



Asset Management Plan Pathways

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Table of Contents

1.0	EXECUTIVE SUMMARY	4
1.1	Overview.....	4
2.0	INTRODUCTION.....	4
2.1	Pathway Construction Types.....	4
	Table 2.1.1 Pathway Construction Types covered by this Plan.....	4
3.0	SERVICE LEVELS.....	5
3.1	Management Classifications and Hierarchy	5
	Table 3.1.1 Pathway Hierarchy.....	5
	Table 3.1.2 Key Management Principles	5
	Table 3.1.3 Design Assumptions	6
3.2	Pathway Criteria	6
	Table 3.2.1 New Path Criteria.....	6
	Table 3.2.2 Existing Path Criteria	7
4.0	FUTURE DEMAND	7
4.1	Demand Management Plan.....	7
5.0	LIFECYCLE MANAGEMENT PLAN	7
5.1	Lifecycle Management - Physical parameters.....	7
	Table 5.1.1. Asset Age Profile	7
5.2	Asset capacity and performance	8
5.3	Risk Management Plan	8
	Table 5.3.1. Critical risks and treatment plans.....	8
5.4	Asset condition	8
	Table 5.4.1 Asset Condition Profile (as at 1/06/2013)	8
5.5	Asset valuations	9
5.6	Routine Maintenance Plan	9
5.7	Renewal/Replacement Plan	9
	Table 5.7.1 Planned Capital Expenditure	9
5.8	Renewal Standards	9
6.0	FINANCIAL SUMMARY	9
6.1	Financial projections.....	9

Table 6.1.1 Renewal Expenditure and Demand	10
6.2 Managing the Funding Gap	10
REFERENCES	10
Asset Management Plan – Overview	10
Adopted City of Albany Long Term Financial Plan	10

1.0 EXECUTIVE SUMMARY

1.1 Overview

The City of Albany provides an extensive network of pathways throughout the municipality. This Asset Management Plan – Pathways has been compiled to ensure the maintenance, renewal and creation of new pathway activities are undertaken in a systematic way that reflects community needs.

The pathway network has been defined into the following classifications;

- **Path** A constructed corridor for pedestrian traffic only;
- **Shared Path** A constructed corridor that combines pedestrian traffic with other forms of transport such as bicycles, gophers and wheel chairs.
- **Cycle Lane** A constructed corridor predominately for bicycle usage (managed as part of the road network)
- **Trail** A marked informal corridor set in a natural environment for recreational purposes (managed as part of the reserves management plan)
- **Boardwalk** A raised platform corridor constructed due to steep topography, wet or environmental conditions.

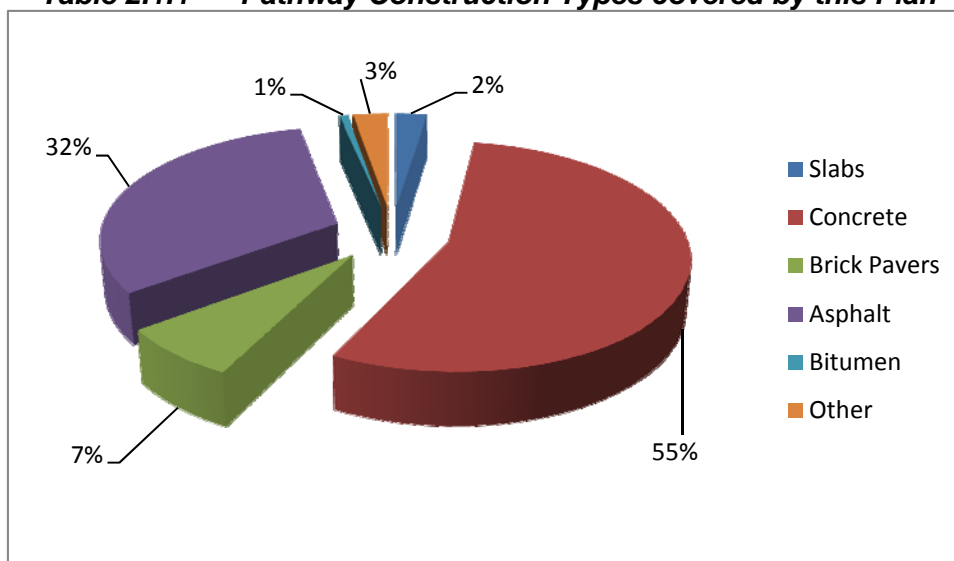
With the confidence in the data used to produce this plan being moderate to high, the City can consider itself in a relatively sustainable financial position in respect to the management of this asset class. The modelling does not suggest any over servicing which suggests the City must ensure financial allocations to this asset class are maintained in order to sustain the current level of service.

