Shire of Dardanup

Infrastructure Directorate

APPENDICES

Item 12.3.1

ORDINARY COUNCIL MEETING

To Be Held

Wednesday, 18th December 2024
Commencing at 5.00pm

At

Shire of Dardanup
ADMINISTRATION CENTRE EATON
1 Council Drive – EATON

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(Appendix ORD: 12.3.1A)

Shire of Dardanup

Paths and Trails
Asset Management Plan
2024-2028 (PART A)

Version 3

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1 Executive Summary

The Shire of Dardanup must Plan for the Future of the district in accordance with the Western Australian Integrated Planning and Reporting Framework. A Council Plan (incorporating the Strategic Community Plan and Corporate Business Plan) is produced which is used to inform and direct the content of the Shire's Asset Management Plans.

This Paths and Trails Asset Management Plan has been developed to deliver sustainable fiscal management and continuous improvement of the Shire's Paths and Trails infrastructure assets.

In addition to the Shire's overarching strategic documents, this plan is informed by:

- The Shire of Dardanup 2050 Vision statement
- The Shire of Dardanup 2050 Vision statement
- Shire of Dardanup, Council Plan (Strategic Community Plan and Corporate Business Plan) 2022-2034
- Shire of Dardanup, Long Term Financial Plan 2023-2033
- Shire of Dardanup, Policy CP074 - Asset Management
- Shire of Dardanup Sport and Recreation Plan
- Shire of Dardanup Place Plans (Eaton, Dardanup & (future) BurrekupThe Shire of Dardanup Asset Management Plan Roads 2024 – 2034
- The prior Shire of Dardanup Asset Management Plan 2016-2026 Pathways,
- Various Local Structure Plans (e.g. City of Wanju)
- Shire of Dardanup Standards and Policies

This plan collates the Shire's current non-vehicular transport network's condition, valuation, income and expenditure data and compares it with the asset's long-term funding needs that are required to provide an agreed and sustainable Level of Service (LoS). In addition, this plan discusses whether Council's current level of asset operational maintenance and renewal funding is sufficient to sustain the network at an acceptable level to both asset owner and users.

The Plan makes several recommendations which can be summarised as follows:

1. Separate Operational funding allocations for Paths and Trails from the Roads Maintenance budget to permit improved transparency of expenditure.
2. Refocus the Shire's maintenance and capital reinvestment efforts (outside of subdivision development) on preservation of the existing network, with supplementary in-fill ('Missing Links') works to improve connectivity. This is intended to ensure that the network is sustainable for the long term, while meeting community demand for service at an affordable cost.
3. Defer discretionary works (such as those itemised in the Shire of Dardanup Local Bike Plan) where possible, to extend timeframes for delivery. This is intended to reduce demand for new Capital investment from the Shire's own-sources funds that would otherwise be required to meet co-contribution criteria for Grants.
4. Make incremental adjustments in the available Capital Renewals budget by progressively reducing the projected Capital Expansion and Operational Maintenance budgets towards recommended levels ($28 and $75 Thousand, respectively.) This is intended to enable savings in Capital Expansion and Operational Maintenance to be redirected to Capital Renewals in support of Recommendation 2. above.
5. Increase knowledge of Paths and Trails performance through introduction of additional personnel resources to conduct regular inspections and oversight of follow-up maintenance as required. This is intended to address emerging issues before they become risks to the community. This will increase Paths and Trails users' safety and satisfaction, with consequent reduction in complaint.
6. Adopt the Australian Walking Track Grading System (base upon Australian Standard AS 2156.1 – 2001) for off-road trails. This is intended to support management of expectation from Users of these facilities and provide clarity as to Level of Service provided by individual Trails.
7. Resource the Asset Management function sufficiently to enable the above recommendations to be implemented, overseen and delivered effectively.
8. Cancel the 2024/25 Paths and Trails Capital Works Program with immediate effect and adopt a new program based upon the above principles.

2 Asset Management Context

2.4 Vision

The Shire's Vision for its future is laid out in the 2050 Vision statement.

The 2050 Vision Statement details the Shire's Values (Leadership, Environment, Community, Prosperity and Amenity) along with its Aspirations (Healthy, Self-sufficient, Sustainable, Connected and Innovation).

Asset management comes into play in the delivery of these aspirations. In particular, an effective Paths and Trails asset management plan will provide information to support consideration of the following:

- **Healthy:** How do our Paths and Trails impact the health of our community? This may include:
  - the need for access to facilities such as the proposed new health campus in the future City of Wanju;
  - the safety of the Shire's existing Paths and Trails network;
  - the promotion of alternative forms of transport that support healthy lifestyles and their impact on the existing Paths and Trails network (e.g., walking cycling, electrification etc.)
- **Self Sufficient:** The Shire's desire to increase economic activity in tourism, agri-business and high-tech manufacturing requires consideration of the functional suitability of the current and future Paths and Trails network to support these activities.
- **Sustainable:** The UN World Commission on Environment and Development has said that ***"sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."*** This statement is particularly relevant to Paths and Trails asset management, in that the Shire needs to ensure that it manages its Paths and Trails in such a way that the present generation is able to Age in Place effectively, and that future generations are not required to pay for the present generation's consumption of the asset.
- **Connected:** The creation of vibrant community spaces, community hubs and sporting facilities with easy access between them is the primary challenge to the existing Paths and Trails network. The current network is disjointed, requiring ongoing consideration of In-Fill ('Missing Links') investment. Consideration of these issues in the Shire's long-term plans needs to be allowed for, to ensure that appropriate non-vehicular transport links are able to be provided.
- **Innovation:** The creation of spaces within which entrepreneurial activity, educational advancement and fundamental research can be conducted requires coordination of planning across all Shire disciplines. Appropriate non-vehicular transport solutions for such spaces need to be considered well in advance of their development.

2.5 High Level Objectives of an Asset Management Plan

The objective of Asset Management generally (and for Paths and Trails in particular) is to '***maximise the benefit to the community of the asset by minimising the sum of its maintenance and user costs'***.

Consideration should be given to Paths and Trails user costs (e.g., travel time delays, potential for conflict with vehicles etc.) along with pure maintenance cost (routine repairs and capital renewal/upgrades). Attention to these considerations is necessary to identify and prioritise the relative needs of different parts of the Paths and Trails network for investment, whether that be investment in new or upgraded Paths and Trails or the costs associated with simply maintaining the status-quo.

This introduces a significant change from a traditional maintenance program aimed at repairing as much existing damage as possible within an available yearly budget. Instead, asset management aims to achieve a specified service level or target condition at the lowest possible cost. In doing so, it takes a long-term perspective, considering the future impacts of current budget allocations.

To achieve an optimal balance between cost of maintenance versus benefits delivered, the organisation needs to collect, store and process large volumes of inventory, condition, utilisation and related data. This in turn requires the operation of a computerized asset management system, encompassing data collection, data management (database), and data analysis.

- **Data collection.** Involves carrying out surveys and collecting data on the Paths and Trails network. This includes data that continuously changes and needs to be updated regularly (e.g., Paths and Trails condition, pedestrian traffic volumes) and data that hardly ever changes (e.g., Paths and Trails alignment, topography, surface type etc.).
- **Data management.** Generally, this involves some form of database that brings all the collected data together and makes it readily available for planning and monitoring. Data to be managed may include simple textual or numerical data (e.g., Paths and Trails name, Paths and Trails length), and spatial (GIS)-related data (e.g., alignment, Paths and Trails condition) or complex multimedia files such as photographs and video.

- **Data analysis.** Involves analysis of the collected data to determine the optimal level of required funding and allocation of that funding to different Paths and Trails and to different types of interventions. This activity not only looks at Paths and Trails pavements, but may also include pedestrian bridges, other structures, Paths and Trails furniture, and access to business activities such as tourism or commercial centres.

The organisation therefore not only needs to plan for the physical management and operation of the assets, but also the systems and processes by which it goes about managing those assets.

Recording all these concepts in a single reference document (the Asset Management Plan) allows the organisation to communicate its intentions to the community effectively while also safeguarding the organisation from change in personnel over time by providing a repository of organisational memory.

2.6 Key Objectives and Principles of this Asset Management Plan

The Paths and Trails Asset Management Plan has been developed to guide Council and the community in the provision and development of Paths and Trails infrastructure currently managed by Council. The purpose of this plan is to document the Council's asset management principles and practices and present a lifecycle strategy for Paths and Trails and associated infrastructure for the next ten years.

The plan considers all relevant levels of service, the current Council Plan and other key planning processes and documents. This plan determines the manner by which Council undertakes the management of Paths and Trails infrastructure assets to achieve the required levels of service to the community and to meet regulatory requirements.

3 Standards of Provision

In Australia, the selection of construction standards for Urban Paths and Trails is strongly regulated at the State and Federal government levels.

Individual Local Governments, while being involved in the Planning process by which most new Paths and Trails are constructed, are (along with the Developers) required to meet standards established by the relevant State Planning Commission and (where they intersect) the relevant State Highways Authority. The local Government is therefore restricted to recommendation of minor design amendments to proposed developments such as managing the interconnection of new Paths and Trails to the existing Paths and Trails network and ensuring the adequacy of drainage, safety and traffic control features on a project-by-project basis.

In Western Australia the lead agencies and the principal Paths and Trails design guidance that Local Government must abide by are:

- Main Roads Western Australia (MRWA)
  - MRWA Supplement to Austroads Guide to Road Design - Part 6A - Paths for Walking and Cycling
  - AustRoads Guide to Road Design Part 6A: Paths for Walking and Cycling
- Western Australia Planning Commission
  - Liveable Neighbourhoods 2009 and the Draft Liveable Neighbourhoods 2015
  - Planning guidelines - The design and geometric layout of residential Paths and Trails
- WA Department of Transport
  - Planning and designing for active transport

3.4 Hierarchical Approach

The selection of applicable standards for Paths and Trails is linked to the 'network hierarchy'. This is a means of sub-dividing the Paths and Trails network into groups that have common function, usage and access requirements. Based upon the assigned hierarchy level of the Paths and Trails, gross design features required such as the number of Paths required (e.g. one or both sides of a Road), width, surface treatment type etc. can be easily assessed and specified.

The Shire of Dardanup Paths and Trails Network Hierarchy is as follows:

Shire of Dardanup Hierarchy Class	General Location	Description
Footpath 1	Urban Main Streets and Civic Precincts	High profile pedestrianised areas with high level of aesthetic requirements
Footpath 2	Urban Residential Streets	Pedestrian Footpaths and Dual Use Paths adjacent to Roads in residential areas
Footpath 3	Rural Paths	Footpaths adjacent to Paths outside of residential areas
Cycle Path 1	On-Path Cycle Paths	Dedicated Cycle lanes associated to Roads, (with or without physical separation or barriers)
Cycle Path 2	Off-Path Cycle Paths	Cycle paths and trails independent of Paths.
Bridle Trail	Off-Path Bridal Trail	Trail provided primarily for the purpose of recreational horse riding and/or exercise of horses.
Regional POS Path	Paths within POS that interconnect similar paths within other Shires at a Regional level. Intended for recreation and other mixed use by pedestrians, cyclists, and e-rideables.	Accessible paths within POS to support Regional Level recreational use by non-vehicular traffic. High level of service expectation. Generally constructed through specified Grant Funding opportunities.
POS Path	Pedestrian paths within reserves designated as Public Open Spaces	Pedestrian path built to support access and use of formalised Public Open Spaces by a wide range of users.
Walking and Hiking Trail	Pedestrian paths within reserves NOT designated as Public Open Spaces	Pedestrian path built to support access and use of specific reserves by a specific target audience.
Heritage Trail	Walking trails and driving routes in urban and rural settings that are identified in most cases by signage and guidebooks as relating to cultural heritage.	Heritage Trails can be seen to be beneficial for community development, community participation, for discovering community heritage, and for involvement by community in developing the trails.

The Shire of Dardanup Paths and Trails hierarchy defines ten classes of Paths and Trails; however it should be noted that not all of these hierarchy classes actually exist in the field at this time. In particular, the Cycle Path 1 and 2 classes are provided in anticipation of future works to be delivered arising from the Shire of Dardanup Local Bike Plan adopted by Council in October 2023.

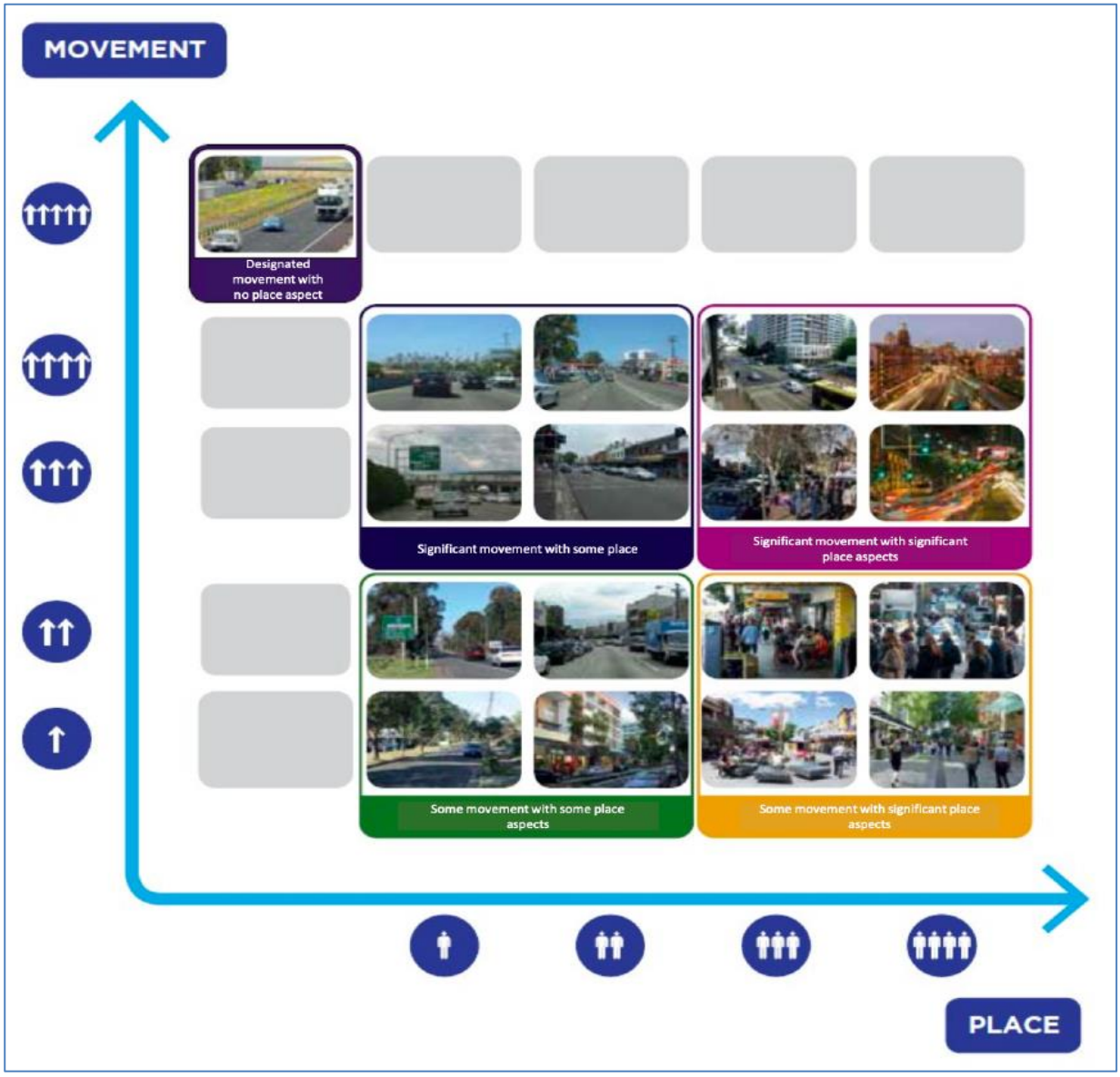
3.5 Future Paths and Trails Function Considerations

Paths and Trails are complex environments that play an important part in the development of contemporary living spaces. They are no longer seen as just a means for travelling from one place to another, but also a place where people live, socialise and go about doing everyday activities.

It is now generally accepted that Paths and Trails provide two major functions:

1. **Movement:** The safe and efficient transport of people between points of interest
2. **Place:** Establishment of Place, by traversing and creating landscapes that have meaning to people

The concept of Movement and Place provides a mechanism for identifying which Paths and Trails serve what purpose, recognising that some Paths are more about the movement function, and others about the place (land access) function, and that streets themselves act as places and serve multiple modes. This understanding is important to balance the delivery and management of Paths and Trails assets with the accessibility needs of different types of Paths and Trails users across the network.



Source: Movement and Place (austRoads.com.au)

This view of the Paths and Trails environment helps to highlight those areas of the network where conflict may arise requiring greater attention to detail in design, particularly those areas that have both high levels of Movement and high levels of Place and where conflict with vehicular transport may occur.

While not formally published, the Western Australian Department of Transport is (at the time of writing) in the process of developing a Movement and Place framework that may become applicable to all Western Australian Roads (and their associated Paths and Trails) within the timeframe of this Asset Management Plan. The Shire of Dardanup will need to consider its ability to meet any additional requirements for its Paths and Trails network that the Framework may identify (e.g., the desirability, level and affordability of additional pedestrian facilities in certain areas).

By placing greater emphasis on the Place function of Paths and Trails than has previously been the case it is likely that focus will shift from the pavement component of the Paths and Trails to the local environment. This may increase the demand for features such as cycle lanes, pedestrianised mall developments, Paths and Trailside furniture and street shade elements.

3.6 Paths and Trails Provision

Within local government, the initial design and construction of Paths and Trails overwhelmingly occurs as a result of subdivision in association with Roads. Construction of these Paths and Trails is generally the responsibility of the Developer(s). The local government's primary role in this process is to review and approve proposed designs from the Developer(s) to ensure that proposals meet the Shire's expectations in terms of future utility to the public; construction standards, impact on surrounding infrastructure and the probable future maintainability of the new asset(s).

The process by which land is ceded to the State for the purposes of making a Road are described in general terms in Landgate guideline ROA-02 Creation of Public Paths and Trails.

In some cases (e.g., Dardanup West Area 14) the Shire has established Developer Contribution Plans (DCP's) as part of the Planning Approvals process. DCP's operate by applying a levy to each Lot sold that is collected and placed in Trust by the Shire. At varying points, throughout the development of the area covered by the DCP, these funds can be drawn upon to assist in the construction of specified infrastructure. For example, Paths may have been identified for construction or upgrade at some future time once the population of an area reaches a nominated level.

Depending upon the specific conditions of the DCP, the actual design and construction of the nominated infrastructure may be the responsibility of one (or more) Developers, or the Shire may be required to undertake that work on behalf of the Developer(s). Regardless of who delivers the infrastructure, once it is constructed, the Local Government becomes responsible for the ongoing maintenance, upkeep and eventual replacement of the new asset over its presumed life cycle.

Councils can make any changes to the Paths and Trails network that they deem fit. This may include significant changes such as modifying the construction method (i.e., changing a sealed Path into an unsealed Path or vice versa) or complete closure where a network link is considered surplus to requirements. Changes of this magnitude are rare however and as a result considerable community consultation and engagement prior to implementation are legislatively required (s.3.51 ('*Affected owners to be notified of certain proposals*') of the Local Government Act 1995).

In the case of the Shire of Dardanup, based upon the currently approved Structure Plans it is expected that over the next twenty-five years the Shire will receive (in the order of) 3.25 kilometres of Paths and Trails per annum at a combined value of $0.73 Million per annum (in 2024-dollar terms).

The majority of the projected growth will occur in the proposed City of Wanju; the Dardanup West Rural Residential area and the residual unbuilt Parkridge/Millbridge areas of Eaton.

Probable New Paths and Trails Types Acquired by Subdivision per Surface Type	Probable Annual New Construction (m)	Probable Annual New Construction Value
Concrete	2,471	667,197
Limestone	561	16,812
Paving	51	21,197
Asphalt	155	21,714
Timber	12	3,600
	3,249	**730,520**

Note: The above projection assumes that the City of Wanju Structure Plan development goes ahead within the projected timeframe.

Adoption of the ongoing maintenance and replacement costs of these new Paths and Trails will require annual increases to the Operations, Capital Works and Depreciation budgets of (approximately) $35.5 Thousand plus CPI per annum.

(Appendix ORD: 12.3.1A)

3.7 Paths and Trails Development

3.7.3 On Road Paths (Dual Use Paths and Pedestrian Footpaths)

To ensure the orderly and consistent delivery of Paths and Trails that meet the Shire's identified current and future needs, it is necessary to define the minimum acceptable standards of construction to service the identified needs for residents and visitors.

The Australian and Main Roads Standard Geometric Design Guidelines for Roads provide extensive advice in regard to the gross outline of what a Roads should look like and how a Road and any associated footpaths should work. As they are only Guidelines however, they leave considerable room for interpretation of detailed requirements that can vary based upon the specific design and intended use of the Paths and Trails.

To convey its interpretation of those details to Developers and designers, the Shire of Dardanup has prepared a list of minimum requirements for Roads based upon its Roads hierarchy classification. Adherence to this specification reduces the potential for the 'look and feel' of subdivisions to change drastically from one development area to the next, while also providing some flexibility to allow developments to be in keeping with their surroundings.

Included within the Shire of Dardanup Minimum Design and Construction Guidelines (shown in part below) are specifications for requirements for installation of Bike Lanes (or Dual Use Paths) and pedestrian footpaths.

(*Note: Full table is provided in the Asset Management Plan – Paths and Trails 2024-2034 (PART B*)

(Partial) Shire of Dardanup Minimum Design and Construction Guidelines - Supplemental to AustPaths and Trails & MRWA Geometric Design Guides																
Location Type	AADT	SoD Paths and Trails Hierarchy Class	Paths and Trails Hierarchy Class (Per Liveable Neighbourhoods)	Minimum No. of Traffic Lanes	Pavement Depth (dependant on subgrade CBR minimum 10%)	Carriageway Width	Min Width of Seal	Traffic Lane Width	Shoulder Width (if Un-kerbed)	Width of Sealed Shoulder (if Un-kerbed)	Bitumen Surfacing Required?	Preferred Seal Type	Line Marking Required?	Bike Lane	Design Speed		Footpath Required?
															Minimum	Desirable	
Urban	>15,000	Regional Distributor	Regional Distributor	2	450	12	12	3.5	2.5	2.5	Yes	14/10	Yes	2.5	60	80	Yes
Urban	7,000 - 15,000	District Distributor Urban	Integrator Arterial	2	400	11	11	3.5	2	2	Yes	AC	Yes	2	60	80	Yes
Urban	3,000 - 7,000	Local Distributor Urban	Neighbourhood Connector	2	350	11	10	3.5	1.5	1.5	Yes	AC	Yes	1.5	50	60	Yes
Urban	1,000 - 3,000	Local Paths and Trails 1 Sealed	Access Street (A, B or C)	2	300	11	7.2	3.1	1.5	0.5	Yes	AC	No	No	50	60	Yes
Urban	<1,000	Local Paths and Trails 2 Sealed	Access Street (D)	2	250	11	6.2	3.1	1.5	0.25	Yes	AC	No	No	50	60	No

3.7.4 Off Road Paths (POS Paths, Cycle Paths and Others)

In addition to 'gifted' assets delivered as part of subdivision, the Shire of Dardanup plans for the creation of new or upgraded paths and trails using its own resources (including grants from State and Federal agencies.) These plans are informed by multiple strategic documents including:

- The Shire of Dardanup Sport and Recreation Plan 2020 - 2030
- The Shire of Dardanup Place Plans (Eaton, Dardanup & (future) Burrekup)
- Various Local Structure Plans (e.g. City of Wanju)
- The Shire of Dardanup Local Bike Plan 2023
- The Asset Management Plan 2016-2026 Pathways

These plans are primarily required in order to substantiate and support applications for grants on behalf of the Shire and to provide forecasts of future costs for input into the Long-Term Financial Planning for the future. Newer strategies and plans replace existing plans.

It should be noted that, while the Shire of Dardanup intends to deliver all the proposed off-road Paths and Trails identified in these Plans over time, it is not committed to any given timeframe for acquisition of these assets.

4 The Plan

The Shire of Dardanup Paths and Trails Asset Management Plan 2024-2034 (PART B) details the development, operations, and maintenance of the Shire's Paths and Trails. It sets out strategies to ensure that the Shire's Paths and Trails assets are maintained in a manner consistent with national engineering standards and community expectations. In most cases this is achieved through reference to documented procedures, processes and plans used to manage the Shire's Paths and Trails. Detailed long term expenditure forecasts in the Long-Term Financial Plan 2024-2034 are included.

The plan notes that, while the Shire's Paths and Trails assets are currently in '*Good*' condition (with a Weighted Average visual condition rating score of 2.2) this is likely to deteriorate in the medium term as the network ages.

Approximately 76% of the Shire's Paths and Trails (62.9km of the total 82.7km network) are Concrete, Dual Use, Paths that are less than twenty-five years old and have not required significant maintenance investment to date. It is likely that an increasing proportion of these relatively new Paths and Trails will begin to require Renewals during the term of this Plan, placing a strain on the Shire's budget that has not previously been allowed for.

