ACT Government
Transport Canberra and City Services

FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: TCCSFOI 20-031

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	n/a
6. Processing time (in working days)	20 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

Rec'd BP 20/05/20

Freedom of Information Request of Transport Canberra and City Services Directorate under Freedom of Information Act 2016.

Respondent

Director General
Transport Canberra and City Services Directorate
490 Northbourne Avenue
DICKSON ACT 2602

Applicant

[redacted]

Request

I request any documents or records created between January 1, 2015 and the date of this request relating to footpaths in Bettie McNee Street Watson including (without limitation) documents or records relating to planned, scheduled or carried out inspections, maintenance or works; any asset management plans (or similar plans) which applied during the period; complaints of condition; and accidents occurring on the footpath.

Fee Waiver

I do not request waiving of fees.

Applicants Signature

[redacted]

Date of request

20 / 04 / 2020

ACT Government
Transport Canberra and City Services

Freedom of Information – Access Application Form

PRIVACY NOTICE

The personal information you supply on this form will only be used for the purpose of processing your request. Your application must include an email or postal address to which the respondent can send notices under the Act. If all or some of this information is not collected, Transport Canberra and City Services may not be able to communicate with you, inhibiting their obligations under the Act. This could mean the request cannot be dealt with. Your personal information will not be disclosed to a third party without your consent unless statutory obligations require otherwise.

The Transport Canberra and City Services Privacy Policy contains information on how you can access or seek to correct any of your personal information that is held by the Transport Canberra and City Services, as well as the process for lodging a complaint about an alleged breach of the *Information Privacy Act 2014*. The Privacy Policy can be found on the Transport Canberra and City Services website at www.tccs.act.gov.au.

Applicant details

I wish to make an access application to Transport Canberra and City Services under the *Freedom of Information Act 2016.*

Name	
Address (where notices relating to this request can be sent – either postal or electronic)	
Telephone Contact (Business Hours)	
Telephone Contact (Mobile)	
Email Contact	

What documents are you requesting under the Act?

- To help Transport Canberra and City Services process your request, please include enough detail in your application so that we can fully understand what government information you want.
- You may wish to include a statement about how the release of information is in the public interest.
- If your application is for access to your own personal information you must include evidence of your identity. If you are an agent acting for an applicant, please supply evidence of your authorisation and evidence of the identity of the agent.
- If for reasons in section 30 of the Act is not compliant and your application cannot be processed, Transport Canberra and City Services will take reasonable steps to assist you and give you reasonable time to amend your application if you wish.

Fee Waiver
If you wish to apply for a fee waiver, the Act sets out a number of provisions to do so: • The information being requested was previously publicly available but no longer is. • The information being requested is of special benefit to the public (Ombudsman guidelines see Section 66). • The applicant is a concession card holder and demonstrates a material connection with the information requested (concession cards include a current health care or pensioner card issued under the Social Security Act 1991; a current pensioner concession card issued in relation to a pension under the Veterans' Entitlements Act 1986 or the Military Rehabilitation and Compensation Act 2004; a current gold card; or a card prescribed by regulation). • The applicant is a not-for-profit organisation and the application relates to the activities or purposes of the organisation. • The applicant is a member of the Legislative Assembly. Transport Canberra and City Services must waive any fees for providing information if the information was not publicly available and the agency makes the information publicly available before or within 3 working days after giving it to the applicant.
Fee waiver application (fill in if applicable. Otherwise leave blank)
I would like to apply for a fee waiver because (state reason/s from the list above). [provide details and evidence of how this reason applies]

I would like	a copy of these documents sent to the above address **OR** to inspect these document

APPLICANTS SIGNATURE	DATE OF REQUEST

ACT Government
Transport Canberra and City Services

[redacted]

[redacted]

Freedom of information request: 20-031

I refer to your application made under the *Freedom of Information Act 2016* (the Act), received by Transport Canberra and City Services Directorate (TCCS) on 8 May 2020 which you sought access to:

- *any documents or records created between 1 January 2015 and 8 May 2020 relating to footpaths in Bettie McNee Street, Watson including (without limitation) documents or records relating to planned, scheduled or carried out inspections, maintenance or works; any asset management plans (or similar plans) which applied during the period; complaints of condition; and accidents occurring on the footpath.*

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 Act.

TCCS is required to provide a decision on your access application by 5 June 2020.

Decision on access
Searches were completed and six documents have been identified that fall within the scope of your request. Document six includes incidents and complaints extracted from the Roads database.

I have decided to:
- grant full access to documents 1 to 5; and
- grant partial access to document 6.

A schedule listing the documents has been provided at Attachment A.

My decision is detailed further in the following statement of reasons.

Statement of Reasons
In reaching my decision, I have taken the following into account:

The FOI Act, with particular attention to Schedule 2.

Factors favouring disclosure (Schedule 2)

- Section 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; and
- Section 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 (Schedule 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 2004*.

As an Information Officer, I am required to decide where, on balance, public interest lies. As part of this process I must consider factors favouring disclosure and non-disclosure.

I have decided that release of the information is in the public interest as it informs the community of the government's operations which can affect members of the community and the process followed by government in relation to such matters. It also improves the Directorate's accountability for decisions it makes by being transparent in releasing the information.

I have decided to release all information except for information identified in document six that may prejudice the protection of an individual's right to privacy or reputation under the Human Rights Act.

I have decided that names and contact details of third parties should not be released because the release could identify an individual and would prejudice their right to privacy.

I am satisfied that the factors in favour of release can still be met while protecting the personal information of individuals involved. I find the protection of this information outweighs disclosure. I have decided that release of this information could prejudice their right to privacy under the *Human Rights Act 2004*.

Charges

I have decided to waive the fee of $5.95 as the number of pages exceeding the fee-free threshold is only marginal.

Online publishing - disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents released to you will be published 3-10 business days from the date of this letter. Personal information, such as your contact details will be removed.

The disclosure log can be viewed at www.tccs.act.gov.au/about-us/freedom_of_information.

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 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: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review
Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from the 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

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely

Cherie Hughes
Information Officer

4 June 2020

ASSET MANAGEMENT OPERATIONAL PLAN FOR COMMUNITY PATHS IN THE ACT 2010

ROADS ACT
STRATEGIC ASSET MANAGEMENT UNIT

TABLE OF CONTENTS

1. Introduction

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

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

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

1.1. Background

The ACT consists of 106 [1] suburbs with gazetted boundaries. As at 30 June 2007 [2] the ACT population was estimated at 339,865. It is projected that by 2014 the population will increase to approximately 348,550 [3].

As at 01 August 2009 the ACT community path network consists of approximately 2,342 km of community paths and cycle paths totalling an area of about 3,430,000 sq.m [4] as well as 545,528 sq.m [4] of paved areas typically located in shopping areas.

In 2006/07 maintenance was carried out on 93,146 sq.m [4] of community paths throughout the ACT (Including the mechanical grinding of 2,129 sq.m of uneven or cracked paths constituting trip hazards of up to 35 millimetres.).

1.2. History

The Roads ACT Strategic Asset Management Plan, 2004/07, notes that an additional minimum funding level of $4 million per year commencing in 2005/06 over the following five years was needed to address the community paths maintenance backlog of $14-$20 million. *Figure 1* indicates the expenditure levels from the 1997/98 financial year to 2009/10 Additionally, community paths asset valuation at 30 June 2004 was $118.6 million, as at 30 June 2008 it has increased to $236.3 million [5]. The asset replacement value information in *Figure 2* is determined from the square area construction costs derived from Rawlinson's Construction Handbook multiplied by the total area in the department's Integrated Asset Management System (IAMS). The spike in community path valuation is due to the increase in asset inventory when transferred to IAMS.