2.0 INTRODUCTION

2.1 Pathway Construction Types

This Asset Management Plan covers the following infrastructure assets:

Table 2.1.1 Pathway Construction Types covered by this Plan



3.0 SERVICE LEVELS

3.1 Management Classifications and Hierarchy

The following proposed path hierarchy and associated priority criteria have been developed to meet the current and future needs of the City of Albany. The "Pathway Hierarchy" consists of four levels as follows;

Table 3.1.1 Pathway Hierarchy

No	Classification	Description
1	Regional Distributor	A combined commuter & recreational shared path along linear areas of public open space, as a creek river, lake & coastal foreshore, or along / adjacent to the alignment of major roads, linking two or more localities / communities serving significant trip generators. Ideal path width in this location would be 2.5 to 3 metres; paths with an incline of greater than 1 in 11 (Austroads part 13 or 14) shall be constructed 3 metres wide. This will allow commuters to remain on their bicycles by weaving from side to side compensating for the steep grade of the path.
2	Principal Distributor	A shared commuter path along or adjacent to the alignment of major roads, often linking two or more localities, and/or serving major trip generators. Path width in this location should be 2.0 to 2.5 metres.
3	Local Distributor	A shared commuter path serving most users with-in the locality and connecting them from their residence and/or Local Access Path to their local destination, Distributor, Principle or Regional Paths. Path widths in this location are to be 2 metres.
4	Local Access Path	A footpath or shared path, within their locality, providing residents direct connection to their residence and/or local destination, Distributor, Principle & Regional Paths. Path widths in this location are to be no less than 1.5 metres.

Table 3.1.2 Key Management Principles

No.	Key Principle
1.	Roads within 400 metres of a school, neighbourhood centre or aged care facility requiring a path, excluding cul-de-sacs and roads with access to a path within 150 metres commuting distance.
2.	Roads with less than 150 metres to be traversed to access a pathway and / or less than 100 vpd (vehicles per day) considered a shared roadway.
3.	Roads with 100 to 300 vpd and greater than 150 metres to transverse to access a pathway considered but not necessarily provided a planned path.
4.	Roads with between 300 to 1000 vpd considered for planned provision of at least a 1.5m wide footpath.
5.	Roads with more than 1000 vpd considered but not necessarily provided for a planned shared path on one side of the roadway.
6.	All foreshore reserves, waterway reserves and greenways will be considered as alternative routes to busy roads if practical.
7.	All planned paths will be considered for their connection and direct route to end of trip generators. End of trip generators include, but are not limited to, Schools, Shopping Centres, Parks, Sports Grounds and Town Centres.

Table 3.1.3 Design Assumptions

No.	Assumption
1.	Every road reserve used for transport purposes requires pedestrian access.
2.	All roads can be traversed by bike, but all are not desirable to share with all other modes of traffic.
3.	Shared paths and footpaths may be deliberately rerouted off busy roads to quiet areas and integrated into parks, reserves and greenways.
4.	A grassed verge is not considered a path, yet should be walkable ie: a 1.5m minimum width smooth continuous corridor. Nor is a dirt track considered a path, even though it is often the best indicator of where a path should be.
5.	Aligns with the DPI liveable Neighbourhoods, State Government alternative transport aims and objectives such as their Strategy "Bike Ahead", Main Roads WA policy for Cycling Infrastructure and Part 13 & 14 of Austroads.

3.2 Pathway Criteria

The City have applied the following priority criteria for existing and planned new pathways throughout the municipality. Existing pathways have separate criteria that consider risk and intervention maintenance or renewal.

Table 3.2.1 New Path Criteria

New Pathways			
No	Criteria	%	Rationale
1	Strategic Significance		
	Intercommunity Access	10	Relationship between neighbourhoods.
	Community Activity	10	Relationship to facilities such as neighbourhood centres
	Safe Route to School	10	Connection to schools with focus on separation from traffic and child safety
	Demographics of users	10	Range of age groups impacting on lifestyle and universal access.
	Recreation Activity Potential	10	Linked to the promotion of passive recreation
	Gap to complete route	20	Where strategic infill in the network is required.
2.	Pathway Characteristics		
	Path classification and hierarchy	10	Priority ranking based on the hierarchy.
	Potential traffic	10	Location of path and destination generators such as schools and shopping centres.
	Hazard Risk and Safety	10	Survey results indicating safety of traverse.