The Plan recognises that achieving the level of capital investment required to fully maintain all Shire Paths and Trails in the future would mean an increase in cost in the order of 25% above the current budget. A step-change of this magnitude is unachievable and unaffordable in the near term. A strategy of pragmatic, incremental increases in capital maintenance budget is therefore recommended.

The Plan provides achievable financial and management actions to be carried out over the life cycle of the network for effective management, inspection and replacement of this asset group.

4.1 Recommendations

The Plan makes the following Paths and Trails observations and recommendations:

- To bridge the gap between the Idealised renewal programme and the affordable level of cost, progressive development towards a **Pragmatic Target Sustainability Ratio of 0.78** is proposed.
- Refocus the Shire's current Capital Investment budget (outside of subdivision) towards Renewals i.e.:
    - **Stop Doing:** New Path Construction, Duplication, Upgrades etc;
    - **Start Doing:** Small Scale In-Fill ('Missing Links'), Surface Maintenance,
    - **Do more:** Trip Hazard Reduction, Reconstruction (to original standard); and
    - **Do Less:** Streetscape Redevelopment.
- Establish treatment programs that aim for (in the order of) 2.5 km of treatments of all types to allow replacement of the entire Paths and Trails network within the Useful Life specified in Policy AP008 Significant Accounting Policy.
- Allow for growth of the asset from subdivision of up to 4.65 kilometres per annum from all sources, with associated additional costs of up to $333 Thousand plus CPI per annum (of which $259 Thousand per annum will be own-sources funded).
- Manage demand for new and improved assets through clear signalling regarding the Shire's need to address the backlog of renewals as part of all community consultation programs.

4.2 Action Plans

The following action plans are presented with the intent to address areas of specific weakness noted throughout the asset management plan. Addressing these items will help to meet Customer expectation through either improved delivery or improved asset information.

4.2.1 Paths and Trails Management Action Plan

Action Plan No.	AMP Section Reference	Action	Rationale/Desired Outcome	Timeline
PMP1	**Section 3.2**	Where options exist, place increased preference on proposals for capital works renewals in areas outside of active sub-division development zones such as Millbridge and Parkridge.	To offset falling Community satisfaction with Paths and Trails outside of active sub-division areas, it is necessary to ensure greater equity of access to quality transport services to the rest of the Shire. The renewals process can therefore be used as a means of showing the Shire's commitment to meeting the Community's desired levels of service.	Annually, as part of forward works program development
PMP2	**Section 3.4.1**	Reassess the level of compliance of the existing Paths and Trails network with the defined Shire of Dardanup quality standard targets, based upon the most recent visual condition rating inspection available at the time. Target renewals and upgrade projects toward the asset hierarchy classes that have the greatest level of identified need (based upon Visual Condition Assessment).	Annual reassessment of the level of compliance with the quality standards will enable the Shire of Dardanup to target expenditure towards those projects and activities which will return the greatest level of benefit to the network overall. Note: Evaluation of visual condition rating against desired quality standards suggests that increased priority should be given to: • Regional Paths and Trails Group, • Local Distributor Urban and; • Urban Local Paths and Trails 1	Annually, as part of forward works program development
PMP3	**Section 3.5.1**	Update the provision level of service section of this document to reflect the cost of delivering any future new and upgraded Paths and Trails shown in the Shire of Dardanup Integrated Transport Strategy.	Implementation of recommendations contained within the Shire of Dardanup Integrated Transport Strategy (as depicted in the Draft CBP) will be conducted as 'Business as Usual' under the Paths and Trails Asset Management Plan.	Immediately following adoption of an Integrated Transport Strategy by Council
PMP4	**Section 8.3**	Fill all current vacancies and provide additional Asset Management personnel. Needs for up to 2.5 additional FTE roles have been identified	To complete all required activities for Paths and Trails asset management (along with other asset classes) on an annual basis and to provide capacity for succession planning for specific asset management related skillsets.	Progressively over the timeframe of this Plan.

(Appendix ORD: 12.3.1A)

3. Paths and Trails Financial Management Plan

The following fiscal management actions arise in response to the Paths and Trails Asset Management Plan:

Action Plan No.	AMP Section Reference	Action	Rationale/Desired Outcome	Timeline
PFMP1	**Section 3.5.6**	Allow for provision of additional Operational personnel resources whose duties should include (in part) regular inspection, defect identification and coordination of repairs on the Paths and Trails network	To deliver: • Routine visual condition inspection surveys undertaken on the Paths & Trails to identify areas of defect. Defects identified during such inspections are assessed against the Shire's Risk Management Framework. • Investigation and management of Customer complaints.	For the 2025/26 Annual Budget
PFMP2	**Section 6.2.1**	Create a specific Budget allocation (under Schedule 12 – Transport) for maintenance of Paths & Trails that is separate from Roads.	To support: • Tracking costs on Paths & Trails which are not associated with Roads (e.g. those in Parks and Reserves) is not easily achievable. • As there is no separation of Budget between Roads and Paths & Trails, should expenditure on the associated Road(s) be higher than normal for any reason, and the full Budget allocation drawn down, then required works on Paths & Trails may not be able to be undertaken when/if required. • Assigning all costs for Paths & Trails to a single Cost Code does not provide sufficient granularity to fully understand the type of expenses that the Shire is incurring. For example, it is not possible to know how much (if any) concrete grinding (for trip hazard reduction) the Shire has carried out in the past.	For the 2025/26 Annual Budget
PFMP3		Investigate a means of identification of the location of any operational maintenance activity on the network	One of the aims of effective asset management is to reduce overall costs by choice of targeted maintenance treatments. This is most often achieved through location of 'hot spots' where elevated levels of operational cost are being experienced which can then be investigated further. To be able to find 'hot spots' for operational maintenance activities, (e.g., excessively high tree lopping or pothole repairs), it is necessary to relate all the relevant costs, (labour, plant and materials), to a specific location. These costs are captured via the payroll (from timesheets) at present however location is not easily able to be recorded.	For 2025/26 Annual Budget

Action Plan No.	AMP Section Reference	Action	Rationale/Desired Outcome	Timeline
PFMP4	**Section 3.5.1** **Section 6.2.3.3**	Increase LTFP and annual budget Paths and Trails acquisition budgets to $900,000 plus CPI per annum	The average annual Paths and Trails asset acquisition from all activities is forecast to be in the order of $973,469 per annum. The depreciation and acquisition cost of gifted assets is allowed for in the Long-Term Financial Plan and the annual budgets by inclusion of an assumed $300,000 expense. Given that the actual rate of acquisition is much higher than the assumed LTFP and budgets allow for, these amounts should be adjusted to reduce the potential for out of cycle revaluation expenses and understatement of the asset value.	For 2025/26 Annual Budget
PFMP5	**Section 6.2**	Establish a Pragmatic Target Sustainability Ratio (SR) of 0.78 for Capital Renewals, Expansion and Upgrades by: • **Stop Doing:** New Path Construction, Duplication, Upgrades etc; • **Start Doing:** Small Scale In-Fill ('Missing Links'), Surface Maintenance, • **Do more:** Trip Hazard Reduction, Reconstruction (to original standard); and • **Do Less:** Streetscape Redevelopment.	Under the Current Budget (SR = 0.35) the asset Fair Value will decline by (in the order of) $4.58 Million (@35% of Current Value) over the next 25 years to result in future Fair Value of approximately $8.5 Million. This will likely result in the Average Condition of the Network falling from just below the midpoint of 2 (two) at Present to just above the lower bound of Range 3 (three) (approaching Range 4) by 2048. The Pragmatic Target (SR = 0.78) reduces the rate of decline to $2.54 Million (@19.4% of Current Fair Value) to result in future Fair Value of approximately $10.9 Million. This will likely result in the Average Condition of the network falling from the just below the midpoint of Range 2 (two) at present to the upper quartile of Range 3 (three) by 2048.	Immediately following adoption of this Asset Management Plan by Council.
PFMP6	**Section 6.2.1**	Increases in the available Capital Renewals budget to be achieved by progressively reducing the projected Capital Expansion and Operational Maintenance budgets towards the values proposed in Idealised Model ($28 and $75 Thousand respectively.) Savings in Capital Expansion and Operational Maintenance to be redirected to Capital Renewals. Additional own-sources funds in the order of $102 Thousand per annum will be required to be funded from Reserves.	In pursuit of PFMP5 above: The Shire must plan to direct limited renewal funds available towards ensuring that key Paths and Trails assets are preserved while reducing the level of service to lower priority network segments and actively managing the ongoing growth of the network through subdivision	Progressively over the period of this Plan, as priorities permit.

4 Review

The Shire of Dardanup Paths and Trails Asset Management Plan 2024-2034 is a living document. Its content is reviewed and updated annually in line with preparation of the annual Program of Works which supports the Annual Budget. The annual review aligns with Section 5.56 (Plan for the Future) of the Local Government Act 1995.

A full review of the Plan is undertaken every four years following adoption by Council in line with the requirements of the Western Australian Integrated Planning and Reporting Framework

Appendix A. Proposed Paths & Trails Program 2025/26-2034/35

Shire of Dardanup Program of Works - Paths and Trails (2025 - 2035)

2025/26

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH87	Doolan Street	Dardanup	Footpath 2	Renew (126m) Concrete Dual Use Path Between Charlotte Path Material Change and Little Street on the Left Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	126.00	2.00	252.00	No			$ -	$ 34,870	$ 34,870			$ 34,870
PTH911	Eaton Drive	Eaton	Footpath 2	Renew (48m) Concrete Dual Use Path Between Eaton Drive Median Crossing and Monash Boulevard Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	48.00	2.20	96.00	No			$ -	$ 13,284	$ 13,284			$ 13,284
PTH912	Eaton Drive	Eaton	Footpath 2	Renew (43m) Concrete Dual Use Path Between Eaton Drive and Edith Cowan Avenue Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	43.00	2.20	86.00	No			$ -	$ 11,900	$ 11,900			$ 11,900
PTH913	Eaton Drive	Eaton	Footpath 2	Renew (41m) Concrete Dual Use Path Between Edith Cowan Avenue Crossing and Eaton Drive Median Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	41.00	2.20	82.00	No			$ -	$ 11,347	$ 11,347			$ 11,347
PTH88	Little Street	Dardanup	Footpath 2	Renew (128m) Concrete Dual Use Path Between Ferguson Road and Council Crossing on the Right Hand Side of the road		128.00	2.00	256.00	No			$ -	$ 35,424	$ 35,424			$ 35,424
PTH200	Watson Street Reserve	Eaton	POS Path	Renew (42m) Timber Boardwalk Within Pratt Road Reserve Boardwalk		42.00	1.70	84.00	No			$ -	$ 12,915	$ 12,915			$ 12,915
Totals:						**428**	**12**	**856**				**$ -**	**$ 119,740**	**$ 119,740**	**$ -**	**$ -**	**$ 119,740**

2026/27

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH682	Eaton Drive	Eaton	Footpath 2	Renew (24m) Concrete Dual Use Path Between Lofthouse Avenue Crossing and Hough Place Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	24.00	2.00	48.00	No			$ -	$ 6,808	$ 6,808			$ 6,808
PTH435	Hamilton Road	Eaton	Footpath 2	Renew (412m) Concrete Dual Use Path Between Hale Street Crossing and Casuarina Street Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	412.00	2.00	824.00	No			$ -	$ 116,872	$ 116,872			$ 116,872
PTH699	Recreation Drive	Eaton	Footpath 2	Renew (45m) Asphalt Footpath Between Edith Cowan Avenue and School		45.00	3.00	90.00	No			$ -	$ 6,619	$ 6,619			$ 6,619
Totals:						**481**	**7**	**962**				**$ -**	**$ 130,299**	**$ 130,299**	**$ -**	**$ -**	**$ 130,299**

2027/28

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH387	Charlotte Street	Dardanup	Footpath 2	Renew (92m) Concrete Dual Use Path Between 23 Charlotte Street Driveway and Hayward Street on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	92.00	2.00	184.00	No			$ -	$ 26,750	$ 26,750			$ 26,750
PTH183	Coen Close	Millbridge	POS Path	Renew (34m) Asphalt Footpath Between Coen Close and Millars Creek Main Path (West)		34.00	2.00	68.00	No			$ -	$ 5,126	$ 5,126			$ 5,126
PTH196	Ferguson Road	Dardanup	Footpath 2	Renew (77m) Concrete Dual Use Path Between Charlotte Street and 3 Ferguson Road Widening Area on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	77.00	2.00	154.00	No			$ -	$ 22,389	$ 22,389			$ 22,389
PTH197	Ferguson Road	Dardanup	Footpath 2	Renew (131m) Concrete Dual Use Path Between 5 Ferguson Road Path Widening and Little Street on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	131.00	2.00	262.00	No			$ -	$ 38,090	$ 38,090			$ 38,090
PTH388	Ferguson Road	Dardanup	Footpath 2	Renew (75m) Concrete Dual Use Path Between Little Street and Hall Entrance on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	75.00	2.00	150.00	No			$ -	$ 21,807	$ 21,807			$ 21,807
PTH279	Pratt Road	Eaton	POS Path	Renew (37m) Paving Footpath Between Caravan Park Entry and Caravan Park Exit on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	37.00	1.20	74.00	No			$ -	$ 16,496	$ 16,496			$ 16,496
Totals:						**446**	**11**	**892**				**$ -**	**$ 130,658**	**$ 130,658**	**$ -**	**$ -**	**$ 130,658**

2028/29

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH184	Alice Court	Millbridge	POS Path	Renew (34m) Asphalt Footpath Between Alice Court and Millars Creek Main Path (West)		34.00	2.00	68.00	No			$ -	$ 5,254	$ 5,254			$ 5,254
PTH875	Collie Foreshore (Leake St)	Eaton	POS Path	Renew (38m) Timber Boardwalk Within Watson Reserve		38.00	1.40	76.00	No			$ -	$ 12,583	$ 12,583			$ 12,583
PTH827	Crampton Avenue	Eaton	Footpath 2	Renew (26m) Paving Footpath Within Shop access		26.00	2.00	52.00	No			$ -	$ 11,881	$ 11,881			$ 11,881
PTH499	Eaton Drive	Eaton	Footpath 2	Renew (440m) Concrete Dual Use Path Between Hands Avenue Crossing and old path	Shire of Dardanup: Eaton Place Plan	440.00	2.00	880.00	No			$ -	$ 131,133	$ 131,133			$ 131,133
PTH389	Ferguson Road	Dardanup	Footpath 2	Renew (310m) Concrete Dual Use Path Between Hall Entrance and 39 Ferguson Road on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	310.00	2.00	620.00	No			$ -	$ 92,389	$ 92,389			$ 92,389
PTH664	Glenhuon Boulevard	Eaton	Footpath 2	Renew (69m) Concrete Dual Use Path Between Leicester Ramble Crossing and Glenhuon Boulevard Crossing on the Left Hand Side of the road		69.00	2.00	138.00	No			$ -	$ 20,564	$ 20,564			$ 20,564
PTH669	Glenhuon Boulevard	Eaton	Footpath 2	Renew (55m) Concrete Dual Use Path Between Gromark Gate Crossing and Leicester Ramble Crossing on the Left Hand Side of the road		55.00	2.00	110.00	No			$ -	$ 16,392	$ 16,392			$ 16,392
PTH528	Hamilton Road	Eaton	Footpath 2	Renew (31m) Concrete Dual Use Path Between Casuarina Street Crossing and Millard Street Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	31.00	2.00	62.00	No			$ -	$ 9,239	$ 9,239			$ 9,239
PTH908	Mitchell Way	Dardanup	Footpath 2	Renew (118m) Concrete Dual Use Path Between Mitchell Way and Trusty Place on the Right Hand Side of the road		118.00	2.00	236.00	No			$ -	$ 35,167	$ 35,167			$ 35,167
BPLN-B2	Rail Trail Burekup	Burekup	Cycle Path 2	Construct New (339m) Limestone Cycle Path . Improve the gravel path adjacent to the rail line, between the SW Highway (north of Shenton Road) and the Burekup entrance crossover	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	339.00	0.00	508.50	Yes	WABN	50	$ 5,613	$ 5,613	$ 11,226		$ 11,226	
BPLN-B1	Russell Road	Burekup	Footpath 2	Construct New (32m) Concrete Footpath . End of existing to Shenton Road	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	32.00	2.20	64.00	Yes	WABN	50	$ 4,769	$ 4,769	$ 9,537		$ 9,537	
PTH75	Russell Road	Burekup	Footpath 2	Renew (19m) Paving Footpath Within Burekup Hall Entrance Area on the Right Hand Side of the road		19.00	4.80	38.00	No			$ -	$ 8,683	$ 8,683			$ 8,683
Totals:						**1,511**	**24**	**2,853**				**$ 10,382**	**$ 353,667**	**$ 364,048**	**$ -**	**$ 20,763**	**$ 343,285**

Shire of Dardanup Program of Works - Paths and Trails (2025 - 2035)

2029/30

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH172	Pratt Road	Eaton	POS Path	Renew (452m) Concrete Dual Use Path Between Boat Ramp Car Park and Foster Street	Shire of Dardanup: Eaton Place Plan	452.00	1.90	904.00	No			$ -	$ 138,077	$ 138,077			$ 138,077
PTH72	Russell Road	Burekup	Footpath 2	Renew (26m) Paving Footpath Between Rose Street and Bus Bay on the Right Hand Side of the road		26.00	3.90	52.00	No			$ -	$ 12,178	$ 12,178			$ 12,178
PTH74	Russell Road	Burekup	Footpath 2	Renew (70m) Paving Footpath Between Gardiner Street and Burekup Hall Widening on the Right Hand Side of the road		70.00	1.90	140.00	No			$ -	$ 32,788	$ 32,788			$ 32,788
PTH76	Russell Road	Burekup	Footpath 2	Renew (155m) Concrete Dual Use Path Between Burekup Hall Widening and School Bitumen Path on the Right Hand Side of the road		155.00	2.20	310.00	No			$ -	$ 47,349	$ 47,349			$ 47,349
Totals:						**703**	**10**	**1,406**				**$ -**	**$ 230,392**	**$ 230,392**	**$ -**	**$ -**	**$ 230,392**

2030/31

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH84	Hayward Street	Dardanup	Footpath 2	Renew (172m) Concrete Dual Use Path Between Charlotte Street and Little Street on the Left Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	172.00	2.00	344.00	No			$ -	$ 53,856	$ 53,856			$ 53,856
PTH91	Hayward Street	Dardanup	Footpath 2	Renew (195m) Concrete Dual Use Path Between Little Street and Mitchell Way on the Left Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	195.00	2.00	390.00	No			$ -	$ 61,058	$ 61,058			$ 61,058
PTH168	Millard Street	Eaton	Footpath 2	Renew (72m) Concrete Dual Use Path Between Lofthouse Avenue Crossing and Harlequin Gardens Crossing on the Left Hand Side of the road		72.00	2.00	144.00	No			$ -	$ 22,544	$ 22,544			$ 22,544
BPLN-D2	Rail Trail Dardanup	Dardanup	Cycle Path 1	Construct New (42m) Asphalt Cycle Path . Complete the Primary Route between Ferguson Rd and Doolan St, and Hayward St and the Charlotte St crossover	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	42.00	2.00	84.00	Yes	WABN	50	$ 3,410	$ 3,410	$ 6,819		$ 6,819	
Totals:						**481**	**8**	**962**				**$ 3,410**	**$ 140,868**	**$ 144,277**	**$ -**	**$ 6,819**	**$ 137,458**

2031/32

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH823	Crampton Avenue	Eaton	Footpath 2	Renew (14m) Paving Footpath Within Shop access		14.00	2.00	28.00	No			$ -	$ 6,890	$ 6,890			$ 6,890
PTH512	Eaton Drive	Eaton	Footpath 2	Renew (192m) Concrete Dual Use Path Between Hough Place Crossing and Hamilton Road Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	192.00	2.00	384.00	No			$ -	$ 61,621	$ 61,621			$ 61,621
PTH384	Hayward Street	Dardanup	Footpath 2	Renew (114m) Concrete Dual Use Path Between Primary School Carpark and Pre School Gate on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	114.00	2.00	228.00	No			$ -	$ 36,588	$ 36,588			$ 36,588
PTH805	Isaac Court	Millbridge	POS Path	Renew (31m) Asphalt Footpath Within Isaac Court access path		31.00	2.00	62.00	No			$ -	$ 5,159	$ 5,159			$ 5,159
PTH93	Little Street	Dardanup	Footpath 2	Renew (118m) Concrete Dual Use Path Between Carramar Park Car Park and Hayward Street on the Left Hand Side of the road		118.00	2.00	236.00	No			$ -	$ 37,872	$ 37,872			$ 37,872
PTH280	Recreation Centre Car Park	Eaton	POS Path	Renew (232m) Asphalt Footpath Within Adult Education Centre Access Path		232.00	3.00	464.00	No			$ -	$ 38,609	$ 38,609			$ 38,609
PTH138	Scott Street	Eaton	Footpath 2	Renew (210m) Concrete Dual Use Path Between Lucretia Street and Millard Street Crossing on the Right Hand Side of the road		210.00	2.00	420.00	No			$ -	$ 67,398	$ 67,398			$ 67,398
Totals:						**911**	**15**	**1,822**				**$ -**	**$ 254,137**	**$ 254,137**	**$ -**	**$ -**	**$ 254,137**

2032/33

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH153	Hale Street	Eaton	Footpath 2	Renew (425m) Concrete Dual Use Path Between Opp 60 Hale Street Crossing and Millard Street Crossing on the Left Hand Side of the road		425.00	2.00	850.00	No			$ -	$ 139,812	$ 139,812			$ 139,812
PTH516	Hamilton Road	Eaton	Footpath 2	Renew (72m) Concrete Dual Use Path Between 136 Hamilton Road Driveway and 20 Foster Street Driveway on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	72.00	2.00	144.00	No			$ -	$ 23,686	$ 23,686			$ 23,686
PTH519	Hamilton Road	Eaton	Footpath 2	Renew (232m) Concrete Dual Use Path Between Montgomery Drive Crossing and Eaton Drive on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	232.00	2.00	464.00	No			$ -	$ 76,321	$ 76,321			$ 76,321
PTH334	Hayward Street	Dardanup	POS Path	Upgrade Existing (45m) Asphalt Footpath Between Hayward Street and Carramar Park	Shire of Dardanup: Dardanup Place Plan	45.00	1.50	90.00	No			$ -	$ 7,676	$ 7,676	$ 7,676		
Totals:						**774**	**8**	**1,548**				**$ -**	**$ 247,495**	**$ 247,495**	**$ 7,676**	**$ -**	**$ 239,819**

2033/34

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH386	Carramar Park	Dardanup	POS Path	Renew (109m) Concrete Dual Use Path Between Shire Place and Little Street	Shire of Dardanup: Dardanup Place Plan	109.00	2.00	218.00	No			$ -	$ 36,754	$ 36,754			$ 36,754
PTH714	Carramar Park	Dardanup	POS Path	Renew (15m) Concrete Dual Use Path Within Carramar Park	Shire of Dardanup: Dardanup Place Plan	15.00	1.50	30.00	No			$ -	$ 5,058	$ 5,058			$ 5,058
PTH169	Millard Street	Eaton	Footpath 2	Renew (210m) Concrete Dual Use Path Between Malabor Retreat Crossing and Aralia Place Crossing on the Left Hand Side of the road		210.00	2.00	420.00	No			$ -	$ 70,811	$ 70,811			$ 70,811
BPLN-B2	Rail Trail Burekup	Burekup	Cycle Path 2	Construct New (194m) Limestone Cycle Path . Improve the gravel path adjacent to the rail line, between the SW Highway (north of Shenton Road) and the Burekup entrance crossover	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	194.00	0.00	291.00	Yes	WABN	50	$ 3,634	$ 3,634	$ 7,268		$ 7,268	
PTH73	Russell Road	Burekup	Footpath 2	Renew (73m) Paving Footpath Between Bus Bay and Gardiner Street on the Right Hand Side of the road		73.00	1.90	146.00	No			$ -	$ 37,743	$ 37,743			$ 37,743
Totals:						**601**	**7**	**1,105**				**$ 3,634**	**$ 154,000**	**$ 157,634**	**$ -**	**$ 7,268**	**$ 150,366**

Shire of Dardanup Program of Works - Paths and Trails (2025 - 2035)

2034/35

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH713	Carramar Park	Dardanup	POS Path	Renew (41m) Concrete Dual Use Path Within Carramar Park	Shire of Dardanup: Dardanup Place Plan	41.00	1.50	82.00	No			$ -	$ 14,171	$ 14,171			$ 14,171
PTH511	Eaton Drive	Eaton	Footpath 2	Renew (59m) Concrete Dual Use Path Between Lofthouse Avenue Crossing and Hough Place Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	59.00	2.00	118.00	No			$ -	$ 20,392	$ 20,392			$ 20,392
PTH517	Hamilton Road	Eaton	Footpath 2	Renew (35m) Concrete Dual Use Path Between Foster Street Crossing and 42 Hamilton Road Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	35.00	2.00	70.00	No			$ -	$ 12,097	$ 12,097			$ 12,097
PTH712	Little Street	Dardanup	Footpath 2	Renew (39m) Concrete Dual Use Path Between Carramar Park Car Park and Council Carpark		39.00	2.00	78.00	No			$ -	$ 13,479	$ 13,479			$ 13,479
PTH166	Lofthouse Avenue	Eaton	Footpath 2	Renew (545m) Concrete Dual Use Path Between Millard Street and Millard Street Crossing on the Right Hand Side of the road		545.00	2.00	1,090.00	No			$ -	$ 188,364	$ 188,364			$ 188,364
Totals:						**719**	**10**	**1,438**				**$ -**	**$ 248,503**	**$ 248,503**	**$ -**	**$ -**	**$ 248,503**

Appendix B. References

- Asset Management Policy (Policy Infr CP074), Shire of Dardanup
- Shire of Dardanup 2050 Vision
- Annual Budgets, Shire of Dardanup
- 10 Year Capital Works Program 2023/24
- International Infrastructure Management Manual, 2015 Edition, IPWEA

(Appendix ORD: 12.3.1B)

Shire of Dardanup

Paths & Trails Asset Management Plan 2024-2028 (PART B)

Version 3

August 2023

(Appendix ORD: 12.3.1B)

Document Control

Document ID: Paths & Trails Asset Management Plan

Rev No	Date	Revision Details	Author	Reviewer	Approver
		•			
		•			
Next Review Date					

(Appendix ORD: 12.3.1B)

TABLE OF CONTENTS

1 Executive Summary

This document is the result of a full review of the Shire of Dardanup's previous Asset Management Plan for Pathways (Asset Management Plan 2016-2026 Pathways), carried out in line with the requirements of the Western Australian Integrated Planning and reporting Framework.

