code	Work Order Remedy Code	Asset Id	Asset Name	Maintenance Asset Sub Type	Work Order Defect Location
WO72998	PREP	30/08/2023 1:13 PM	Replace 3 concrete path panels Mahoney Ct Weston @ rear of Best and Less. 6.4m X 1m = 6.4square metres.	WO72998 : PathPanelsMahoneyCtWestonRearBest&Less6.4sm ***Last updated by Garry George***30/08/2023 1:17:10 PM , WO72998 : PathPanelsx3MahoneyCtWeston6.4sm ***Last updated by Garry George***30/08/2023 1:16:22 PM	5	Change (180 days)		Routine Inspection	DSP, DSP-01, Displaced, Displaced	Replace	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	16-22 Mahony Ct, Weston ACT 2611, Australia
WO73000	TCOMP	30/08/2023 1:20 PM	Place cold mix hole in panel Mahoney Ct Weston rear of Best & Less 1m	WO73000 : ColdmixMahoneyCtWestonRearBestn Less1m ***Last updated by Garry George***30/08/2023 1:23:12 PM , WO73000 : ColdmixMahoneyCtWestonRearBestn Less1m ***Last updated by Garry George***30/08/2023 1:22:16 PM	5	Change (180 days)	14/09/2023 11:55 AM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Coldmix	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	16-22 Mahony Ct, Weston ACT 2611, Australia
WO73001	PREP	30/08/2023 1:27 PM	Relay pavers Rear Weston reek Community Centre in park. Off Parkinson St. Make level with concrete path.10 square metres.	WO73001 : PaversRearWestonCkCommunity10sm ***Last updated by Garry George***30/08/2023 1:30:58 PM , WO73001 : PaversRearWestonCkCommunity10sm ***Last updated by Garry George***30/08/2023 1:29:45 PM	5	Change (180 days)		Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	16-22 Mahony Ct, Weston ACT 2611, Australia
WO8785	ASSESS	04/10/2016 3:30 PM	Displaced pavers	WO8785 : 160829-001367 - Relay pavers ***Last updated by Chris Nugent***7/07/2020 2:04:30 PM	5	Change (180 days)	13/10/2016 1:44 PM	Routine Inspection	DSP, DSP-01, Displaced, Displaced	Relay	PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Pavers	Whitney Pl, Weston. Cooleman Ct.



Asset Id	Asset Name	Asset Status	Asset Category	Work Request ID	Work Request Status	Work Request Status Date	Work Request Created Date	Risk Level	Work Request Brief Description	Asset Suburb	Work Request Defect Location	Work Request Inspection Date
COPA56773	WESTON SHOPPING CENTRE CONCRETE FOOTPATH	Active	Pathways	WR35798	CLOSED	19/01/2022 4:41 PM	30/11/2021 7:59 PM	Safety	WESTON CREEK COMMUNITY CENTRE 6 WHITNEY PL, WESTON ACT 2611	WESTON	WESTON CREEK COMMUNITY CENTRE 6 WHITNEY PL, WESTON ACT 2611	07/12/2021 10:10 AM
COPA56773	WESTON SHOPPING CENTRE CONCRETE FOOTPATH	Active	Pathways	WR35792	CLOSED	19/01/2022 4:41 PM	30/11/2021 6:54 PM	Safety	9 WHITNEY PL, WESTON ACT 2611	WESTON	9 WHITNEY PL, WESTON ACT 2611	
PAVE1980	WHITNEY PLACE PEDESTRIAN PARKLAND SHOP/BUILDING PAVEMENT	Active	Hard Surfaces	WR89057	INPRG	18/07/2023 11:48 AM	18/07/2023 1:38 AM		Cycle & footpaths > Shared paths > Damage to path or other	WESTON	COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611	
UOS7057	WHITNEY PLACE PEDESTRIAN PARKLAND	Active	Land	WR52038	CLOSED	01/07/2022 10:28 AM	18/05/2022 4:39 PM		Cycle & footpaths > Shared paths > Debris on path	WESTON	WESTON CREEK COMMUNITY CENTRE 6 WHITNEY PL, WESTON ACT 2611	29/06/2022 12:01 PM
				WR38693	CANCELLED	14/12/2021 12:39 PM	14/12/2021 12:23 PM		Cycle & footpaths > Shared paths > Damage to path or other		COMMUNITY CENTRE 12 WHITNEY PL, WESTON ACT 2611	





# Roads ACT Operational Management Plan for Community Paths

TRANSPORT CANBERRA AND CITY  
SERVICES

DATE NOV 2018



## Document Information

### Review and Approval

Date approved: February 2018  
 Date effective: February 2018  
 Approved by: Senior Policy Officer  
 Review period: 5 years from date of effect or following a significant change in the operation of the community path network within the ACT

### Document Details

Content owner: Director, Roads ACT  
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### Version Control

Version	Issue Date	Author	Details
0.1	April 2010	Senior Policy Officer	For Approval
1.0	May 2010	Director Roads ACT	Approved (original plan )
1.1	Feb 2017	Senior Policy Officer	Draft Updates
1.2	Feb 2018	Senior Policy Officer	Review, updates
1.3	Nov 2018	Senior Policy Officer	Light Rail update

Please note: The current version of this document is located on the Roads ACT G: Drive. Printed copies may be out of date, please check before using.

Location of working document: Objective\TCCS\City Services\City Operations\infrastructure planning\Asset Management Planning\Operational Management Plans\Community Path Plan

Location of current public document: as above



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## 1. Introduction

This “Asset Management Operational Plan for Community Paths” is an internal document which supports the broader “Roads ACT Strategic 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 community 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 117<sup>1</sup> suburbs with gazetted boundaries. At the 2016 Census<sup>2</sup> the ACT population was 397,397. It is projected that by 2033 the population will increase to approximately 500,000<sup>3</sup>.

As at 1 July 2016 the ACT community path network consists of approximately 2,869 km of community paths and cycle paths totalling an area of about 4,468,000 sq.m<sup>4</sup> as well as 565,000 sq.m<sup>4</sup> of paved areas typically located in shopping areas.

In 2015/16 maintenance was carried out on 20,046 sq.m<sup>4</sup> of community paths throughout the ACT (Including the mechanical grinding of 16,001 sq.m of uneven or cracked paths constituting trip hazards of up to 35 millimetres.).

### 1.2. History

Previous financials as shown in “*Figure 1*” indicates the expenditure levels from the 2010/11 financial year to 2015/16. Additionally, community paths asset valuation at 30 June 2012 was \$253 million, as at 30 June 2016 it has increased to \$388 million<sup>5</sup>. 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). This valuation is carried out every three years.

Community paths, for simplicity of financial calculations, are depreciated along a straight line, with an asset depreciation life of 40 years<sup>7</sup>. It is predicted that the average footpath age would reach 50 years by 2030, which is the maximum useful life of asphalt and concrete footpaths<sup>8</sup>. 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% of the value to 2% of the value per annum.

<sup>1</sup> Environment and Planning Directorate-Planning

<sup>2</sup> Australian Demographic Statistics – December quarter 2015 (ABS)

<sup>3</sup> ACT Government Treasury ACT Population Projections 2013 - 2062

<sup>4</sup> Roads Maintenance

<sup>5</sup> TCCS Strategic Finance

<sup>6</sup> Strategic Asset Management Plan 2013-15

<sup>7</sup> International Infrastructure Management, Version 2, 2002, page 3.123

<sup>8</sup> 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.tccs.act.gov.au/roads-paths/cycling/pedestrian\\_and\\_cycling\\_facilities](http://www.tccs.act.gov.au/roads-paths/cycling/pedestrian_and_cycling_facilities)

Figure 1

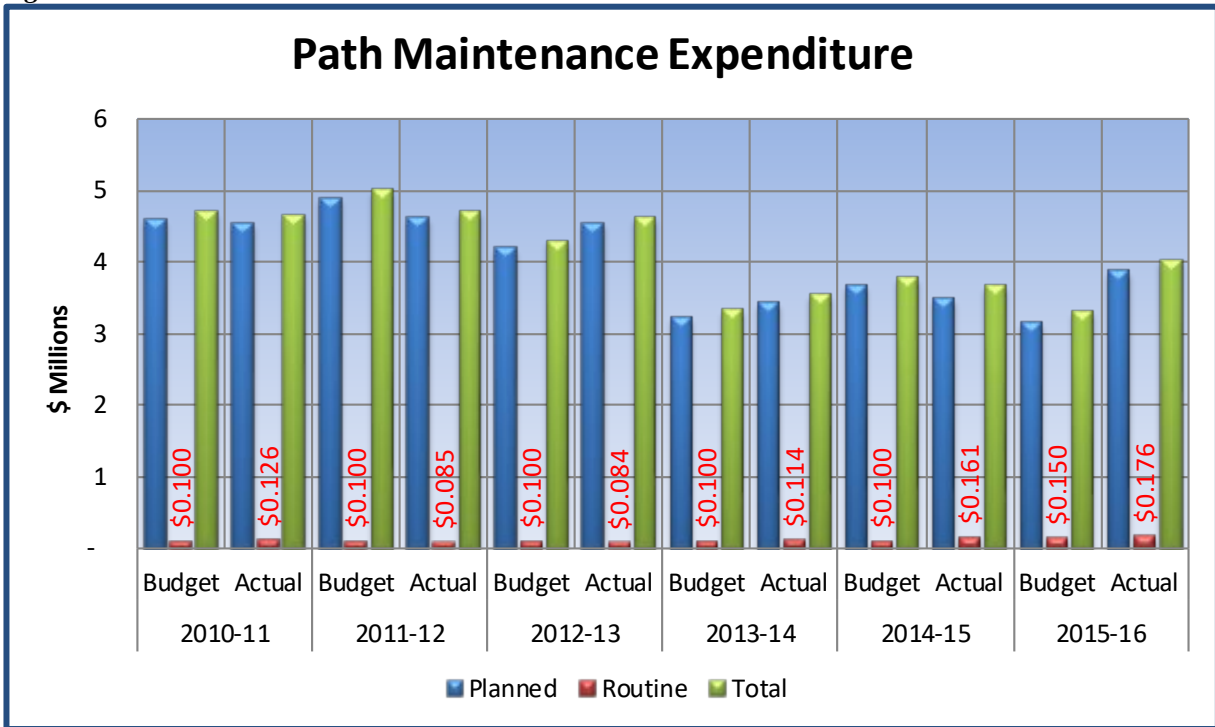
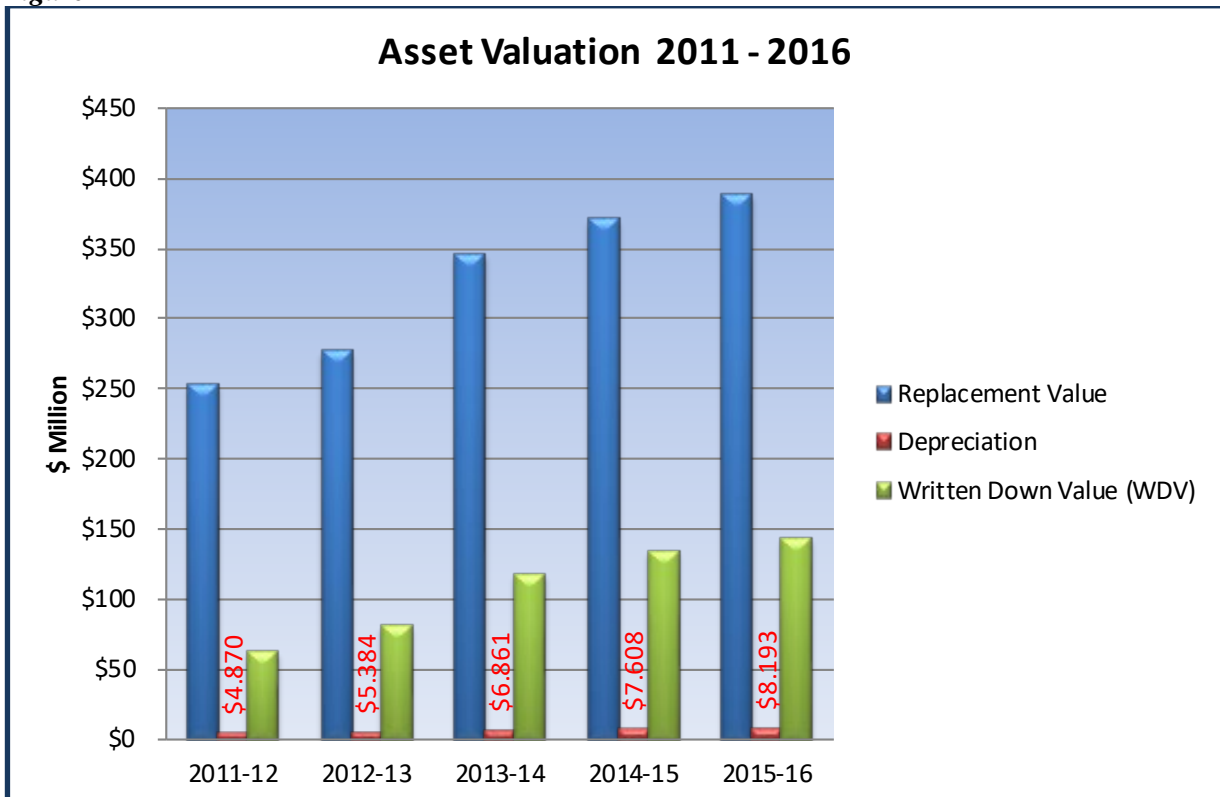


Figure 2





## 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 Planning and Development Unit (SPD), is responsible for the provision of new paths and missing links whereas, Roads ACT, Roads Maintenance (RM), is responsible for the planned inspections and condition assessment of the existing community paths and 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 Transport Canberra and City Services Risk Management Policy is based on the Australian Standard for risk management (AS/NZS ISO 31000:2009). 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 2010/11 – 2015/16 Roads ACT received 713 claims for compensation regarding public assets. Footpaths, pedestrian paving and the off-road bicycle network account for 223 claims (31.27%) totalling settled compensation payouts in excess of \$8 Million<sup>1</sup>. Note: This figure excludes the active claims liability.