Table 3.2.2 Existing Path Criteria

Existing Pathways			
No	Criteria	%	Rationale
1	Strategic Significance		
	Safe Route to School	5	Connection to schools with focus on separation from traffic and child safety
	Demographics of users	10	Range of age groups impacting on lifestyle and universal access.
	Recreation Activity Potential	5	Linked to the promotion of passive recreation
2.	Pathway Characteristics		
	Path Condition	40	Priority ranking based on the hierarchy.
	Hazard Risk and Safety	40	Survey results indicating safety of traverse.

4.0 FUTURE DEMAND

4.1 Demand Management Plan

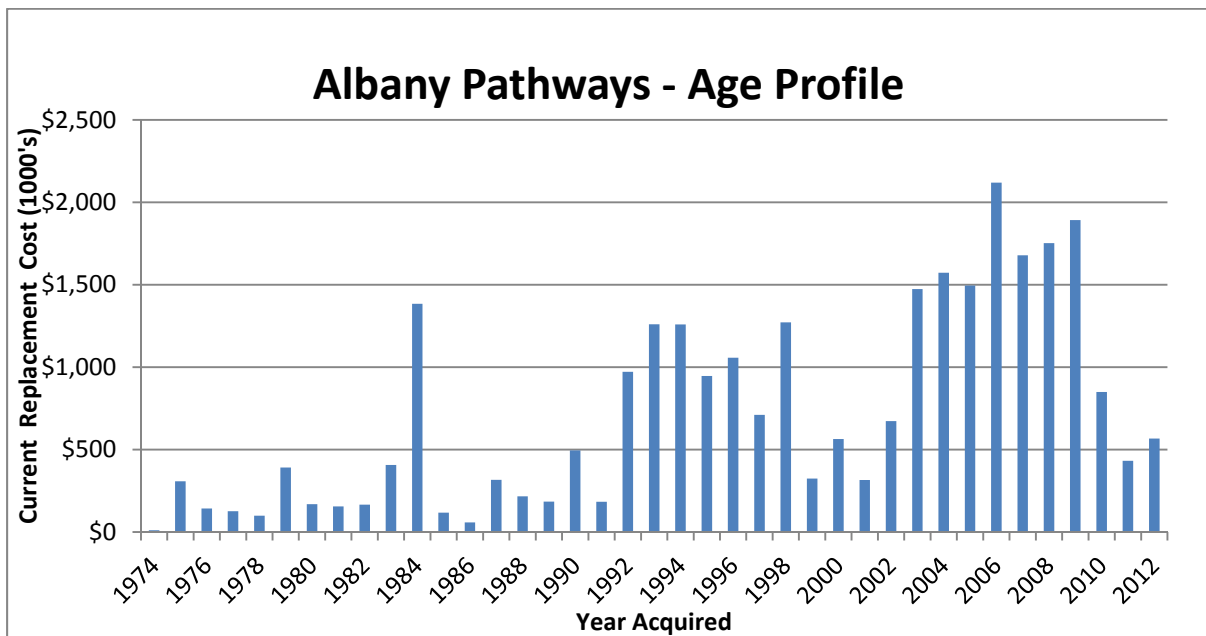
Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management.

5.0 LIFECYCLE MANAGEMENT PLAN

5.1 Lifecycle Management - Physical parameters

The age profile of the City's assets is shown below.

Table 5.1.1. Asset Age Profile



5.2 Asset capacity and performance

The City’s services are generally provided to meet design standards. As can be seen in table 5.1.1, the age profile of the pathway asset network is relatively young and therefore the performance of the network in terms of deterioration is relatively good. More detailed modelling will be required beyond the 10 year forecast to determine possible impacts. This will occur over the next review period.