The Shire of Dardanup must *Plan for the Future* of the district in accordance with the Western Australian Integrated Planning and Reporting Framework. A Council Plan (incorporating the Strategic Community Plan and Corporate Business Plan) is produced which is used to inform and direct the content of the Shire's Asset Management Plans.

This Paths & Trails Asset Management Plan has been developed to deliver sustainable fiscal management and continuous improvement of the Shire's Paths & Trails infrastructure assets.

This plan addresses the Shire's Paths & Trails infrastructure. These items represent a significant proportion of the Shire's total asset portfolio with a Current Replacement Value of approximately **$19.25 Million.** This represents approximately **5.31%** of the Shire's total **$362.3 Million** dollar asset portfolio.

The Current Written Down (Fair) Value of the existing Paths & Trails assets is **$13.48 Million**.

The Plan deals specifically with the development, operations, and maintenance of the Shire's Paths & Trails. It sets out strategies to ensure that the Shire's Paths & Trails assets are maintained in a manner consistent with national engineering standards and community expectations.

In most cases this is achieved through reference to documented procedures, processes and plans used to manage the Shire's Paths & Trails. Detailed long term expenditure forecasts in the Long-Term Financial Plan 2023-2033 are included.

The Asset Management Plan specifies the financial and management implications of the life cycle requirements for effective management, inspection, and replacement of this asset. In particular, the Plan notes that approximately **73%** of the Shire's Current Replacement Cost for Paths & Trails ($14.62 Million of $19.2 Million) is represented by a block of relatively new assets **80%** of which are yet to reach their half-lives (i.e. they are less than 25 years old). It is likely that an increasing proportion of these relatively new Paths & Trails will begin to require Renewals during the term of this Plan, placing a strain on the Shire's budget that has not previously been allowed for.

1.1.1 The funding needs, for Capital Renewals, Operational Maintenance and Depreciation Expenses of the Current and (probable) future Paths and Trails Network are detailed throughout Sections 6.2.1 'Capital Maintenance (Renewals)' and 6.2.2 'Distribution of Network Capital Expenditure

To ensure the sustainable management of the Paths and Trails Network, and to replace the entire Paths and Trails Network in accordance with the Useful Lives as set out in Policy AP008 Significant Accounting Policy, planning for Capital expenditure should aim to deliver the following approximate volume of treatments per annum (more or less dependent on specific needs):

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Sum of Length (m)	Annual Treatment over Life (m)
Pathways	Concrete	50	62,899.90	1258
	Limestone	15	14,263.80	951
	Paving	25	1,303.50	52
	Asphalt	20	3,947.20	197
	Timber	30	305.8	10
			82,720.20	**2469**

Table 6-12 Annual Path Treatment Volume by Surface Type

Upgrades and Expansion' of this AMP. A summary of Recommended expenditure against Current Budget follows:

The Plan recognises a shortfall in the Current Budget for Paths & Trails of between **$274 Thousand** dollars (for the Current Network alone) and **$409 Thousand** dollars (if the Shire wishes to proceed with all currently proposed future network expansion plans). This is a significant shortfall, requiring additional funding allocations of between **35%** and **51%,** primarily dependent upon the volume and timing of proposed future network expansion.

Of the (worst case) additional funding need ($418 Thousand), potential Grant contributions of (up to) **$75 Thousand** (or **17%** of the total increment) per annum have been identified, to be sourced from the Western Australian Bike Network (WABN) programme.

Council can use this plan, along with its' other asset management plans, to balance levels of service, community expectations and affordability of its assets and services.

This is a living document and will be reviewed for currency on an annual basis. The plan is to be updated, (minor revisions), as necessary. Formal re-adoption of the Paths & Trails Asset Management Plan, (major revisions), are to be conducted every four years.

2 Introduction

This document is the result of a full review of the Shire of Dardanup's previously adopted Asset Management Plan for Pathways (Asset Management Plan 2016-2026 Pathways), carried out in line with the requirements of the Western Australian Integrated Planning and reporting Framework.

2.1 Background

This Asset Management Plan is to demonstrate responsive management of Paths & Trails assets (and services provided from these assets); compliance with regulatory requirements and to communicate funding required to provide the required levels of service.

This is the second major revision of the Paths & Trails Asset Management Plan for the Shire of Dardanup. The first version of this document was incorporated into the Paths & Trails Asset Management Plan adopted by Council in April 2014.

This asset management plan is to be read in conjunction with the following associated planning documents:

- The Shire of Dardanup 2050 Vision statement;
- Shire of Dardanup, Council Plan (Strategic Community Plan and Corporate Business Plan) 2022-2032
- Shire of Dardanup, Long Term Financial Plan 2023-2033
- Shire of Dardanup, Policy CP074 - Asset Management
- Shire of Dardanup Sport and Recreation Plan
- Shire of Dardanup Place Plans (Eaton, Dardanup & (future) Burrekup
- The Shire of Dardanup Asset Management Plan Roads 2024 - 2034
- The prior Shire of Dardanup Asset Management Plan 2016-2026 Pathways,
- Various Local Structure Plans (e.g. City of Wanju)
- Shire of Dardanup Standards and Policies

The above documents form a hierarchy of strategic information upon which decision making can be based. Lower-level documents expand upon and add detail to information outlined in conceptual form in higher level guidance. Conceptually, the portfolio of information flows between these documents can be mapped out as shown below:

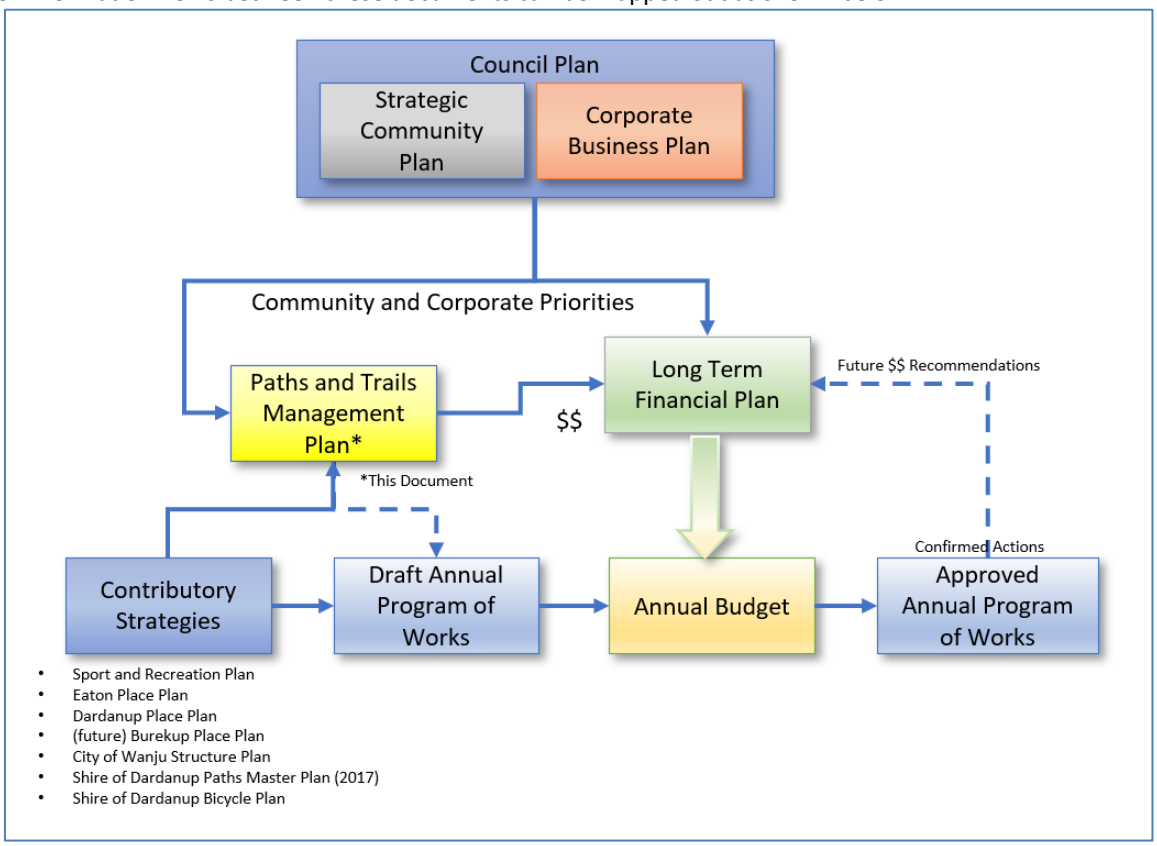


Figure 2-1 Order and Precedence of Documents

The assets covered by this plan include the following categories:

- Pedestrian footpaths and pram ramps
- Shared use bicycle paths
- Boardwalks and Stairways associated with Paths & Trails
- Off-Path Bridle Trails, and
- Off Path walking trails and tracks

Footpath assets are mapped and detailed in the Council's QGIS program. The database and mapping are updated continuously to reflect new footpaths, renewals, upgrade works and found footpath assets.

Trails assets are currently not recorded independently of their containing reserves. It is intended as part of this plan that this data be collected and managed in the same manner as footpaths to support and improve the future management of these assets.

Financial records related to Paths & Trails are recorded within the Shire's Enterprise Resource Planning (ERP) system by reference to the Path or Reserve to which they are attached. Activities on Footpaths is recorded against Cost Code 130 (Pavement Repair – General). It is recommended as part of this Plan that specific Job Codes are created in order to capture records of maintenance requests, work conducted and costs on the assets. Footpath and trails asset information (at summary level) should also be kept within the Enterprise Resource Planning (ERP) System Database to fully capture historical maintenance requests, work carried out and costs on the assets.

Supplementing the above data repositories, the Shire of Dardanup is progressively expanding the range of information accessible to its internal GIS data platform (Intramaps). It is intended that all paths and trails will be spatially mapped to allow storage of data which may not otherwise be easily captured (such as trails over land that is not owned by the Shire of Dardanup).

2.2 Purpose of the Plan

This AMP is a consolidation of all the information that is currently available regarding the Shire's paths and trails infrastructure assets and service delivery programs. It is a long range-planning document that the Shire can use to provide a rational framework for current and future understanding of its assets.

The purpose of this AMP is to provide the Shire with guidance and planning for the management of Paths & Trails physical assets and to document the processes used to manage assets and plan actions required for operations, maintenance, renewals, new assets, and disposal of Paths & Trails assets.

The International Infrastructure Management Manual defines an asset management plan as:

> **"An AMP is a plan developed for the management of assets that combines multi- disciplinary management techniques (including technical and financial) over the life cycle of the asset in the most cost-effective manner to provide a specific level of service."**

The AMP is an asset class document that covers all Paths & Trails assets and provides the overarching guidance on management of the assets through their lives. The purpose of the AMP is to document the processes used to manage the assets and plan actions required for the future management of operations, maintenance, renewals, new assets for growth and demand, and disposal of assets.

This AMP is a consolidation of all the information that is currently available in regard to Shire's Paths & Trails infrastructure assets and service delivery programs. It is a long range-planning document that the Shire can use to provide a rational framework for current and future understanding of its assets.

The 2050 Vision Statement details the Shire's Values (Leadership, Environment, Community, Prosperity and Amenity) along with its Aspirations (Healthy, Self-sufficient, Sustainable, Connected and Innovation).

Asset management comes into play in the delivery of these aspirations. In particular, an effective asset management plan will provide information to support consideration of the following:

- **Healthy:** How do our Paths & Trails support the health of our community? This may include:
  - the need for pedestrian access to new facilities such as the proposed new health campus in the future City

of Wanju;
    - the safety of the Shire's existing Paths & Trails;
    - the health impacts of existing Paths & Trails on the Shire's community (e.g., through promotion of healthy lifestyles etc.);
- **Self Sufficient:** The Shire's desire to increase economic activity in tourism, agri-business and high-tech manufacturing requires consideration of the functional suitability of the current and future Paths & Trails portfolio to support these activities (e.g. through provision of easy access to shopping precincts, tourist destinations etc.)
- **Sustainable:** The UN World Commission on Environment and Development has said that ***"sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."*** This statement is particularly relevant to Paths & Trails asset management, in that the Shire needs to ensure that it manages its Paths & Trails in such a way that future generations are not required to pay for the present generation's consumption of the asset.
- **Connected:** The creation of vibrant community spaces, community hubs and sporting facilities will provide a challenge to the Shire. Consideration of new facilities in the Shire's long-term plans needs to be allowed for, in order to ensure that the new facilities are available within the timeframes envisioned by the 2050 Vision Statement.
- **Innovation:** How do out Paths & Trails support the introduction of innovative transport solutions such as e-rideables. Consideration needs t be given to whether such systems are compatible with the preferences of the Shire of Dardanup's residents and what changes may need to be made in order to accommodate the needs of all users.

The AMP is intended to improve the ability to meet corporate goals and objectives in a way that best services customers. It provides a rational framework enabling systematic and repeatable processes to manage costs, risks and levels of service for the Shire's Paths & Trails portfolio.

The purpose of this AMP is therefore to:

- Establish protocols for the responsible management of Paths & Trails infrastructure assets.
- Communicate and justify funding requirements and
- Comply with regulatory requirements.

The AMP is a living document that will require ongoing refinement to reflect the evolution of asset management maturity over time.

2.3 Key Stakeholders

The following groups have been identified as key stakeholders in the management and use of Paths & Trails and related assets:

- The Council and Councillors
- Employees/volunteers
- Community residents and businesses
- Facility Users including, but not limited to community cycling, walking, and hiking clubs.
- Tourists and visitors
- Insurers
- Other Government Bodies (MRWA, PTA, DoT)
- State & Federal Members (and aspiring Members), and
- Utility Providers

2.4 Goal and Objective of Paths & Trails Asset Management

The Shire of Dardanup is the custodian of Paths & Trails infrastructure assets on behalf of the community and is responsible for ensuring that the assets under its control are maintained at an appropriate level; are safe; effectively utilised; and are renewed and refurbished to achieve an efficient whole of life cost balance.

In addition to planning for the retention of the existing Paths & Trails, the Asset Management Plan must address the need for ongoing expansion in accordance with the Shire of Dardanup's adopted paths strategies and trails master plans. These strategic development plans include allowance for in-fill (retrofit paths to existing Paths), interconnect ('missing links') and outreach (expansion to reach additional locations). to meet service demand.

Achievement of these aspirational strategic objectives will require that investment costs are balanced to ensure an equitable distribution of funds between the renewal and ongoing maintenance of the existing portfolio (preservation) and the capital

development of proposed new assets (expansion).

2.5 Asset Overview

This plan addresses the Shire's Paths & Trails infrastructure. These items represent a significant proportion of the Shire's total asset portfolio with a Current Replacement Value of approximately **$19.25 Million.** This represents approximately **5.31%** of the Shire's total **$362.3 Million** dollar asset portfolio (inclusive of the new Eaton Administration & Library Paths & Trails). The Current Written Down (Fair) Value of the existing assets is **$13.48 Million**.

The existing assets (and Asset Groups) covered by this plan include:

Paths & Trails		
Hierarchy Class	**Structure Type**	**Length (m)**
Bridle Trails	Trail	10,546
Footpath-1	Dual Use Path	483
Footpath-2	Dual Use Path	53,283
	Footpath	2,144
	Stairway	3
Footpath-3	Footpath	705
POS Path	Boardwalk	246
	Dual Use Path	7,738
	Footpath	5,546
	Stairway	359
Regional POS Path	Dual Use Path	1,748
Heritage Trails *(Note: Heritage Trails consist primarily of interpretative signage alongside existing paths. Therefore, while their length can be considerable it does not increase the overall length of the physical network)*	Dardanup Heritage Trail	(2,874)
		82,720

Table 2-1 Existing Assets by Hierarchy

The predominant construction type is Dual Use Path with concrete surfacing:

Paths & Trails		
Structure Type	**Structure Sub-Type**	**Length (m)**
Boardwalk	Timber	192
	Timber/Composite Decking	55
Bridle Trails	Limestone	10,546
Dual Use Paths	Asphalt	3,207
	Asphalt with Concrete Subsoil	639
	Concrete	58,715
	Paving	692
Footpath	Asphalt	101
	Blue Metal with Asphalt	43
	Concrete	3,884
	Gravel	223
	Limestone	3,453
	Paving	692
Stairway	Concrete	302
	Timber	60
Heritage Trails *(Note: Heritage Trails consist primarily of interpretative signage alongside existing paths. Therefore, while their length can be considerable it does not increase the overall length of the physical network)*	Dardanup Heritage Trail	(2,874)
		82,720

Table 2-2 Existing Assets by Primary Construction

3 Levels of Service

The 'Level of Service' (LOS) is the defined service quality for the asset. Understanding the level of service required of an asset is vital for its lifecycle management as this largely determines an asset's development, operation, maintenance, replacement, and disposal.

Levels of service are pivotal in asset management as they have a direct budgetary impact due to their importance in both operational and risk-based prioritisation.

3.1 Levels of Service Framework

One aim of an asset management plan is to clarify and define key levels of service for assets and to identify the cost of future operations, maintenance, renewal, and capital works required. A key objective of this asset management plan is to allow efficient allocation of resources to ensure levels of service provided by the assets align with customer expectations, which requires a clear understanding of customers' needs and preferences.

The documented levels of service are based on legislative requirements, the Shire's strategic and corporate goals and customer research. The Shire level of service framework is illustrated in the diagram below and described in the sections that follow.

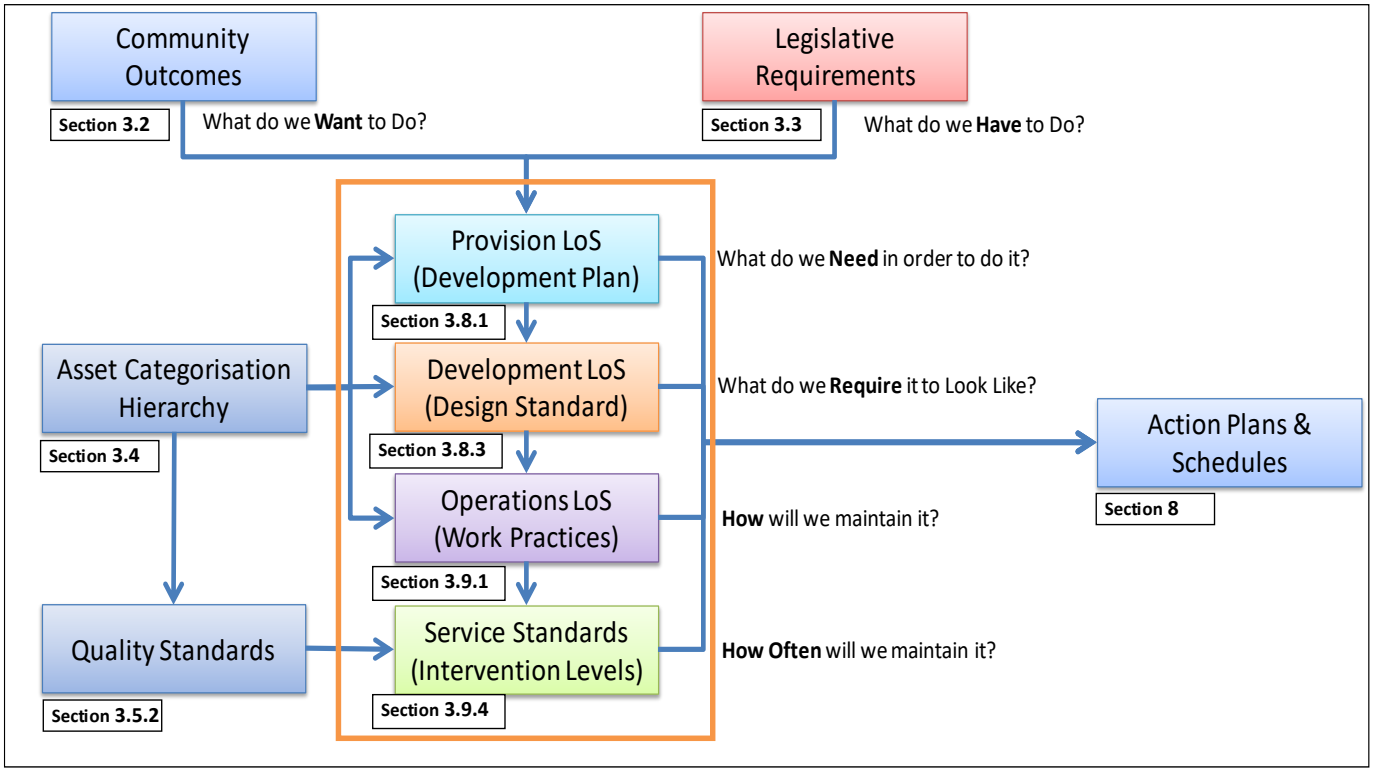


Figure 3-1 Levels of Service Framework

Of note in the above framework is the identification of appropriate Intervention Levels for the initiation of Actions by the Shire's Operational team. It is considered that one of the greatest benefits of intervention levels is in assisting to provide a sound legal argument as to why certain works were, or were not, conducted. This is central to any defence that the Shire may need to raise in respect of its Duty of Care under the Civil Liability Act 2002.

Unlike Paths, Local Government is offered no special consideration under the Civil Liability Act 2002 in respect to the management of Paths & Trails. It is therefore critical that the Shire can show that it has applied due diligence to meeting its' obligations under the Act, and to be able to demonstrate that it has Plans in place to identify, manage, and minimise any potential harms to persons from deficiencies in its Paths & Trails when it detects them.

(Appendix ORD: 12.3.1B)

3.2 Community Outcomes

Community outcomes relate to the service that the Paths & Trails portfolio must deliver from the perspective of its users and are expressed in terms of:

- Quantity Is there enough of the asset to meet all demands?
- Quality How good is the service?
- Functionality Does it meet the user's needs?
- Safety Is the service safe?

Indications of desired levels of service to meet these outcomes are obtained from various sources including:

- the biennial Catalyse Community Satisfaction survey
- resident's feedback to Councillors and staff
- service requests and correspondence.

The Shire of Dardanup does not currently carry out community satisfaction surveys at the individual Paths & Trails level.

However, the Shire undertakes a periodic Community Satisfaction Survey to provide additional clarity on the community's expectations for future assets and guidance on the desired levels of service. The Shire's overall performance scored during the most recent Shire of Dardanup survey result (March 2023) was 81. This score is 7% above the Industry Average (76), but 12% below the Industry High (90).