<sup>1</sup>Compensation Claims 2010 – 2016, Traffic Management and Safety + updates, Roads ACT, TCCS



## 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 and strategies

- Reduction in risk to asset users
- Increased community use of amenity
- Reduce maintenance backlog (subject to funding)
- Improved inspection regimes based on Community Path hierarchy and Assessment Criteria and Repair Methodology (Roads ACT are currently working on an inspection regime to meet the Auditor General’s report) <sup>2</sup>
- Funding to allow rehabilitation of 2% Community paths annually <sup>1</sup>
- Minimise risk of litigation

### 2.1.3. Transport for Canberra

The Transport for Canberra, Transport for a Sustainable City 2012-2031 document sets out to increase the use of sustainable transport modes (walking, cycling and public transport)

Sustainable Transport work trips	Percent of all trips
2006	15.4
2016	23
2026	30

Transport for Canberra aims to increase the walking mode shared from 5% in 2006 to 7% in 2026, over the same period it is aimed to increase cycling’s mode shared from 2.5% to 7%.

For additional information refer to the following link:

[https://www.transport.act.gov.au/\\_data/assets/pdf\\_file/0007/887245/Pages\\_from\\_EDS\\_ACT\\_Transport\\_Policy\\_FA\\_final\\_web.pdf](https://www.transport.act.gov.au/_data/assets/pdf_file/0007/887245/Pages_from_EDS_ACT_Transport_Policy_FA_final_web.pdf)

## 3. Roads ACT Policies, Framework and Strategies

The Roads ACT Strategic Asset Management Plan (SAMP) 2013- 2015 and subsequent reviews provide the broad framework for managing Roads ACT assets.

For additional information relating to the SAMP contact the Strategic Planning and Development unit within Roads ACT

This document provides a detailed description of the current and desired maintenance and inspection levels of service for community paths (Part 4 Levels of Service).

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
- Pram crossings (kerb ramps) in accordance with AS 1428.1

<sup>1</sup>Strategic Asset Management Plan, 2013-15,

<sup>2</sup>Strategic Plan for Community paths, Roads ACT, 2013-15



For additional information refer to the following link:

[http://www.tccs.act.gov.au/Development\\_and\\_Project\\_Support/standards-codes-and-guidelines](http://www.tccs.act.gov.au/Development_and_Project_Support/standards-codes-and-guidelines)

- 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.tccs.act.gov.au/roads-paths/cycling/pedestrian\\_and\\_cycling\\_facilities](http://www.tccs.act.gov.au/roads-paths/cycling/pedestrian_and_cycling_facilities)

### **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 in new developments where traffic volumes exceed 300 vehicles per day. This applies to new greenfield developments and brownfield developments. The retrofitting of paths into existing areas is carried out on a case by case basis (see 4.2)

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**

Community paths provided by other ACT Government Departments and Private Land Developers as parts of the development of sub-divisions and brown field/in-fill developments are gifted to, Transport Canberra and City Services Directorate. The Development, Review and Coordination Section inspect and accept the paths and in turn pass the asset to Roads ACT for future maintenance.

### **4.2. Our own built Assets**

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

- a) Safety
- b) Strategic network requirements
- c) Community needs
- d) Desire line availability, and
- e) User demand.

Roads ACT use a data base (Community Path Warrant System) to assist in the prioritisation of projects based on the above criteria.

## **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 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 to remove trip hazards 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, Roads ACT currently identify 32 suburbs to be included in planned inspection program. Other community paths located within the Territory are inspected on a reactive basis. An effective repair and replacement program for all suburbs is to be developed and implemented targeting safety and sustainability, based on Table A.

For a list of the 32 suburbs please refer to Appendix 1.

## **5.2 Recording of attributes and location**

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 Planned Inspections**

The 32 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 32 identified suburbs.



**Table A**

Location	Priority	Frequency of Inspection	Extent of Inspections
<b>City Centre</b> Civic including Braddon	1	Every 6 months	Civic Precinct
<b>Town Centres</b> Woden Belconnen Tuggeranong Gungahlin	2	Every 1 years	Town Centre Precincts
<b>Community Facilities</b> Hospitals Nursing Homes Aged Care Facilities Hospices Schools Entertainment Facilities	2	Every 2 years	To other frequently accessed Facilities
<b>Group Centres</b> CharnwoodPhillip Dickson Erindale Jamison	3	Every 2 years	To Centre Boundaries
<b>Local Centres</b> Local suburban shops offering limited shopping facilities	3	Every 3 years	To Centre Boundaries
<b>Industrial Centres</b> Fyshwick Mitchell	3	Every 3 years	To Centre Boundaries
<b>Cycle paths</b>	3	Every 3 years	Entire Length
<b>Residential Areas</b>	4	Every 4 years	All Suburban Areas

### 5.3.2 Reactive

Requests for service received from members of the public are inspected and scheduled for repair on a case by case basis. The Transport Canberra and City Services Directorate 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:

<https://www.accesscanberra.act.gov.au/app/ask/>

### 5.4 Intervention criteria.

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	Remove and realign footpath
	Tree roots (if City Presentation advice that roots are non removable)	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**

<i>For Pavers</i>		
	<b>Intervention Level</b>	<b>Repair Method</b>
	Loose or cracked pavers	Re-bedding
Pavers Damage	Damaged, broken or missing pavers	Replacement, or re-bedding depends on site specific risk
	Individual paver vertical displacement > 15 mm	
	Subsidence causing significant water ponding with some safety implications	
	Slippery pavers	Remove and realign footpath
	Tree roots (if City Presentation advice that roots are non removable)	Cut Roots and replace segments,
	Tree roots (if City Presentation provide approval to remove roots)	

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

**Table D**

<i>Asphalt Paths</i>		
	<b>Intervention Level</b>	<b>Repair Method</b>
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	Asses height, Overlay and key into existing path or remove existing AC and realign footpath
	Tree roots (if City Presentation advice that roots are non removable)	Cut Roots and replace AC, key into existing path
	Tree roots (if City Presentation provide approval to remove roots)	

## 5.5 Repair methods.

Refer to tables B, C and D at section 5.4 of this document.

## 5.6 Works Orders & closing out IAMS

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



## 5.7 Asset Renewal

The following table is used to identify and score an asset that maybe due for renewal based on location, asset condition and useful life.

Assessment Criteria		Score
Location	City Centre	5
	Town Centres: Woden, Belconnen, Tuggeranong and Gungahlin, High trafficked off road path and paths connected to bus stops	4
	Community Facilities: Hospitals, Nursing Homes, Aged Care Facilities, Hospices, Schools and Entertainment Facilities Group Centres: Braddon, Phillip, Dickson, Belconnen, Erindale, Jamison and medium trafficked off road path	3
	Local Centres: Local suburban shops offering limited shopping facilities. Industrial Centres: Fyshwick, Mitchell Remaining High Priority Suburbs: Acton, Barton, Black Mountain Peninsula, Conder, Greenway, Griffith, Holt, Hughes, Kingston, Macquarie, Mawson, Mitchell, Parkes, Phillip, Reid, Russell, Turner, Wanniasa, Weston, Yarralumla and low trafficked off road path	2
	All remaining locations	1
Condition Rating	Very Poor/ unacceptable	10
	Poor	8
	Average	5
	Good	2
	Excellent	0
Useful Life	< 5 years	5
	5 – 10 years	4
	10 – 15 years	3
	15 – 20 years	2
	20 – 30 years	1
	> 30 years	0
<b>Total Score</b>		<b>/20</b>

### Useful Life

The useful life of an asset is the estimated length of time during which the asset is able to deliver a given level of service. The International Infrastructure Management Manual states that "useful life" may be expressed as:

- The period over which a depreciable asset is expected to be used.

The useful life of an asset is not necessarily equivalent to its physical life (Physical life may extend years beyond the useful life) or economic life, a number of other factors may result in an assets useful life being reduced, including:

- Obsolescence
- Changes in community expectations
- Increased demands on capacity
- New legal requirements.

## 5.8 Capital Works Upgrade Program

New paths in existing areas are funded from the Active Travel (cycle and pedestrian facilities) Program.

An assessment criterion for prioritising the construction of new paths in existing suburbs has been developed and located within the Strategic Planning and Development unit within Roads ACT.



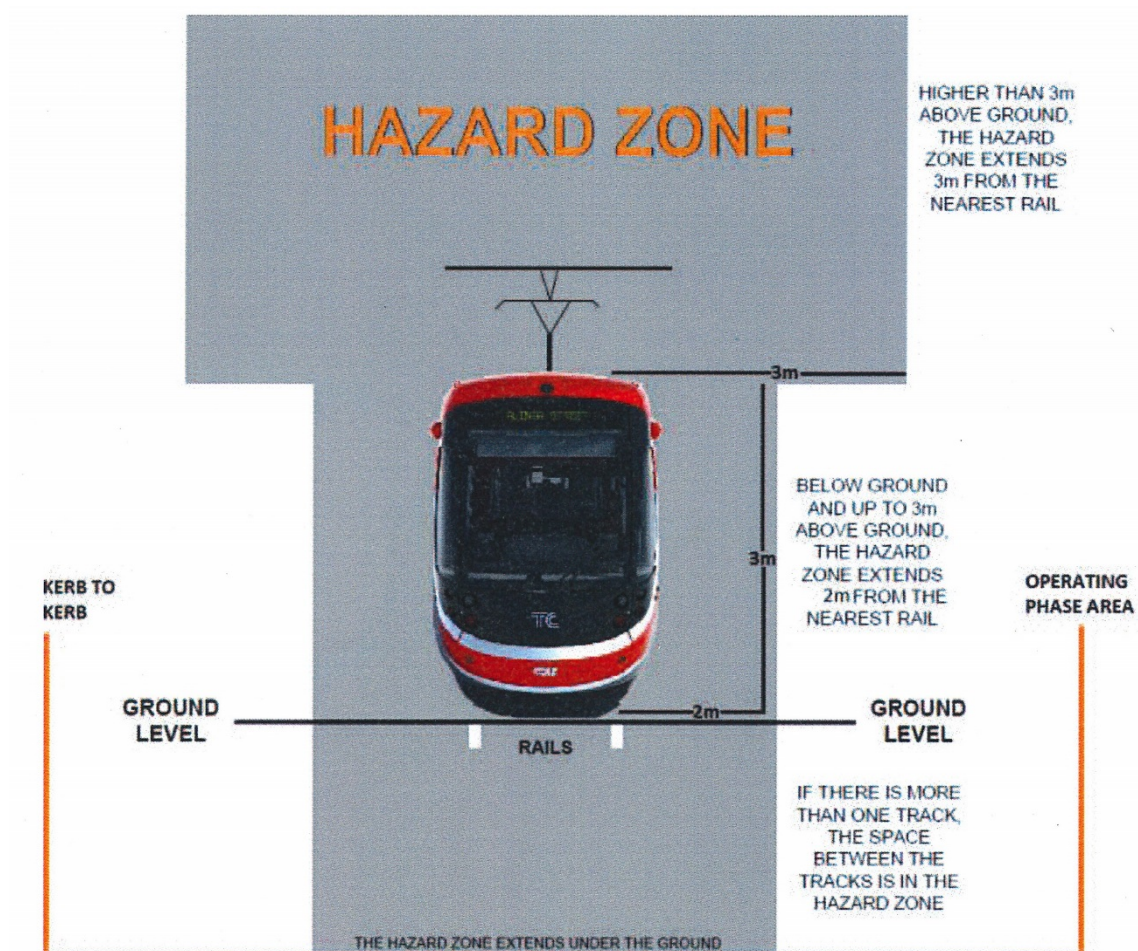
## 5.9 Capital Works by others

Shopping centre precinct upgrades are managed by City Presentation, Transport Canberra and City Services Directorate.

## 5.10 Light Rail Corridor

The light rail operator (LRO) will continue to own and maintain all footpaths located within the light rail operating phase area. Roads ACT staff or our representative are not to attend to any works within the corridor unless specifically requested by the LRO and will then require site access and induction from the LRO.

The Hazard Zone – represents the safe boundary of the system whereby crossing over the boundary could lead to a major safety risk, such as a collision with a LRV or electrocution, see detail below.