5.3 Risk Management Plan

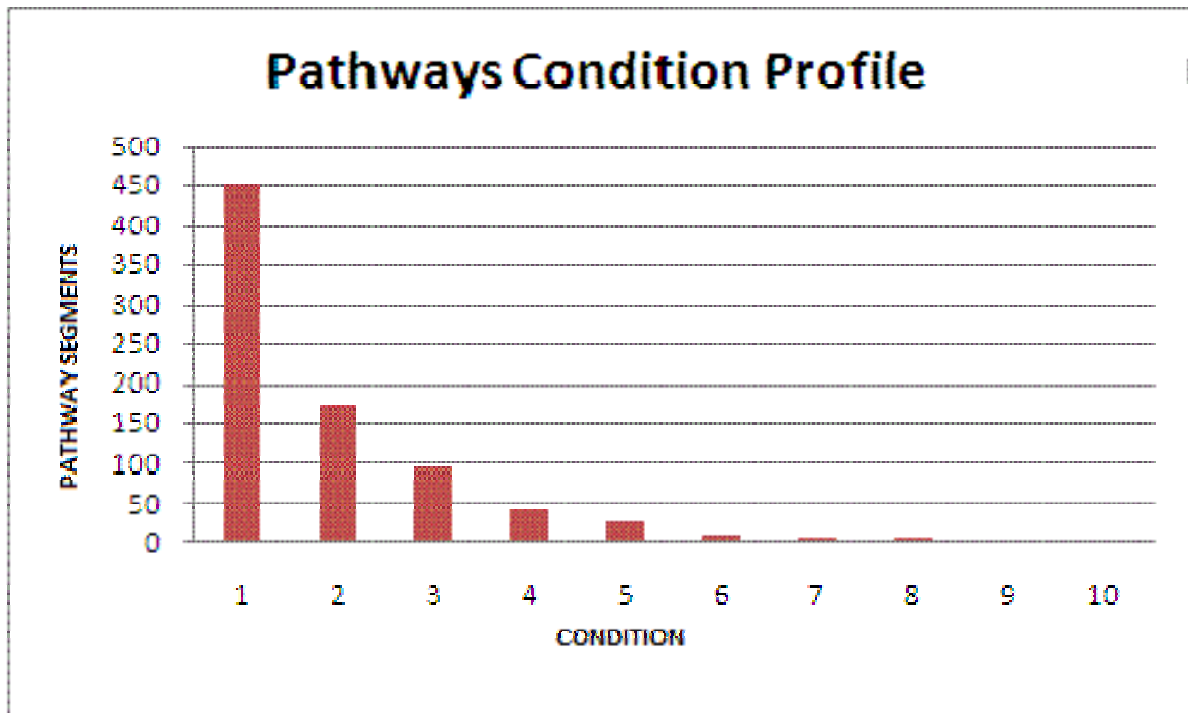
Table 5.3.1. Critical risks and treatment plans

Asset at risk	What can happen?	Risk rating	Risk treatment plan
Concrete Slab Pathway	Cracking, Displacement	High	Routine inspection and maintenance, Scheduled Upgrades to in-situ Concrete
In-situ Concrete Pathway	Cracking, Displacement	High	Routine inspection and maintenance
Asphalt Pathway	Cracking, Potholes	High	Routine inspection and maintenance
Brick paved pathway	Displacement	High	Routine inspection and maintenance

5.4 Asset condition

The condition profile of Council’s assets is shown below.

Table 5.4.1 Asset Condition Profile (as at 1/06/2013)



5.5 Asset valuations

The value of assets covered by this asset management plan is;

- Current Replacement Cost \$ 33,386,507 (as at 1/06/2013)

5.6 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

Assessment and prioritisation of reactive maintenance is undertaken by City staff using experience and judgement.

5.7 Renewal/Replacement Plan

Planned capital expenditure forecasts as shown in the Long Term Financial Plan are shown in Table 5.7.1. Individual projects or treatments are identified in the LTFP.

Table 5.7.1 Planned Capital Expenditure

Year	Renewal	Upgrade	Expansion
2013/2014	\$269,220	\$531,480	\$584,400
2014/2015	\$346,640	\$427,760	\$374,800
2015/2016	\$478,560	\$323,040	-
2016/2017	\$430,700	\$89,600	\$53,700
2017/2018	\$486,420	\$332,780	\$236,000
2018/2019	\$568,240	\$287,160	\$323,400
2019/2020	\$700,000	\$100,000	\$440,000
2020/2021	\$700,000	\$200,000	\$100,000
2021/2022	\$700,000	\$200,000	\$100,000
2022/2023	\$700,000	\$200,000	\$100,000

5.8 Renewal Standards

Renewal work is carried out in accordance with the following Standards and Specifications.

- Austroads Guide to Road Design Part 6A – Pedestrian and Cyclist Paths.