Footpaths, trails, and cycleways were assessed as shown below:

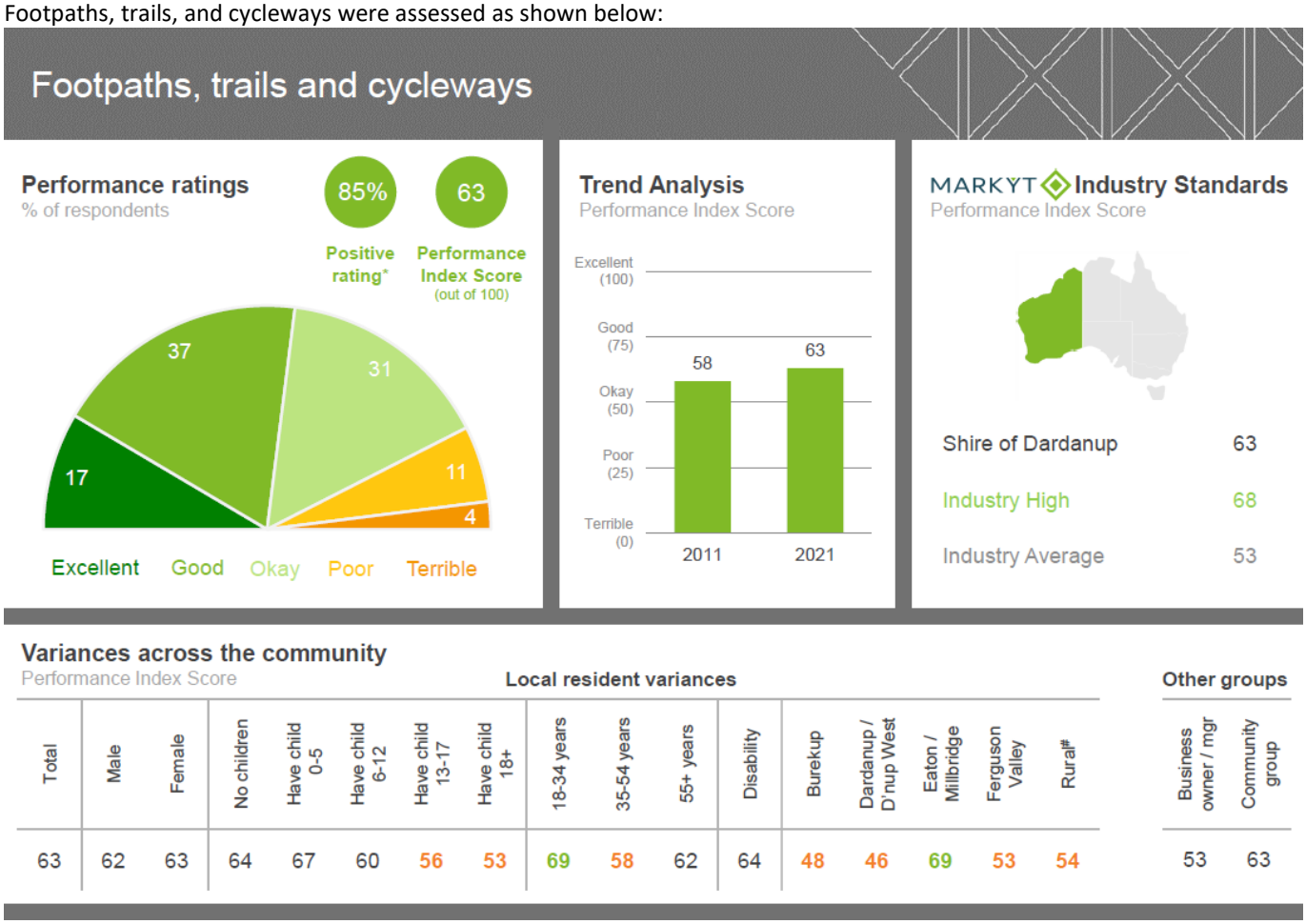


Figure 3-2 2021 MARKYT Customer Satisfaction Survey

(Appendix ORD: 12.3.1B)

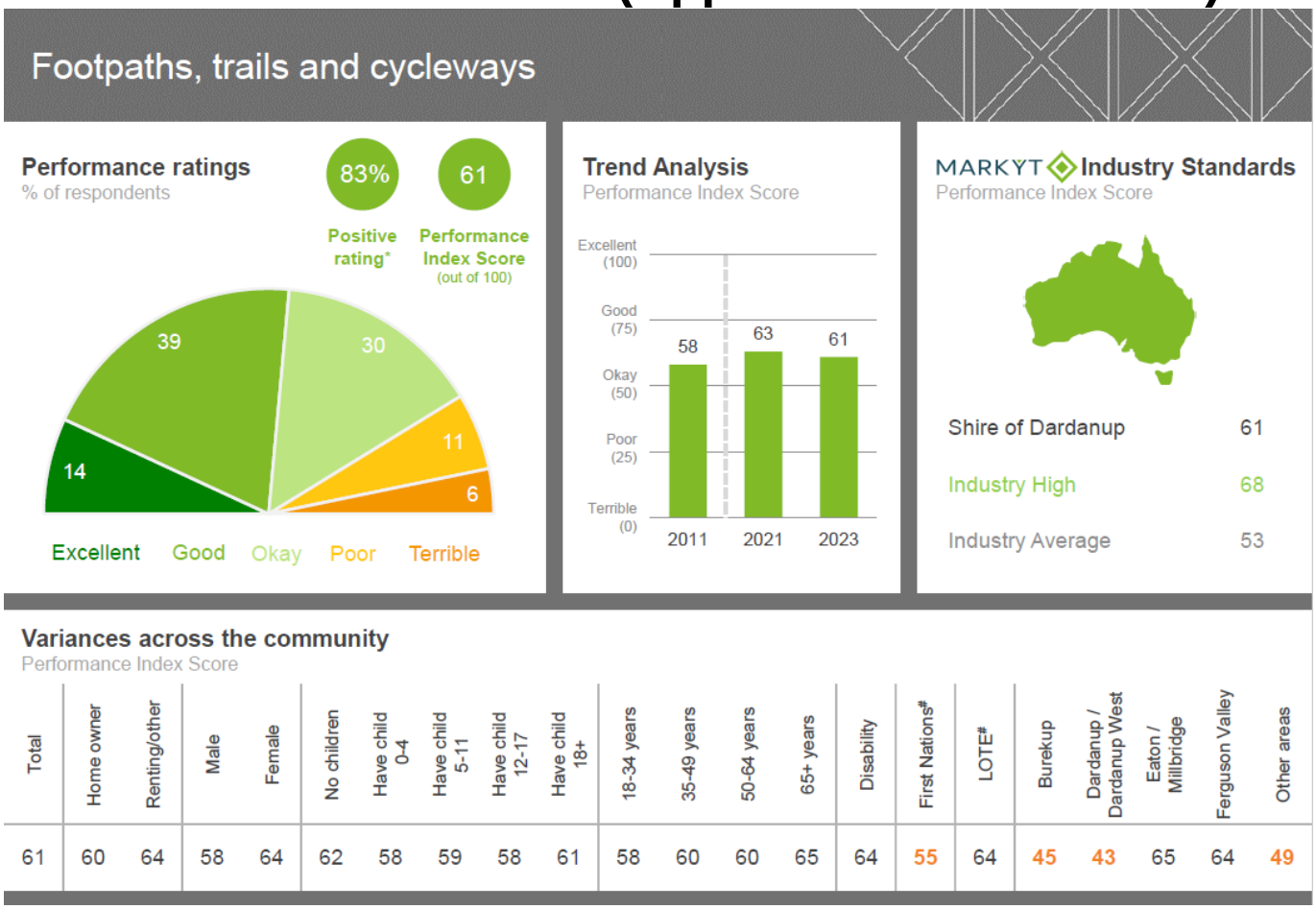


Figure 3-3 2023 MARKYT Customer Satisfaction Survey

Reported customer satisfaction with the Paths & Trails portfolio has fallen by 2% (decline from 63 to 61) overall since the previous (2021) survey. Reported satisfaction has declined most among First Nations people and residents of Burekup and Dardanup. Overall satisfaction (61) remains significantly higher than the reported level in the inaugural survey of 2011 (58).

Satisfaction is lowest among people living in Burekup and Dardanup/Dardanup west. This result is likely the result of low levels of Renewals investment in those areas. This is despite new facilities such as the paths servicing the recently completed Carramar Park development. This suggests that the creation of new facilities may not be uniformly valued as highly as retention of the existing portfolio in these areas.

The fact that the loss in reported satisfaction is not Shire-wide indicates that this is not a systemic issue. Addressing specific localised concerns may see this trend reversed.

3.3 Legislative Requirements

In addition to direct legislation, the following International, National, and State regulations, standards, guidelines and practices inform the decision making and work practices of the Shire of Dardanup. A (non-exhaustive) list of the Paths & Trails related legislation and guidance requirements that the Shire refers to is as follows:

Legislation/Guidance	Requirement/Purpose
Local Government Act 1995 and Regulations	Establishes role, purpose, responsibilities, and powers of Local Governments including the preparation of long-term plans and the retention of as-constructed records of all public infrastructure.
Land Administration Act 1997	Regulations for the acquisition of lands for Path and reserve purposes.
State Records Act 2000	Creation, storage and archiving of records and documents.
AustRoads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths	The AustRoads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths provides guidance for Path designers and other practitioners on the design of paths for safe and efficient walking and cycling.

Legislation/Guidance	Requirement/Purpose
	The focus of Part 6A is the geometric design of paths and related facilities such as intersections between paths, and terminal treatments.
Main Roads Western Australia (MRWA) Supplement to AustRoads	The MRWA supplement reflects the preferred practice of Main Roads Western Australia in terms of practical implementation of those components of the manual that are otherwise open to interpretation.
Main Roads Western Australia (MRWA) Operational Responsibility for Public Roads in Western Australia (DRAFT 2009)	This document provides principles and practice guidance for determining how the responsibility for operating and maintaining the various parts or elements of highways and main roads is to be allocated between the Commissioner of Main Roads and Local Governments.
Western Australia Planning Commission (WAPC) Liveable Neighbourhoods 2009 (and draft 2015 Revision)	Liveable Neighbourhoods is a Western Australian Planning Commission (WAPC) operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.
WA Department of Transport Planning and Designing for Pedestrians: Guidelines	This document provides a comprehensive overview of all pedestrian facilities design guidance and recommendations from all known WA regulators and many National sources. The guideline has been produced by the Department of Transport along with the Department of Planning, Disability Services Commission and the Royal Automobile Club of Western Australia and with support from WA Local Government Authority, Public Transport Authority, Main Paths WA and the Institute of Public Works Engineering Australia.
WA Department of Transport (Draft) Shared Path Design Technical Guidelines	This guide is intended to provide information to inform Local Government specifications and should be used in conjunction with them.
WA Department of Transport Western Australia Bicycle Network Plan 2014 – 2031 (WABN)	The WABN guides the delivery of cycling infrastructure to better meet the growing need for convenient, safe cycling routes and end of trip facilities, whilst aligning with current State Government urban planning policy and directions.
WA Department of Parks and Wildlife and the WA Department of Sport and Recreation Western Australian Mountain Bike Management Guidelines (Consultation Draft)	The Western Australian Mountain Bike Management Guidelines will be a valuable tool for land managers, trail professionals and mountain bike groups by providing guidance to ensure a consistent approach to planning, designing, constructing, and managing sustainable mountain bike trails across the State.
WA Department of Sport and Recreation Western Australian Trails Strategy 2009	Outlines the strategic direction for the Western Australian trails sector. It is a framework for moving forward not an implementation plan.
WA Department of Sport and Recreation Public Open Space Strategy Guide for Local Governments	Provides advice to Councils in the preparation and implementation of strategies for the development of effective Public Open Spaces to ensure that they: • Provide locations to undertake sport and recreation pursuits, host community events and escape from the urban hardscapes. • Accommodate active transport linkages to connect key destination points. • Provide opportunities for the preservation of landscape features, natural environments, and cultural assets, and. • Contribute to urban environmental and ecological outcomes.
Australian Walking Track Grading System	AWTGS classifies tracks into 5 grades, based on the Australian Standard for walking track construction (AS 2156). It was funded and developed by a Victorian Government initiative, in partnership with Government agencies and non-Government groups across Australia.

Table 3-1 Legislative Requirements

Collectively these requirements form a framework within which the Shire manages the development, control, allocation, and eventual disposal of the Paths & Trails assets required to provide the services that the Council directs it to undertake to achieve the desired community outcomes.

The measures against which the Shire monitors its performance in this regard relate to:

- Compliance — Are we meeting our legal obligations?
- Sustainability — Are we managing our assets for the long term?
- Accessibility — Adequacy of Paths & Trails widths and standards for traffic volumes and Paths & Trails hierarchy
- Cost Effectiveness — Are we achieving best value for money on behalf of our residents
- Equity — Are we providing a balanced level of access to the Paths & Trails portfolio

(Appendix ORD: 12.3.1B)

3.4 Asset Categorisation Hierarchy

Paths & Trails have multiple (often competing) priorities that need to be considered in determining their management needs:

- They are often high-risk assets for public safety,
- They often possess high intrinsic community Values (e.g., Heritage Paths & Trails), and
- They may provide services to a broad spectrum of users with widely varying needs (e.g., disabled persons).

The Shire of Dardanup Paths & Trails paths and trails network hierarchy is as follows:

Shire of Dardanup Hierarchy Class	General Location	Description	Typical Characteristics	Existing Example(s)
Footpath 1	Urban Main Streets and Civic Precincts *	High profile pedestrianised areas with high level of aesthetic requirements	Streetscapes built to a high standard for the purpose of creating public amenity. Often provided with special surface treatments such as brick pavers or coloured asphalt. Usually, built-in association with parking bays, street gardens and high-quality street furniture such as waste bins, seating etc. Pram ramps must be provided at Road intersections and at common crossing points.	Charlotte Street, Dardanup
Footpath 2	Urban Residential Streets *	Pedestrian Footpaths and Dual Use Paths adjacent to Roads in residential areas	Residential streets constructed as part of sub-divisional developments. The Shire of Dardanup has adopted concrete as its preferred surfacing for Footpath 2. Asphalt or bitumen are acceptable alternatives in certain circumstances (e.g. sacrificial surfacing.) Pram ramps should be provided at Road intersections and at common crossing points. Usually elevated above the level of the associated Road, with mountable or semi-mountable kerb provided.	Eaton Drive, Eaton Pascoe Way, Millbridge Ferguson Path, Dardanup

(Appendix ORD: 12.3.1B)

Shire of Dardanup Hierarchy Class	General Location	Description	Typical Characteristics	Existing Example(s)
Footpath 3	Rural Paths	Footpaths adjacent to Paths outside of residential areas	Footpath network connections between built up areas (e.g. between Burekup and Dardanup.) Predominantly of limestone or blue metal construction. Pram ramps are not normally provided. May or may not be kerbed.	Crampton Road, Burekup
Cycle Path 1	On-Path Cycle Paths *	Dedicated Cycle lanes associated to Roads, (with or without physical separation or barriers)	Dedicated cycle lanes constructed in accordance with AustPaths Guide to Path Design Part 6A: Pedestrian and Cyclist Paths and the associated Main Paths WA guidance. Level of associated infrastructure as defined by the Liveable Neighbourhoods guideline and in line with the Hierarchy Class of the associated Road.	None as of April 2024
Cycle Path 2	Off-Path Cycle Paths	Cycle paths and trails independent of Paths.	Less formal recreational cycle paths (e.g. mountain bike trails) Constructed to a lower standard, may be no more than a cleared, open trail. No major infrastructure provided	None as of April 2024
Bridle Trail	Off-Path Bridal Trail	Trail provided primarily for the purpose of recreational horse riding and/or exercise of horses.	Moderate level of construction. Hard surfaces are very unlikely to be adopted. Limestone, blue metal or compacted Path base are acceptable.	Charlotte Street to Hollyford Place, Dardanup West

(Appendix ORD: 12.3.1B)

Shire of Dardanup Hierarchy Class	General Location	Description	Typical Characteristics	Existing Example(s)
Regional POS Path	Paths within POS that interconnect similar paths within other Shires at a Regional level. Intended for recreation and other mixed use by pedestrians, cyclists, and e-rideables.	Accessible paths within POS to support Regional Level recreational use by non-vehicular traffic. High level of service expectation. Generally constructed through specified Grant Funding opportunities.	Construction varies based on the hierarchy class of the associated POS and the specifications of the supporting Grant Sponsor. Hard surfaces shall be constructed from coloured concrete or red asphalt (as appropriate to the specific location.) Associated infrastructure may include public art, shade shelters, seating, drinking water facilities, (including for animals), bicycle racks, waste bins and lighting.	Koorliny Beelya (Leschenault Historic Walk Trail). Old Coast Path Bridge to Hands Avenue Lookout.
POS Path	Pedestrian paths within reserves designated as Public Open Spaces	Pedestrian path built to support access and use of formalised Public Open Spaces by a wide range of users.	Construction varies based on the hierarchy class of the associated POS. Where hard surfaces are provided, then concrete should be the preferred construction material. Limestone and blue metal may be acceptable solutions where concrete is not required/desirable. Associated infrastructure may include public art, shade shelters, seating, drinking water facilities, (including for animals), bicycle racks, waste bins and lighting.	Millars Creek, Millbridge Russell Path Railway Reserve, Burekup
Walking and Hiking Trail	Pedestrian paths within reserves NOT designated as Public Open Spaces	Pedestrian path built to support access and use of specific reserves by a specific target audience.	Moderate level of construction. Hard surfaces are very unlikely to be adopted. Limestone, blue metal or compacted Path base are acceptable. Associated infrastructure likely to be limited, but may include items such as seating, interpretative signage and trailhead signage.	None as of April 2024

(Appendix ORD: 12.3.1B)

Shire of Dardanup Hierarchy Class	General Location	Description	Typical Characteristics	Existing Example(s)
Heritage Trail	Walking trails and driving routes in urban and rural settings that are identified in most cases by signage and guidebooks as relating to cultural heritage.	Heritage Trails can be seen to be beneficial for community development, community participation, for discovering community heritage, and for involvement by community in developing the trails.	Unconstructed trails. Consist primarily of a series of linked interpretative signs associated with local features of interest	Dardanup Heritage Trail

Table 3-2 Shire of Dardanup Hierarchy Classes

- *Note 1: Not all Hierarchy Classes are currently utilised. Unused Classes are pending implementation of current Shire of Dardanup Strategies and Plans (e.g. Local Bike Plan).*
- *Note 2: In the case of On Road footpaths and cycleways, the levels of service for paths and trails related assets are further informed by the hierarchy class of the Path to which the asset is connected. The Shire of Dardanup hierarchy class for all Roads is defined in Section 3 of the Shire of Dardanup Roads Asset Management Plan 2024-2034 (PART B).*

3.4.1 Demarcation and Transfer of Responsibility

The Shire's Paths & Trails portfolio consists of fully owned assets. These assets have either been constructed by the Shire using its own resources (including funds derived from Grants and Loans) or have been gifted to the Shire through either subdivision construction, or benevolent grants.

The Shire of Dardanup becomes solely responsible for the ongoing maintenance and replacement of these assets upon completion of construction or formal handover from a subdivider.

3.4.2 Quality Standards

Quality Standards for infrastructure assets can be described through a combination of the adopted design standard to which the asset is constructed and the desired condition to which the asset should be maintained.

The design standards for new footpath asset construction and upgrade adopted by the Shire of Dardanup have been documented in Section 3 of the Shire of Dardanup Roads Management Plan 2024 - 2034. Among other things, this document specifies those Path designs for which footpaths are required, optional or not required.

Design standards for off Path walk trails and cycleways are derived from external references such as the WA Department of Biodiversity, Conservation and Attractions - Parks and Wildlife Service and WA Department of Sport and Recreation Western Australian *Mountain Bike Management Guidelines (Consultation Draft)* or the WA Department of Sport and Recreation Western *Australian Trails Strategy 2009*.

The service quality standard required per hierarchy class:

Shire of Dardanup Hierarchy Class	Quality Standard
Footpath 1	**QS2 - Neutral LOS:** Target Overall Condition = 2
Footpath 2	**QS2 - Neutral LOS:** Target Overall Condition = 3
Footpath 3	**QS2 - Neutral LOS:** Target Overall Condition = 3
Cycle Path 1	**QS2 - Neutral LOS:** Target Overall Condition = 2
Cycle Path 2	**QS2 - Neutral LOS:** Target Overall Condition = 3
Bridle Trail	**QS2 - Neutral LOS:** Target Overall Condition = 3
Regional POS Path	**QS2 - Neutral LOS:** Target Overall Condition = 2
POS Path	**QS2 - Neutral LOS:** Target Overall Condition = 3
Walking and Hiking Trail	**QS3 - Reduced LOS:** Target Overall Condition = 4
Heritage Trail	**QS2 - Neutral LOS:** Target Overall Condition = 3

Table 3-3 Target Overall Condition per Hierarchy Class

Paths & Trails asset condition is assessed and reported in accordance with Section 17 (Paths) of the WALGA/AARB Condition Assessment Manual (2016). Condition is assessed against multiple criteria using the following scale:

- 0 – 1 – Very good condition for new or recently constructed assets
- 1 – 2 – Good condition and likely to require only routine maintenance
- 2– 3 – Fair condition and likely to require light maintenance
- 3– 4 – Poor condition and likely to require a structural treatment
- 4– 5 – Very poor condition requiring structural treatment or reconstruction.

Visual Condition Rating (VCR's) of all Shire owned Paths & Trails was completed between October and December 2023. Full Results of these surveys are presented in Appendix B. A summary of results by Hierarchy Class follows:

Shire of Dardanup Hierarchy Class	Target Overall Condition	Number in Portfolio	Total Length (m)	Average Condition	Length Meets or Exceeds Target	% Assessed Length Meets or Exceeds Target	Length Below Target	% Assessed Length Below Target
Footpath 1	2	11	483.3	1.4	298	61.6	186	38.4
Footpath 2	3	528	55,429.5	2.1	34,318	61.9	21,112	38.1

Footpath 3	3	4	705	1.3	705	100.0	0	0.0
Cycle Path 1	2	0	N/A	N/A	N/A	N/A	N/A	N/A
Cycle Path 2	3	0	N/A	N/A	N/A	N/A	N/A	N/A
Bridle Trail	3	20	10,545.7	2.8	3,329	31.6	7,217	68.4
Regional POS Path	2	12	1,747.8	1	1,748	100.0	0	0.0
POS Path	3	263	13,808.9	2.4	7,327	53.1	6,482	46.9
Walking and Hiking Trail	4	0	N/A	N/A	N/A	N/A	N/A	N/A
Heritage Trail	3	1	N/A	1	N/A	100.0	N/A	0.0
	Totals	**839**	**82,720**	**1.7**	**50,598**	**59.1**	**34,997**	**40.9**

Table 3-4 Assessed Overall Condition per Hierarchy Class

From the above, it can be seen that (overall the Shire of Dardanup's Paths & Trails portfolio is in generally 'Good' condition (**Condition Level 1.7**).

However, when considered on the basis of the Length of network Passing or Failing expectation, there is a significant proportion of the network (**40.9%**) that is below the expected performance level. This distortion in the balance of the network performance suggests that individual segments of the network are either very new (and therefore Passing expectation by a large margin) or very old (and therefore failing by an equally large margin).

This indicates that the Shire of Dardanup has an opportunity to make very large gains (at relatively low cost) in the expected performance of its network overall by focussing greater attention to the maintenance of the older parts of the network (primarily in the Footpath-2 and POS Path hierarchy classes).

3.5 Levels of Service for Paths & Trails

3.5.1 Provision Level of Service (Development Plan)

The Provision Level of Service discusses the need for, sources of, and likely constitution of future new portfolio development. This information is intended to provide guidance for future asset acquisition and budget planning.

Consideration of future construction of additional Paths and Trials is proposed within various Plans adopted by Council over time. These proposals are included within this Plan by reference to the original Plans and are summarised below:

In addition to 'gifted' assets delivered as part of subdivision, the Shire of Dardanup plans for the creation of new or upgraded paths and trails using its own resources (including grants from State and Federal agencies.) These plans are informed by multiple strategic documents including:

- The Shire of Dardanup Sport and Recreation Plan 2020 - 2030
- The Shire of Dardanup Place Plans (Eaton, Dardanup & (future) Burrekup)
- Various Local Structure Plans (e.g. City of Wanju)
- The Shire of Dardanup Local Bike Plan 2023
- The Asset Management Plan 2016-2026 Pathways

These plans are primarily required in order to substantiate and support applications for grants on behalf of the Shire and to provide forecasts of future costs for input into the Long-Term Financial Planning for the future. Newer strategies and plans replace existing plans.

While the content of the existing strategies is intended to be complementary, they are not always fully integrated nor fully implemented. As a result, works conducted under one strategy may not always take full advantage of opportunities presented in others, nor are all identified opportunities ultimately acted upon for one reason or another. To rationalise such changes over time, actions that have not been carried out more than 5 years after their initial recommendations should be reviewed to ensure that they remain relevant or required.

It is proposed to develop an Integrated Transport Study (due for delivery in 2027 in line with finalisation of the Wanju Structure Plan) to bring all of these prior strategies up to date, and to align their objectives with other transport related asset classes, such as Paths and bridges.

Among other items, this informing document will confirm and detail the need for, construction level and location of new, and upgraded paths and trails across the Shire. This plan will also consider the need for additional connections arising from changes

in the Shire's demographics, aspirations, and economic directions.

A detailed analysis of the Shire's currently proposed (as of April 2024) future Paths & Trails Provision requirements is undertaken at Section 6.2.2 Upgrade and Expansion below. In summary, based upon the analysis of known future Paths & Trails acquisitions that the Shire of Dardanup has currently identified, the Shire should allow for future acquisition of Paths & Trails (of all types) as detailed below:

Asset Type	Flexibility of Expenditure	Delivery Model	Potential Length Acquired (m) per Annum	Potential Value Acquired ($) per annum	Total Annual Cost Increment
Subdivisional Pedestrian Footpaths & Dual Use Paths	Committed (By Structure Plan)	'Gifted Assets' (from Subdivision)	3,250	730,520	$35,518
In-Fill Pedestrian Footpaths and Dual Use Paths	Discretionary (By Council)	Own Resources	216	65,534	$69,967
POS Paths	Committed (By Structure Plan)	'Gifted Assets' (from Subdivision)	443	29,065	$2,204
Cycle Paths & Trails	Discretionary (By Council)	Own Resources	743	148,350	$160,006
Total Annual Expense			**4,651**	**973,469**	**$250,790**
Non-Cash Contribution Estimate				**-759,548**	
Annual WABN Grant Revenue (maximum)				**-$74,175**	**-$74,175**
Shire Own Resources Contribution				**$213,884**	**$176,615**

Table 3-5 Summary of Currently Identified Future Paths & Trails Network Expansion

3.5.2 Development Level of Service (Design Standards)

3.5.3 Paths Associated with Roads

As previously noted, Section 3 of the Shire of Dardanup Road Asset Management Plan 2024 - 2034 defines the acceptable minimum geometric design guidelines for new and upgraded road construction. Among other things, this guidance indicates whether footpaths are required to be constructed alongside roads or not, and the expected minimum dimensions of any footpaths required.