**Note:** At intersections, the Operating Phase Area is the dynamic kinetic envelope +300mm on each side.



## 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.environment.act.gov.au/heritage/heritage\\_register](http://www.environment.act.gov.au/heritage/heritage_register)

[http://www.environment.act.gov.au/heritage/development-at-heritage-sites/policy\\_3](http://www.environment.act.gov.au/heritage/development-at-heritage-sites/policy_3)

### 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/index.php/national-capital-plan>

### 6.3 Non-public Paths

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 Transport Canberra and City Services (TCCS) 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

TCCS 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 TCCS Risk Management Framework on the Intranet <http://intccs/cdr/docs/Governance/TCCS%20Risk%20Management%20Framework.pdf>

## 8. Levels of Service

The Roads ACT Strategic Asset Management Plan 2013/15, section 4 provides information regarding the desired levels of service. See Table A in section 5.3.2 and 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, 2013/15, Community Paths Level of Service,
- And Tables B,C,D in Section 5.3.2

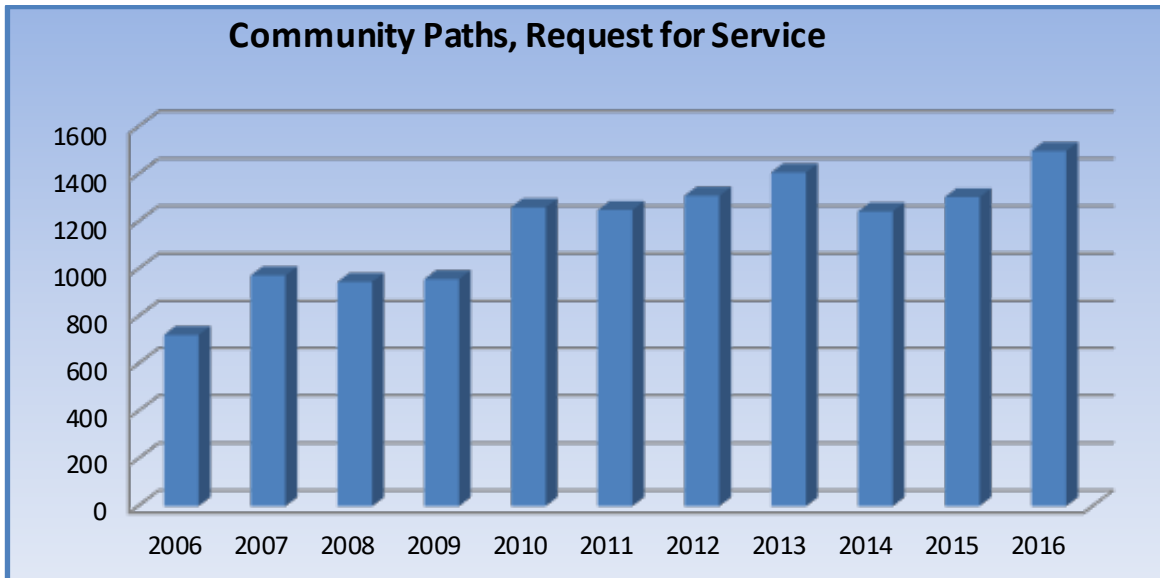
### 8.2 Customer Research and Expectations

Customer Expectations have changed over recent years with the number of requests for service increasing steadily. However the TCCS Customer Satisfaction Survey results indicate that satisfaction levels have risen from 77% in 2013-14 and currently stand at 91% satisfaction for community paths as at June 2016. Due to changes in collection methodology it is no longer possible to correlate satisfaction levels against community paths from previous years.

Requests for service regarding the maintenance of community paths have increased due to the aging condition of the community path network.

*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) be drained of surface water,
- c) will not be slippery,
- d) will be wide enough to allow people to pass without leaving the path,
- e) not be affected by obstructions such as trees will not protrude across the path,
- f) 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) have reasonable site distance provided, and
- j) be safe for people to use at all hours of the day.

## 9. Lifecycle Management

Roads ACT are responsible for the maintenance of 4,468,000 m<sup>2</sup> of community paths (footpaths and cyclepaths). 47 % of the asphalt and concrete paths network will reach or exceed the expected life span of 50 years by 2025. The existing inspection systems are expected to identify areas where path replacement is required. For further details refer to the Roads ACT Strategic Asset Management Plan.

## 10. Plan Improvement & Monitoring

### Internal Monitoring

- Sections 4.1, 4.2, 5.3.2, and 8.3 of this report provide information relevant to Internal Monitoring

### Periodic Review

- This document is to be fully reviewed every 3 years, the next review will be undertaken in 2020. Amendments to this document will be as needed.



## APPENDIX 1

Community Paths Maintenance, 32 Priority Suburbs

<b>ACTON</b>
<b>BARTON</b>
<b>BELCONNEN</b>
<b>BRADDON</b>
<b>BRUCE</b>
<b>CAMBELL</b>
<b>CHARNWOOD</b>
<b>CITY</b>
<b>CONDER</b>
<b>CURTIN</b>
<b>DICKSON</b>
<b>DEAKIN</b>
<b>FORREST</b>
<b>FYSHWICK</b>
<b>GREENWAY</b>
<b>GRIFFITH</b>
<b>GUNGHALIN</b>
<b>HOLT</b>
<b>HUGHES</b>
<b>KAMBAH</b>
<b>KINGSTON</b>
<b>MACQUARIE</b>
<b>MAWSON</b>
<b>MITCHELL</b>
<b>NICHOLLS</b>
<b>PAGE</b>
<b>PHILLIP</b>
<b>REID</b>
<b>TURNER</b>
<b>WANNIASSA</b>
<b>WESTON</b>
<b>YARRALUMLA</b>



## 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 32 suburbs identified as having high needs, and replacement in of other area's as requested by the public

Issue/Attribute	Service Standards
<b>Response Time:</b>	
Very High to Extreme Risk - A high danger to the user, will cause damage to persons/property	Repair within 1 to 3 business day (after initial inspection)
High Risk - A potential hazard in an area of frequent use by pedestrians.	Repair within 7 to 10 business days (after initial inspection)
Low to Medium Risk – Problems identified in low use areas.	Repair within 30 business days (after initial inspection)
Very Low risk and the replacement of the above repairs	Replace within 12 to 18 months subject to funding and priorities (after initial inspection)





ROADS ACT  
Strategic Asset Management Plan

# CHAPTER 8D LIFECYCLE - COMMUNITY PATHS

February 2018









**Author: Roads ACT Strategic Asset Management Plan – Chapter 8D**

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## 1. OVERVIEW

Community paths provide a safe, convenient off-road network for active transportation and recreational use by pedestrians and cyclists. Roads ACT is responsible for maintaining community path assets within the ACT, except for specific areas under jurisdiction of the Government or other authorities.

This section provides an overview of community paths including their current state, trends relating to condition, usage and replacement value, strategies for maintenance of existing assets, and investment for new assets to meet population growth and Government policy objectives.

## 2. ASSET DESCRIPTION

The community paths asset group encompasses asphalt and concrete surfaces for use by pedestrians and cyclists on public land in the ACT including:

- Paths – trunk, intermediate and minor paths (both concrete and asphalt) for active transportation and recreation.
- Public pavements (typically concrete) around employment areas and shopping centres on public land and within road reserves.

Specifically excluded are the following:

- Community paths within ANU, Canberra University, Department of Defence, Department of Education, Department of Health, Commonwealth land, National Capital Authority (NCA) managed land and private leases.
- Unsurfaced walking, cycling and equestrian trails.

Trunk paths which are 2.5m or wider were formerly referred to as “cyclepaths”; Minor paths are 1.5m wide or less and were formerly referred to as “footpaths”.

The terminology has been amended in this edition of the Strategic Asset Management Plan (SAMP) as all paths in the ACT are available for both walking and cycling unless designated otherwise and the asset description should reflect its use.

A new category, ‘Intermediate paths’ which are 1.6 – 2.4m wide has been included to describe the paths in between the two general width categories. This terminology aligns with the descriptions included in the new Design Standards and planning documents.

Throughout this Chapter, the term ‘community paths’ is used to collectively describe the above-mentioned assets. **Table 1** below indicates the growth of community path assets since the previous SAMP.

**Table 1: Community Paths – Change in Asset by Type**

Asset Description	2012	2016	% Change
<b>Path Length (km)</b>	2,533	2,924	+15%
<b>Path Area (m<sup>2</sup>)</b>	3,525,000	4,468,000	+27%
<b>Public Pavement Area (m<sup>2</sup>)</b>	550,000	565,000	+3%
<b>Total (m<sup>2</sup>)</b>	4,075,000	5,033,000	+24%

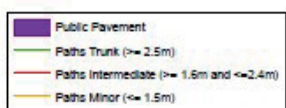
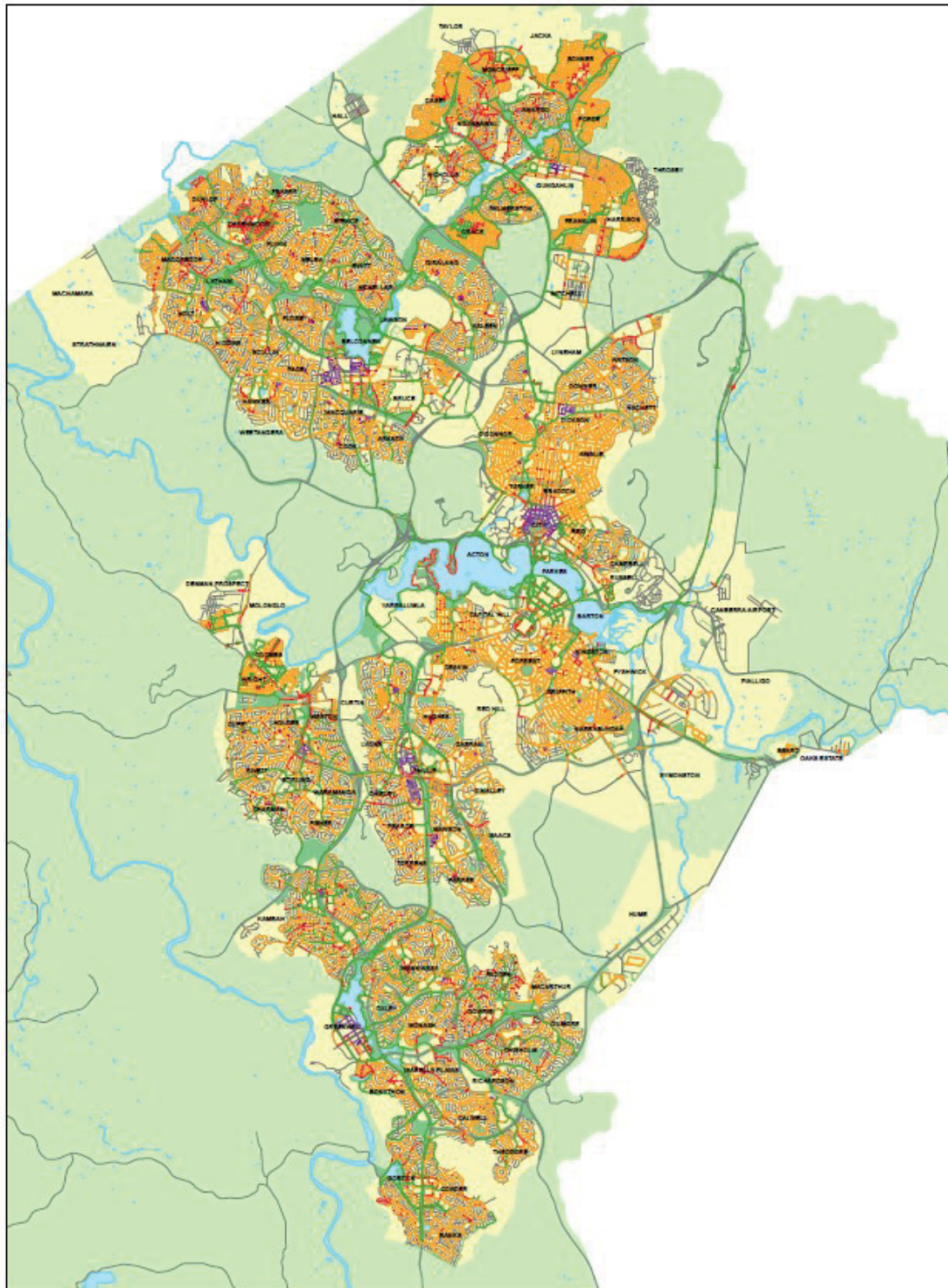
Information relating to community paths is stored in the Integrated Asset Management System (IAMS) including path attributes such as:

- Location (Suburb).
- Date of construction (the date of construction for paths prior to approximately 2003 are based on the gazettal date of the suburb in which the path is located).
- Path category.
- Other physical characteristics including length, area and width and surface/finish.



Information for public pavements is also included in the IAMS and includes similar attributes to the community paths. The entire community path asset group in the ACT is shown in **Figure 1**.