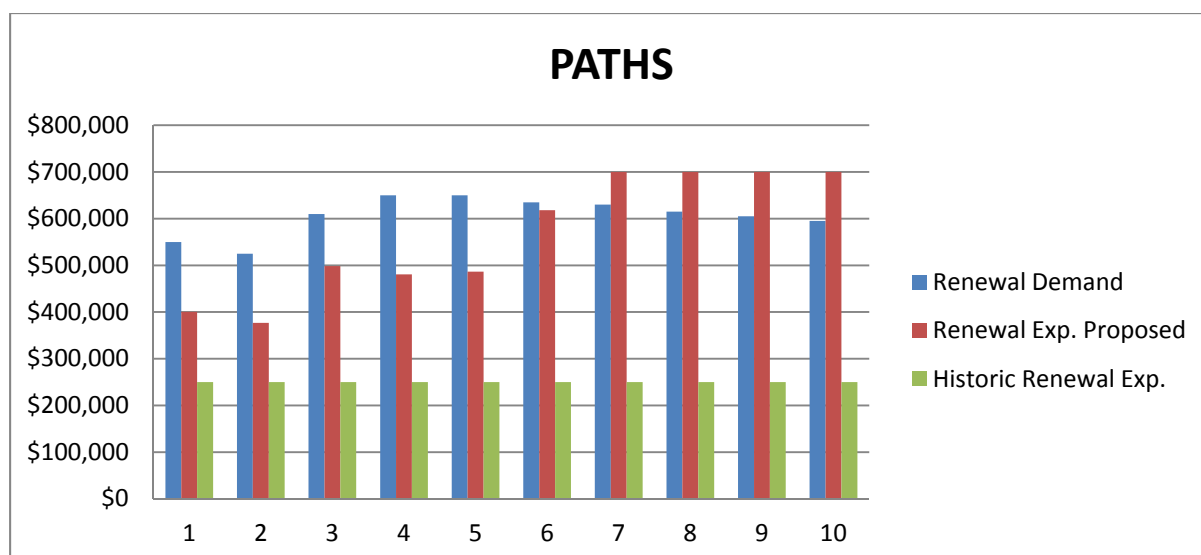
6.0 FINANCIAL SUMMARY

6.1 Financial projections

The financial projections are shown in Table 5.6.1 for planned capital expenditure (renewal and upgrade / expansion / new assets).

Projections of renewal demand based on the Maloney modelling software are shown in Table 6.1.1. Year 1 is the 2013/14 financial year.

Table 6.1.1 Renewal Expenditure and Demand



Funding for maintenance renewal and creation of pathways infrastructure is principally provided by the City of Albany capital works programme. Supplementary funding is sourced through the Department Planning and Infrastructure Regional Bicycle Network (RBN) Local Government Grants Programme via individual project grants.

There are other intermittent funding opportunities through groups such as Lotterywest, Department of Sport and Recreation and 'Be Active' initiatives. These are considered one-off projects and subject to evaluation.

6.2 Managing the Funding Gap

As indicated in Table 6.1.1, the expenditure gap between renewal demand and proposed renewal expenditure reduces over time. This is based on data which provides a moderate to high confidence level (data collected in 2007/2008).

In order to improve the City's knowledge of its pathways network, and the renewal requirements, detailed survey and condition assessment will be undertaken on an ongoing basis.

The City's forecast expenditure for this asset class is considered adequate for the asset level of service to be sustained.

REFERENCES

Asset Management Plan – Overview

Adopted City of Albany Long Term Financial Plan – For more detailed information on individual projects

Version Control

Revision No.	Status	Distribution	Issue Date	Comment
0	Draft	Internal only	1/5/13	Draft
1	Draft	Special Council Meeting	25/06/13	Tabled for adoption
2	Final	Special Council Meeting	25/06/13	Adopted

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**City of Albany
Long Term Financial Plan**