Community paths, for simplicity of financial calculations, are depreciated along a straight line, with an asset depreciation life of 40 years [7]. 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 [8]. These facts indicate that, in order to improve the current footpath network performance, the rate of rehabilitation would need to be significantly increased from 1% to 2% per annum.

[1] ACT Planning Authority
[2] Australian Demographic Studies – June quarter 2007 (ACT Treasury)
[3] Strategic Plan for Community paths, Roads ACT, 8.1
[4] TAMS CIS Asset Management Services
[5] TAMS Strategic Finance
[6] Strategic Asset Management Plan 2004-07
[7] International Infrastructure Management, Version 2, 2002, page 3.123
[8] As quoted in the International Infrastructure Management Manual Ver. 2.0 - 2002

1.3. Off-road and On-road Bicycle Network

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

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

Figure 1

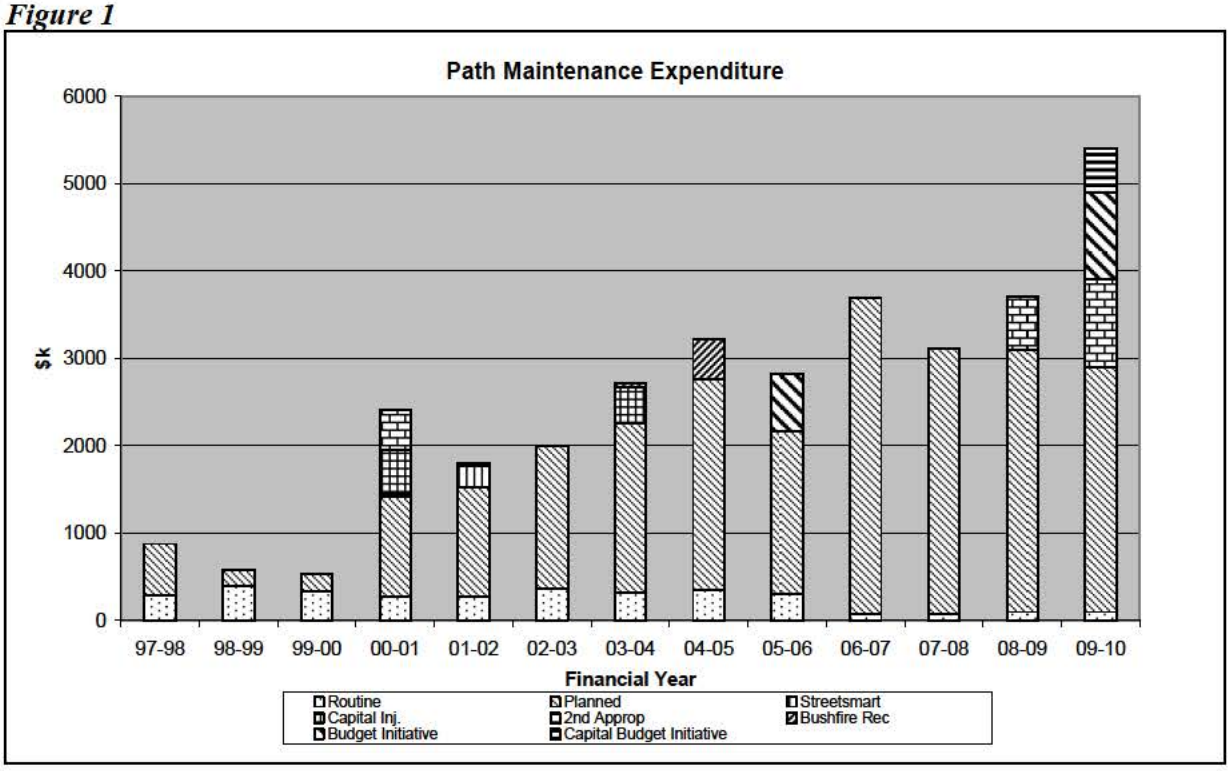
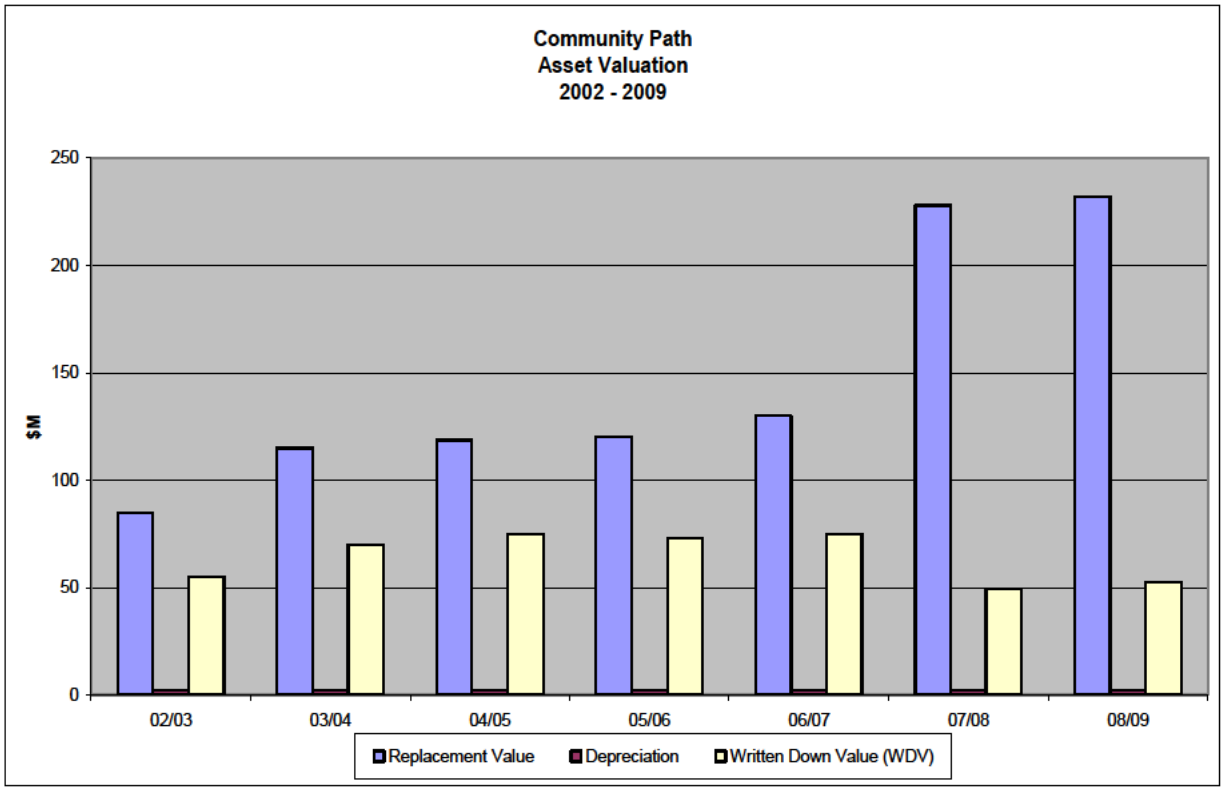


Figure 2



1.4. Legislative requirements

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

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

2. Duties and Responsibilities

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

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

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

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

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

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

2.1. Roads ACT Objectives Policy

2.1.1. Key Stakeholders

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

2.1.2. Key Outcome areas

- Reduction in risk to asset users
- Increased community use of amenity
- Reduce Maintenance backlog
- Improved inspection regimes based on Community Path hierarchy and Assessment Criteria and Repair Methodology [2]
- Funding to allow rehabilitation of 2% Community paths annually [1]
- Minimise risk of litigation