**Figure 1: Community Paths – Path Type**



**Community Paths - Path Type**



Map created by Information and Technology Branch on 02/03/2017. Data sourced from Integrated Asset Management System. ACT Government is not responsible for the data in this document. Data Copyright: © City of Canberra, Canberra 2017. Date when updated: 30 June 2018



**ACT**  
Government  
Transport Canberra and  
City Services



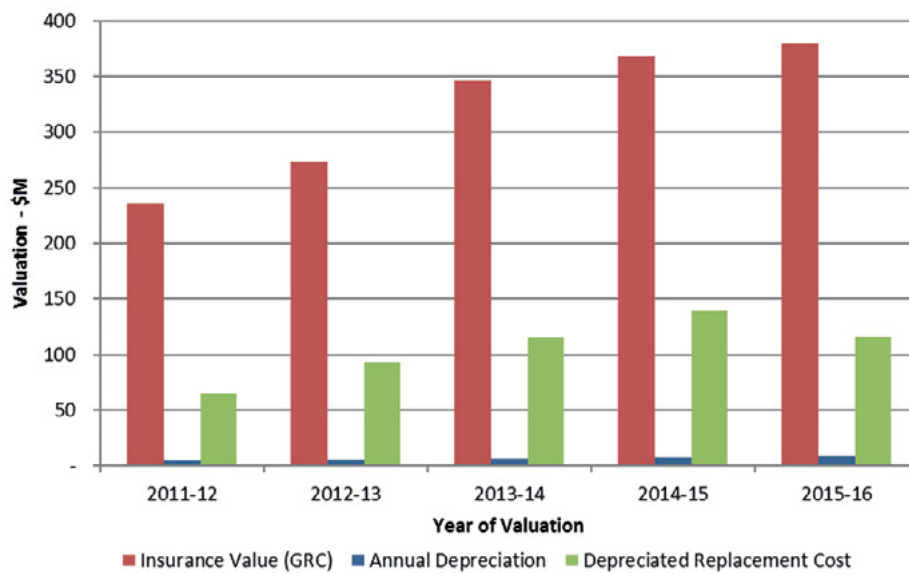
### 3. ASSET VALUE

The community path asset group depreciated replacement cost is valued at \$154.5 million as at 30 June 2016.

**Graph 1** shows the replacement value, annual depreciation and depreciated replacement cost of the community paths asset group between the 2011/2012 and 2015/16 financial periods.

Data shows an increasing trend of community path insured asset value to 2015-16. This increase asset base may be expected in the ACT with growth continuing through “greenfield” residential subdivisions and infill developments.

**Graph 1: Community Paths Asset Group – Asset Valuation**



**Table 2: Asset Information (as of 30 June 2016)**

Asset	Quantity	Gross Replacement Costs (\$million)	Annual Depreciation (\$million)	Depreciated Replacement Cost (\$million)
Paths	4,468,000 m <sup>2</sup>	379.9	8.1	116.6
Public Pavements	565,000 m <sup>2</sup>	65.5	1.0	37.9
<b>Total</b>	5,033,000 m <sup>2</sup>	445.4	9.1	154.5



## 4. ASSET UTILISATION

The ACT Government has a target to increase the mode share of work trips by walking and cycling to 7% by 2026, a likely growth in the number of people using paths in their daily commute is expected.

Bicycle counts have been undertaken at approximately 40 sites around Canberra since the late 1990s. However, counts have been provided at a much-reduced level since 2013 and through this SAMP, Roads ACT have planned to recommence counts at the identified sites in 2017. Counts usually occur in January and February each year.

Cordon counts which include counts of all cyclists entering and leaving an area have been undertaken in March each year since 2013 for the City and town centres including Belconnen, Gungahlin, Woden and Tuggeranong.

Pedestrian counts are undertaken on an ad hoc basis on a reactive basis when required for particular projects or in response to complaints.

Modelling of future cycling demand is being undertaken by the Environment, Planning and Sustainable Development Directorate in 8 districts to help predict where future works may be required to both improve existing assets and assist in setting priorities for new assets.

## 5. ASSET AGE

Many paths in Canberra’s older suburbs exceed the nominal design life of 40 years, with the age of the community path assets in 2017 shown in **Graph 2**. Over the last ten years, the average asset age has increased from 37.0 to 38.7 in 2017. Without changes to current asset renewal funding, the average age will continue to increase, with implications including an increased backlog of maintenance work and a resultant greater risk of the possible hazards presented by assets at or beyond their useful life.

**Graph 2: Age Profile of Community Paths**

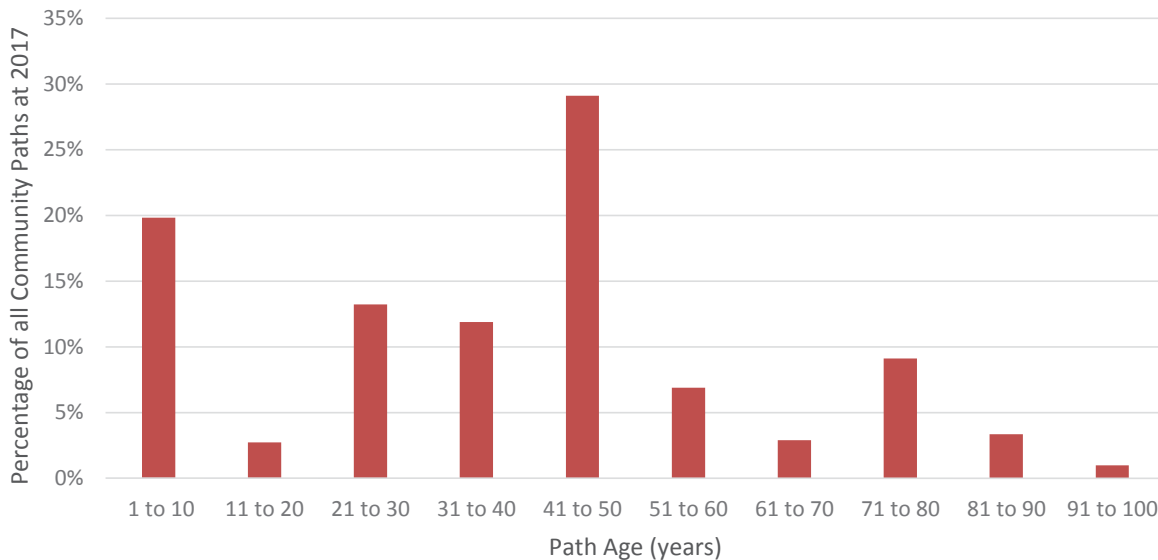
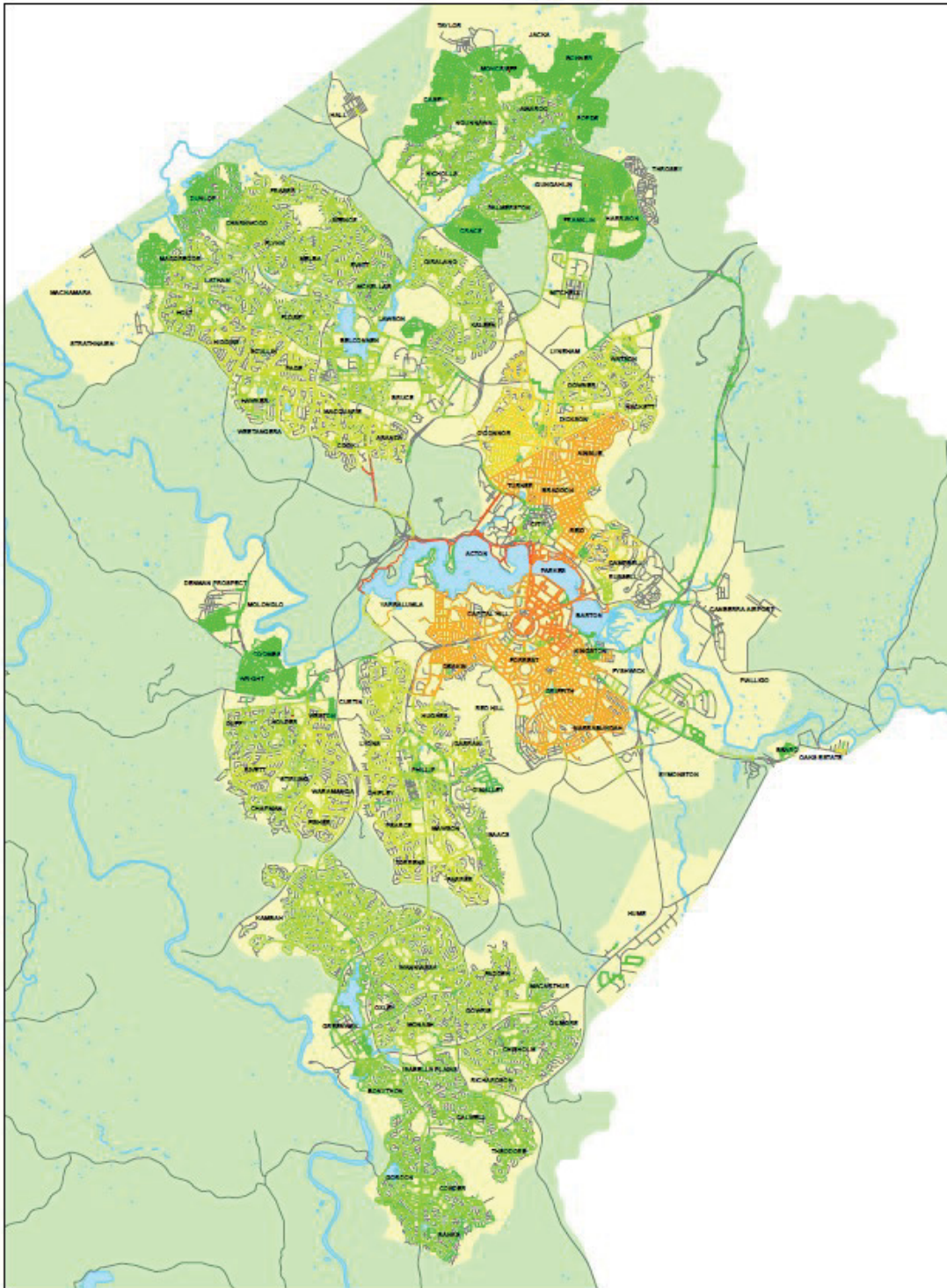




Figure 2 shows a 2017 snapshot of community path age indicating the percentage of total community paths falling within 10-year age increments from zero to one hundred years.

Figure 2: Community Paths – Path Age



Community Paths - Path Age





## 6. SERVICE STANDARDS

New paths and public pavements are designed to comply with TCCS Municipal Infrastructure Standards (MIS) – Section 05: Pedestrian and Cycle Facilities, as well as Austroads, ‘A Guide to Road Design Part 6A: Pedestrian and Cycle Facilities’.

Paths and public pavements constructed prior to the implementation of the Austroads standard may not be fully compliant with these requirements, and will likely meet the standards of their time.

Design principles for the community path asset group incorporates several key principles:

### Coherence

- Clear and consistent signposting.
- Path connectivity.

### Directness

- Minimal detours to avoid shortcuts.
- Minimised crossings and delays at signalised stopping points.

### Attractiveness

- Quality urban design features.
- Route proximity alongside attractive natural or man-made features.

### Comfort and Safety

- Traffic control devices where warranted.
- Lighting for safety and security.
- Quality walking surfaces, widths and gradients.
- Facilities for users with impairments and less experienced users.

The Level of Service (LoS) section of the SAMP rates the community paths asset group currently performing at a ‘normal’ LoS.

To increase the amenity of paths for visually impaired and mobility impaired people, Accessible Pedestrian Routes have been identified in town, group and local centres. Paths and public pavements traversed by these routes are to include installation of devices such as tactile indicators and shorelining for visually impaired users, as well as surfacing, grade and crossing treatments with special attention to kerb ramps to assist mobility impaired users. The delivery of the increased amenity is to be delivered through the capital works program.

Routes through suburbs for improved path amenity have also been identified for the elderly and school children. These routes generally include improved crossings, refuge islands, kerb ramps, path widening and pavement markings in areas near schools and homes for the elderly. The delivery of the increased amenity is to be through both the capital upgrades program; for minor works and the capital works program; where the improvements may be implemented as part of a larger scheme or project.

Leaves and lawn clippings not swept from paths may create slip hazards and edge growth along asphalt paths may cause edge fret and the reduction in usable path width over time. Operational activities to address these issues and remove debris are undertaken by City Presentation.

**Photo 1: Walk Path/Bike Path**





## 7. ASSET PHYSICAL CONDITION

**Table 3** below indicates the current community path condition assessment

**Table 3: Community Paths - Condition Grade**

Asset	Condition	Description
<b>Paths</b>	Fair	Paths are serviceable in most areas however on-going maintenance and repair is required to ensure level of service is maintained. Several areas require significant repair and maintenance, with some path segments beyond repair and requiring replacement.
<b>Public Pavements</b>	Fair	Public pavement assets are generally maintained to a high standard due to the large traffic volume and location at major town centres.

Information within the IAMS on the physical condition of community path assets is not exhaustive. Other indications of physical condition of community path assets include defects and accident claims described in **Section 8**.

## 8. ASSET FUNCTIONALITY

Community Path functionality provides an indication of the Level of Service (LoS) provided when considering the asset physical condition against service standards, with the Level of Service dependent on the asset age, usage, and previous maintenance investment.

Several factors including defects and accident claims provide an overall metric of community path functionality, as well as indicating general areas for future maintenance and capital interventions.

### Defects

ACT Government indicate that for the period between June 2012 to June 2016, just under 17,000 inspections (around 4,250 per year) undertaken required action to rectify defects on community path assets. A comparison between this SAMP period to June 2016 and the

previous period indicates an increasing proportion of inspections being undertaken, and a corresponding increase in the defects detected and repaired. **Table 4** compares data between the two periods.

It follows by extension that the number of defects identified is a function of the number of inspections undertaken, whether in response to regular maintenance inspections or 'Fix My Street' requests.

The information presented in **Table 4** indicates that a number of the reported defects did not require immediate repair such as minor cracking in concrete paths. Also that reporting of defects in Asphalt paths has increased markedly. This may be due to better reporting mechanisms and the impact of tree roots, local soil and environmental conditions on the state of these paths.