This guidance is based upon the requirements laid out in the Western Australian Planning Commission (WAPC) Liveable Neighbourhoods Regulations and Guidelines.

This AMP assumes that all future on-road footpaths will be developed in accordance with that specification or its subsequent revisions.

3.5.3.1 Paths Not Associated With Roads

For **off-road Paths & Trails**, the Shire of Dardanup will adopt the Australian Walking Track Grading System which is based upon Australian Standard AS 2156.1 – 2001. This standard provides guidance on recommended construction types and appropriate signage standards for (primarily) bushwalking trails, although its recommendations can be applied to any path not associated with a road.

Australian Walking Track Grading System primarily consists of a Signage Guideline for Bushwalking Trails, providing standardised templates for visual indicators that can be applied at trail heads. Its' use however is applicable to any Path or Trail that is not associated with a road (e.g. those in Parks and Reserves) and can therefore provide the Shire with a strong, independent, framework for assessing and managing its off-road Paths & Trails.

Introduced in 2010, the Australian Walking Track Grading System has been endorsed by the Parks Forum (the peak body for park management organisations) as a voluntary industry standard. The aim of the Australian Walking Track Grading System is to encourage people to 'get out there and give it a go'. It is specifically designed to reassure entry level walkers, particularly the disabled or people walking with children, that a particular path or trail is suitable for their skill level.

Under the Australian Walking Track Grading System, walking trails are graded on a difficulty scale from grades one to five, as follows:

(Appendix ORD: 12.3.1B)

Australian Walking Track Grading System				
				
Grade One	**Grade Two**	**Grade Three**	**Grade Four**	**Grade 5**
Suitable for the disabled with assistance	Suitable for families with young children	Recommended for people with some bushwalking experience	Recommended for experienced bushwalkers	Recommended for very experienced bushwalkers
No bushwalking experience required. Flat even surface with no steep sections. Suitable for wheelchair users who have someone with them to assist them. Walks no greater than 5km.	No bushwalking experience required. The trail is a hardened or compacted surface and may have a gentle hill section or sections and occasional steps. Walks no greater than 10km.	Suitable for most ages and fitness levels. Some bushwalking experience recommended. Trails may have short steep hill sections, a rough surface, and many steps. Walks up to 20km.	Bushwalking experience recommended. Trails may be long, rough, and very steep. Directional signage may be limited.	Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. Trails are likely to be very rough, very steep, and unmarked. Walks may be more than 20km.
Technical Summary				
Grades meet requirements of Universal Access Code. Hard surface suitable for wheelchair, well maintained.	Gradient is generally flatter than 1:10. Generally hardened surface. Minimum 0.9m wide.	May Exceed 1:10 for short section, but generally not steeper than 1:10. Width variable and less than 1.2m	Long sections steeper than 1:10. Generally distinct trail with only minor modification to natural environment, likely encounters with fallen debris and other obstacles.	Long steep sections of arduous climbs exceeding 1:10. No modifications to the natural environment to form trail.
Shire of Dardanup Examples				
Eaton Foreshore Trails	Millars Creek Walks	Watsons Reserve Trails	No existing Shire of Dardanup example as of April 2024. Potential future trails in and around Ferguson Valley/Henty may include this type of trail.	Classification potentially **Not Applicable** to the Shire of Dardanup.

Table 3-6 Australian Walking Track Grading System

Importantly, for the purposes of this AMP, the Australian Walking Track Grading System provides guidance on the minimum design standards (which otherwise do not exist) to be applied to off-road trails of any given classification. The Guideline therefore supports the development of unit rates for estimation of construction costs for trails of any given length. Absent such unit rates, the Shire would be unable to forecast its future budget requirements to deliver a range of desired community outcomes.

The ability to differentiate off-road paths and trails according to this classification system enables the Shire to design and construct paths appropriate to the needs of the intended users without risk of breaching legislation such as the Disabled Access regulations where (for example) constructing to a standard suitable for wheelchairs in not feasible. Absent such guidelines, there may be an (incorrect) expectation that the Shire is required to provide for disabled access on all newly constructed off-road paths at greater cost to construct and maintain.

Critically, the Standard provides the Shire with (a degree of) protection from claims under the Civil Liabilities Act 2002 should injury occur to people accessing a path or trail for which their skills, experience, or degree of mobility is insufficient. Clearly marking off-road paths and trails in accordance with the Australian Standard signage system meets (some of) the Shire's Duty of Care responsibilities to users of its paths.

3.5.4 Operational Level of Service (Work Practices)

The Office of the Auditor General (OAG) defines maintenance under two main types:

- **Routine maintenance**, (sometimes referred to as Reactive Maintenance), a non-exhaustive list of this type of work includes (for example):
  - Sweeping of paved surfaces to clear detritus or trip hazards (e.g. gum nuts);
  - Regular Inspection for emerging defect.

  Routine Maintenance is short term in nature (usually at cycles of one year or less) and needs to be done on a day-to-day basis to keep the Paths & Trails safe and serviceable.
- **Planned maintenance**, (often referred to as Heavy Maintenance or Capital Works), is more costly but has greater long-term benefits. It includes (for example):
  - Replacement of individual concrete Path panels to correct damage cause by tree roots or vehicular damage.
  - Grinding of joints between panels where lifting of one or both sections result in trip hazards.

Planned maintenance can be further sub-divided into rehabilitation and reconstruction:

- **Rehabilitation** is heavy periodic maintenance which brings the asset back to an acceptable standard but does not extend the asset's life to the extent of a full reconstruction. The prime intention of rehabilitation is to refurbish the asset or extend the asset's life to achieve the same functional design intent of the original asset. This requires capital expenditure sufficient only to maintain functional standards of service and regulatory benchmarks.
- **Reconstruction** of Paths & Trails is not strictly maintenance as it replaces the existing asset with a new one. This renewal process requires capital expenditure sufficient to deliver a completely new asset or sub-component, to the standard applicable at the date of construction, (which may be significantly higher than was previously in place).

Poor Paths & Trails condition contributes to safety hazards, leads to user frustration and community dissatisfaction, and subsequently detracts from Council's image to the public. Poorly maintained Paths & Trails can:

Important Note: The predicted future requirement to undertake rehabilitation or reconstruction of all or part of individual paths is to be included in the Long-Term Financial Plan (LTFP) and documented in the Asset Management Plan.

- Necessitate increased budgets for untreated maintenance faults and for emergency repairs.
- Reduce the capacity of the organisation to meet its objectives for provision and delivery of public services.
- Reduce property values and quality of life in surrounding neighbourhoods due to reduced residential amenity.
- Be unsafe / unhealthy for users; and
- Increase operational costs.

These issues have been recognised (in general terms) by the Council and the Community through the Council Plan (Plan for the Future) Objective 9.3 '*Provide quality community facilities*' and its' sub-actions.

The primary Paths & Trails maintenance objective of the Shire of Dardanup is therefore to enable the Council to ensure ongoing access to safe physical Paths & Trails assets for both current and future customers on a sustainable basis. This objective sets an expectation that Paths & Trails will therefore be maintained to a standard that promotes their safety and efficiency, while at the same time requires the adoption of fiscally sound, sustainable expenditure policies.

To meet this expectation, the Shire of Dardanup will conduct Routine Maintenance (as defined above) on demand to keep the assets in a safe and habitable state. Routine Maintenance works, (e.g., crack repairs), may arise through either scheduled inspection by Council staff or from user complaint.

Due to their Reactive nature, and short-term focus on the immediate safety of end users, repairs conducted under Routine Maintenance programs often become themselves a cause of accelerated deterioration. The compounding effect of multiple patches or multiple grinding operations (for example) can lead to reduced useful lives and the need for more extensive repairs under the Planned Maintenance program at some later date.

It is intended that (over time) with greater emphasis on Quality of Capital Works delivery, the need for Reactive Maintenance will reduce through delivery of stronger, more resilient Paths & Trails components.

3.5.5 Selection and Prioritisation of Planned (Capital) Works

Specific projects for new or upgraded footpaths (outside of subdivisional development) will be selected from those which have been previously identified in the previous Paths Asset Management Plan 2016 – 2026, supplemented by (among other things) the Shire of Dardanup Local Bike Plan and the Greater Bunbury Wellington 2050 Regional Cycling Strategy. Annual community requests are also considered as part of the annual project selection process.

The previous Paths Asset Management Plan 2016 – 2026 has now reached the end of its useful life, although not all its recommendations have been implemented. Existing outstanding 'Missing Link' path proposals are carried forward into this Plan at the Provisioning Plan (*see Section 3.5.1 above*). Investigations of the need for any additional in-fill paths will be incorporated into the upcoming transport study. Any revisions or additions to the program as an outcome of that process will be incorporated in a subsequent review of this Asset Management Plan.

To provide the Community with assurance that decision making related to project proposals is not biased or arbitrary, it is imperative that Officers have strong guidance regarding the Council's preferred outcomes. This is particularly important when value judgements must be made to determine which of two (or more) otherwise deserving and important projects the Shire should proceed with in the face of constrained budgets.

Ranking of proposed planned, (capital), and path maintenance works will therefore be conducted according to the following simplified multi-criteria analysis factors and weightings:

Factor	Code	Variation	Low Value			High Value		
Factor Weighting			**0**	**1**	**2**	**3**	**4**	**5**
Project Type	T	Renewals and Replacements						■
		Missing Links (Minor expansion projects e.g. Pram Ramps)						■
		Upgrade of Existing					■	
		New construction				■		
Proximity to Schools	PSch	School within 200 metres						■
		School within 400 metres					■	
		School within 600 metres				■		
		School within one kilometre			■			
		School greater than one kilometre		■				
Proximity to Commercial Centre	PTC	Hierarchy class footpath1						■
		Commercial centre within 300 metres					■	
		Commercial centre within 600 metres				■		
		Commercial centre within one kilometre			■			
		Commercial centre greater than one kilometre		■				
Average Daily Traffic on Adjoining Roads	ADT	>4000						■
		2001 - 4000					■	
		501 - 2000				■		
		100- 500			■			
		11 - 100		■				
Pavement Age	Pa	36-40 or more						■
		31-35					■	
		26-30				■		
		21-25			■			
		15-20		■				
		<15	■					
Public Transport Route	PT	School bus route						■
		PTA bus route					■	
		No public transport	■					
Amenity and Promotion of Healthy Lifestyles	A	Access to tourist facilities within 300 metres						■
		Access to active sports facilities within 300 metres					■	
		Access to recreation reserves within 300 metres				■		
Strategic Alignment	SA	Project specifically featured in a Strategic Plan (e.g. Place Plan or Bike Plan)				■		
Community Priority	CP	5 Requests for service (or more) in last 12 months						■
		4 Requests for service in last 12 months					■	
		3 Requests for service in last 12 months				■		
		2 Requests for service in last 12 months			■			
		1 Request for service in last 12 months		■				
		0 Requests for service in last 12 months	■					
VCR Condition	C	Weight = Condition		■	■	■	■	■

Table 3-7 Project Selection Multi Criteria Analysis

The highest weighted score for any project under the above regime is 215, (all weights maximum). Projects can only receive one score per Factor Weighting.

Worked Examples Project Selection Ranking:

Project/Opportunity #	Project Description	Project Factors	Code	Score
1	A Reconstruction	New Construction	T	3
		Within 500m of a school	PSch	3
		900m from the town centre	PTC	2
		Carrying ADT of 550	ADT	3
		With a pavement age of 32 years and	Pa	4
		School bus route	PT	5
		Provides connection to active sport facilities	A	4
		Path not specifically referenced in a Strategic Plan	SA	0
		3 community complaints/requests related to path	CP	3
		Sub Total		29
		In VCR Condition 3	C	3
		Project Score		87
2	New Path Construction	Renewal or Replacement	T	5
		Within 500m of a school	PSch	3
		900m from the town centre	PTC	2
		Carrying ADT of 550	ADT	3
		With a pavement age of 32 years and	Pa	4
		School bus route	PT	5
		Provides connection to active sport facilities	A	4
		Path not specifically referenced in a Strategic Plan	SA	0
		3 community complaints/requests related to path	CP	3
		Sub Total		27
		In VCR Condition 3	C	3
		Project Score		81

Project 1 is preferred

Important Note: Nothing in the above process should be construed to indicate that a project will automatically be undertaken solely on the basis that it meets or exceeds any given threshold weighted score. Instead, this procedure will be used to narrow the list of potential deserving projects to permit further, (but potentially more subjective), evaluation based upon issues such as social or community development.

3.5.6 Minor Maintenance Initiation & Execution

It is a requirement of ISO 55001 that a structured methodology is adopted for decision making related to Assets, (see *International Infrastructure Management Manual (IIMM) 2015 Section 3 page 5*.) For the Shire of Dardanup, decisions will be based on the following factors:

- Assessed risk of hazard to users of the asset in its present state, (safety)
- Assessed risk of immediate failure to deliver the required Level of Service, (condition)
- Assessed risk of future failure to deliver the required Level of Service, (age)

To support the above assessments, the performance of the Paths & Trails portfolio should be continuously monitored through:

- Routine visual condition inspection surveys undertaken on the Paths & Trails to identify areas of defect. Defects identified during such inspections are assessed against the Shire's Risk Management Framework.
- Customer complaints are accepted and investigated on receipt.

Due to resource constraints, the above activities are not currently performed on a regular basis. Monitoring of performance is current an ad-hoc, on demand approach.

COMMENT:	The operational management of performance monitoring on Paths and Trails is not optimal.

Several issues arise:

- Prediction and management of cash-flows related to of future costs on Paths & Trails is less efficient.
- Latent defects in the Paths and Trails network may not be identified until failure or injury to Users occurs.
- The risk of Insurance Claims related to the Paths and Trails network is increased.
- Customer satisfaction with the Paths and Trails network may be reduced.

Recommendation: *The Shire of Dardanup should allow for provision of additional Operational personnel resources whose duties should include (in part) regular inspection, defect identification and coordination of repairs on the Paths and Trails network*.

Analysis of historical data on residential Paths indicates that damage most commonly occurs during the construction of residential buildings. Particular attention is therefore paid to these areas during the construction process to ensure that any damage is rectified at the end of construction.

The Shire collects a one-off Verge Inspection Fee (Schedule of Fees and Charges Item 12.1.2) for each new building at the time of its' construction. This fee is used to offset the Shire's cost of Inspection and (if necessary) to carry out any repairs necessary to verges arising from the construction activity.

Required maintenance is scheduled to ensure works are carried out in packages, where possible. This ensures best value for money through minimisation of mobilisation costs, efficiency of staff labour allocation and reduction in external costs, such as traffic management.

Defects which are assessed as High Risk or above (e.g., trip hazards) are considered Urgent Works. These will be corrected immediately.

Defects which are assessed as Moderate Risk or below (e.g., cracking not rising to the level of a trip hazard) will be scheduled for further monitoring. Should the defect increase in scope, or if there is a significant time remaining before the next scheduled cyclic maintenance (Renewal) of the affected asset component, then a specific project will be scheduled in the next Program of Works to correct the issue.

Where the assessed risk of further failure indicates that more extensive engineering investigation is required, the outcome will be to determine whether continued maintenance of the asset is possible. Where further maintenance is not recommended, efforts will be directed towards either extending the potential service life, (where possible), or development of a replacement plan for the asset under the Capital Works programme.

Annual preparation of an updated forward works program for capital works and future cost estimates for LTFP review will be conducted in accordance with the Annual Budgeting process.

3.5.7 Service Standards (Intervention Levels)

Intervention levels support the quality of assets provided to the community as they define trigger points in determining the type of works to be conducted. Having defined intervention levels also assists the Shire in being able to organise maintenance works on a risk priority basis, rather than being susceptible to conducting works on a chronological basis or as the result of pressure from individuals within the community.

This requires that the Shire is diligent in the establishment of systems and processes for detection, correction, and monitoring of potential risks of harm to any person accessing public assets. Due to their high utilisation rates and use by persons who may not have full mobility, this requirement is particularly relevant to Paths & Trails.

Appendix B to this plan details the frequency of inspections and provides an overview of intervention levels and response times. The Shire strives to meet all targets as set out at Appendix B, however, recognises that external factors (environmental, operational or resource constraints) may impact on delivery. Accordingly, a tolerance of 10% has been applied and Council will

aim to comply with set targets at least 90% of the time.

The Shire of Dardanup's inspection procedures are designed to identify hazards or defects that have the potential to create a risk of damage or inconvenience to the public. Inspections may result in the programming of maintenance work, asset renewals or changes to processes.

The Shire of Dardanup's response to hazards will be based on hierarchy, priority, and safety. Response times as detailed in Appendix B are measured from the time the hazard is identified by the Shire. The nominated time is not precise, and a 10% margin is allowable.

An important aspect of service level delivery is the response times required to be met when undertaking a maintenance activity. Response times will vary depending upon the nature of the work required to be undertaken to minimise the risk to the public, the users and to Council's investment in the Paths & Trails.

Response time should be inversely proportional to risk. The higher the risk the quicker the response time required. The risk categorisation process is detailed in Section 5.

The following process flowchart outlines customer reporting of maintenance and associated treatment.

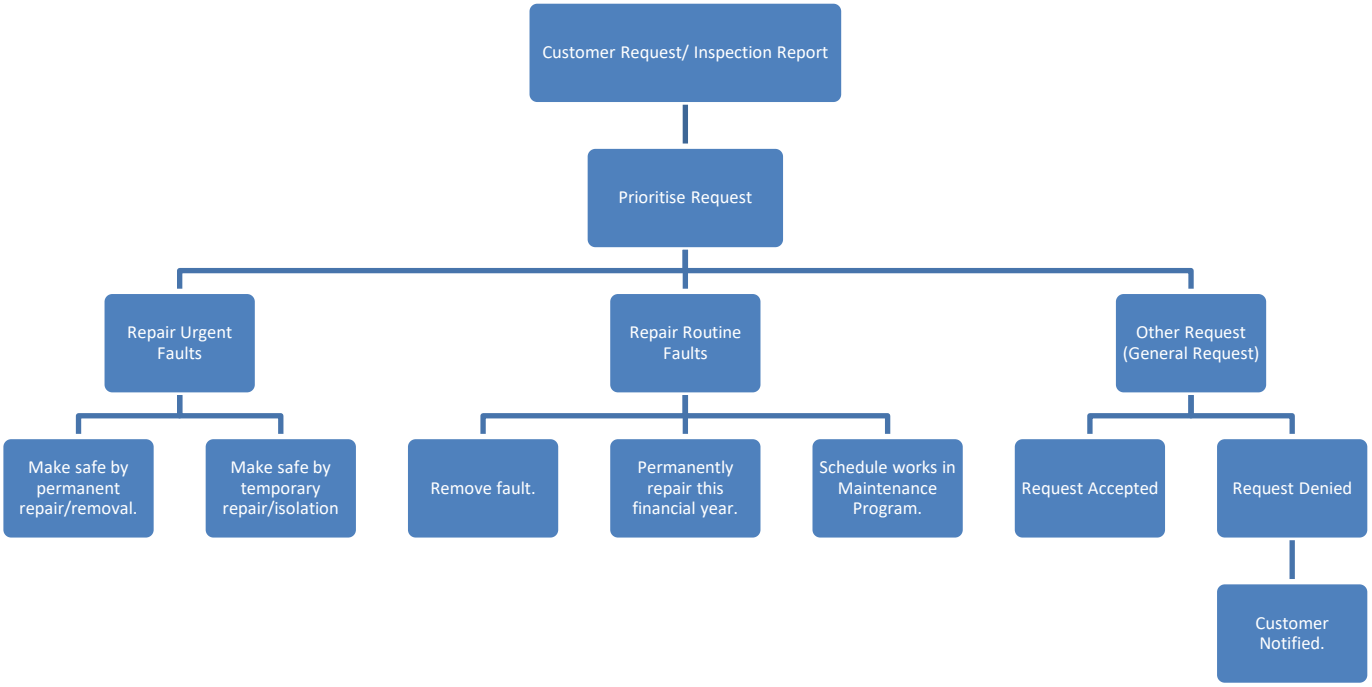


Figure 3-4 Fault Management

3.5.8 Key Performance Indicators

In addition to the delivery and design standards defined within the Shire of Dardanup Paths & Trails Maintenance Management Guideline 2016 and the Financial Sustainability KPI established within the Asset Management Strategy Review 2020, the following key performance indicators have been established for the Paths & Trails portfolio:

Paths & Trails KPI's (Part 1) Community Outcomes				
Outcome	**Performance Measure Objective**	**Performance Measure Process**	**Performance Measure Target**	**Current Performance (2023/24)**
Quality	Well maintained and suitable paths and trails network	User satisfaction measurement survey	60% of respondents are satisfied	61%, trending down
		Customer requests /complaints	Less than 20 complaints per 100 km per year related to network condition. Target worst case 20 complaints in total per annum	10 complaints (2x Upgrade Requests, 4x Damage Reports, 4x Hazard Reports)
	Overall network condition	Annual visual condition survey	80% of network meets or exceeds target overall condition for hierarchy class	89.03% of network meets or exceeds target overall condition for hierarchy class
Functionality	Paths and trails network meet user requirements	Customer perception of suitability for purpose	Less than 5 request for upgrade or expansion per 100 km per year. Target worst case 5 requests per annum	2 requests for upgrade/expansion (Maidment Parade (cycleway), Hardy Terrace)
	Provide a fully accessible network	No. of path closures per annum of inaccessibility due to lack of maintenance	Less than 3 per 100 km per annum. Target worst case 3 requests per annum	0 per annum
Safety	Provide a safe network	Number of injury accidents occurring as a result of condition of the footpaths and trails network	Less than 1 per 100 km per annum. Target worst case 3 requests per annum	0 per annum

Table 3-8(a) Service Levels for Paths & Trails - Key Performance Measures (Part 1)

Paths & Trails KPI's (Part 2) Legislative Requirements				
Outcome	**Performance Measure Objective**	**Performance Measure Process**	**Performance Measure Target**	**Current Performance (2023/24)**
Compliance	Meet criteria detailed in Licenses, Acts or Regulations	Annual external audit of compliance with Legislative/Statutory requirements	100% compliant	100% compliant
Sustainability	Plan capital renewals in line with asset consumption (Depreciation)	Sustainability ratio	0.7 – 0.9	0.4
Accessibility	Provide a fully accessible network	No of Paths & Trails closures per annum of inaccessibility due to lack of maintenance	Less than 3 per 100 km per annum	0 per annum
Cost Effectiveness	Manage the Paths & Trails portfolio at the agreed standards for the lowest lifecycle cost	User satisfaction measurement survey	90% of customers believe the Paths & Trails portfolio provides good value for money	To be determined (data not collected in Catalyse Survey)
	Undertake proactive maintenance	Determine the ratio of planned to unplanned maintenance conducted.	75% of non-capital expenditure should be planned maintenance in accordance with a schedule of works.	To be determined (data not currently recorded)
	Minimise rework and variation	Ensure that works conducted are planned and done right the first time to minimise waste	Less than 5% of works require rework or variations	To be determined (data not currently recorded)
	Make efficient use of Contractor resources	To be determined	To be determined	To be determined
	Affordability – acknowledge that we can	To be determined	To be determined	To be determined

	only deliver what we can afford			

Table 3-8(b) Service Levels for Paths & Trails - Key Performance Measures (Part 2)

Colour Code	Description
Green	Measured performance meets or exceeds KPI expectation
Yellow	Performance against KPI has not been measured to date
Red	Measured performance fails to meet KPI expectation

4 Future Demand

Council's fundamental role is to provide services to the community and its Paths & Trails assets are one means to support this mission. Consequently, future demand for Paths & Trails assets is tied to the demand for Council's services and this is a more complex consideration than purely population growth.

Issues such as changing demands for services, changing mixes in the balance between public and private service provisions and changing community expectations of service levels, all affect the need for Paths & Trails assets.

This asset management plan is critically driven by the needs of the services to be delivered. Therefore, meaningful Paths & Trails asset strategies cannot be developed in isolation or in the absence of comprehensive service strategies.

4.1 Demand Forecast

There are several factors that play an important part in determining the future demand requirements or changes required to the Shire's existing Paths & Trails asset portfolio to ensure that it meets the service levels documented in this Paths & Trails Asset Management Plan.

These factors include:

- New subdivisional activity (industrial, commercial and residential precincts).
- Changes in land use.
- Population changes/density.
- Demographic changes (e.g. greater/lesser demand for access to walkable zones of varying types based upon age of users).
- Travel pattern changes (affected by customer habit and lifestyle choices).
- Promotion of health and wellbeing of residents by Council.
- Government and Council policy. and
- Regional factors including development.

These factors are interrelated. As well as the growth in the asset base, future demand impacts on the resources required for on-going maintenance activities.