2.1.3. Sustainable Transport Plan

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

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

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

For additional information refer to the following link:
http://www.tams.act.gov.au/move/sustainable_transport_plan_actions/sustainable_transport_plan

3. Roads ACT Policies, Framework and Strategies

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

  For additional information refer to the following link:
  http://www.tams.act.gov.au/__data/assets/pdf_file/0003/41880/Asset_Management.pdf

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

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

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

[1]Strategic Asset Management Plan, 2004-07, 4.6.6.1
[2]Strategic Plan for Community paths, Roads ACT, 2004-07

For additional information refer to the following link:
http://www.tams.act.gov.au/work/standards_and_procedures

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

  For additional information refer to the following link:
  http://www.tams.act.gov.au/move/cycling/onroadcycling

3.1. Asset Provision Policy (The Territory Plan)

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

For additional information refer to the following link:

http://www.legislation.act.gov.au/ni/2008-27/current/default.asp
(Part 16 Development Codes, Part B1 Element 3 & Table 4)

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

4. Provision of new paths

4.1. Gifted Assets

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

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

4.2. Our own built Assets

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

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

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

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

5. Maintenance of community paths

5.1 Introduction

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

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

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

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

5.2 Recording of attributes and location

- IAMS (Integrated Asset Management System) electronically records the path location and attributes and any defects.

- Path Type - Concrete
  - Bitumen
  - Segmental paving etc
  - A mixture of the above

  Dimensional Information
  - Length and width (Footpath and Cyclepath)
  - Area (shopping precincts)

5.3 Asset Inspections

5.3.1 Reactive

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

For additional information refer to the following link:
http://www.tams.act.gov.au/live/about_our_department/the_organisation/customer_service_policy

5.3.2 Planned Inspections

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

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

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

Table A

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

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

Table B

For Concrete Path

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

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

Table C

For Pavers

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

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

Table D

Asphalt Paths

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

5.4 Intervention criteria.

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

5.5 Repair methods.

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

5.6 Works Orders & closing out IAMS

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

5.7 Capital Works Upgrade Program

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

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

5.8 Capital Works by others

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

5.9 Gifted Assets

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

6. Other

6.1 Heritage registered assets

A key element of the ACT Heritage Legislation is to:

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

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

For additional information refer to the following links:
http://www.tams.act.gov.au/live/heritage/act_heritage_register
http://www.tams.act.gov.au/__data/assets/pdf_file/0003/13494/actheritagelegislationwhatyouneedtoknow.pdf

6.2 Designated Land (National Capital Planning Authority)

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

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

For additional information refer to the following link:
http://www.nationalcapital.gov.au/corporate/publications/annual_reports/2006-2007/glossary.asp

6.3 Paths That Roads ACT Has Responsibility For

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

7. Risk Management Model

7.1 Introduction

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

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

7.2 Objective

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

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

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

8. Levels of Service

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

8.1 Intervention levels

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

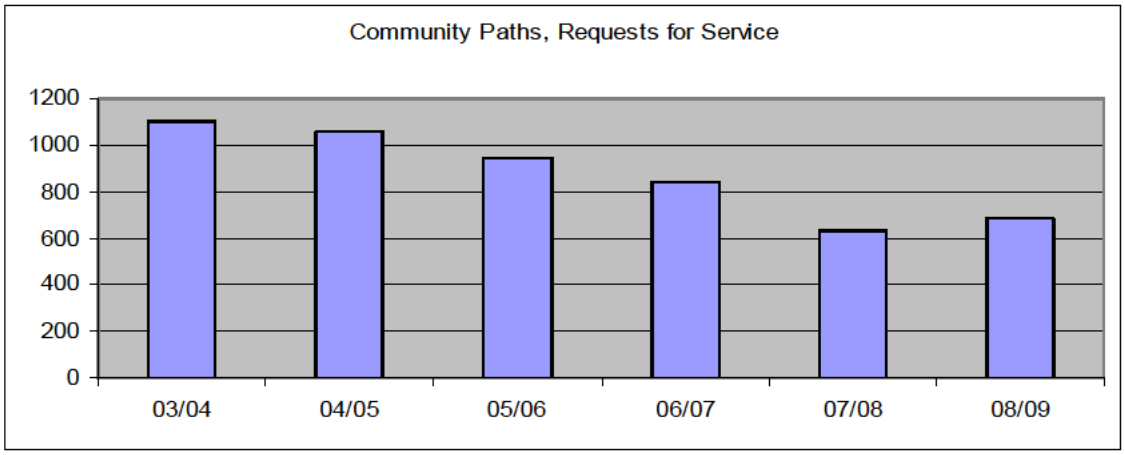
- Roads ACT Strategic Asset Management Plan, 2004/07, Table 11, Community Paths Level of Service, and,
- Assessment for the construction of new paths. Appendix 3

8.2 Customer Research and Expectations

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

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

Figure 3



8.3 Desired Level of Service

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

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

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

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

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

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

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

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

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

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

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

9. Lifecycle Management

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

9.1 Community path asset condition

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

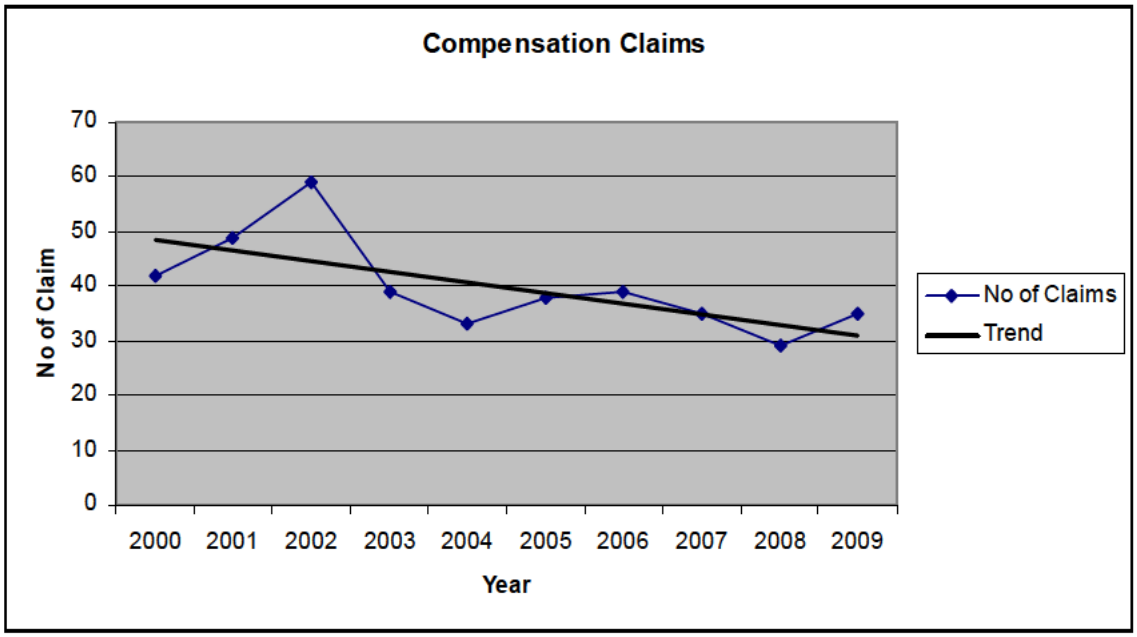
a) Reduced numbers of request for service indicate that the condition of the footpath network is improving. (See Figure 3 at 8.2)

b) A drop in the number of claims for compensation for injury on paths in the longer term will also indicate an improving path network condition (See Figure 4 page 16).

c) A rise in satisfaction levels of the community satisfaction survey would be an indicator or improved path network condition.