**Table 4: Comparison of Defects From Previous Reporting Period**

Description	Jul 2008 – Jun 2012	Jul 2012 – Jun 2016	% Change
<b>Inspections recorded</b>	11,547	16,795	+45%
<b>Defects identified for repair</b>	8,980	12,827	+43%
<b>Percent requiring action</b>	78%	76%	-2%
<b>Percent of defects on asphalt paths</b>	3%	7%	+230%



## 9. ASSET FINANCIAL PERFORMANCE

Demonstrating financial performance requires consensus on the valuation of economic benefits of community path usage by cyclists and pedestrians.

The ACT Government Policy ‘Active Travel Framework’ released in May 2015 states benefits of active travel to include direct economic benefits such as reduced health care costs, increased property values, increased retail expenditure and reduced construction costs. In addition, other ‘non-economic’ benefits include health, environmental and social.

In the context of meeting Government policy objectives in Active Travel the stated ‘non-economic’ benefits should be considered as one of the factors in determining asset performance.

## 10. DATA CONFIDENCE AND RELIABILITY

**Table 5** shows the confidence rating of the data kept in the IAMS on the community paths asset group.

**Table 5: Asset Data Confidence and Reliability**

Asset	Data Completeness	Data Accuracy		
		Quantity	Age	Condition
<b>Paths</b>	60–80%	Highly Reliable	Reliable	Uncertain
<b>Public Pavements</b>	60–80%	Highly Reliable	Reliable	Uncertain

The community paths asset data provided by the IAMS extensively covers most of the network, however, several gaps appear to exist in the information and data – primarily around condition data.

IAMS generally does not currently provide information on the path network, apart from defects and maintenance information. It is planned to include more information on the condition of the path network from the planned inspections to enable a better understanding of the overall condition of the network. The details of the methodology and timeframe for inclusion of this information forms part of the Operational Plan.

In addition, IAMS data relating to the useful life can be improved. Currently, some asset records include paths which have an age considerably older than 40 years (the design life of paths). These paths have been assigned a useful remaining life greater than zero. For example, assets created between 1920 and 1960 have been given a useful life of 8 years.

Historically, this has been driven by the need to estimate the useful life of assets for insurance purposes, which is often given an extension of useful life as assets continue to operate past the original estimate of useful life. Whilst this provides a useful life of assets for financial records, it does not consider the actual physical condition.

The Operational Plan includes the details of the proposed move to an inspection based appraisal of remaining life instead of adopting a default value. This may be based on extrapolation of inspection findings over similar assets with similar site condition profiles to more accurately estimate remaining life.

The data for public pavements which represent approximately 10% of the asset base has previously been omitted from modelling. Both the path and public pavements data includes creation dates however for paths created prior to approximately 2003 the creation date for paths is generally taken from the gazettal date of the suburb.



## 11. KEY CHALLENGES

The main challenges associated with management of community path assets are the allocation of sufficient resources to undertake inspections for a network comprising almost 3,000km or 450 Ha of paths and 57 Ha of public pavement areas, and the allocation of budget to fund maintenance and capital expenditure to meet population growth and increasing user expectations.

The current planned maintenance regime provides regular inspections across 32 suburbs identified as high priority, inspected in the allocated four-year cycle. However, current resource constraints do not permit full and regular inspections on lower priority suburbs, hence the current levels of condition uncertainty as outlined in **Table 5**.

The lack of regular inspection and maintenance inevitably leads to the overall deterioration of the path condition, and reactive rather than preventative maintenance interventions. Undertaking a survey campaign to measure community path conditions over the coming period as outlined in the Operational Plan could potentially provide longer term benefits in problem identification and targeting of resources.

Another key issue is the number of low-use paths in poor condition. There may be insufficient justification to rehabilitate these sections of path ahead of higher priority areas.

Other challenges relate to the increased community expectations of higher amenity on paths within established areas to coincide with ACT Government policies to promote walking and cycling to reduce traffic congestion and for better health and well-being outcomes. The aging path assets in older suburbs combined with the paths constructed in the high growth era of the 1960s and 70s are reaching the end of their expected life which also results in challenges with continued maintenance to meet the required level of service.

As the Canberra population ages, there is an expectation to provide footpaths along all roads similar to that provided in all new estates.

## 12. STRATEGIES FOR SUSTAINING EXISTING ASSETS (ASSET MAINTENANCE)

The preservation of community path service levels to meet current usage, and renewal of current assets to meet growth is carried out through the following programs:

- Routine Maintenance – including Reactive and Planned Maintenance.
- Capital Upgrades.

These programs are discussed in the following sections.

### 12.1 ROUTINE MAINTENANCE DESCRIPTION

Routine maintenance consists of two key elements.

#### Reactive maintenance

Reactive maintenance, previously referred to as routine, breakdown or call-out maintenance, is work done in response to a reported failure or request for service.

In June 2010, the ACT Government launched the ‘Fix My Street’ service on the Canberra Connect website, enabling the public to report observed failures, facilitating a timelier response to reactive maintenance defects.

Most reactive maintenance repairs conducted on community path assets are undertaken in response to the ‘Fix My Street’ service. Requests are prioritised and scheduled for inspection generally within three working days.

#### Planned maintenance

Planned maintenance, also referred to as preventative or scheduled maintenance is an organised program of inspections and maintenance undertaken periodically.

Inspection and repairs undertaken through Planned maintenance are focused on the priority areas as listed in Section 12.3 to the methodology as described in the Operational Plan.





Over 80% of community path assets are concrete; with a similar proportion of maintenance interventions on community paths with concrete surfacing. One of the most common maintenance activities is mechanical grinding of vertically displaced panels to mitigate potential trip hazards. Replacement of individual concrete panels or short sections of typically older failed sections is a preferred means of undertaking maintenance when considering longevity, though slab replacement interventions are costlier than for mechanical grinding.

On asphalt paths, sealing of cracks and dealing with weed infestation are most commonly undertaken along with other replacement of path sections or patching where poor drainage or root damage has caused surface damage.

## 12.2 ROUTINE MAINTENANCE METHODOLOGY

### Evaluating risk for reactive maintenance

Defects may be identified in response to ‘Fix My Street’ requests, or as identified by teams undertaking planned inspections. Defects are recorded in the IAMS, and ranked in accordance with risk levels indicated in **Table 6** to determine the urgency for intervention.

Once the urgency for intervention has been determined, repairs are undertaken in accordance with the methodology detailed in the Operational Plan.

**Table 6: Response Times For Assessed Defect Risks**

Risk Assessment	Response Time
<b>Very High to Extreme Risk – A high danger to the user, will cause damage to persons/property</b>	Repair within 1 to 3 business day (after initial inspection)
<b>High Risk – A potential hazard in an area of frequent use by pedestrians</b>	Repair within 7 to 10 business days (after initial inspection)
<b>Low to Medium Risk – Problems identified in low use areas</b>	Repair within 30 business days (after initial inspection)
<b>Very Low risk and the replacement of the above repairs</b>	Replace within 12 to 18 months subject to funding and priorities (after initial inspection)





## Ranking planned maintenance

Defects not considered to be of elevated risk are included in the planned maintenance program. This may include reactive maintenance requests that cannot be completed through the reactive maintenance program by the required response times if considered low risk.

An evaluation is undertaken with reference to the assessment criteria identified in **Table 7** considering factors including location, route type, average condition and useful remaining life of the subject section of path. Each path section is given a rating from the applicable criteria, which in turn gives a total score out of a possible 25. This framework is to be used to prioritise the planned maintenance and replacement works that are required for community path assets, allowing the available budget to be spent in the most appropriate manner.

**Table 7: Ranking Planned Maintenance**

Assessment Criteria		Score
<b>Location</b>	City Centre	5
	<b>Town Centres:</b> Woden, Belconnen, Tuggeranong and Gungahlin. High trafficked off-road paths and paths connected to bus stops	4
	<b>Community Facilities:</b> Hospitals, Nursing Homes, Aged Care Facilities, Hospices, Schools and Entertainment Facilities. Group Centres: Braddon, Phillip, Dickson, Belconnen, Erindale, Jamison and medium trafficked off-road paths	3
	<b>Local Centres:</b> Local suburban shops offering limited shopping facilities. Industrial Centres Fyshwick & Mitchell. Remaining High Priority Suburbs ( <b>Table 9</b> ) and low-trafficked off-road paths	2
	All remaining locations	1
<b>Route Type</b>	Accessible Pedestrian Route	5
	Main Community Route	3
	Local Community Route	2
<b>Condition Rating</b>	Very Poor/unacceptable	10
	Poor	8
	Average	5
	Good	2
	Excellent	0
<b>Useful Life</b>	< 5 years	5
	5 – 10 years	4
	10 – 15 years	3
	15 – 20 years	2
	20 – 30 years	1
	> 30 years	0



**Table 8: Determining Timeframe For Planned Maintenance Activities**

Total Score	Priority	Timeframe	Nature of works
0 - 5	Low	Long term (> 20 years)	No action
5 - 10	Medium	Long term (> 20 years)	Planned maintenance.
10 - 15	High	Medium term (< 10 years)	Planned maintenance + Planning for Capital Upgrades.
15 - 20	Very High	Short term (< 3 years)	Capital Upgrades

### Repair methods, standards and specifications

Maintenance repairs are to be in accordance with the Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths outlining that regular maintenance on paths should include:

- Filling of cracks.
- Grinding of raised sections.
- Re-painting of pavement markings.
- Cleaning of signs.
- Trimming of trees and plants to remove obstructions and maintain sight distances.

The type of repair for maintenance works is determined in accordance with the pavement and defect types as detailed in the Operational Plan.

The technical specifications for the construction of paths and paved areas is to be in accordance with the relevant sections of the Municipal Infrastructure Technical Specifications. These specifications detail the required materials and associated construction requirements for maintenance contractors.

Temporary traffic management during maintenance works is often overlooked and the level of signage and any diversion that may be required due to path closures during maintenance works should be based on the Community Route type.

Landscape repairs are also important and allowance for re-establishment of grassing adjacent to paths should be part of any maintenance work.

### 12.3 PRIORITY AREAS

Based on several factors including frequency of use, through movements and previous compensation claims, thirty-two suburbs in the ACT have been identified as highest priority for planned maintenance inspections and intervention, as listed in **Table 9**.

**Table 9: High Priority Suburbs**

Priority Suburbs for Community Paths Replacement and Maintenance	
ACTON	GUNGHALIN
BARTON	HOLT
BELCONNEN	HUGHES
BRADDON	KAMBAH
BRUCE	KINGSTON
CAMPBELL	MACQUARIE
CHARNWOOD	MAWSON
CITY	MITCHELL



CONDER	NICHOLLS
CURTIN	PAGE
DEAKIN	PHILLIP
DICKSON	REID
FORREST	TURNER
FYSHWICK	WANNIASSA
GREENWAY	WESTON
GRIFFITH	YARRALUMLA

Currently Planned maintenance inspections are limited to these 32 high priority suburbs due to budgetary constraints.

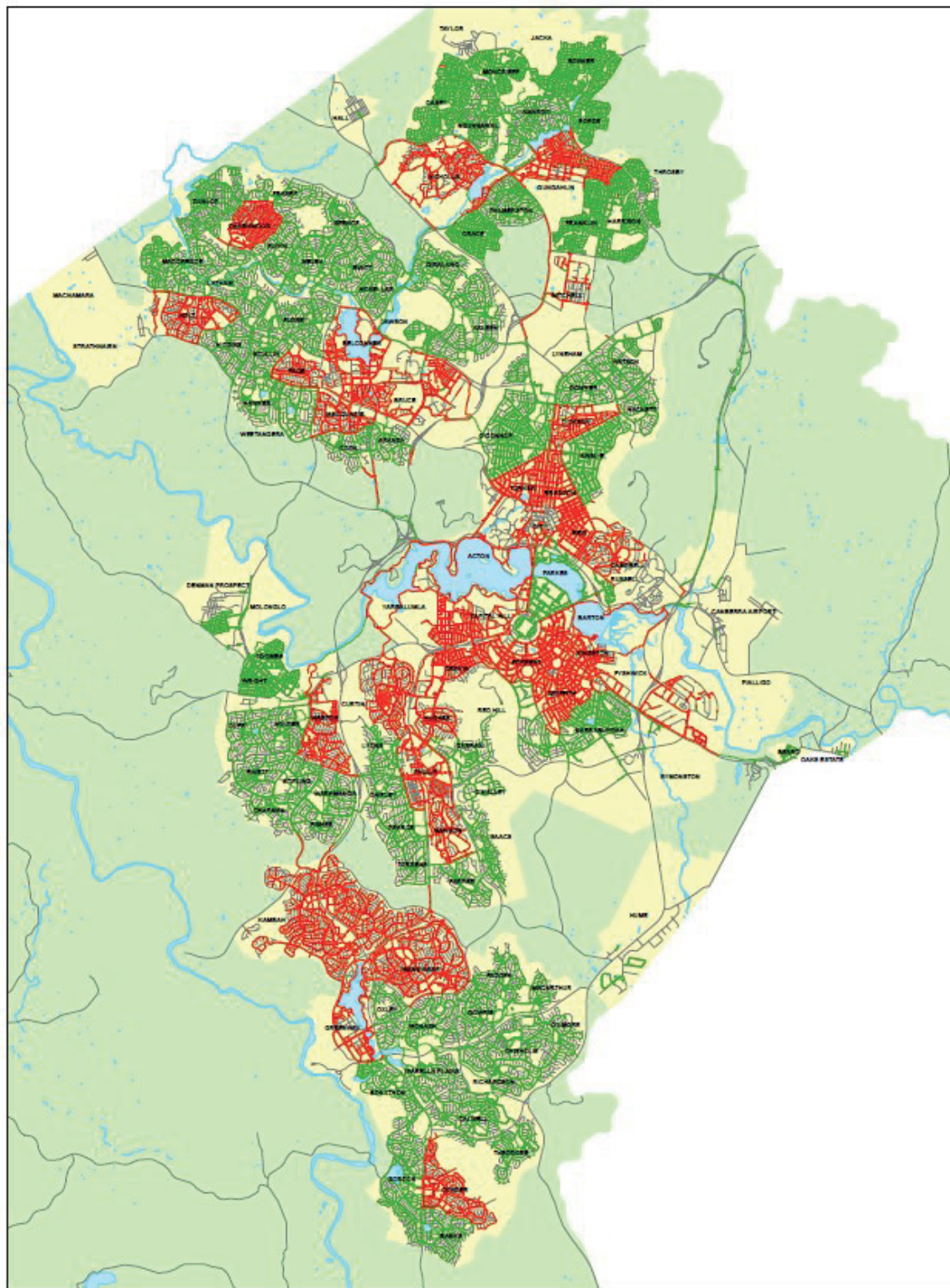
A planned inspection program for the 32 identified high priority suburbs has a frequency ranging from every year to every four years based on a priority rating given to each of the suburbs and locations. The frequency and priority ranking of inspections is outlined in **Table 10**. The listed priority suburbs are also shown in **Figure 3**.