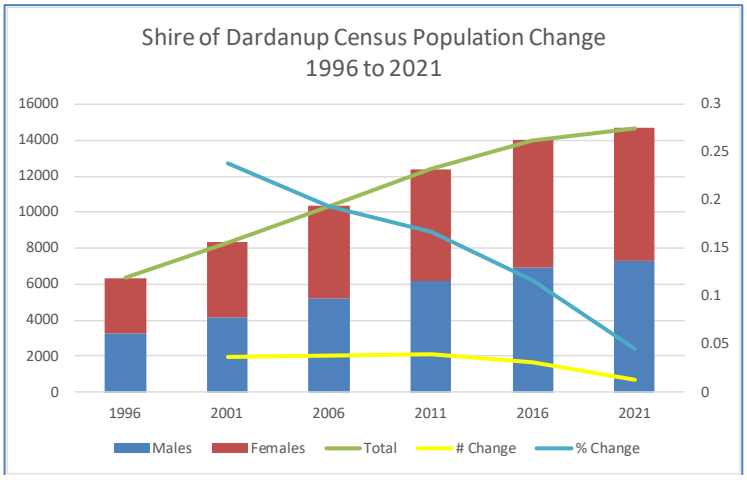
The future demand for new Paths & Trails infrastructure is addressed in three ways:

The provision of infrastructure vested in the Shire through subdivision and development (as detailed in 3.5.1 above).
Through Council's annual Program of Works (PoW). The PoW is principally focussed on renewal of existing assets, however changes in patronage patterns or requests for access to new types of service may necessitate some capital expenditure on the creation of new or upgraded assets and
delivery of new infrastructure through Strategic programs, such as the Local Bike Plan, or the Sport and Recreation Plan.

4.2 Population Growth

The Shire of Dardanup has experienced significant growth over the past 20 years. Net Migration In (NMI) to the Shire from 2001 to 2021 (the date of the latest published census at the time of writing) was 6,355 persons, at an average compounding growth rate of 13%. The peak of this growth occurred around the time of the 2001 census which reported the Average Growth Rate (AGR) at 23.9% from the previous (1996) census.

Although the Shire is still growing there has been a steady decline in the number of new people entering the Shire since 2001. The estimated total population at the time of writing is 15,214 persons, an increase of 527 people in 24 months, or approximately 1.7% per annum since the previous census.



Source: 2021 Dardanup, Census All persons QuickStats | Australian Bureau of Statistics (abs.gov.au)

Putting this growth into context, this represents more than doubling of the Shire's population and a corresponding increase in its infrastructure needs over the past fifteen years. As the majority of this growth has taken place in the areas of Eaton, Millbridge and Parkridge, this has created sustained and ongoing (but asymmetric) demand for new and upgraded Paths & Trails across the Shire.

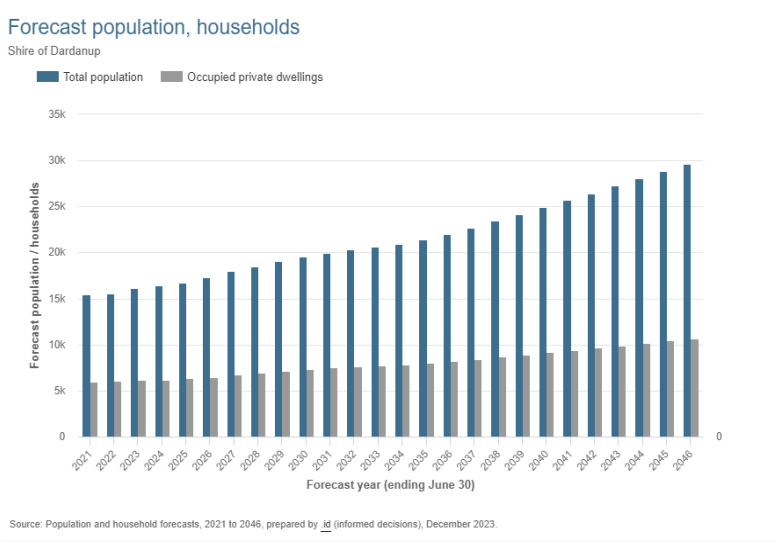
This has resulted in clustering of new Paths & Trails in and around the newer parts of the Shire, while the older (generally more rural) areas have fewer and older Path networks.

The asymmetric growth of the Paths & Trails portfolio, combined with the aging nature of the bulk of the assets poses a serious challenge. Upkeep of existing networks while at the same time expanding the asset portfolio as a whole makes equitable distribution of scarce resources more complex.

The nature of the Shire has changed significantly with extensive residential development in the west of the Shire at Millbridge and Parkridge. Changes in the age structure and cultural diversity of the Shire's residents also pose significant challenges in the management of current and future demand for quality lifestyles and managing ongoing growth in a sea change community.

With the planning for proposed City of Wanju development current in the final stages of preparation, and construction likely to begin within the next five years, a renewed step-change growth in the shire's population is expected.

It is expected that (over the next 15 to 20 years) the Shire's total population will increase to approximately 29,607 persons at an average rate of increase of 2.4% per annum. This growth in population (being primarily driven by new subdivision development) will necessitate the construction of a significant quantity of new Paths & Trails-based assets.



Source: Population, households and dwellings | Shire of Dardanup | Population forecast (id.com.au), April 2024

4.3 Changes in Technology

It is not sufficient for Council to simply expand its asset base to match the population of the area. Account must also be taken of the changing service expectations of the community and how these impact the design, construction and maintenance of Paths & Trails.

The Shire is continuously monitoring new asset treatments or changes within the industry that may be available to increase the life of its assets.

Section 3.3 (Design and Construction of Shire of Dardanup Infrastructure and Built Assets) of Shire of Dardanup Policy Infr CP120 (Environment) states:

> *When undertaking design and construction activities, the Shire of Dardanup will give consideration to, and incorporate the following with the intention of increasing sustainability and reducing the direct and indirect impacts on the environment:*
>
> - *The use of recycled construction and demolition products in civil construction projects, for example the use of recycled Path base and drainage rock.*
> - *Procuring products and materials from renewable and sustainable sources, such as plantation timber.*
> - *Aspire to sourcing end-of-life management of materials at procurement stage to promote sustainable disposal of final products as appropriate.*
> - *Seeking design consultants, builders, suppliers and construction contractors who employ current best practice in environment and sustainability, and systems to minimise the environmental impact resulting from the project, implementation and ongoing processes.*

- *During the development of project designs, examine water and energy efficiencies and explore possible design and specification changes that can enhance the environmental performance of the asset while achieving both a sustainable and affordable solution and final outcome.*

This Policy is of particular relevance to the Paths & Trails portfolio, in that it directs the Shire to preferentially implement technological solutions to environmental issues presented by construction of new paths. Technology changes that could affect the delivery of services covered by this AMP are documented in the following table:

Technology Change	Potential Effect on Service Delivery
Internal Management Systems	With the movement from Synergy to the new Open Office ERP system over the next 5 years has a potential data transfer/validation impact.
Trenchless Technologies	By promoting the use of trenchless methodologies by utility providers, the impact of works by others on Council's Paths & Trails assets can be reduced as the soundness of footpath pavements is not compromised when installing new services within road reserves.
Recycled Materials	Exploring the option of using recycled materials will have a dual impact in terms of reduction in greenhouse gas emissions and potential reduction in initial asset construction costs, thereby enabling more assets to be renewed with the same allocation of annualised funds.
Changes in Paths & Trails methodology	Longer life materials which may also be maintained and managed more cost effectively may reduce whole of life cost.
Remote Data Access	The ability to collect Paths & Trails and structure information such as As-Constructed details, defects and real time condition through use of mobile technologies enables a faster, more responsive delivery of services. This leads to an overall improvement in the Level of Service experienced by the user at relatively low cost to the Shire.
Client Survey	Use of new platforms for communication by the Shire with its clients, (such as social media tools, survey monkey or similar). Such tools may increase the ability of the Shire to align service to client demand. Care must be taken in this space that the use of these tools does not, in and of itself, generate heighted expectation for instant gratification of demand from vocal minorities in the community.

Table 4-1 Technology Change

4.4 Climate Change

Human influence on the climate system is clear, and recent anthropogenic emissions of greenhouse gases are the highest in history. Recent climate changes have had widespread impacts on human and natural systems. Response to Climate Change consists of two (complementary) approaches:

- Mitigation – Reduce human-induced greenhouse gas and aerosols emissions thereby limiting global warming and reducing future climate risks.
- Adaptation – Reduce vulnerability to harmful effects of climate change by developing strategies to best protect assets in the expected future climate

Both mitigation and adaptation strategies for climate change are required to ensure that the potential impacts are identified and minimised as much as possible. This is particularly essential for Paths & Trails assets which can be seriously affected by climate change:

Climate Change Factor	Management Plan
Coastal Erosion	(Where appropriate) follow a Coastal Hazard Risk Management and Adaption Plan (CHRMAP). In the absence of a CHRMAP ensure that all effort is made to avoid locating Paths & Trails infrastructure in vulnerable areas by recognising the risk of sea level rise on assets over their lifetime. Paths located on or near foreshores may be subject to subsidence due to erosion of surrounding land and/or additional corrosion due to an increasingly saline environment. Changes in the Paths & Trails outer surfaces will be assessed though the completion of regular visual condition assessments and ad-hoc inspection.
Increased frequency and extremes of flooding	Paths & Trails located on or near water courses may be degraded where failures in local drainage systems occur (e.g. flooding and/or scouring) requiring unscheduled replacement of large sections of the asset. Degradation of Paths & Trails will be assessed though the completion of regular visual condition assessments and ad-hoc inspection. Manage townsite drainage through a dedicated Drainage Asset Management Plan. Review of Paths & Trails against the 1:50 year flood mapping.
Increased risks of wildfires	Regular removal of combustible material from adjoining Shire owned land. Implementation of Reserve Management Plans to reduce the risk of wildfire on Shire land.
Shire Greenhouse Gas Emissions	Assess current Shire GHG emissions, reduce emissions and consider developing a Shire roadmap for Carbon-neutrality or Net-Zero through Climate Active. Strategies for Greenhouse Gas Emissions reductions in Paths & Trails can involve:

Climate Change Factor	Management Plan
	• application of construction methodology and criteria to minimise the input energy requirement for construction. • Townsite planning and design to promote walking and cycling as a substitute for motorised vehicles. • Promote the use of recycled materials for use in footpath construction (e.g. crushed recycled concrete as a substitute for limestone on rural paths).

Table 4-1 Climate Change Considerations

4.5 Demand Management

The Shire of Dardanup's level of demand for new Paths & Trails related assets is likely to continue to increase proportionally with the ongoing population growth and demographic changes. Ongoing demand for new services will be managed through a combination of:

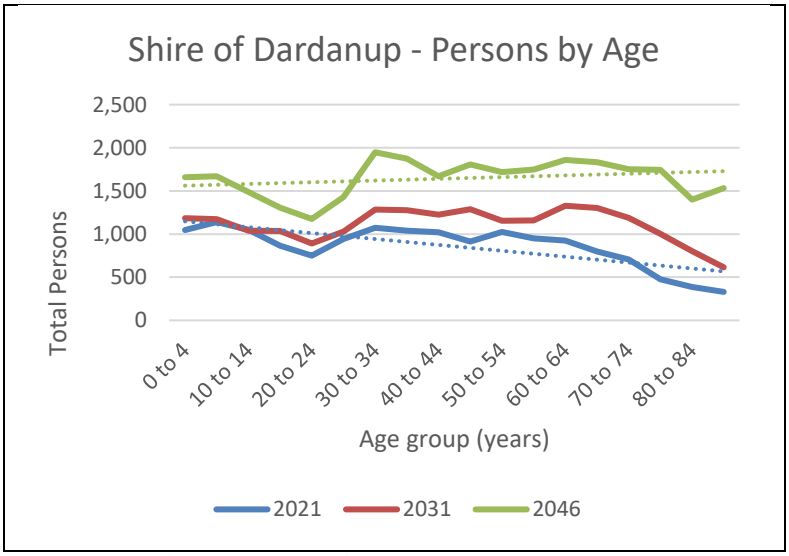
- managing existing assets to maximise utilisation and life
- upgrading existing assets where necessary
- providing new assets to meet demand
- transitioning to a deliberate focus on renewals with immediate effect once this plan is endorsed; and
- demand management.

Realistically, given the Shires growing population, increasingly urbanised demographics and position as a dormitory satellite of Bunbury, it is unlikely that fundamental changes will occur in the way that residents undertake non-recreational travel. It is most likely that work related transportation will continue to favour private motor vehicles over public transport and that heavy transportation will continue to favour trucks in the absence of a viable rail-based alternative.

Ensuring that residents have access to suitable means of recreational walking and cycling therefore become critical for the promotion and maintenance of healthy lifestyles. These types of recreational travel options within urban environments may become more viable as in-fill of 'Missing Links' within the Shire Paths & Trails network are completed.

As shown in the image at right, the average age of the Shire of Dardanup's population is projected to increase over time. In 2021, the Shire housed a larger number (**8,925 – 58%**) of young persons (under 45's) than older (over 45's) persons (**6,510 – 42%**)

By 2046, the age profile of the Shire is projected to reverse, with an estimated **15,389** or **52%** of the projected **29,607** total population expected to be over 45. This is likely to be the result of a large cohort of younger families buying in to the Millbridge and Parkridge estates over the past 15 years (during their construction phases), and then remaining in the Shire of Dardanup for the remainder of their lives (aging in place). The gradual ageing of the population in this manner is in line with State and National trends.



Source: Reports | Shire of Dardanup | Population forecast (id.com.au)

This shift in the age profile of the Shire is likely to have an impact on the demand for Paths & Trails, primarily within the urban environment. It is likely that there will be greater demand for easy, walkable access to community facilities and recreational activities.

Excerpts from *Aging and Mobility*, 2021, Tim Judd (Strategic Transport Planner)

As people get older, they want to keep their independence which often includes driving as long as possible. However, a portion who do not want to (or can no longer) drive still want to keep their independence while not being car dependent. To ensure older people can stay independent and mobile, our street networks need to be designed to accommodate a safe network of connected streets taking older people door to door.

Walking is particularly important for seniors, who are less likely than younger adults to participate in more vigorous forms of physical activity, more likely to experience social isolation and less likely to drive a car.

Importantly, a significant proportion of older people walk more than 1 hour per week for transport related trips and walking for transport trips becomes even more important for seniors. Walking is critical to allow older people to conduct day-to-day activities, such as shopping, attending meeting places (sporting clubs, libraries, and community centres) and visiting essential services like doctors and hospitals (Garrard, 2013).

In addition, the Council for the ageing (COTA) has collected information that indicates that around 25% of all children aged 12 years or younger in Victoria are cared for by their grandparents on a regular basis, making it increasingly important for there to be safe walking opportunities around schools, as the two most vulnerable road user types are engaging in trips together.

See: Ageing and Mobility (linkedin.com)

This suggests that the most appropriate response to the current and projected future level of need is to plan for new and upgraded Paths & Trails related assets for the foreseeable future. Doing so will be a significant challenge for the Shire while concurrently facing an increasing demand for renewals of its existing asset portfolio. This indicates a pressing need to effectively identify and manage discretionary spending across all asset types to ensure that funds are available when required to meet these demands.

Strategic delivery of small scale expansion projects which connect otherwise disparate segments of the network (sometimes referred to as 'Missing Links') can be helpful in this scenario. For example, provision of pram ramps to allow easier access to Paths separated by Roads for both pedestrians and mobility device users can create a more integrated network at relatively low cost.

Alternatively, non-asset solutions may be deployed. These focus on outcomes that may include some (or all) of the following:

- Providing the required service without the need for the organisation to own the assets,
- Reducing demand for the service,
- Reducing the level of service (allowing some assets to deteriorate beyond current service levels), and
- Educating customers to accept appropriate levels of asset failure.

Ongoing demand for new services can be managed through a combination of the following:

Demands	Demand Management Plan
Increase in demand for all services	Managing existing assets to maximise utilisation and life though appropriate intervention levels
Improved access to services required	Ensure that new or upgraded Paths & Trails meet the current Disability Discrimination Act where relevant, and possible.
Security	Increased public expectations and possible demand for CCTV system overall coverage. Assessment of CCTV demand requirements for urban Paths should be carried during the design phase (particularly in Civic Centres).
Increased need for maintenance and renewal costs	Transition to a deliberate focus on renewals over time. Only undertake new construction where growth in the asset is unavoidable
Increase in demand for public amenity of Paths & Trails (i.e. higher expectations of Quality).	Review of utilisation of nearby assets and demand to determine the most cost-effective options keeping in mind that non assets solutions could be available.
Utilisation	Actively measure utilisation of Paths & Trails assets to determine current capacity vs demand. Increase functionality and multiple use focus for assets as necessary to support measured demand.

Table 4-2 Demand Management Considerations

5 Risk Management

The Shire of Dardanup has limited resources with which to manage its Paths & Trails portfolio and must develop systems that ensure resources are directed to the areas of most need and with the greatest benefit.

The objective of the risk management process with regards to Paths & Trails assets is to ensure that:

- all significant operational and organisational risks are understood;
- the highest risks that need to be addressed in the short to medium term are identified; and
- strategies and treatments to address risks are identified and applied.

The key risk management criteria relating to Council's Paths & Trails assets include:

- asset damage through storms, flooding, water damage, termite damage or events such as accidents;
- public health and safety;
- financial risk (escalating costs in deterioration and/or maintenance);
- service provision/business interruption;
- environmental and legal compliance; and
- security, theft and vandalism.

5.1 Risk Management Procedures

Management of Risks within the Shire of Dardanup is conducted in accordance with the Shire of Dardanup Risk Management Governance Framework (most recent Version at the time of writing is 2023). All Risk Assessment and Mitigation Selection detailed below has been conducted in accordance with this Framework.

For the avoidance of doubt or duplication, the principles of the Risk Management Governance Framework have not been repeated here, and the above document should be construed to be an Annexure to this document.

Assessment of risk factors is carried out as part of the annual visual condition rating (VCR) inspections under the WALGA/AARB Condition Assessment Manual 2016. The reporting process identifies potential risks to be recorded against each asset. Once the data has been recorded at completion of inspections, the priority works are reviewed, and the program of remedial works is developed and passed on to works crews. This detail (where issues are of low risk) may also be utilised for further forward annual planning.

Where identified issues are of either of low risk or high cost (i.e., more than the Capital Works threshold as defined by Administrative Policy AP008 - Significant Accounting Policy) proposed remedial actions are identified and included in the 10 Year Forward Works Program for Paths & Trails and the subsequent Annual Capital Works Budget proposals.

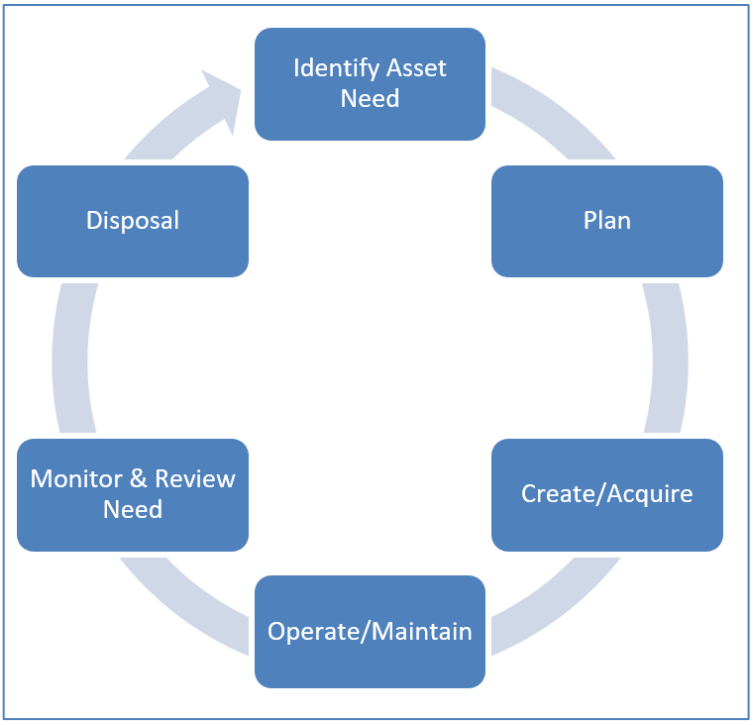
Internal assessment of service delivery of Paths & Trails assets has identified the most obvious risks. More work is required in this space. See Appendix D - Paths & Trails Risk Assessment for tabulated assessment results.

6 Lifecycle Management Plan

Lifecycle management provides strategies and work programmes required to achieve goals and standards outlined in previous sections of this plan.

Assets are created and acquired to deliver required services for the Shire. These assets are operated and maintained throughout their useful life and their performance and condition are monitored to ensure they deliver the necessary service.

This section presents an analysis of available asset information and the life cycle management plans covering the key work activities necessary to run the asset portfolio including:



- Operations – including administration costs, utilities costs, cleaning etc.
- Maintenance – proactive (planned) and reactive (unplanned) to keep the assets and facilities serviceable, but not increase its service potential.
- Renewal / replacement and rehabilitation to restore the infrastructure to near original condition or replacement with another.
- New capital, vested assets and levels of service (improvements), and regulatory improvements including acquisition of new facilities or upgrade beyond the original design.
- Asset Disposals.

6.1 Background Data

6.1.1 Physical Parameters

The Shire of Dardanup Paths & Trails asset register contains information on 892 distinct network segments, collectively delivering in excess of 82 km of public Paths & Trails. The assets (and Asset Groups) covered by this plan include:

Paths & Trails		
Hierarchy Class	**Structure Type**	**Length (m)**
Bridle Trails	Trail	10,546
Footpath-1	Dual Use Path	483
Footpath-2	Dual Use Path	53,283
	Footpath	2,144
	Stairway	3
Footpath-3	Footpath	705
POS Path	Boardwalk	246
	Dual Use Path	7,738
	Footpath	5,546
	Stairway	359
Regional POS Path	Dual Use Path	1,748
Heritage Trails *(Note: Heritage Trails consist primarily of interpretative signage alongside existing paths. Therefore, while their length can be considerable it does not increase the overall length of the physical network)*	Dardanup Heritage Trail	(2,874)
		82,720

Table 6-1 Existing Assets by Hierarchy

As-constructed details of Paths & Trails assets are recorded in the Council's QGIS program, with the overarching financial details being listed in the Council ERP financial system (currently Synergy Soft).

6.1.2 Asset Valuations

The Fair Value of the Shire's Paths & Trails assets was last calculated in accordance with AASB 13 in October 2021, with a report delivered to the Shire in June 2022. Independent inspection and determination of the Fair Value was carried out by an external

consultant (Talis Pty Ltd).

Fair Value is defined in Australian Accounting Standards AASB 13 and AASB 116 as follows:

"The price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date."

Market Value is defined as:

"The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion."

The next revaluation of the council's Paths & Trails assets will be carried out in 2026/27, with the data below being updated when completed. The Valuation of 'Pathways' includes both on-road and off-road Paths and associated structures (e.g. minor bridges and staircases).

At the time of Valuation, the reported Valuations provided by Talis Pty Ltd were given as:

Description	Gross Replacement Cost	Assessed Fair Value	Accumulated Depreciation
Pathways	$19,118,186	$13,809,679	$5,308,507

Table 6-2 Paths & Trails Asset Fair Values (as of June 2022)

Since the time of Valuation, due to subsequent acquisitions, disposals and adjustments, the Valuations recorded in the Shire's Financial Management System (Synergy) are (as of April 2024):

Description	Gross Replacement Cost	Current Fair Value	Accumulated Depreciation
Paths & Trails & Site Improvements	19,246,047	$13,096,805	$5,765,814

Table 6-3 Paths & Trails Asset Fair Values (as of April 2024)

Annual Depreciation allocations for Paths & Trails in the Shire's Financial Management System (Synergy) are (as of April 2024) are **$383,427**.

Across all Paths & Trails asset components, the current **Average Remaining Useful Life** of the Shire of Dardanup's Paths & Trails asset portfolio can be calculated to be approximately **34.16 years** by dividing the **Current Fair Value** (Depreciated Replacement Cost) by the **Annual Depreciation** allocation (i.e. $13,096,805/$383,427 = 34.16).

6.2 Maintenance Activities

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. Maintenance includes capital (planned), reactive (unplanned) and cyclic (scheduled) maintenance work activities:

- Capital maintenance is upgrade, renewal or repair work that is identified and managed through the budget preparation process.
- Reactive maintenance is unplanned repair work conducted in response to service requests and management/supervisory directions.
- Cyclic maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle that is less than the estimated useful life and longer than one year. This may include activities such as (for example) Paths & Trails grading, etc. This work generally falls below the capital/maintenance threshold.

6.2.1 Capital Maintenance (Renewals)

Capital maintenance (Renewals) expenditure is major work that **does not increase the asset's design capacity**, but restores, rehabilitates, replaces, or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is required to be recognised as upgrade/expansion or new works expenditure.

At its Ordinary Council Meeting of 27 March 2024, (**Council Decision: 67-24**), the Council Received an updated 10 Year Program of Works for Paths & Trails as recommended for adoption by the Integrated Planning Committee, in line with the requirements of the WA Integrated Planning Framework.