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

Figure 4



10. Plan Improvement & Monitoring

Internal Monitoring

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

Periodic Review

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

APPENDIX 1

Community Paths Maintenance, 26 Priority Suburbs

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

APPENDIX 2

Community Paths Level of Service

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

Issue/Attribute	Service Standards
Response Time:	
Very High to Extreme Risk - A high danger to the user, will cause damage to persons/property	Repair within 1 business day (after initial inspection)
High Risk - A potential hazard in an area of frequent use by pedestrians.	Repair within 7 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 180 days (after initial inspection)

APPENDIX 3

PATH PRIORITY TABLES

ACTCODE Warrant Ranking		
1.	High Priority **A10**	Exceeds the ACTCODE criteria of 1000 vehicles per day or ministerial direction
2.	High Priority **A8**	Both side of the road for bus routes (ACTCODE criteria)
3.	Medium Priority **A6**	One side of the road where traffic exceeds 300 vehicles per day (ACTCODE criteria)
4.	Low Priority **A0**	Does not meet ACTCODE criteria
Assessment of ACTCODE Warrant as per section described above		

Community Facility Warrant Ranking		
1.	High Priority **C10**	Likely users with mobility aids, wheelchairs, walking frames, canes, mobility scooters etc (1)
2.	High Priority **C10**	Likely users of education facilities schools, etc and users of childcare facilities
3.	Medium Priority **C6**	Medium density leases / shopping centres and other employment areas including commuter cycling links
4.	Medium Priority **C6**	Community facilities including sports facilities, churches etc
5.	Low Priority **C4**	Recreational uses, parks, recreational cycling, open space
6.	Low Priority **C0**	Roadside only, no identified pedestrian traffic generators
Linking of existing paths to be assessed based on pedestrian generation facilities on the immediate path network		

Desire Line (Goat Track) Warrant Ranking		
1.	High Priority **D10**	Clearly well trafficked desire line
2.	Medium Priority **D6**	Poorly trafficked desire line
3.	Low Priority **D0**	Well trafficked but desire line not appropriate
4.	Low Priority **D0**	No observed desire line
Assessment of Desire Line warrant as described above		

Note: Scores are denoted in bold under the priority. e.g. **A6**

The complete document is located at Assessment for construction of new paths in existing suburbs final report verson 1.pdf

APPENDIX 4
TABLE 1

ARTCRAFT RESULTS SUMMARY

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

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

ACTIVITY	*Dec 2003 %*	*March 2004 %*	*June 2004 %*	*ept 004*	*Dec 2004 %*	*March 2005 %*	*Jun 2005 %*	*Sept 2005 %*	*Dec 2005 %*	*March 2006 %*
Maintenance of Footpaths	60.6	55.2	51.1	57.5	54.3	50.3	47.4	49.6	47.6	48.1
Maintenance of Bicycle paths	75.9	71.1	73.7	83.4	71.8	64.8	61.3	66.4	63.2	63.3
Provision for on-road cycling	73.6	76.3	77.4	73.3	70.6	63.5	69.8	61.6	63.0	64.2

TABLE 2

ACT Road Safety Campaigns, Strategy, and Roads Management

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

ACT Government

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

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0.1	April 2010	Senior Policy Officer	For Approval
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

Index and Contents

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)

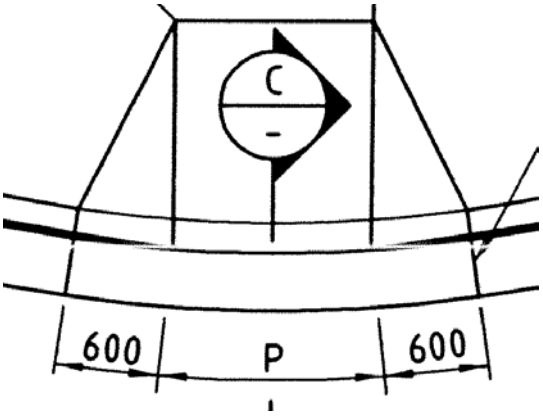
4.2 Pram Crossings

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

6 Additional Information

Community Paths Maintenance,
32 Priority Suburbs

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

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**
Response Time:	
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)

Territory and Municiple Services
Roads ACT

Community Path Inspection Sheet

Date

Sheet No.

Suburb

Segment ID	Bk	Sect	Location (Bk, Sect, Location, House No. are info descriptors only, and are used to locate path in office)	House No	Path Type	Path Surface	Path/pavement			Pram Crossing		Insp Prior	Other Length	Remarks	"P" No.
							L	W	A	W	Steep				
						Totals =									

Inspector

Signature / /

8 Inspection Sheet User Guide

Date	Date of the inspection
Sheet No.	1 of 1, 1 of 2, 2 of 2 etc
Suburb	Suburb Title. Do not put multiple suburbs on one sheet. Use a new sheet for each suburb.
Segment ID	This identifier is from IAMS and should be used for each individual segment.
Greyed Boxes	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.
Bk	Block Number
Sect	Section Number
Location	Street, open space, anything to assist in identifying the path
House No.	House Number
Path Type	Footpath (FP) or Cyclepath (CP).
Path Surface	See the Path Surface types in section 4.4 for codes.
Path/Pavement	Measure L=Length 0.00, W=Width 0.00, A=Area 0.00m^2
Pram Crossing	Measure Width in Meters and Centimetres' (E.g. 1.20m) Determine the steepness and use the following codes 1, 2, 3, 4. **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)
Insp Prior	Inspection Priority, see Section 5 for descriptions.
Other Length	Used to determine start point or finish point of segment when multiple segments are in the frame of reference.
Remarks	any other useful information, or to record damage found requiring repair.
"P" No	Patch No. To identify repairs Numbered from 1 to 15 .
Inspector	Inspectors Name.
Signature & Date	Sign and date the form.

ACT Government
Transport Canberra and City Services

Feb 2018

ASSET MANAGEMENT OPERATIONAL PLAN FOR COMMUNITY PATHS IN THE ACT 2017

ROADS ACT

Document Information

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Location of working document: G:\RA\SPD\STRATEGIC PLANNING\OP_MGT_PLANS\Community Path Plan
Location of current public document: G:\RA\COMMON\Roads ACT Asset Management Operational Plans

TABLE OF CONTENTS

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 [1] suburbs with gazetted boundaries. At the 2016 Census[2] the ACT population was 397,397. It is projected that by 2033 the population will increase to approximately 500,000 [3].

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 [4] as well as 565,000 sq.m [4] of paved areas typically located in shopping areas.

In 2015/16 maintenance was carried out on 20,046 sq.m [4] 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 [5]. 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 [7]. 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 [8]. 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.