**Table 10: Inspection Frequency Of High Priority Suburbs**

Location	Priority	Inspection Frequency	Extent of Inspection
<b>City Centre – Civic</b>	1	Every 6 months	Civic Precinct
<b>Accessible Pedestrian Routes – Town and Group Centres</b>	1	Every 6 months	Accessible Pedestrian Routes
<b>Town Centres – Woden, Belconnen, Tuggeranong, Gungahlin</b>	2	Every 1 year	Town centre precinct
<b>Accessible Pedestrian Routes – Local Centres</b>	2	Every 1 year	Accessible Pedestrian Routes
<b>Community Facilities – Hospitals, Nursing Homes, Aged Care Facilities, Hospices, Schools, Entertainment Facilities</b>	2	Every 2 years	To other frequently accessed facilities
<b>Group Centres – Braddon, Phillip, Dickson, Belconnen, Erindale, Jamison</b>	3	Every 2 years	To centre boundaries
<b>Local Centres – Local suburban shops offering limited shopping facilities</b>	3	Every 3 years	To centre boundaries
<b>Industrial Centres – Fyshwick, Mitchell, Hume</b>	3	Every 3 years	To centre boundaries
<b>Main Community Routes</b>	3	Every 2 years	Entire length
<b>Local Community Routes</b>	3	Every 3 years	Entire length
<b>Residential areas</b>	4	Every 4 years	All suburban areas



Figure 3: Community Paths – Inspection Priority



	High
	Regular

**Community Paths - Path Priority**

0 5 10 Kilns

Map created by Information and Technology Branch on 02/06/2017. Data sourced from Integrated Asset Management System. ACT Government does not warrant that the data is free from errors. Data Copyright © Australian Capital Territory, Canberra 2017. Data shown up to 30 June 2016.

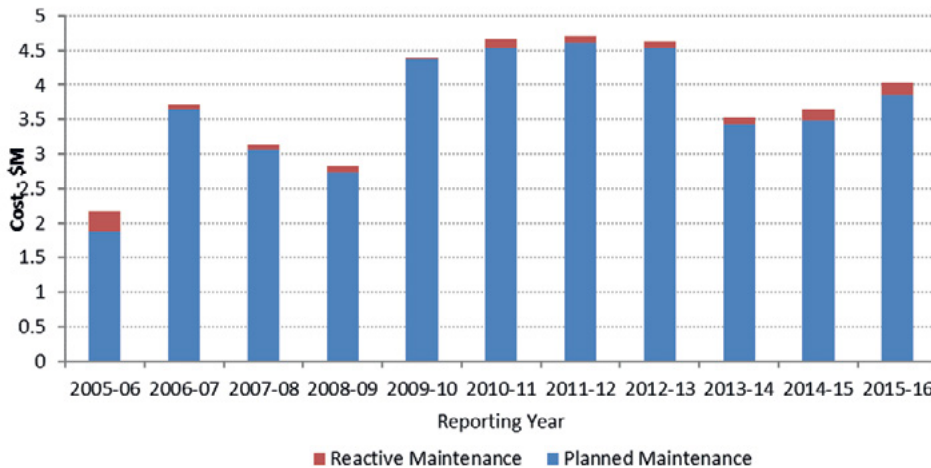
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Government  
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City Services



## 12.4 HISTORICAL MAINTENANCE EXPENDITURE

The amount spent on both Reactive and Planned maintenance of community path assets between 2005-06 and 2015-16 is shown in **Graph 3**.

**Graph 3: Reactive and Planned Maintenance**



## 12.5 CAPITAL UPGRADES

Capital upgrades (now called Better infrastructure Funds) are defined as exceptional activities intended to extend the effective useful life of an existing asset, or improve asset service potential. Prior to 2017-18 capital upgrades works included the creation of new sections of paths to increase safety, improve movements at intersections, or construct “missing links” in the network.

From 2017-18, this work will be included as a sub-program within the capital works program and capital upgrades funds will be used to augment maintenance funding to reduce the backlog of planned maintenance and conduct an asset renewal program to reduce the average age of the community path asset group.

### Asset renewal program

The renewal and replacement of longer sections of old and defective paths has not been widely conducted within the ACT as the most defective sections are generally replaced first, albeit in short sections to meet budgetary constraints. Some assets deteriorate at a rate faster than they depreciate financially, while others remain in relatively good condition for an extended period after their financial value is assessed to be zero, thus it is difficult to plan specifically for the renewal of assets.

The replacement and renewal of majorly defective sections of paths and public pavement assets is carried out as part of the routine maintenance program conducted by Roads ACT outlined in the previous sections. The condition, estimated remaining life and utilisation of a community path asset should be considered when determining which assets require renewal. However, renewing an asset on the basis of little or no remaining useful life is difficult to justify as some assets with a low useful remaining life may still be operating at a suitable Level of Service. The asset condition and utilisation should form the primary basis of the justification to renew a community path asset, with the remaining useful life also taken into consideration. This process is further expanded in the Operational Plan

The planned maintenance ranking as set out in **Tables 7** and **8** also form the prioritisation framework to determine which assets should be repaired/ maintained first as part of an asset renewal program.

Due to the large cost of an asset renewal program funding is to be through the capital works bid process. Any funding provided for asset renewal will not be allocated to the associated maintenance funds.



## 13. STRATEGIES FOR ENHANCEMENT OF SERVICE DELIVERY

The most effective way to enhance the level of service of community path assets is to increase the frequency of planned inspection and maintenance on the path network as outlined in the previous sections.

Consequently, the budget requested for the inspection and maintenance of community paths assets includes funding for a higher number of inspections that should increase the likelihood that the path network can be maintained to the required level of service.

## 14. STRATEGIES FOR MEETING GROWTH IN SERVICE DEMAND

Community path asset usage is expected to continue to grow owing to the development of new suburbs, increasing density in existing suburbs, and government policy encouraging people to walk or ride to work and for utility trips and recreation.

In existing suburbs, depending on the state of existing assets, upgraded infrastructure may be required to maintain the required level of service to meet increased community expectations on path asset amenity and accommodate any increases in path usage through widening or new paths meeting disability standards. Such works were generally previously undertaken through the Capital Upgrade program, from 2017-18 this work will form part of the Capital Works Program.

In new developments, meeting future growth requires creation of new community path assets. Within a development, the cost of new community path assets may be partially offset by construction of the assets as “off-site” works by the developer and gifted to Roads ACT. The construction of paths linking to new suburbs, within town and group centres or forming part of the greater network are typically funded through the Roads ACT Capital Works program.

### Capital works

Capital works projects are high cost new infrastructure requiring a separate justification in the ACT Government budget, and are delivered by the Capital Works section. Such projects follow a multi-stage project lifecycle including a feasibility study, preliminary design, detailed design, tender, construction and acceptance of the assets by the relevant ACT Government agency.

Capital works projects may also be a collection of smaller works to be delivered as one project with a high cost. This includes works that may be considered as Capital upgrades and in these instances the maintenance funding is not allocated as part of the funding process.

Recently, new path assets and associated furniture have been provided through the Age Friendly Suburbs programme which meets the United Nations World Health Organisation, to ensure our cities and its population remain active and healthy.

Prior to capital works bids prepared for 2017-18, the creation of new paths in established areas to fill in ‘missing links’ or increase amenity through better network connectivity and other improvements generally in response to community requests has been undertaken through the Capital Upgrades program.

This has since changed, as funds allocated to works associated with the Capital Upgrades program do not include additional maintenance funding for projects delivered through this budget.

Minor new assets requested by the public are logged by Roads ACT. Evaluation of projects is undertaken on a case by case basis; preferred projects are prioritised and added to the Roads ACT community paths priority list for consideration subject to available funding and ranking relative to competing projects.

The priority of each new path link is based on three key criteria:

1. Volume of vehicles expected to use the street (ACT Estate Development Code).
2. Expected pedestrian mix and volume.
3. Presence of desire line (goat track).



Tables 11, 12 and 13 show the priority range for each criteria to assist in the ranking of a new path.

**Table 11: State Code Warrant**

ACTCODE Warrant Ranking		
<b>1</b>	High Priority <b>A10</b>	Exceeds the criteria of 1000 vehicles per day or ministerial direction
<b>2</b>	High Priority <b>A8</b>	Both sides of the road for bus routes
<b>3</b>	Medium Priority <b>A6</b>	One side of the road where traffic exceeds 300 vehicles per day
<b>4</b>	Low Priority <b>A0</b>	Does not meet criteria

**Note:** Scores are denoted in bold under each priority e.g. A6 Medium Priority.

**Table 12: Community Facility Warrant**

Community Facility Warrant Ranking		
<b>1</b>	High Priority <b>C10</b>	Likely users with mobility aids, wheelchairs, walking frames, canes, mobility scooters etc. (1)
<b>2</b>	High Priority <b>C10</b>	Likely users of education facilities schools, etc. and users of childcare facilities
<b>3</b>	Medium Priority <b>C6</b>	Medium density leases/shopping centres and other employment areas including commuter cycling links
<b>4</b>	Medium Priority <b>C6</b>	Community facilities including sports facilities, churches etc.
<b>5</b>	Low Priority <b>C4</b>	Recreational uses, parks, recreational cycling, open space
<b>6</b>	Low Priority <b>C0</b>	Roadside only, no identified pedestrian traffic generators

Linking of existing paths to be assessed based on pedestrian generation facilities on the immediate path network.

**Table 13: Desire Line Warrant**

Desire Line (Goat Track) Warrant Ranking		
<b>1</b>	High Priority <b>D10</b>	Clearly well trafficked desire line
<b>2</b>	Medium Priority <b>D6</b>	Poorly trafficked desire line
<b>3</b>	Low Priority <b>D0</b>	Well trafficked but desire line not appropriate
<b>4</b>	Low Priority <b>D0</b>	No observed desire line

Assessment of Desire Line warrant as described above.



The sum of the score assessed from the three key criteria informs the priority of each requested new path asset. The higher scored paths are identified for priority delivery as part of the Capital Works – Community Path Program, a sub-program of the Active Travel Program.

From 2017-18 projects for minor new path assets are identified by the following means:

- Requests by members of the public and the community for new path assets generally grouped into network connection and better connections to better places sub-programs.
- Recommended projects from the document 'Building an Integrated Transport Network', dated May 2015, including trunk infrastructure or longer lengths of new minor paths or widenings related to community path assets.

Community path assets major capital funding requests are generally for works including new trunk paths, intersection and crossing improvements and grade separated crossings. These are grouped under the Active Travel Program.

## 15. GIFTED ASSETS

Community path assets constructed by private developers and the Land Development Agency as part of land sub-division works are gifted to the ACT Government. TCCS, Design Review and Co-ordination undertakes the initial design review and acceptance and a final inspection for operational acceptance for all gifted assets. After operational acceptance community path assets are passed on to Roads ACT. Once the assets are gifted to Roads ACT, the assets become the responsibility of the Roads Maintenance Section to maintain to the required level of service and respond to all reported defects.

## 16. DISPOSAL PLAN

There is currently no specific disposal plan for community path assets. Disposal of paths and pavements would generally only occur where older or damaged paths are replaced with new sections.

In rare cases TCCS may look to dispose of an underutilised section of footpath to reduce the related inspection and maintenance costs or to open the land to be used for another purpose. However, such cases would require substantial prior analysis of the benefits of removing the path to justify the removal of the asset to the community. Extensive community consultation is required if the decision is made to dispose of a community path asset, as the public is generally not supportive of the loss of amenity caused through the removal of existing paths.

## 17. EXPENDITURE FORECASTS

### 17.1 MAINTENANCE

#### Comparison with the previous SAMP period

The current maintenance budget allocated for 2016-17 for community path maintenance is included in **Table 14**. This is indicated against the budget for the previous SAMP reporting period, and the total area of the community paths asset group.