The program included planned capital maintenance, upgrades and replacements of Paths & Trails. A summary of the financial implications for the life of this program (as at 2023/24) is tabled below:

LTFP ($k)				Grants Income (Estimate) ($k)			Council Nett Contribution ($k)		
Year	Published LTFP (2022/33)	Proposed Plan (PoW 2023/34)	Variance to Published LTFP (2021/31)	Published LTFP (2022/33)	Proposed Plan (PoW 2023/34)	Variance to Published LTFP (2021/31)	Published LTFP (2022/33)	Proposed Plan (PoW 2023/34)	Variance to Published LTFP (2021/31)
2024-2025	$225,176	$103,000	-$122,176	$0	$0	$0	$225,176	$103,000	-$122,176
2025-2026	$119,635	$172,116	$52,481	$0	$0	$0	$119,635	$172,116	$52,481
2026-2027	$134,040	$235,176	$101,136	$0	$0	$0	$134,040	$235,176	$101,136
2027-2028	$130,642	$119,635	-$11,007	$0	$0	$0	$130,642	$119,635	-$11,007
2028-2029	$363,722	$134,040	-$229,682	$0	$0	$0	$363,722	$134,040	-$229,682
2029-2030	$230,431	$130,642	-$99,788	$0	$0	$0	$230,431	$130,642	-$99,788
2030-2031	$146,391	$363,722	$217,331	$0	$0	$0	$146,391	$363,722	$217,331
2031-2032	$253,525	$230,431	-$23,095	$0	$0	$0	$253,525	$230,431	-$23,095
2032-2033	$249,204	$146,391	-$102,813	$0	$0	$0	$249,204	$146,391	-$102,813
2033-2034	$0	$250,552	$250,552	$0	$0	$0	$0	$250,552	$250,552

Table 6-4 – Current Approved 10 Year Capital Works Programme Summary

Shire of Dardanup Administration Policy AP008 – Significant Accounting Policy defines the Useful Life of Assets. For Paths & Trails, the Useful Lives have been determined based upon the Surface Type as shown below:

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Sum of Length (m0)	% of Network	Average Condition	Length Weighted Average Condition
Pathways	Concrete	50	62,899.9	76%	1.9	1.43
	Limestone	15	14,263.8	17%	2.7	0.47
	Paving	25	1,303.5	2%	2.4	0.04
	Asphalt	20	3,947.2	5%	3.3	0.16
	Timber	30	305.8	0%	2.3	0.01
			82,720.2	**100%**	**2.5**	**2.1**

Table 6-5 Path Assets Useful Lives, Length and Condition by Surface Type

As noted in Section 3.5.1 Provision Level of Service above, the average Useful Life of all components across all Path assets, as per the most recent Revaluation of the Asset (June 2022) has been adopted as the Nominal Useful Life at a Grossed Up level, (equal to @44.49 years).In order to provide an indication of the likely condition state of asset portfolio, the Fair Value of the existing Paths & Trails Asset portfolio has been mapped against a Typical Deterioration Curve over this **44.49 Year** timeframe.

Analysis of Current Fair Value versus Typical Condition Curve shown in Figure 6.2 at right suggests an expected **Average Condition Score of 2.2** (i.e., just below the mid-point of Band 2).

A physical condition assessment survey of all Paths & Trails was conducted between October and December 2023. The **Actual (Length Weighted) Average Condition Rating** of the entire portfolio, based upon onsite inspection has been determined to be **2.1** (i.e. marginally higher than the theoretical rating based upon Fair Value).

This demonstrates a very high degree of correlation between the

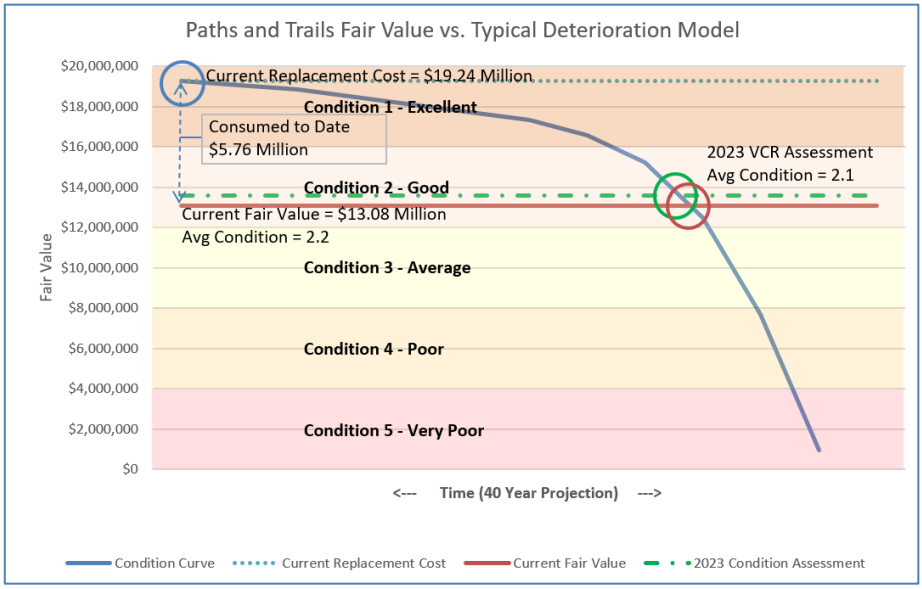


Figure 6-1 Current Asset Condition - Calculated vs. Actual

Theoretical and Actual Conditions. The minor variance between the Theoretical Condition based upon Fair Value and the Actual Condition as observed in the field is likely a result of new Paths added to the network (primarily in Millbridge and Parkridge) since the last Fair Value Valuation increasing the overall Actual Average Condition across a (relatively) small network.

Assuming Actual Deterioration continues to follow the Typical Deterioration Curve the Shire should expect to see an accelerated level of physical deterioration of the older assets in the field in future years.

However, this assessment is heavily skewed by the outsize influence of a single asset type (Concrete, Dual Use Paths) which (as shown in Table 6-5 above) has the longest Useful Life (**50 years**) in accordance with AP008 – Significant Accounting Policy and represents **76%** of the current network.

These are all relatively new assets **80% of which are yet to reach their half-lives** (i.e. they are less than 25 years old), with an **Average Actual Condition Rating of 1.9** (One Point Nine). Their collective impact on the overall condition of the portfolio masks the impact of the more deteriorated condition of the other structure types in the portfolio.

The presence of such a large volume of relatively new assets increases the overall Asset Value and holds up the Average Condition of the network. However, it does not affect the Actual Condition of the remaining Paths & Trails.

Excluding all Concrete Paths & Trails from this assessment indicates that the remaining existing assets have an Actual Average Condition Rating of **2.8** (i.e., approaching the lower bound of Band 2).

The impact of the distortion in the condition assessments can be most easily seen in the Normal Distribution Curve of the Condition states as shown in **Figure 6-3** at right.

Over time, this skewed distribution of condition assessments is likely to persist. As the Concrete assets age, and their Condition Ratings reduce accordingly, the distortion will 'ripple' through the condition distribution curve.

As this 'ripple' effect moves through the portfolio, care will need to be taken in decision making with respect to funding needs as the actual condition of the portfolio overall may be better or worse than is apparent at first glance.

For example, **Figure 6.4** at right depicts the projected Condition Distribution of the Paths & Trails portfolio when the current cohort of Concrete Dual Use Paths reaches Condition 3.

*Note: The projection at right includes the **current network only** (i.e. it does not allow for any proposed new Path which may (or may not) be delivered.*

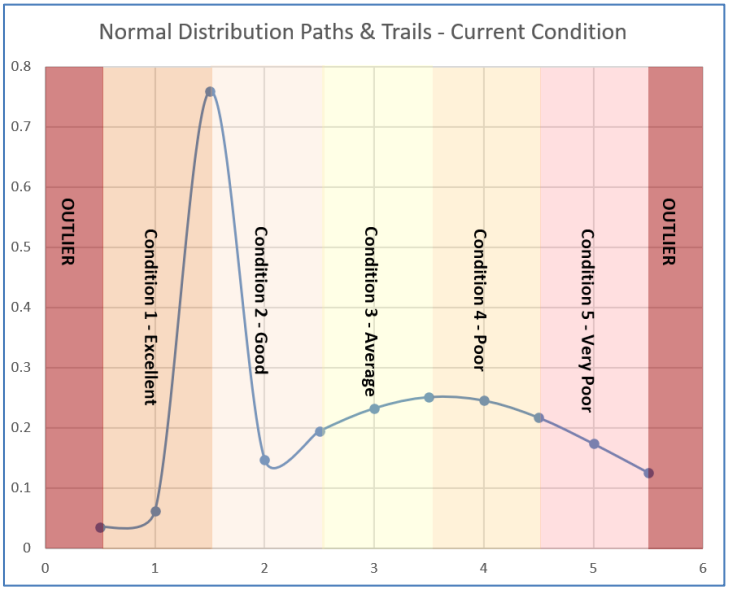


Figure 6-2 Normal Distribution (Current) – Paths & Trails Condition (As at 2023/24)

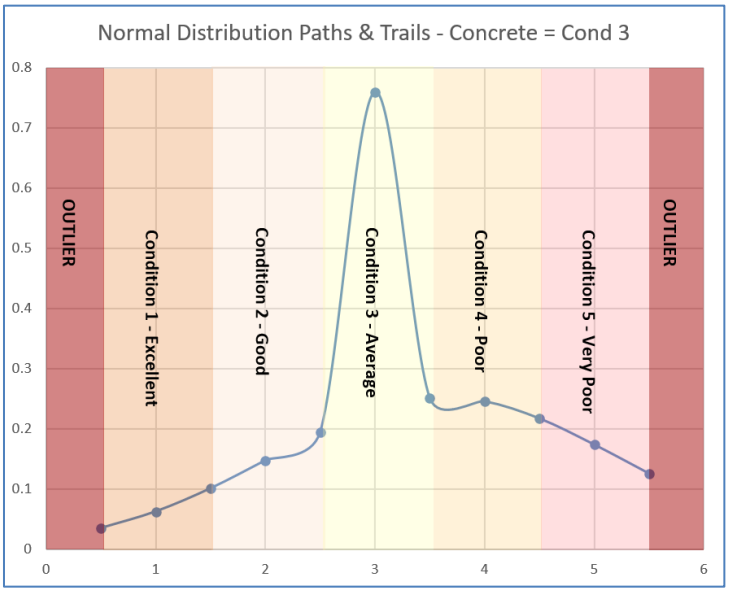


Figure 6-3 Normal Distribution (Projection) – Paths & Trails Condition (Concrete Assets in Condition 3)

In order to establish current funding requirements for the Paths & Trails Portfolio, it is necessary to develop approximate cost allocations for both Operational (a.k.a. Operations and Maintenance) and Capital (Renewals and upgrade/Expansion) expenditure.

Operational Expenditure on Paths & Trails primarily relates to reactive maintenance of localised defects and clearing of environmental debris. The demand for such works fluctuates year-on-year depending on factors such as weather impacts, building activity (which can cause damage due to vehicles traversing the footpaths) and vandalism. In order to provide guidance as to likely future costs it is therefore necessary to refer to historical expenditure patterns.

Within the Shire's current Financial system (Synergy Soft), costs for Paths & Trails are allocated to a specified Cost Code drawing from the maintenance budget of the associated Road. Cost Code 130 (Pavement Repair - General) is used for this purpose.

COMMENT: This financial arrangement is not optimal.

Several issues arise:

- Tracking costs on Paths & Trails which are not associated with Roads (e.g. those in Parks and Reserves) is not easily achievable.
- As there is no separation of Budget between Roads and Paths & Trails, should expenditure on the associated Road(s) be higher than normal for any reason, and the full Budget allocation drawn down, then required works on Paths & Trails may not be able to be undertaken when/if required.
- Assigning all costs for Paths & Trails to a single Cost Code does not provide sufficient granularity to fully understand the type of expenses that the Shire is incurring. For example, it is not possible to know how much (if any) concrete grinding (for trip hazard reduction) the Shire has carried out in the past.

Recommendation: *The Shire of Dardanup should consider creating a specific Budget allocation (under Schedule 12 – Transport) for maintenance of Paths & Trails that is separate from Roads*.

Over the past five years (since FYE 2018/19), the Shire of Dardanup has expended an average of **$61,475** against Cost Code 130 (Pavement Repair - General):

Cost Centre	Road Maintenance	Average	18/19	19/20	20/21	21/22	22/23	23/24 (YTD)	Average Over Length
130	Pavement Repair - General	$61,475	$15,389	$30,512	$32,790	$137,309	$55,556	$97,295	$743.17

Table 6-6 Path Assets Useful Lives, Length and Condition by Surface Type

Based upon prior history, the Shire has therefore delivered (on average) **$743.17 per kilometre** of Operational Maintenance per annum. As noted above, this figure does not include costs for Paths & Trails not associated with Roads, as those costs have been absorbed into the maintenance costs of the Park or Reserve containing the Paths.

The true cost of Operational Maintenance for Paths & Tails therefore cannot be fully accounted for at this time and is likely to be (marginally) higher than the quoted figure. This fact notwithstanding, for the purposes of determining Whole of Life Cost estimates from which to make future Budget recommendations for the existing Paths & Trails network, the identified **$743.17 per kilometre** will be used.

Shire of Dardanup Administration Policy AP 008 – Significant Accounting Policy defines the Useful Life of Assets at a component level. The relevant Useful Lives for Paths & Trails are:

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Unit Rate ($ per m²)
Pathways	Asphalt	20	$70
	Concrete	50	$140
	Paving	25	$207
	Limestone	15	$20
	Timber	30	$150

Table 6-7 Path Assets Useful Lives and Unit Rates by Surface Type

Important Note: The above Unit Rate costs (and all subsequent cost calculations) assume the provision of the footpath only. The costs of provision of kerb and/or stormwater channel are addressed in the Asset Management Plan – Roads.

For the purposes of calculation of Funding Provision, the average Useful Life of all components across all Path assets, as per the most recent Revaluation of the Asset (June 2022) has been adopted, (equal to @44.49 years).

The primary Renewal methodology for Paths (of all types) is replacement at End of Life (i.e. mid-life Preservation renewal is not generally undertaken).

Consideration of the knowledge detailed above enables estimation of the Whole of Life Cost funding needs of the existing Paths & Trails assets as shown below:

Idealised Whole of Life Funding Estimate – Existing Paths & Trails Network (in FYE 2024 $ Terms)	
Current Replacement Cost:	19,246,047
Current Fair Value:	13,096,805
Current Network Length (m):	82,720.20
Nominal Useful Life:	44.49
Requirement	**Estimate (In the Order Of)**
Operations and Maintenance	
Annual Allowance for Operations & Maintenance (5 Year Shire of Dardanup Average = $743.17 per km):	$61,475
Whole of Life (WoL) Operations & Maintenance:	**$2,735,030**
Initial Construction Cost (from Reserves and/or Grants)	
(Not Relevant – Existing Assets)	$0
Capital Renewals over 44.49 Years	
Replace Paths at end of Useful Life (per AP 008)	
0.9x Concrete @ 50 Years	$15,651,168
3x Limestone @ 15 Years	$1,269,193
1.8x Paving @ 25 Years	$960,359
2.2x Asphalt @ 20 Years	$1,229,276
1.5x Timber @ 30 Years	$136,050
Whole of Life (WoL) Capital Cost:	**$19,246,047**
WoI Capital Cost Less Accumulated Depreciation:	$0
Capital Expense Per Annum:	$432,593
Depreciation	
Annual Depreciation Expense:	$432,593
Accumulated Depreciation (over Nominal Life):	**$19,246,047**
Whole Of Life Funding Need (Increase per Annum)	
Total On-Ground Cost (WoL Capital Cost Less Accumulated Depreciation) Plus O&M:	**$2,735,031**
Annualised On-Ground Cost	**$61,475**
Total Annual Cost (Depreciation, O&M plus Capital)	**$926,660**
Total Annual Cost Per Kilometre	**$11,202**

Table 6-8 Idealised Whole of Life Costs – Existing Paths & Trails Network

As demonstrated in the analysis presented in provided in Table 6-8 above, the **Annualised On-Ground Cost** for Renewals, Operations and Maintenance of the current Paths & Trails portfolio should be in the order of **$61,475 plus CPI per annum**.

Capital renewals should be allowed for in the order of **$432,493** per annum. These costs should be 100% offset by accumulation of Depreciation at a rate of **$432,493** per annum resulting in a **Total Annual Cost per Kilometre of $11,202**.

Putting this into context, the FY 2024/25 Budget allocation for Paths & Trails are as follows:

Asset Class	Asset Scale (km)	Annual Depreciation	Annual Expenditure							
			Capital ($K)				Operations & Maintenance 2023-24 *	Total On-Ground Expense	Total Annual Cost (Depreciation, O&M plus Capital) ($k)	Total Annual Cost pr Km ($k)
			Renewal	Upgrade	Expansion	Total	($K)			
Paths & Trails	82.72	$460,000	$158,960	$0	$76,176	$235,136	$97,295	-$50,996	$715,858	$8,654

Table 6-9 FY 2023/24 Budget Allocations – Paths & Trails Network

** Note: Paths & Trails Operations & Maintenance Budget is included with the Roads Maintenance Budget – Amount shown is therefore stated as equivalent to YTD expenditure as at May 2024.*

$715,858 to service an **82.72 km** network equates to a **Total Annual Cost per Kilometre of $8,654 per km** of path. This is approximately **77%** (or just over three quarters) of the idealised level of expenditure ($11,202). In addition, allocation of current

budgets between Operations & Maintenance and Capital Renewals is not in line with the Idealised model:

- Current allocation for **Depreciation** is **$460,000** versus the idealised estimate of **$432,493**. This is approximately **106%** of the recommended level. This variance is primarily driven by greater rigour in estimation of Useful Lives within this document by comparison to the previous Revaluation (which appears to have used a single Useful Life (20 years) across all material types). This may be an opportunity for improvement in future Revaluations.
- Current allocation to **Operations & Maintenance** is **$97,295** versus the recommended **$61,475**. As these are primarily Reactive Maintenance costs, this overspend is likely due to the need for urgent repairs arising from an accumulation of defects due to lower levels of Capital Renewals in prior years (see Table 6-5 above).
- The Current Budget allows for a significant amount of (**$76,176**) network **Expansion** works (amounting to **32.4%** of the Total Budget). While such works are sometimes necessary, funding them generally comes at the expense of Renewals, and has future cost implications in terms of subsequent Renewals of an expanded asset.

As a result, the level of reinvestment in the Existing Asset (as opposed to creation of additional asset) is less than necessary to prevent a decline in the Level of Service of the overall network. The calculated Sustainability Ratio under the Current Budget is **0.35** (Zero Point Three Five).

COMMENT:	It is recognised that achieving the optimal level of renewals expenditure (an increase in the order of 29.5% over the present planned Capital expenditure) is unrealistic and unaffordable in the short to medium term.
Recommendation:	*To bridge the gap between the Idealised renewal programme and the affordable level of cost, the Shire of Dardanup should adopt a policy of progressive development towards a Pragmatic Target Sustainability Ratio of **0.78** for Paths and Trails.*

Achievement of the above Recommendation implies that incremental adjustments in both the available 'Operations and Maintenance' and 'Capital Renewals' budget will be required to progressively align these budgets towards the values proposed in the Idealised Model ($23 Thousand reduction and $174 Thousand increase per annum respectively).

SR Ratio Scenarios Annual Expenditure by Type	Idealised Annual Expenditure - Current Portfolio ($k)	Actual Annual Budget -Current Portfolio ($k) (Average Over 10 Years)	Pragmatic Target SR Optimised Annual Expenditure - Current Portfolio ($k)
Depreciation	433	460	433
Operations & Maintenance	61	97	75
Renewals	433	159	332
Upgrades	0	0	0
Expansion	0	76	28
Total Asset Expense Per Annum	927	792	867
Total Cost per Km	**11.2**	9.58	10.48
Whole of Life (WoL) Capital Cost:	433	433	433
Total Capital (Less Depreciation) Expense Per Annum	433	235	360
SR Attributable Expenditure (allow Renewal + 20% of Upgrade):	433	159	337
Additional Renewals Expenditure Required to fully fund W0L:	0	274	95
SR Ratio Outcome:	**1.00**	**0.35**	**0.78**

Table 6-10 – Proposed Pragmatic Target SR (0.98) Cost Allocations

Funds for these incremental increases will be obtained from:

- A reduction in Depreciation allocation to $433 Thousand per annum.
- A reduction of own resources funded Capital Expansion/Upgrade activity.
- Increased surveillance of the network to detect issues prior to failure will be implemented, leading to a reduction in reliance upon Reactive maintenance, and
- All savings redirected to Renewals activities.

	Pragmatic Change Vs. Current Amount ($k)	Pragmatic Change %
Operations & Maintenance	-23	-23.2%
Renewals	174	108.6%
Expansion/Upgrade	-48	-63.1%
Additional Funds Required	102	12.9%
Total Asset Expense Per Annum	75	9.4%

Table 6-11 – Budget Adjustment Required to Deliver Proposed Pragmatic Target SR (0.78) Cost Allocations

As noted in Table 6-11 above, achieving the proposed Pragmatic Target SR Ratio would require a Nett Increase in own-resources funds for Paths &Trails in the order of **$102,000** in addition to redirection of savings from Operations and Expansion. These funds are primarily required to increase the rate at which the asset can be renewed.

It should be noted that the above Pragmatic Target SR solution will still result in a shortfall in Capital Renewals in the Paths & Trails portfolio in the order of $94 Thousand per annum.

The long-term effect of each of the three modelled scenarios on the probable future Fair Value of the **Existing** Paths & Trails network (i.e., excluding future acquisitions which may currently be proposed but which may or may not arise) are shown below:

- Under the **Current Budget (SR = 0.35)** the asset Fair Value will decline by (in the order of) $4.58 Million (@35% of Current Fair Value) over the next 25 years to result in future Fair Value of approximately $8.5 Million. This will likely result in the Average Condition of the Network falling from just below the midpoint of Range 2 (two) at Present to just above the lower bound of Range 3 (three) (approaching Range 4) by 2048,
- The **Pragmatic Target (SR = 0.78)** reduces the rate of decline to $2.54 Million (@19.4% of Current Fair Value) to result in future Fair Value of approximately $10.9 Million. This will likely result in the Average Condition of the network falling from the just below the midpoint of Range 2 (two) at present to the upper quartile of Range 3 (three) by 2048; and
- The **Idealised Model (SR = 1.0)** holds the Current Network Asset Fair Value in its current state (Average Condition of the Network remains just below the midpoint of Range 2 (two) until at least 2048.

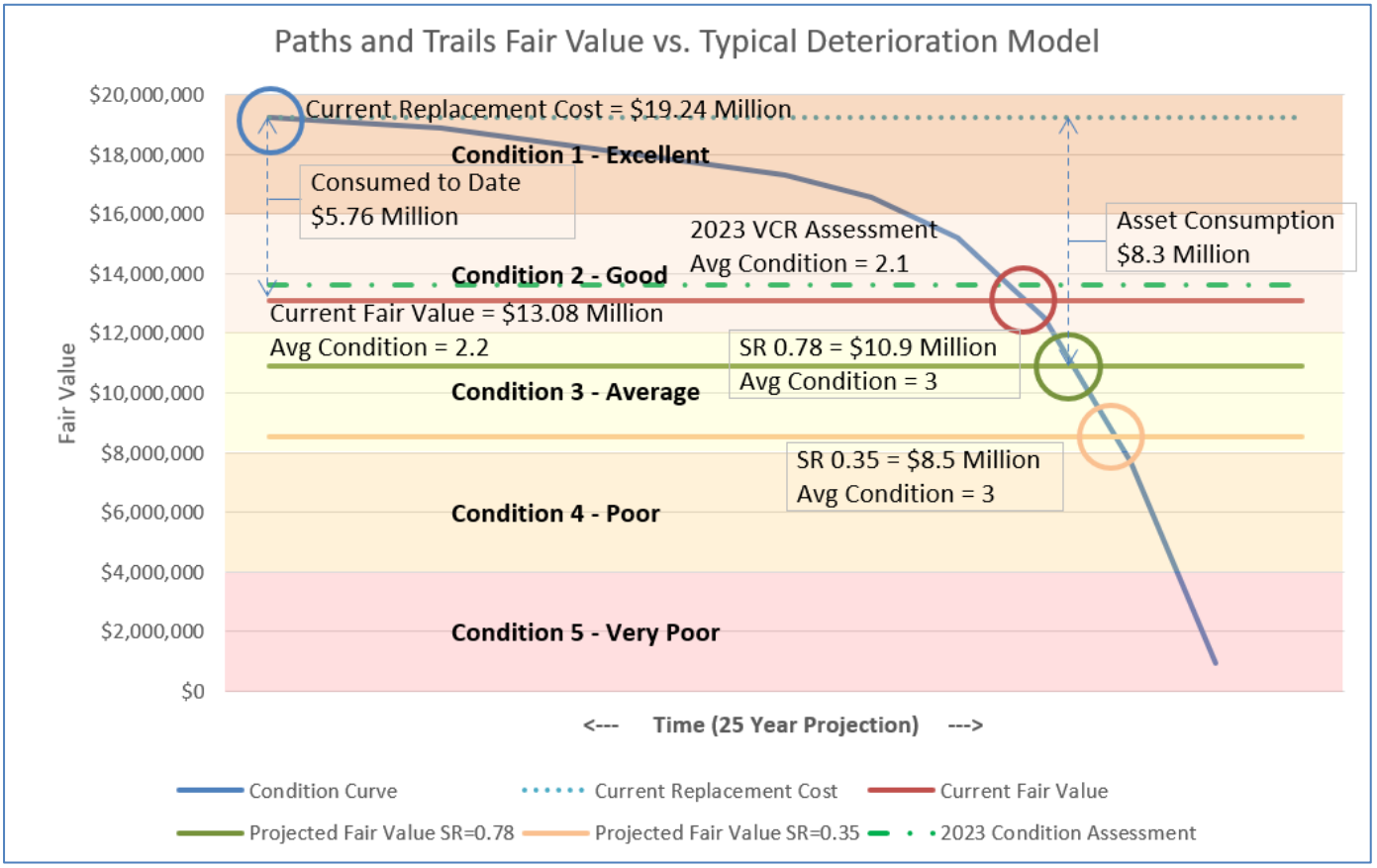


Figure 6-4 Future Asset Condition Projection – Pragmatic SR = 0.78

6.2.2 Distribution of Network Capital Expenditure

To ensure the sustainable management of the Paths and Trails Network, and to replace the entire Paths and Trails Network in accordance with the Useful Lives as set out in Policy AP008 Significant Accounting Policy, planning for Capital expenditure should aim to deliver the following approximate volume of treatments per annum (more or less dependent on specific needs):

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Sum of Length (m)	Annual Treatment over Life (m)
Pathways	Concrete	50	62,899.90	1258
	Limestone	15	14,263.80	951
	Paving	25	1,303.50	52
	Asphalt	20	3,947.20	197
	Timber	30	305.8	10
			82,720.20	**2469**

Table 6-12 Annual Path Treatment Volume by Surface Type

6.2.3 Upgrades and Expansion

Upgrade and Expansion works are those that create a new asset that did not previously exist or which alter an existing asset to deliver a Level of Service that it was not originally intended to provide. They may result from growth, social or environmental needs. 'Gifted' assets may also be acquired at minimal initial cost to the Shire from land development.