[1] Environment and Planning Directorate-Planning
[2] Australian Demographic Statistics – December quarter 2015 (ABS)
[3] ACT Government Treasury ACT Population Projections 2013 - 2062
[4] Roads Maintenance
[5] TCCS Strategic Finance
[6] Strategic Asset Management Plan 2013-15
[7] International Infrastructure Management, Version 2, 2002, page 3.123
[8] As quoted in the International Infrastructure Management Manual Ver. 2.0 - 2002

1.3. Off-road and On-road Bicycle Network

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

Details for the On-Road Cycling Policy may be found at:
http://www.tccs.act.gov.au/roads-paths/cycling/pedestrian_and_cycling_facilities

Figure 1

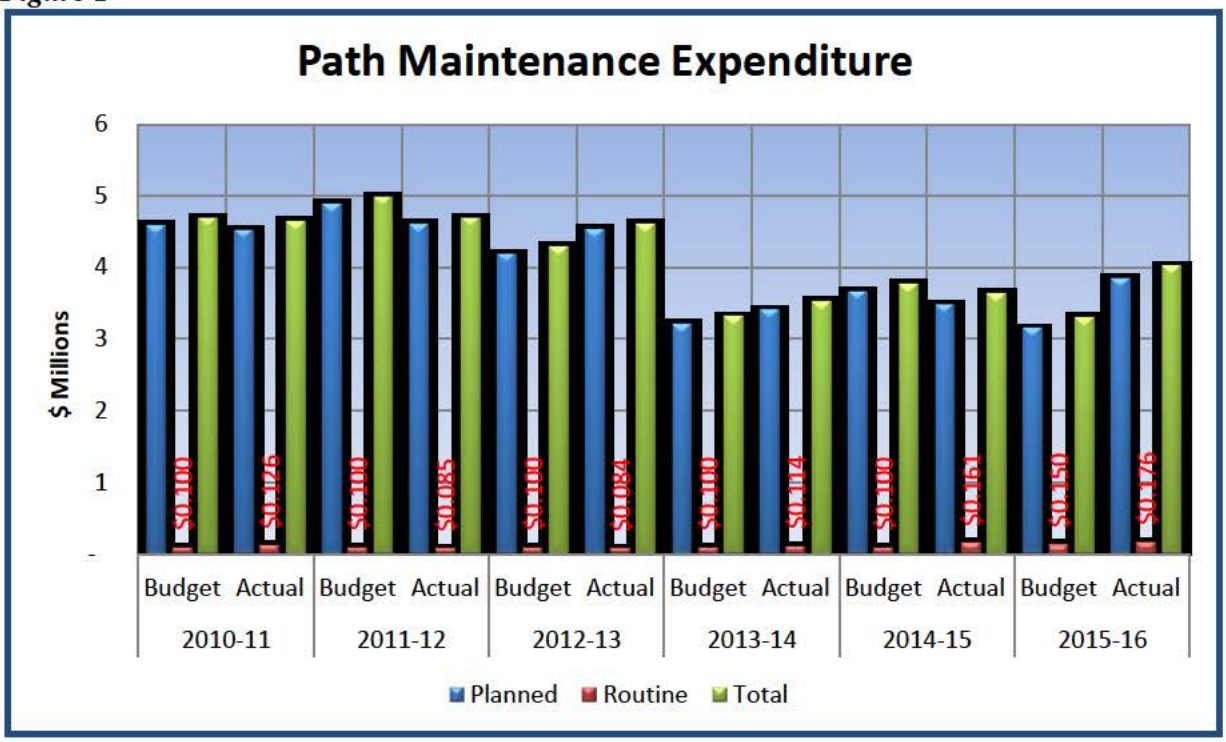
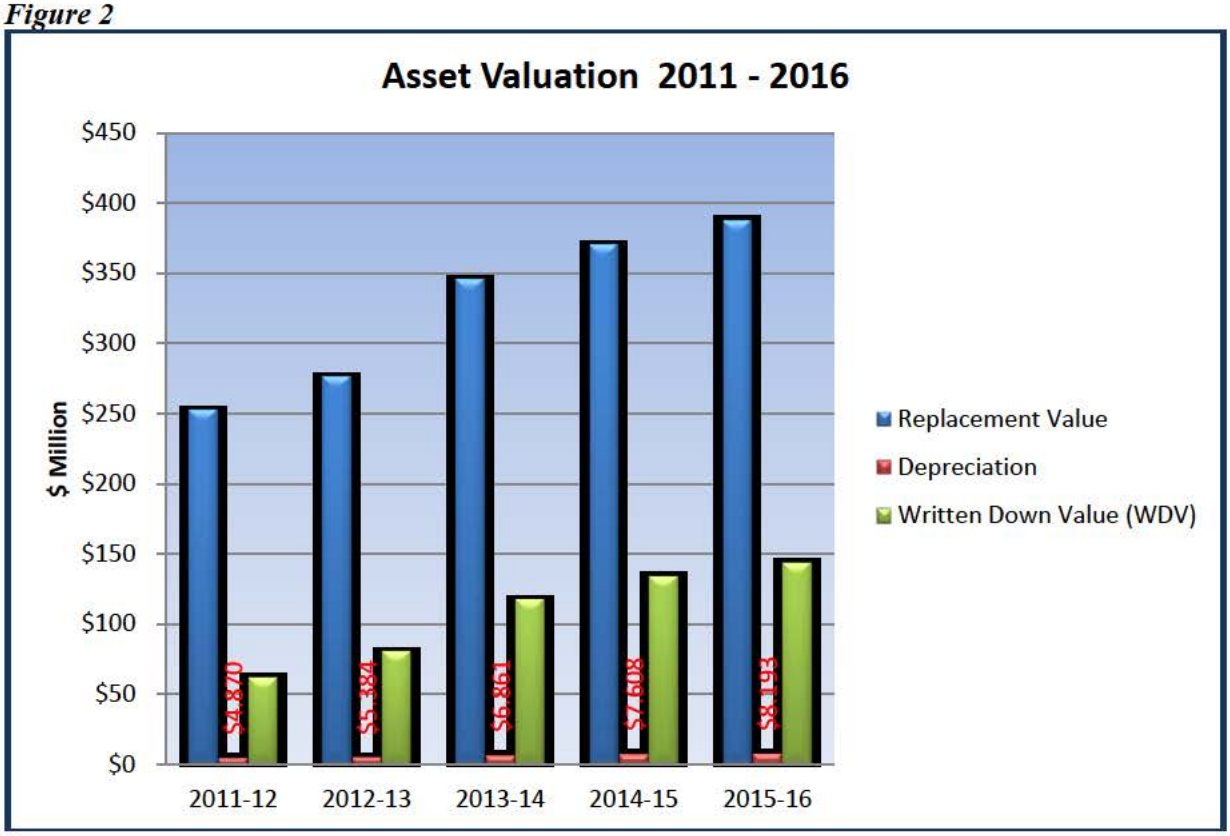


Figure 2



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 [1]. Note: This figure excludes the active claims liability.

[1]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) [2]
- Funding to allow rehabilitation of 2% Community paths annually [1]
- 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 increases 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

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

[1]Strategic Asset Management Plan, 2013-15,
[2]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

- 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

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
City Centre Civic including Braddon	1	Every 6 months	Civic Precinct
Town Centres Woden Belconnen Tuggeranong Gungahlin	2	Every 1 years	Town Centre Precincts
Community Facilities Hospitals Nursing Homes Aged Care Facilities Hospices Schools Entertainment Facilities	2	Every 2 years	To other frequently accessed Facilities
Group Centres CharnwoodPhillip Dickson Erindale Jamison	3	Every 2 years	To Centre Boundaries
Local Centres Local suburban shops offering limited shopping facilities	3	Every 3 years	To Centre Boundaries
Industrial Centres Fyshwick Mitchell	3	Every 3 years	To Centre Boundaries
Cycle paths	3	Every 3 years	Entire Length
Residential Areas	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	
	Tree roots (if City Presentation advice that roots are non removable)	Remove and realign footpath
	Tree roots (if City Presentation provide approval to remove roots)	Cut Roots and replace segments, request reinforcing into slab

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

Table C

For Pavers

	ntion Level	Repair Method
	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	
	Tree roots (if City Presentation advice that roots are non removable)	Remove and realign footpath
	Tree roots (if City Presentation provide approval to remove roots)	Cut Roots and replace segments,

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

Table D

Asphalt Paths

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

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, Wanniassa, 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
	Total Score	/20

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.