The data indicates that over the period from 2012-13 to 2015-16, the area of community path assets has increased at a greater rate than the budget allocated for maintenance. This indicates that the budget for maintenance is not directly linked to the size of the asset base and is determined with consideration of competing priorities on the public purse. This has resulted in a "backlog" of identified maintenance work to provide community path assets to the required level of service.

The budget for capital upgrades was not previously utilised for maintenance however from 2017-18 the program funding is to be utilised in addressing the maintenance backlog.



**Table 14: 2016-17 Maintenance Budget**

Description	2012-13	2016-17	% Change
<b>Total Budget</b>	\$4.3m	\$4.511m	+5%
<b>Total Area of Community Path Assets</b>	4,075,000 m2	5,033,000 m2	+24%
<b>Estimated value of backlog works</b>	\$4.8m	\$5.5m	+15%

### Backlog

Available maintenance funding has targeted high and medium priority works to provide maximum benefit and in response to ministerial requests, whilst lower priority maintenance work has been carried into successive years. This process has created a backlog of outstanding, lower priority maintenance and repair work on the community path asset and is valued at approximately \$5.5m.

The data in **Table 14** supports the trend identified in the previous SAMP and anecdotal evidence received from maintenance teams, that current maintenance expenditure continues to be insufficient to address the backlog of identified maintenance defects. Instead, the backlog continues to increase and may be expected to do so into the future given current resource allocation due to the following reasons:

- Increasing path asset age.
- Increased inspections which may likely increase the number of identified defects.
- Increased path usage, user expectations and ease of reporting is likely to increase the number of defects identified by users.

An analysis of IAMS data for the past four years indicates response times to defects requiring action as indicated in **Table 15**.

**Table 15: Defect Response Time Compliance**

Description	Jul 2012 – Jun 2015
All defects requiring action	12,827
Response time achieved	6,289
% Response time achieved	49%

### Capital upgrades program – Reducing the backlog

In considering how to address the current backlog within the current priority areas, and on the assumption that higher risk defects are addressed on time, several approaches may be employed including:

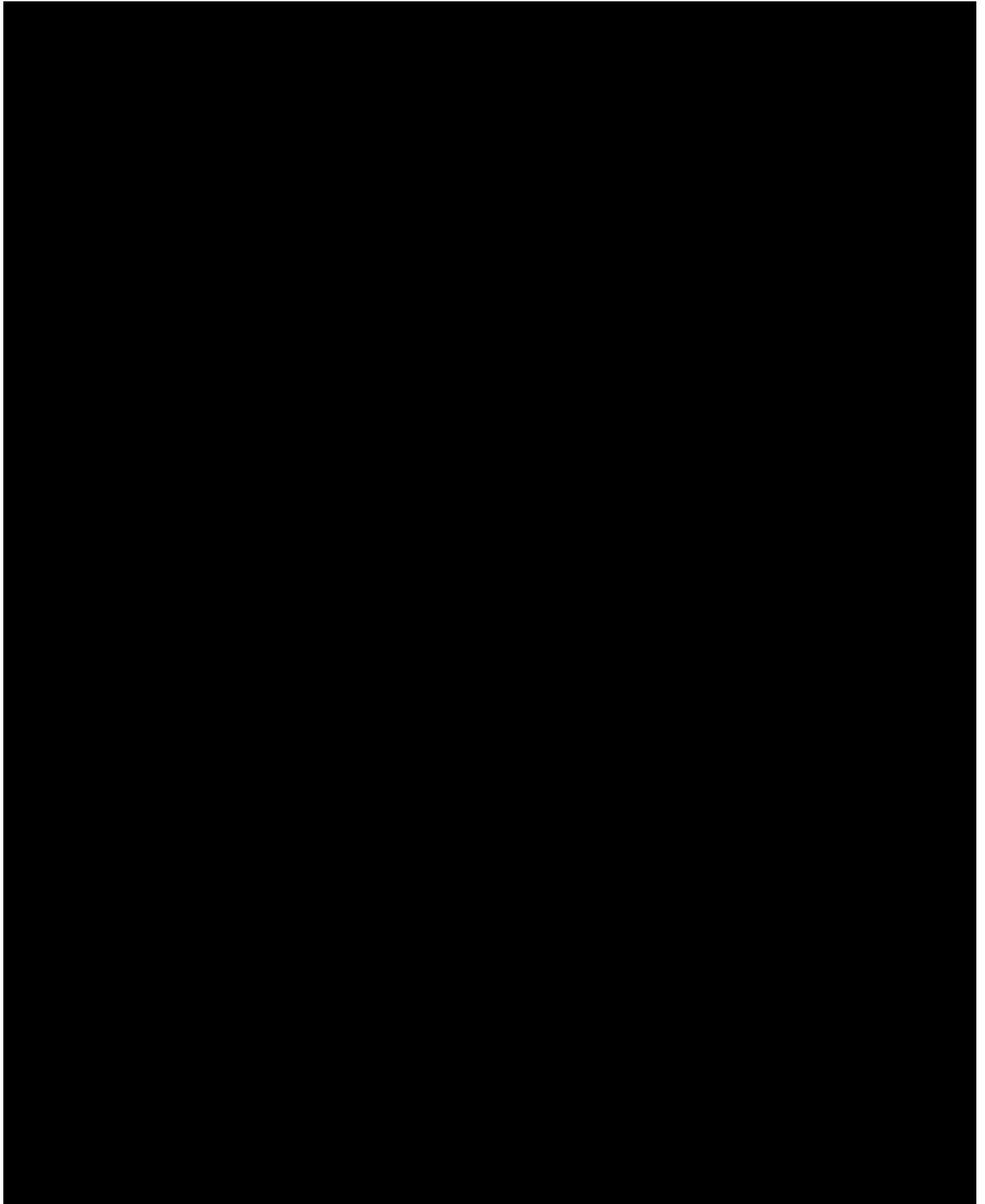
- Reduce the number of backlog defects.
- Reduce the value of backlog defects through early intervention.

Optimally, maintenance will take place to repair lower priority defects before they become larger defects, however this requires prompt and accurate defect identification and estimation, budget allocation, and sufficient management and contracting resources to undertake the maintenance works.

Pressures to meet these performance ideals may result in a reduction of long-term quality considerations. An example is the mechanical grinding of paths. Though initially a cost-effective and relatively quick means of mitigating defects, this method ultimately reduces path life by reducing thickness, particularly if the vertical displacement results from persistent causes such as tree roots, or a failure of foundations. Ultimately, such an approach reduces the near-term backlog at the expense of increased long-term maintenance costs.

From 2017-18 the capital upgrades program will be utilised to reduce the maintenance backlog into the future.

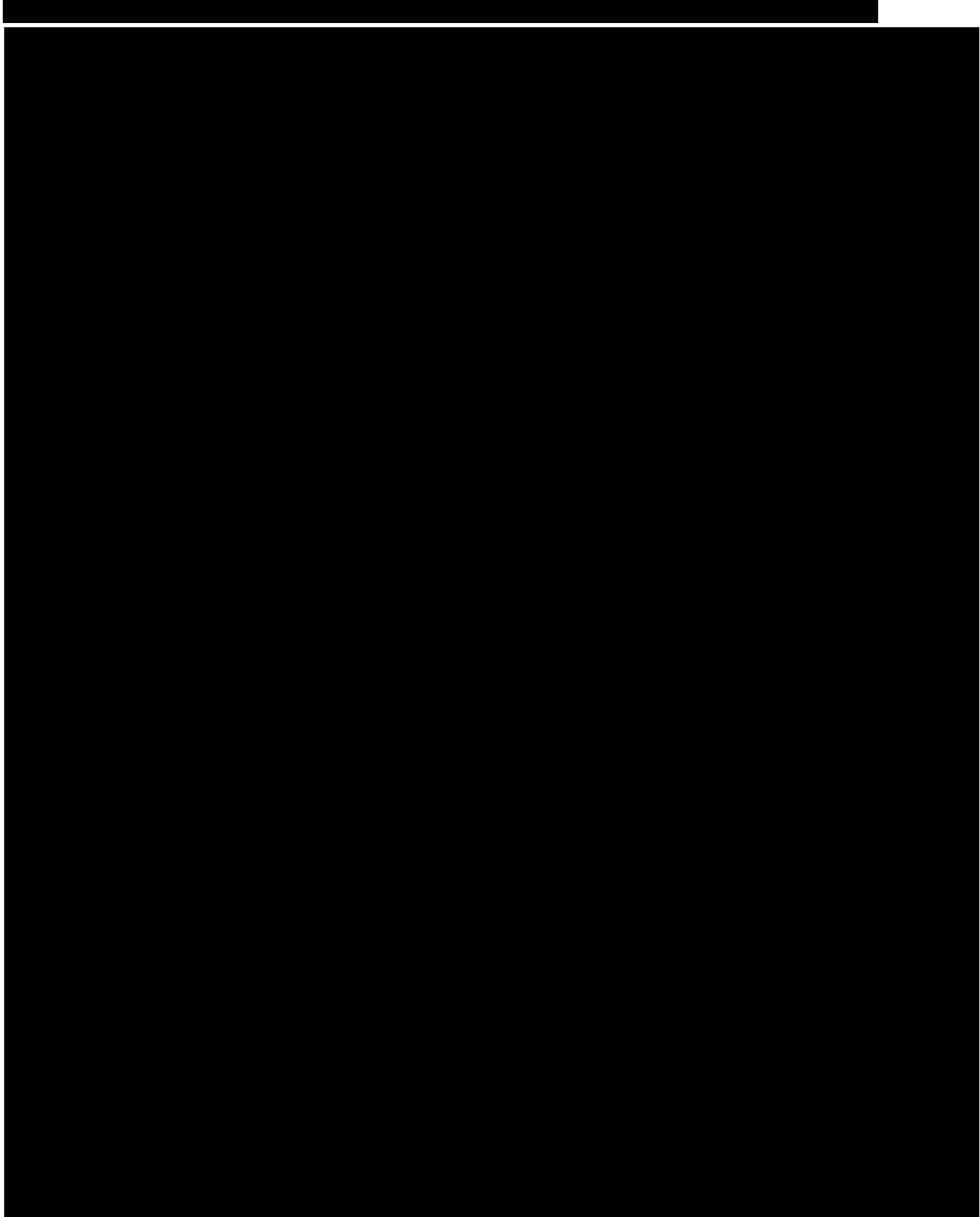






### Asset renewal budget

The budget requirements associated with any proposed asset renewal program should be carefully considered. Using a base of \$100/m<sup>2</sup> the various budget scenarios for the year 2017-18 is shown in **Table 16**







## 17.2 CAPITAL WORKS

The annual capital works program is the primary publicly funded delivery mechanism for the construction of new community path assets. Other mechanisms include:

- Gifted assets through private or as part of ACT Government developments.
- Incidentally through capital works projects primarily delivering other assets.
- Minor new works through Traffic Management and Safety programs.

The current budget allocated for 2016-17 for the provision of new community path assets through the Capital Works Program is \$5.32m.

Future capital works projections need to be considered with caution. Although historical trends provide a reasonable indication of future requirements, it should be noted that capital works programs are not based solely on previous year's budgets or in response to aging infrastructure. Other factors are considered including projects associated with special events or political decisions that cannot be predicted. The projections provided in **Table 17** include identified projects to be delivered through the Active Travel capital works program.

### Standards review

Active travel facilities design and planning process are currently under review and the new standards and planning processes are expected to become mandatory from early 2018.

The review of standards has involved the identification of alignments for various active travel route types to meet user needs with infrastructure to be constructed to meet the standard dictated by the route type and hierarchy. Any new infrastructure will be required to be constructed in accordance with the new standards, this includes wider minimum path widths (1.5m instead of 1.2m for minor paths and 3.0m instead of 2.5m for trunk paths). The new standard requirements may impact on future costs compared to historical budgets.

### Active Travel program

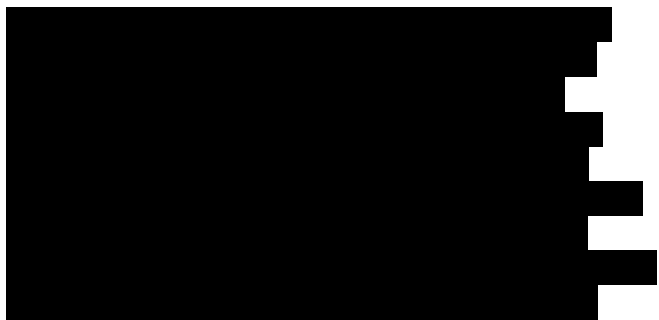
The Active Travel capital works program includes a number of sub-programs to address the future growth and expectations of the community. Identified sub-programs include:

- **Network connections;** includes Community path program – refer below as well as more major projects requiring individual bids.
- **Better connections to better places;** includes active travel to primary schools and improved and new connections within town and group centres.
- **Major projects;** with values generally greater than \$2m.