PATH - PROGRAM

PROPOSED 10 YEAR PROGRAM 2013 - 2024

Description	Details	Expansion	Upgrade	Renewal	2013/14 \$	2014/15 \$	2015/16 \$	2016/17 \$	2017/18 \$	2018/19 \$	2019/20 \$	2020/21 \$	2021/22 \$	2022/23 \$																																		
Path Network Expansion																																																
Flinders Pde	Realign Pathway through car park	100%				100,800																																										
Minerva / Leslie	Construct a 1.5mtr path from Edward St to North Rd.	100%			170,300																																											
Angove Rd	Construction of a pedestrian refuse island.	100%			6,100																																											
Albany Hwy	Construct 3mtr Red Asphalt Path from Bottrel.	100%				154,000																																										
Nanarup Rd path	Construction of a stabilized gravel path from Lower King Bridge to Fish Traps.	80%	20%		360,000																																											
Richard St	Construct 1.5m wide path from Chester Pass Rd - Turner St, western side of Rd.	100%							186,300																																							
Burville St	Construct a 2.5 mtr red asphalt path from Collingwood Rd.	100%							49,700																																							
Wollaston Rd	Link from Golf Links Rd to Flinders Pde.	100%								103,100																																						
Barnesby Dr (West side)	Construct 2.5m Concrete to link existing pathways.	100%								131,200																																						
Bay View Drive	King George St Paw to Gordon St, Completing link to Frenchman Bay Rd .	100%								89,100																																						
Elizabeth St path - Lower King	Construct from existing Paul Terry to Alison Pd - 2 mtr	100%									190,000																																					
Francis St path	Construct from existing Elizabeth to Thorn St - 2 mtr	100%									150,000																																					
Expansion Projects		100%									100,000	100,000	100,000	100,000																																		
					Path "New" Sub Total						236,000	323,400	440,000	100,000	100,000	100,000																																
Path Network Upgrade																																																
Middleton	Replacement of new 2m wide asphalt path and barrier kerb.		40%	60%	62,500																																											
Bicycle Strategy Priorities		20%	60%	20%	600,000	600,000																																										
Grey St	Replace slabs with grey pavers to tie into current street scape, York St to Collie St.		40%	60%		44,400																																										
Middleton Rd	Remove slabs replace with concrete pathway from Stewart St to Wollaston Rd.		40%	60%			55,800																																									
Stirling Tee	Remove existing slabs, construct shared red asphalt path, Spencer St to Bridges St.		40%	60%			162,000																																									
Admiral St	Construct a 2.5m concrete shared path from Muller St to Leschenault St.	60%	40%					89,500																																								
Middleton Rd	Remove slabs, construct 2.5m shared path, Wollaston Rd to west of Lake Seppings Dr.		40%	60%				134,500																																								
Albany Hwy	Stage 1, York St to Crossman St, from existing to pavers at verge width		50%	50%			424,000																																									
Albany Hwy	Stage 2, Crossman St to Wellington St, Replace slabs with 3mtr Red Asphalt		50%	50%					451,000																																							
Albany Hwy	Stage 3, Wellington St to MRWA R/about, Replace existing with 3mtr Red Asphalt		50%	50%						250,000																																						
Frederick St	Replace exiting Slabs with Concrete		40%	60%					18,200																																							
South Coast Hwy	Replace existing Slabs with Concrete at 2.0mts		40%	60%						155,400																																						
Albany Hwy	295 Albany Hwy Pram Ramp Installation		100%		5,000																																											
Upgrade Projects			100%						100,000	100,000	100,000	200,000	200,000	200,000																																		
					667,500				644,400				641,800				224,000				569,200				505,400				100,000				200,000				200,000				200,000							
Path Network Renewal																																																
Vancouver St	Replace existing asphalt with red asphalt.		40%	60%			59,800																																									
Earl St (Left)	Patch existing surface, overlay with asphalt, from Rowley St to Spencer St		40%	60%	10,200																																											
Stirling Tee - from Spencer to Collie St	replacing existing 300 x 600 with 300 x 300 pavers		50%	50%		100,000																																										
Renewal Projects				100%	-	150,000	100,000	350,000	250,000	350,000	700,000	700,000	700,000	700,000																																		
South Coast Highway	Replace existing slabs with concrete from Barrett St to Lurline St		40%	60%	176,000																																											
					Path "Expansion" Sub Total				186,200				250,000				159,800				350,000				250,000				350,000				700,000				700,000				700,000				700,000			
TOTAL	New/Expansion Year Total				1,390,100	1,149,200	801,600	574,000	1,055,200	1,178,800	1,240,000	1,000,000	1,000,000	1,000,000																																		
Proposed Funding					700,000	600,000	150,000	100,000	50,000	50,000	50,000	50,000	50,000	50,000																																		
- Grants																																																
- Reserves																																																
- Loans																																																
Impact on general Revenue					690,100	549,200	651,600	474,000	1,005,200	1,128,800	1,190,000	950,000	950,000	950,000																																		