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/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:

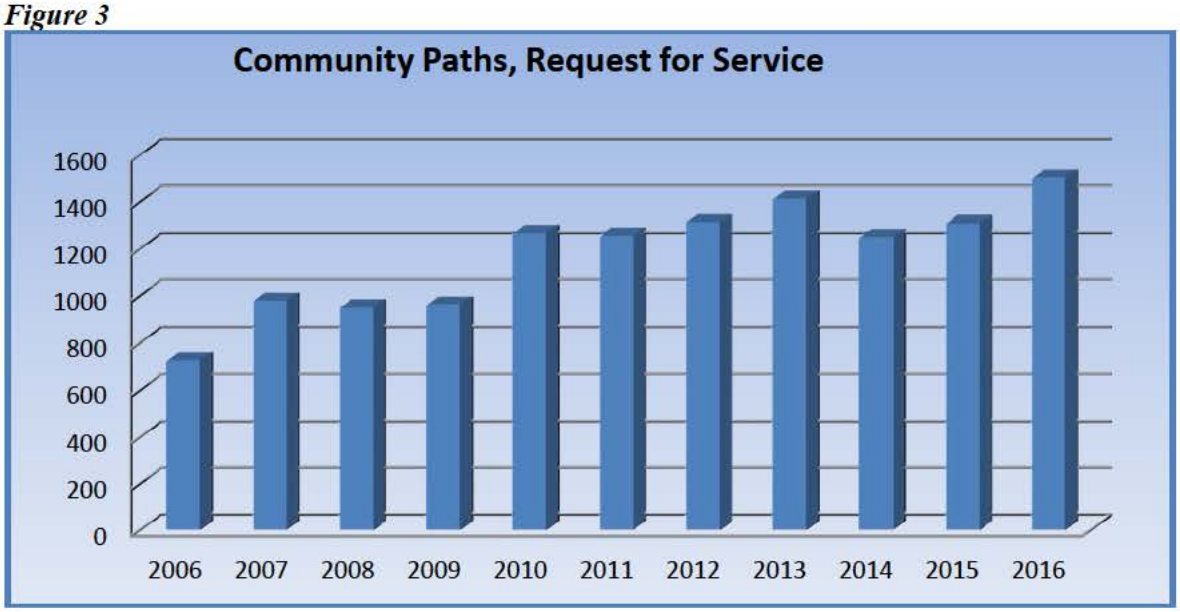
- Roads ACT Strategic Asset Management Plan, 2013/15, Community Paths Level of Service,
- And Tables B,C,D in Section 5.3.2

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 m2 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

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

APPENDIX 2

Community Paths Level of Service

The community paths level of service are based on the systematic repair of all paths and planned replacement in the 32 suburbs identified as having high needs, and replacement in of other area's as requested by the public

Issue/Attribute	Service Standards
Response Time:	
Very High to Extreme Risk - A high danger to the user, will cause damage to persons/property	Repair within 1 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)

ACT Government

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
Contact:	Senior Policy Officer, Roads ACT, 02 6207 6594

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: G:\RA\SPD\STRATEGIC PLANNING\OP_MGT_PLANS\Community Path Plan
Location of current public document: G:\RA\COMMON\Roads ACT Asset Management Operational Plans

TABLE OF CONTENTS

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 [1] suburbs with gazetted boundaries. At the 2016 Census[2] the ACT population was 397,397. It is projected that by 2033 the population will increase to approximately 500,000 [3].

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 [4] as well as 565,000 sq.m [4] of paved areas typically located in shopping areas.

In 2015/16 maintenance was carried out on 20,046 sq.m [4] 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 [5]. 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 [7]. 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 [8]. 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.

[1] Environment and Planning Directorate-Planning
[2] Australian Demographic Statistics – December quarter 2015 (ABS)
[3] ACT Government Treasury ACT Population Projections 2013 - 2062
[4] Roads Maintenance
[5] TCCS Strategic Finance
[6] Strategic Asset Management Plan 2013-15
[7] International Infrastructure Management, Version 2, 2002, page 3.123
[8] As quoted in the International Infrastructure Management Manual Ver. 2.0 - 2002

1.3. Off-road and On-road Bicycle Network

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

Details for the On-Road Cycling Policy may be found at:
http://www.tccs.act.gov.au/roads-paths/cycling/pedestrian_and_cycling_facilities

Figure 1

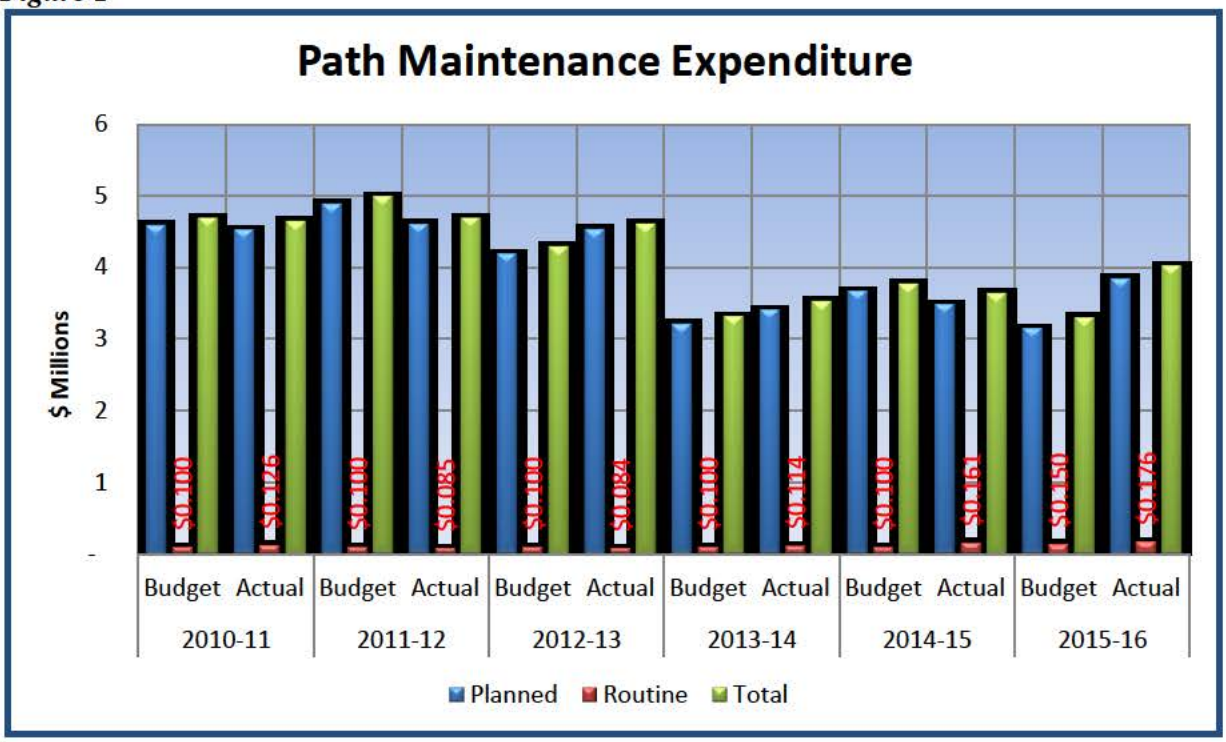
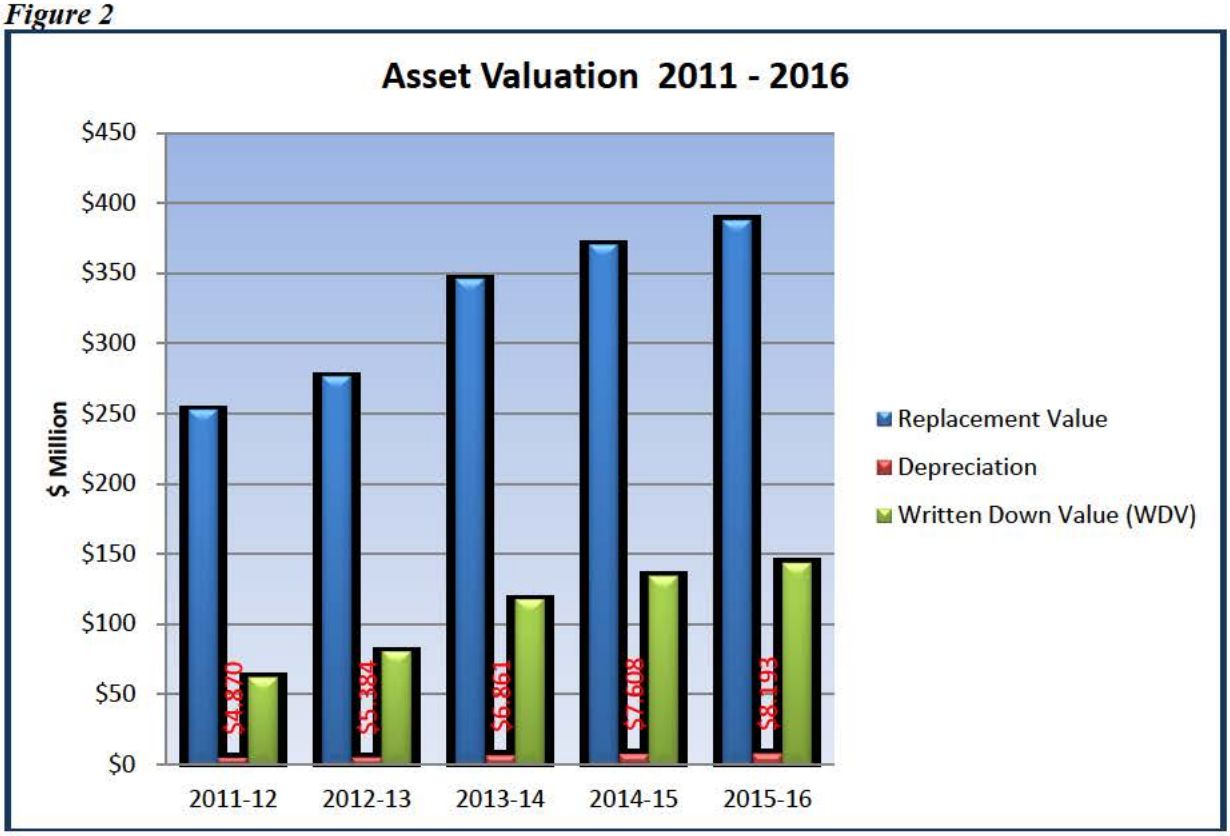