### Community Path sub-program

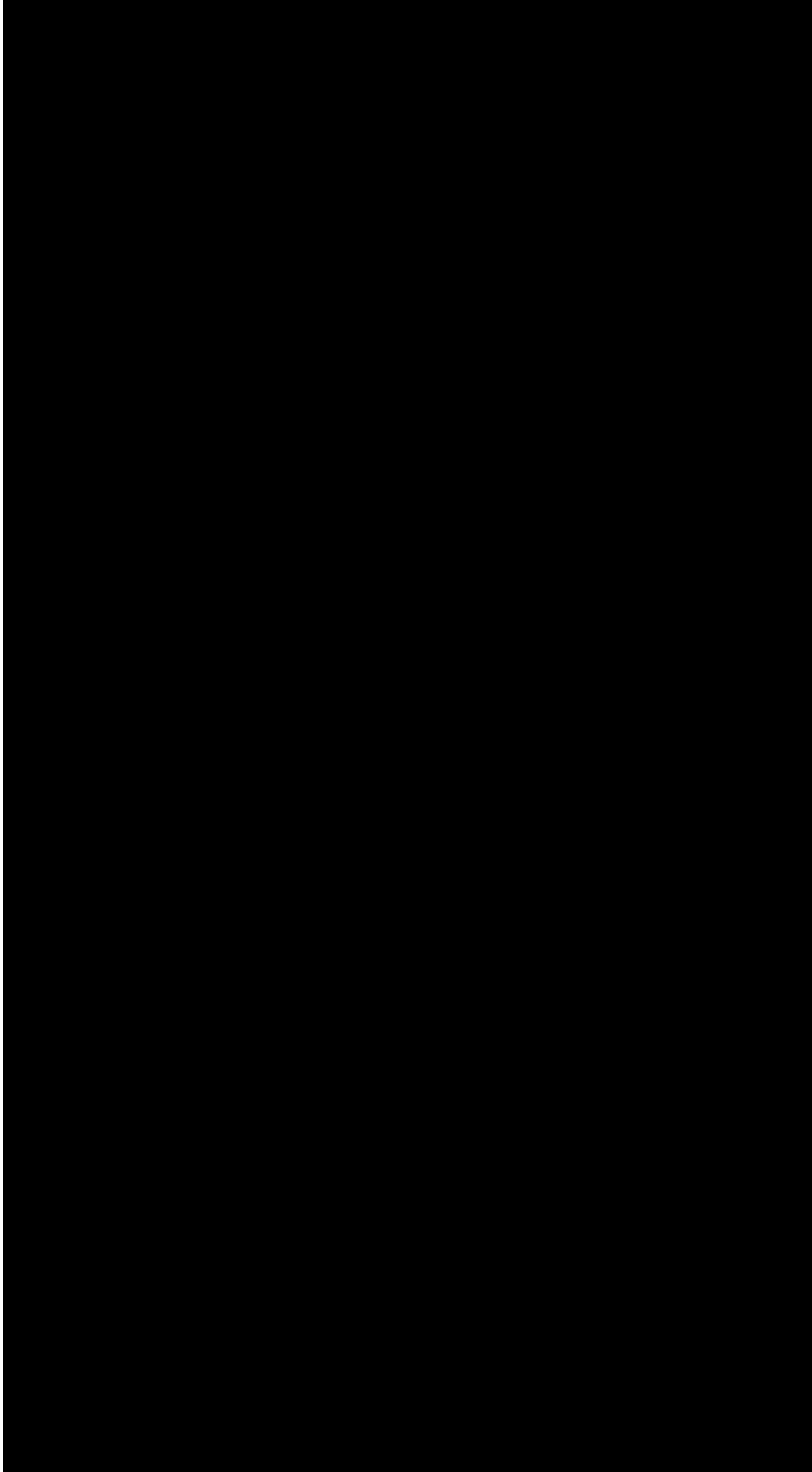
New path requests from members of the public are included in the Roads ACT community path priority list as part of the Community Paths sub-program. As at the end of June 2016 there were more than 440 requests in the database, valued at more than \$72 million. Although a significant number of these requests are unlikely to be justified due to their low priority score (i.e. below 25), it is estimated that the remaining justifiable path requests would currently number in the order of 420 with an estimated value of around \$69 million.

To illustrate the makeup of the list further, the top 100 requests have scores greater than 33 which would result in 28 projects with a value of \$5.8 million, the top 50 requests have scores above 40 and would result in 31 projects with a value of \$3.7 million.





17.3 COMBINED BUDGET FORECAST







Transport Canberra & City Services  
February 2018





# Procedure For Community Path Attribute Inspection

**TRANSPORT CANBERRA and  
CITY SERVICES**  
Date Feb 2018



## Document Information

### Review and Approval

Date approved: February 2018  
 Date effective: February 2018  
 Approved by: Senior Policy Officer  
 Review period: 5 years from date of effect or following a significant change in the operation of the community path network within the ACT

### Document Details

Content owner: Director, Roads ACT  
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### Version Control

Version	Issue Date	Author	Details
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1.0	May 2010	Director Roads ACT	Approved (original plan )
1.1	Feb 2018	Senior Policy Officer	Updates to align with op plan

Please note: The current version of this document is located on the Roads ACT G: Drive. Printed copies may be out of date, please check before using.

Location of working document: G:\RA\SPD\STRATEGIC PLANNING\OP\_MGT\_PLANS\Community Path Inspection Procedure  
 Location of current public document: G:\RA\COMMON\Roads ACT Asset Management Operational Plans



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## 1 COMMUNITY FOOTPATHS

The community footpath network is provided to assist in the safe movement of pedestrians and cyclists in accordance with the sustainable transport plan. The network is made up of various forms of path such as concrete, asphalt, paved, gravel and a combination of these materials.

## 2 PURPOSE

The purpose of the document is to formalise the procedures that need to be followed to verify path assets as well as identify and document their repair for potential trip hazards. The attributes as shown in Section 4 are to be inspected both on ground and audited within the IAMS system to ensure that the electronic data matches with what is on the ground.

## 3 SCOPE

Roads ACT have implemented a regime of planned inspections within 32 identified suburbs and response to community request inspections. Defect reports are created and forwarded to Roads Maintenance Services for action.

When a defect is inspected on site, the attributes of the path are to be recorded. These attributes are then to be checked in IAMS to ensure that the electronic data matches the path where the defect is located. This will provide for the continual verification of the attributes within the IAMS system through the on-going inspection and rectification of defects.

## 4 ATTRIBUTES

The following attributes are to be recorded on site and in IAMS. Each attribute needs to be in the following format;

### 4.1 *Community Path*

Segment Length (metres / centimetres, 0.00)

Segment ID (Only when creating a new path, choose any number)

Suburb (choose from drop down list)

District (choose from drop down list)

Path Type (FOOTPATH or CYCLEPATH)

Path Surface (See 4.4)

Average Width (metres and centimetres 0.00)

Notes (To describe if needed)

Inspector

Inspection Date (dd-mmm-yy)

Inspection Priority (1, 2, 3, 4) (See section 5)



## 4.2 Pram Crossings

Suburb (choose from drop down list)

District (choose from drop down list)

Path Surface (See 4.4)

Width (metres and centimetres 0.00) as per "P" in Diagram 1

Pram Crossing Steepness (1,2,3,4,5)

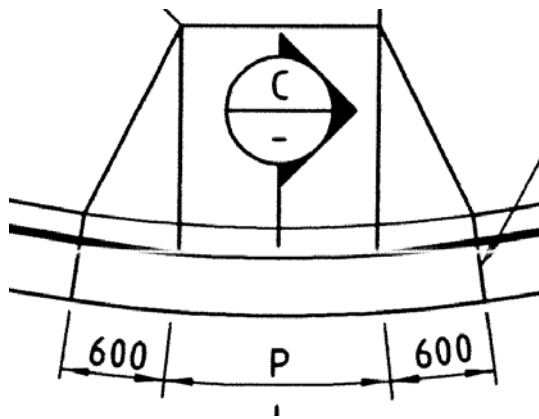
- 1 Steep (Any gradient that exceeds 1 in 8)
- 2 Lipped (A Lip greater then 10mm)
- 3 Normal (No Lip, and a maximum 1 in 8 gradient)
- 4 No Pram Crossing (Path terminates at standard Kerb and Gutter)
- 5 Pram Crossing not audited

Inspector

Inspection Date (dd-mmm-yy)

Inspection Priority (1, 2, 3, 4) (See section 5)

*Diagram 1*



## 4.3 Shop Pavement (Paved area's)

Area (square metre's 0.00)

Suburb (choose from drop down list)

District (choose from drop down list)

Segment ID (Only when creating a new path, choose any number)

Path Type (Shop Pavement)

Path Surface (See 4.4)

Notes

Inspector

Inspection Date (dd-mmm-yy)

Inspection Priority (1, 2, 3, 4) (See section 5)



#### 4.4 Surface Types

Code	Type
C	Concrete
B	Asphalt
P	Pavers
W	Wooden
G	Gravel
O	Other
CP	Mixture of Concrete and Pavers
BP	Mixture of Asphalt and Pavers
BC	Mixture of Asphalt and Concrete
BCP	Mixture of Asphalt, Concrete and Pavers

## 5 Inspection Priority

The following table is base around the 32 priority suburbs.

Location	Priority	Frequency of Inspection	Extent of Inspections
<b><u>City Centre</u></b> Civic	1	Every 6 months	Civic Precinct
<b><u>Town Centres</u></b> Woden Belconnen Tuggeranong Gungahlin	2	Every 1 years	Town Centre Precincts
<b><u>Community Facilities</u></b> Hospitals, Nursing Homes, Aged Care Facilities, Hospices, Schools, Entertainment Facilities	2	Every 2 years	To other frequently accessed Facilities
<b><u>Group Centres</u></b> Braddon Phillip Dickson Belconnen Erindale Jamison	3	Every 2 years	To Centre Boundaries
<b><u>Local Centres</u></b> Local suburban shops offering limited shopping facilities	3	Every 3 years	To Centre Boundaries
<b><u>Industrial Centres</u></b> Fyshwick Mitchell	3	Every 3 years	To Centre Boundaries
<b><u>Cyclepaths</u></b>	3	Every 3 years	Entire Length
<b><u>Residential Areas</u></b>	4	Every 4 years	All Suburban Areas



## 6 Additional Information

### Community Paths Maintenance, 32 Priority Suburbs

<b>ACTON</b>	<b>GUNGHALIN</b>
<b>BARTON</b>	<b>HOLT</b>
<b>BELCONNEN</b>	<b>HUGHES</b>
<b>BRADDON</b>	<b>KAMBAH</b>
<b>BRUCE</b>	<b>KINGSTON</b>
<b>CAMBELL</b>	<b>MACQUARIE</b>
<b>CHARNWOOD</b>	<b>MAWSON</b>
<b>CITY</b>	<b>MITCHELL</b>
<b>CONDER</b>	<b>NICHOLLS</b>
<b>CURTIN</b>	<b>PAGE</b>
<b>DICKSON</b>	<b>PHILLIP</b>
<b>DEAKIN</b>	<b>REID</b>
<b>FORREST</b>	<b>TURNER</b>
<b>FYSHWICK</b>	<b>WANNIASSA</b>
<b>GREENWAY</b>	<b>WESTON</b>
<b>GRIFFITH</b>	<b>YARRALUMLA</b>

### 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 32 suburbs identified as having high needs, and replacement in of other area's as requested by the public

<b>Issue/Attribute</b>	<b>Service Standards</b>
<b>Response Time:</b>	
Very High to Extreme Risk - A high danger to the user, will cause damage to persons/property	Repair within 1 to 3 business day (after initial inspection)
High Risk - A potential hazard in an area of frequent use by pedestrians.	Repair within 7 to 10 business days (after initial inspection)
Low to Medium Risk – Problems identified in low use areas.	Repair within 30 business days (after initial inspection)
Very Low risk and the replacement of the above repairs	Replace within 12 to 18 months subject to funding and priorities (after initial inspection)







## 8 Inspection Sheet User Guide

<b>Date</b>	Date of the inspection
<b>Sheet No.</b>	1 of 1, 1 of 2, 2 of 2 etc
<b>Suburb</b>	Suburb Title. Do not put multiple suburbs on one sheet. Use a new sheet for each suburb.
<b>Segment ID</b>	This identifier is from IAMS and should be used for each individual segment.
<b>Greyed Boxes</b>	All sections in grey are only for the purpose of locating segments in the field and then back in the office. They are not recorded in IAMS unless being used for faults.
<b>Bk</b>	Block Number
<b>Sect</b>	Section Number
<b>Location</b>	Street, open space, anything to assist in identifying the path
<b>House No.</b>	House Number
<b>Path Type</b>	Footpath (FP) or Cyclepath (CP).
<b>Path Surface</b>	See the Path Surface types in section 4.4 for codes.
<b>Path/Pavement</b>	Measure L=Length 0.00, W=Width 0.00, A=Area 0.00m <sup>2</sup>
<b>Pram Crossing</b>	Measure Width in Meters and Centimetres' (E.g. 1.20m) Determine the steepness and use the following codes 1, 2, 3, 4. <ol style="list-style-type: none"> <li><b>1</b> Steep (Any gradient that exceeds 1 in 8)</li> <li><b>2</b> Lipped (A lip greater then 10mm)</li> <li><b>3</b> Normal (No lip, and a maximum 1 in 8 gradient)</li> <li><b>4</b> No Pram Crossing (path terminates at standard kerb and gutter)</li> </ol>
<b>Insp Prior</b>	Inspection Priority, see Section 5 for descriptions.
<b>Other Length</b>	Used to determine start point or finish point of segment when multiple segments are in the frame of reference.
<b>Remarks</b>	any other useful information, or to record damage found requiring repair.
<b>“P” No</b>	Patch No. To identify repairs Numbered from 1 to 15 .
<b>Inspector</b>	Inspectors Name.
<b>Signature &amp; Date</b>	Sign and date the form.