Figure 2



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;h*
- *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 [1]. Note: This figure excludes the active claims liability.

[1]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) [2]
- Funding to allow rehabilitation of 2% Community paths annually [1]
- 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 increases 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

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

[1]Strategic Asset Management Plan, 2013-15,
[2]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

- 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

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
City Centre Civic including Braddon	1	Every 6 months	Civic Precinct
Town Centres Woden Belconnen Tuggeranong Gungahlin	2	Every 1 years	Town Centre Precincts
Community Facilities Hospitals Nursing Homes Aged Care Facilities Hospices Schools Entertainment Facilities	2	Every 2 years	To other frequently accessed Facilities
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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.
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	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, Wanniassa, 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
	Total Score	/20

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.

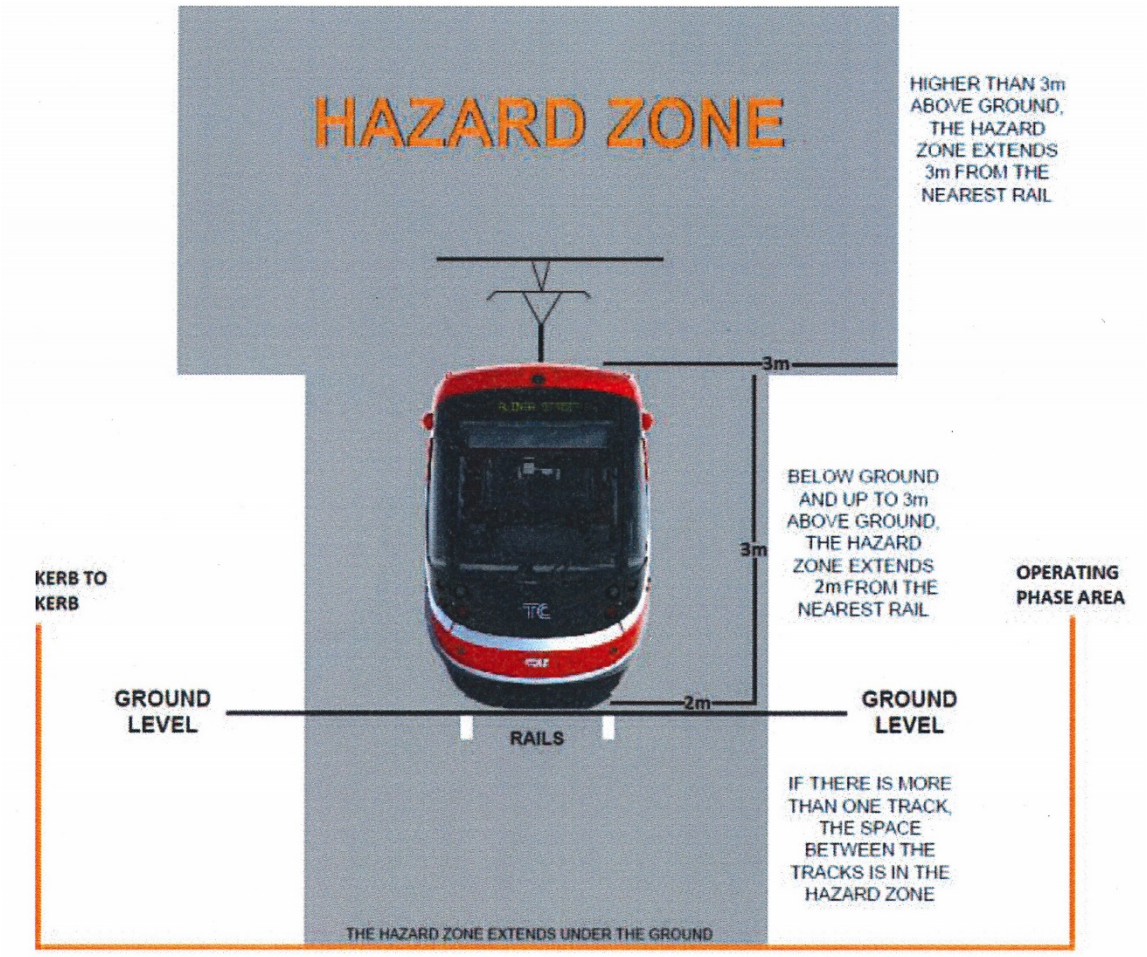
5.9 Capital Works by others

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/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:

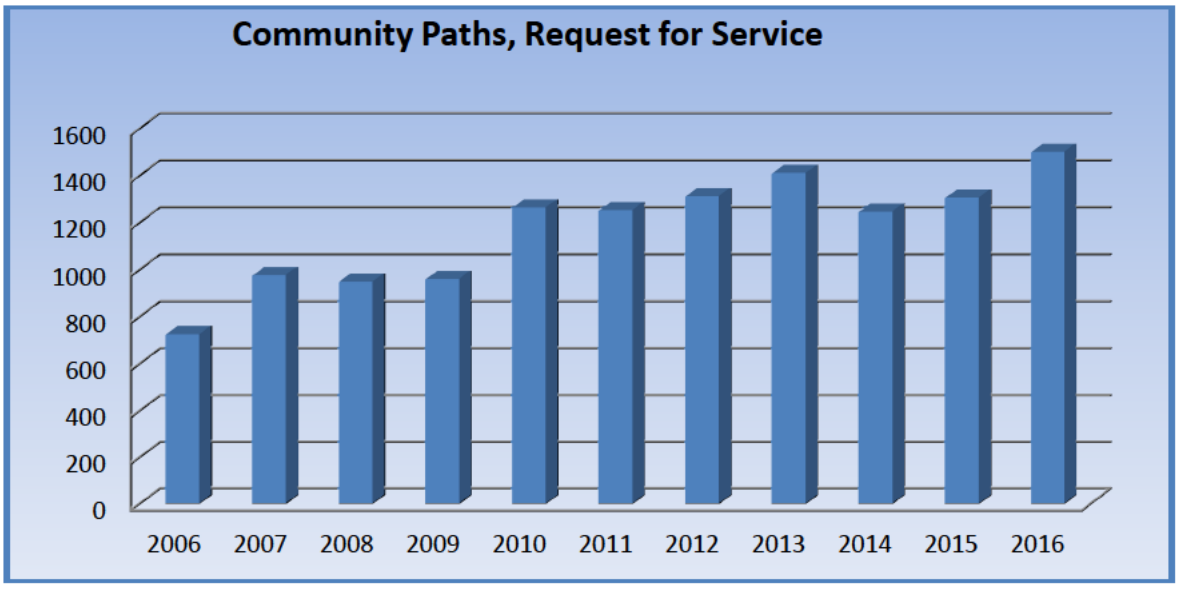
- Roads ACT Strategic Asset Management Plan, 2013/15, Community Paths Level of Service,
- And Tables B,C,D in Section 5.3.2

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 m2 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

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

APPENDIX 2

Community Paths Level of Service

The community paths level of service are based on the systematic repair of all paths and planned replacement in the 32 suburbs identified as having high needs, and replacement in of other area's as requested by the public

Issue/Attribute	Service Standards
Response Time:	
Very High to Extreme Risk - A high danger to the user, will cause damage to persons/property	Repair within 1 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)

Customer Measure	Source	Comment	Supporting Technical Measures	Current Performance (2015)	Year 1 Target 2016–17	Year 2 Target 2017–18	Year 3 Target 2018–19	Year 4 Target 2019–20	Year 5 Target 2020–21	Year 6–10 Target 2021–2026	Location of performance data
Adequate length of community paths which are accessible and well sign posted	Requests to Access Canberra	Discoverer report Access Canberra-public Enquiries-statistics-public enquiries-community paths	No of requests for new paths and cycle paths	97	142	203	Approx 200	Approx 200	Approx 200	Approx 200	Discoverer report Access Canberra – public Enquiries statistical – public enquiries – community paths

The following tables are the current level of service for key road assets related to Safe and reliable Non-Motorised Travel.

Table 9: Current Levels of Service for Community Footpaths and Public Pavements

Maintenance Items	Levels of Service
Routine Maintenance repairs	
Repair/Make safe	Trip hazard >15mm fixed within 7 business days
If paving or concrete to be rebedded – General/shopping centres	Within 10 business days
Response to public requests for service(s)	
request for service(s) to remove a potential hazard in high pedestrian areas, including district/shopping centres	Fixed within 7 business days
request for service(s) in low use areas	Fixed within 12 months
Inspection frequency	
High Risk areas (Civic Centre, including Braddon)	6 Monthly Inspection
Town Centres	Yearly Inspection
Community Facilities (aged care units, schools, etc)	Every 2 years
Medium risk areas (32 Suburbs)	Every 4 years
Low risk areas (all other suburbs)	When complained by public

For a more detailed explanation of Inspection Frequencies, please refer to the latest Asset Management Operational Plan for Community Paths.

Roads ACT FOI DOCS SUMMARY for Doc Title : 'bettie'

Doc Id	Unique Enquirer Count	Defect Id	Doc Title	Complaint Status	Class	Complaint Priority	Description	Complaint Location	Responsibility Of	Action	Incident Date	Completion Date
733218	1	37343	WATSON, , BETTIE MCFEE STREET/NEGUS STREET	Complete	PATH	Medium	Southern corner of Bettie McNee and Negus Sts. has scratched into the footpath outline of male genitals. Removal with concrete grinder to eliminate offensive porn recommended.	BETTIE MCFEE STREET/NEGUS STREET	GFEENEY		20/08/12	10/10/12
921146	1	56406	WATSON, , 31 BETTIE MCNEE STREET, WATSON	Complete	PATH	Medium	Pavers inset between the concrete footpath have lifted/sunk, resulting in an uneven surface. It's not a big job but it's unsafe- I've seen kids crash off their scooters twice this week because of the pavers.	31 Bettie McNee Street, Watson	JSMITH		27/07/15	31/07/15
1047379	1		WATSON, , [redacted] BETTIE MCNEE STREET	Complete	PATH	Medium	Please see attached PDF. Customers Request - Requesting that the concrete on the verge in front of her property be replaced by a more natural alternative. Customer expressed that the whole street has expressed interest in getting the verge replaced. Customer had previously made a similar request. Reference for previous request is 150307-000585. **NOTE** City Services advise the following - "This enquiry relates to the removal of footpath cement that is an asset of ACT Roads. A nature strip development application is not appropriate action on these verges unless the cement is removed. Can ACT Roads please assess the area and make contact with the member of public regarding the possibility of removing the cement on the verge."	[redacted] bettie mcnee street	SPDCAPITAL	Email sent 07/02/2018 Dear xxxxx, Thank you for the above enquiry. The ACT Government recognises the importance of maintaining connectivity through suburbs for pedestrians and cyclists. Roads ACT have investigated the area in consideration of removing the concrete verge. In this instance Roads ACT are unable to support the removal of the concrete verge. The reasons for this position are as follows: ¿Removal of the concrete verge would still require the construction of a path on the verge to provide continued connectivity through the suburb. ¿Given the existing trees, indented parking bays and electrical pillars, the path alignment would likely have to be located at the edge of the property boundary.	6/02/18	7/02/18

Doc Id	Unique Enquirer Count	Defect Id	Doc Title	Complaint Status	Class	Complaint Priority	Description	Complaint Location	Responsibility Of	Action	Incident Date	Completion Date
										¿ In certain locations, this is obstructed by electrical pillars and has limited space to the existing trees. ¿ The underground services trench are likely to contain, electrical, communication and gas services, all of which may or may not require relocation. ¿ Furthermore, the existing courtyard treatments that include walls and vegetation would create blind spots to path users, should it be positioned at the property boundary. With newer developments that have similar front courtyard treatments, there are in place planning requirements that limit the extent of walls on boundaries and generally stipulate the type material used and an acceptable height to promote visibility. At this location, Roads ACT are not in a position to have these treatments changed. It is for the above aspects that modifying the existing verge from a fully paved area to only having a community path and grassed verge would not be supported or considered for modification. Yours sincerely, _____ TCCS - ROADS ACTS - Strategic Planning and Development		
1085165	1		WATSON, , 28 BETTIE MCNEE ST, WATSON ACT 2602	Defect Raised	PATH	Medium	What is the issue?: Damage to path or other What is the damage?: Uplifting due to tree root What is the material?: Brick or concrete pavers Could it cause a trip, fall or injury?: Yes Is it causing traffic or cyclists to swerve?: No Please provide more information: Tree root uplifting pavers and bricks surrounding tree Phone Number: [redacted] Verify Email Address: [redacted]	28 BETTIE MCNEE ST, WATSON ACT 2602	MCURTIS	Inspected and defcts raised for grinding #93990 and relaying of pavers #93991. MC 31.03.20	30/03/20	