The Shire of Dardanup currently provides for the acquisition of new Paths and Trails from the following sources and types:

- Dual Use Paths from Subdivision Developments ('Gifted Assets'),
- In-fill ('Missing Links') of all types from own resources,
- POS Paths primarily from Subdivision Developments but also (some) from own resources, and
- Off-road Cycle Paths and Walking Trails primarily from own resources with Grant support.

6.2.3.1 Pedestrian Footpaths and Dual Use Paths (Cycleways)

The overwhelming majority of new pedestrian footpaths and dual use paths (Cycleways) created in the Shire of Capel are delivered through 'Green Fields' sub-divisional development activity. In addition to expansion through subdivisional activity, the Shire of Dardanup Paths Strategy 2017 identifies several 'Missing Links' within the existing Paths network which were intended to be constructed over time using the Shire's own resources.

The projected growth for this asset hierarchy class is therefore derived primarily from existing Structure Plans with presumed quantities of network construction derived from the WAPC Liveable Neighbourhoods guidelines, along with specific quantities of outstanding in-fill ('Missing Links') construction (as of October 2024) where these have been identified.

6.2.3.1.1 Subdivision Development

Footpath construction within subdivisions typically occurs in conjunction with the creation of new Roads. Footpath requirements for subdivisions are (therefore) defined along with the relevant Road asset hierarchy classes in Section 3 of the Shire of Dardanup Roads Asset Management Plan 2024 - 2034.

Footpath construction related to adjacent Road Hierarchy class is allowed for in accordance with the following table:

Shire of Dardanup Road Hierarchy Class	# Sides	Layout	Minimum Width (s)	Approximate Ratio: Minimum Area of Path to Length of Path
District Distributor Urban	2	Dual use path on one side with pedestrian footpath on the other.	2.5m and 1.5m	@4,000 m^2 path to 1 km Path
Local Distributor Urban	2	Dual use path on one side with pedestrian footpath on the other.	2.5m and 1.5m	@4,000 m^2 path to 1 km Path
Local Distributor Urban	1	Pedestrian footpath only	1.5m	@1,500 m^2 path to 1 km Path
Urban Local Paths 1	1	Pedestrian footpath only	1.5m	@1,500 m^2 path to 1 km Path

Table 6-12 Footpath Provision Allowances

For all other classes of Road, the provision of new footpaths and cycleways is optional and (therefore) not predictable.

Notwithstanding this caveat, it is necessary for future planning to develop an understanding of the approximate minimum measure and value of future footpath construction. This can best be derived from an evaluation of the costs of recent subdivision activity, along with a determination of the quantum of assets delivered from these works.

Section 3 of the Shire of Dardanup Roads Asset Management Plan – 2024 - 2034 details a methodology for estimation of the potential length of each Road hierarchy class likely to be delivered during the currency of this plan by reference to the existing approved (but currently unconstructed) Structure Plans compared to the Millbridge subdivision as a reasonable model for future developments.

This methodology can be extended to provide a basis for projection of potential Paths assets acquisition by using the probable length of Road acquired multiplied by the expected area of footpath to be delivered per kilometre of Road (as noted in Table 6-12 above).

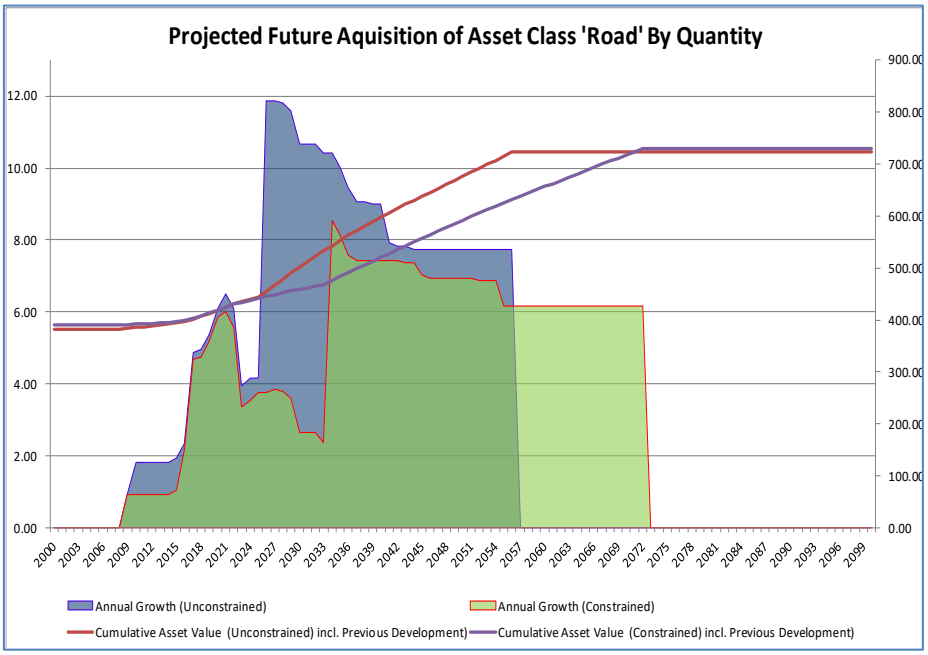


Figure 6-5 Future Road Acquisition from Subdivision ***(from Roads AMP 2024 - 2034)***

Shire of Dardanup Road Length in Millbridge by Hierarchy Class	Total Length in Example Subdivision (Millbridge) (km)	Total Length in Example Subdivision (Millbridge) (%)	Probable Annual Road Construction (km)	Length of New Path per km of Road (km)
Distributor Urban	2.566	11.73%	0.33	0.66
Local Distributor Urban	1.037	4.74%	0.13	0.26
Urban Local Roads 1	5.554	25.40%	0.71	0.71
Urban Local Roads 2	12.712	58.13%	1.62	1.62
	21.869	**100.00%**	**2.79**	**3.25**

Table 6-12 Footpath Provision Allowances

Shire of Dardanup Administration Policy AP 008 – Significant Accounting Policy defines the Useful Life of Assets at a component level. The relevant Useful Lives for Paths & Trails are:

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Unit Rate ($ per m2)
Pathways	Concrete	50	$70
	Limestone	15	$135
	Paving	25	$207
	Asphalt	20	$20
	Timber	30	$150

Table 6-13 Path Assets Useful Lives and Unit Rates by Surface Type

Important Note: The above Unit Rate costs (and all subsequent cost calculations) are based upon the best available information at the time of writing. Significant movements in these Unit Rates have occurred since the end of the COVID 19 Emergency, and therefore all projections should be considered Indicative.

The following projections assume the provision of the footpath only. The costs of provision of kerb and/or stormwater channel are addressed in the Asset Management Plan – Roads.

Extrapolation of the probable length by Construction Type of Path that is likely to be delivered (based upon the ratio of surface types in the current network) indicates:

Surface Type	Total Length (Current Network (m)	Total Network %	Probable Annual Path Construction by Type (m) (3,249.7m x Total Length %)	Probable Annual Construction Value
Concrete	62,899.9	76.0%	2,471	667,197
Limestone	14,263.8	17.2%	561	16,812

Paving	1,303.5	1.6%	51	21,197
Asphalt	3,947.2	4.8%	155	21,714
Timber	305.8	0.4%	12	3,600
	82,720.2	**100.00%**	**3,249**	**730,520**

Table 6-14 Potential Future Annual Footpath and Dual Use Path Acquisition by Type

For the purposes of calculation of Funding Provision for the above level of acquisition, the average Useful Life of all components across all Path assets, as per the most recent Revaluation of the Asset (June 2022) has been adopted, (equal to **@44.49 years**).

The primary Renewal methodology for Paths (of all types) is replacement at End of Life (i.e. mid-life Preservation renewal is not generally undertaken).

From the above assessment, (assuming that all current Structure Plans are delivered within the expected timeframes) the Shire of Dardanup should plan to receive (in the order of) **3,250 linear metres (3.2 km)** of new urban footpath (of all types) per annum from subdivision development at an approximate cost of **$0.68 Million per annum** (at FYE 2024 Unit Rates).

Using the above knowledge, it is possible to derive an approximate Whole of Life Cost Estimate based upon the likely scale and value of future urban Path construction that the Shire should make allowance for, as detailed below:

Idealised Whole of Life Funding Estimate – Future Pedestrian Footpaths and Dual Use Paths (in FYE 2024 $ Terms)	
Value of Path Acquired Per Annum:	730,520
Length of Path Acquired (m) Per Annum:	3,249.70
Nominal Useful Life:	44.49
Requirement	**Estimate (In the Order Of)**
Operations and Maintenance	
Annual Allowance for Operations & Maintenance (5 Year Shire of Dardanup Average = $743.17 per km):	$2,415
Whole of Life (WoL) Operations & Maintenance:	**$107,447**
Initial Construction Cost	
(Not Relevant – 'Gifted Assets' accounted for as Non-Cash Contributions)	**0**
Capital Renewals over 44.49 Years	
Replace Paths at end of Useful Life (per AP 008)	
0.9x Concrete @ 50 Years	$600,477
3x Limestone @ 15 Years	$50,436
1.8x Paving @ 25 Years	$38,154
2.2x Asphalt @ 20 Years	$47,771
1.5x Timber @ 30 Years	$5,400
Whole of Life (WoL) Capital Cost:	**$742,238**
WoI Capital Cost Less Accumulated Depreciation:	$11,719
Capital Expense Per Annum:	$16,683
Depreciation	
Annual Depreciation Expense:	$16,420
Accumulated Depreciation (over Nominal Life):	**$730,520**
Whole Of Life Funding Need (Increase per Annum)	
Annual On-Ground Cost (WoL Capital Cost Less Accumulated Depreciation) Plus O&M::	**$119,165**
Total Annual Cost (Depreciation, O&M plus Capital)	**$35,518**
Total Annual Cost Per Kilometre	**$10,930**

Table 6-16 Idealised Whole of Life Costs – Future Pedestrian Footpath and Dual Use Path Acquisition

Notes:

1. *Assumes that all Structure Plans (**including the proposed City of Wanju**) are delivered in accordance with current proposed timelines.*
2. *Paths acquired from Subdivision are 'Gifted Assets'. Allowance for Initial Construction Costs are therefore not required as funding for construction will be carried out by others. Costs for Depreciation and future renewals must still be allowed for.*
3. *Operations and Maintenance have been calculated based upon the average expenditure recorded against Cost Code 130 (Pavement Repair General) between FYE 18/19 and FYE 23/24 ($61,475) divided by the length of the existing network (82.7 km) = $743.17 per linear kilometre.*
4. *Capital Renewals are partially funded from Accumulated Depreciation. As Accumulated Depreciation is calculated to provide for replacement of the asset at end of life, any other renewal activities (e.g. asphalt reseals, mid-life rehabilitation etc.) must therefore be funded from the Shire's own sources funds (a combination of Accumulated Reserves, Grants from State and Federal Agencies and Municipal Funds).*

   Any difference between Total Capital and Operational Expenditure and the available own sources funds is generally referred to as 'The Gap'.
5. *The above Estimates are based on Reported 2024 adjusted 2022 Revaluation Current Replacement Costs provided by TELIS Pty Ltd.*
6. *Costs as presented are in 'Todays Dollar Terms' i.e. No allowance has been included for CPI.*

Providing an optimised cash-flow to fund all expenses (Depreciation plus O&M plus Capital) for newly acquired urban Paths acquired from subdivision over an average 44.49-year useful life would therefore require budget increments amounting to (in

the order of) **$35,518 per annum** (assuming 3.2 km acquired) or **approximately $10,930 per kilometre in FY 2023/24 Dollar Terms** of new Path acquired.

6.2.3.1.2 In-Fill ('Missing Links')

A list of proposed network in-fill ('Missing Links') projects were identified within the previous Asset Management Plan 2016-2026 Pathways. The intent of this type of development is to progressively interconnect disparate sections of footpath into the overall network with the intent to:

- Promote and encourage walking as a sustainable and preferred mode of transport for short trips to work, shops, school and for recreation.
- Reduce the risk of conflict between pedestrians and motor vehicles; and
- Improve the amenity, accessibility and safety of the footpath network so they are accessible for all users.

Since 2016, the Shire has progressively delivered most (but not all) of the identified 'Missing Links'. As of April 2024, the following in-fill projects remain to be delivered from the originally identified list:

Future In-Fill Footpath and Dual Use Path (from 2017 Path Strategy)						
Location	**From - To**	**Surface Type**	**Length (m)**	**Width (m)**	**Area (M2)**	**Approximate Cost**
Eagle Crescent	Foster Street - Hamilton Road	Concrete	357.01	2.2	785.42	$106,032
Eaton Drive	Blue Wren Drive - Lofthouse Drive	Concrete	200.91	2.3	462.09	$62,383
Eaton Drive	Millbridge Boulevard - Jindalee Way	Concrete	646.58	2.8	1810.42	$244,407
Ferguson Road	Charlotte Street - Oval	Concrete	411.43	2.3	946.29	$127,749
Hamilton Road	Bobin Street - Eaton Drive	Concrete	718.3	1.8	1292.94	$174,547
Hamilton Road	Bobin Street - Eagle Crescent	Concrete	72.56	1.8	130.61	$17,632
Illawarra Drive	Endicott Boulevard - Flinders Street	Concrete	286.15	2.2	629.53	$84,987
La Trobe Street	End - Illawarra Drive	Concrete	80.48	2	160.96	$21,730
Leake Street	Camfield Street - Pratt Road	Concrete	101.02	2.2	222.24	$30,003
Leake Street	Jersey Place - Bryant Street	Concrete	41.4	2.2	91.08	$12,296
Leake Street	Bryant Street - Camfield Street	Concrete	107.39	2.3	247.00	$33,345
Monash Boulevard	End - Illawarra Drive	Concrete	44.17	2	88.34	$11,926
Montgomery Drive	Hamilton Road - Yeoman Court	Concrete	127.66	2.2	280.85	$37,915
Montgomery Drive	Yeoman Court - Lofthouse Avenue	Concrete	240.83	2	481.66	$65,024
Murdoch Crescent	Margaret Circle - Margaret Circle	Concrete	78.12	2.3	179.68	$24,256
O'Meara Drive	Shenton Road - Gardiner Street	Concrete	293.94	2.3	676.06	$91,268
Pecan Lane	Fuchsia Gardens - Cottonwood Gardens	Concrete	90.07	3	270.21	$36,478
Scott Street	Casuarina Street - Lucretia Street	Concrete	94.62	3	283.86	$38,321
Watson Street	Eaton Drive - Pratt Road	Concrete	334.77	2	669.54	$90,388
			4,327.4		**9,708.8**	**$1,310,686**

Table 6-17 Currently Identified In-Fill Footpath and Dual Use Paths

The Shire of Dardanup is not committed to delivery of the proposed In-Fill ('Missing Links') projects, and **none of the above potential projects are currently included within the Shire's Long-Term Financial Plan** 2024-2039. However, it remains necessary to provide guidance on potential additional future costs associated with the proposed projects, should Council choose to consider these items as a priority at some time in the future.

Idealised Whole of Life Funding Estimate – Future In-Fill Footpaths and Dual Use Paths (in FYE 2024 $ Terms)	
Total Currently Identified In-Fill Path Value	$1,310,686
Value of Path Acquired Per Annum (over 20 Years):	65,534
Length of Path Acquired (m) Per Annum:	216.37
Nominal Useful Life:	44.49
Requirement	**Estimate (In the Order Of)**
Operations and Maintenance	
Annual Allowance for Operations & Maintenance (5 Year Shire of Dardanup Average = $743.17 per km):	$161
Whole of Life (WoL) Operations & Maintenance:	**$7,154**
Initial Construction Cost	
Construct New In-Fill Paths (excl. CPI) with Own-Sources Funds	$65,534
Capital Renewals over 44.49 Years	
Replace Paths at end of Useful Life (per AP 008)	
0.9x Concrete @ 50 Years	$58,981
3x Limestone @ 15 Years	
1.8x Paving @ 25 Years	
2.2x Asphalt @ 20 Years	
1.5x Timber @ 30 Years	
Whole of Life (WoL) Capital Cost:	**$124,515**
Wol Capital Cost Less Accumulated Depreciation:	$58,981
Capital Expense Per Annum:	$68,333
Depreciation	

Annual Depreciation Expense:	**$66,135**
Accumulated Depreciation (over Nominal Life):	**$69,967**
Whole Of Life Funding Need (Increase per Annum)	
Total On-Ground Cost (WoL Capital Cost Less Accumulated Depreciation) Plus O&M:	**$66,135**
Total Annual Cost (Depreciation, O&M plus Capital)	**$135,501**
Total Annual Cost Per Kilometre	**$626,247**

Table 6-18 Idealised Whole of Life Costs – Future Pedestrian Footpath and Dual Use In-Fill ('Missing Links') Acquisition
*Note: The above analysis assumes that the currently outstanding In-Fill Paths are to be delivered over a period of **twenty (20)** years.*

Providing an optimised cash-flow to fund all expenses to acquire all currently identified In-Fill Paths (Depreciation plus O&M plus Capital) over a twenty year period, assuming an average 44.49-year useful life would therefore require budget allocations amounting to (in the order of) **$135,501 per annum** (assuming 0.22 km acquired per annum) or **approximately $626,247 per kilometre in FY 2023/24 Dollar Terms** of new Path acquired.

6.2.3.2 Off-Road Trails

Off-road trails within the Shire of Dardanup consist of the following hierarchy classes:

Shire of Dardanup Path Hierarchy Class	General Location
Cycle Path 2	Off-Path Cycle Paths
Bridle Trail	Off-Path Bridal Trail
Regional POS Path	Paths within POS that interconnect similar paths within other Shires at a Regional level. Intended for recreation and other mixed use by pedestrians, cyclists, and e-rideables.
POS Path	Pedestrian paths within reserves designated as Public Open Spaces
Walking and Hiking Trail	Pedestrian paths within reserves NOT designated as Public Open Spaces
Heritage Trail	Walking trails and driving routes in urban and rural settings that are identified in most cases by signage and guidebooks as relating to cultural heritage.

With the notable exception of POS Paths, planning for creation of these assets is conducted primarily through community feedback and Strategic Directions of Council.

6.2.3.2.1 POS Paths

POS paths are (typically) developed through subdivision, with the specific location, layout, and construction methodology largely at the discretion of the Developer.

While the Shire does have some input into the creation of these assets (by way of engagement at the Master Planning, design compliance, technical review and practical completion phases), the purpose and future use of the path are often secondary considerations to the Developer's economic driver, (i.e. the product marketability of the subdivision and the promotion and sale of surrounding Lots.)

POS paths are also (less often) developed as specific projects of Council such as town centre developments (e.g. the Shire of Dardanup Civic Precinct) or POS redevelopment/upgrades (e.g. Carramar Park, Dardanup). Costs for paths within such projects are included within the overall project budget and scheduled within Council's Long Term Financial Plan (LTFP).

As a result, it is not possible to predict the exact length, location or construction methodology of future POS Path in advance of delivery by the Developer (with any certainty). That said, it is still necessary to provide the Shire with an estimate of potential length of such Path upon which to base long term financial planning decisions.

As of April 2024, the Shire of Dardanup Paths Asset Register includes **13,809 linear metres (13.8 km)** of POS Path. Approximately **4,426 linear metres (4.4 km)** of proposed additional POS Path has been identified for future construction as part of subdivision (primarily in and around the Parkridge Estate). Based upon information received by the Shire from the Developers, it is expected that this Development will reach completion over the next **10 (ten) years**.

Assuming that all proposed additional POS Path is delivered, (in the location and style originally proposed) this will represent an increase in the existing POS Path network length of approximately **32%**.

> **Important Note:** This allocation does not include any allowance for POS Path that may arise in the proposed City of Wanju, pending final delivery of an approved Structure Plan.

The length, type, and probable cost of (currently identifiable) proposed POS Path through subdivision is detailed below:

Future POS Path (Current Structure Plan Proposals)						
Surface Type	Length (m)	Width (m) (Assumed)	Area (m2)	Unit Rate ($ per m²)	Approximate Cost	Approximate Cost per Annum
Asphalt	384.6	2	769.2	$67	$51,536	$5,154
Concrete	500.2	2	1000.4	$125	$125,050	$12,505
Limestone	3,486.3	1.5	5229.45	$19	$97,738	$9,774
Timber	54.4	2	108.8	$150	$16,320	$1,632
	4,425.5		**7107.85**		**$290,645**	**$29,064**

Table 6-19 Potential Future POS Path Acquisition

Assuming that all proposed POS Path from current Structure Plans is delivered within the next **ten (10)** years, this suggests that the Shire of Dardanup should plan for additional incremental provisions in the Shire's Annual Budgets for:

Idealised Whole of Life Funding Estimate – Future POS Paths (in FYE 2024 $ Terms)	
Value of Currently Identifiable Future POS Path:	290,645
Value of In-Fill Path Acquired Per Annum (over 10 Years):	29,065
Length of In-Fill Path Acquired (m) Per Annum:	442.55
Nominal Useful Life:	44.49
Requirement	**Estimate (In the Order Of)**
Initial Construction Cost (POS Paths)	
(Not Relevant – 'Gifted Assets' accounted for as Non-Cash Contributions)	0
Operations and Maintenance	
Annual Allowance for Operations & Maintenance (5 Year Shire of Dardanup Average = $743.17 per km):	$329
Whole of Life (WoL) Operations & Maintenance:	**$14,632**
Capital Renewals over 44.49 Years	
Replace Paths at end of Useful Life (per AP 008)	
0.9x Concrete @ 50 Years	$11,255
3x Limestone @ 15 Years	$29,321
1.8x Paving @ 25 Years	$0
2.2x Asphalt @ 20 Years	$11,338
1.5x Timber @ 30 Years	$2,448
Whole of Life (WoL) Capital Cost:	**$54,362**
Wol Capital Cost Less Accumulated Depreciation:	$25,297
Capital Expense Per Annum:	$1,222
Depreciation	
Annual Depreciation Expense:	$653
Accumulated Depreciation (over Nominal Life):	**$29,065**
Whole Of Life Funding Need (Increase per Annum)	
Total On-Ground Cost (WoL Capital Cost Less Accumulated Depreciation) Plus O&M:	**$569**
Total Annual Cost (Depreciation, O&M plus Capital)	**$2,204**
Total Annual Cost Per Kilometre	**$4,980**

Table 6-20 Idealised Whole of Life Costs – Future POS Path Acquisition

*Note: The above analysis assumes that the currently outstanding POS Paths from Subdivision are to be delivered over a period of **ten (10)** years (assumes that Millbridge and Parkridge Subdivisions are fully built out by 2035).*

Providing an optimised cash-flow to fund all future expenses for (currently identifiable) proposed POS Paths (Depreciation plus O&M plus Capital) over an average 44.49-year useful life would therefore require budget increments amounting to (in the order of) **$2,204 annum** (assuming @0.44 km acquired per annum) or **approximately $4,980 per kilometre in FY 2023/24 Dollar Terms** of new POS Path acquired.

6.2.3.2.2 Cycle Paths

The Shire of Dardanup Local Bike Plan was prepared in 2022/2023 and adopted by Council at its March 2023 OCM (***Decision number 48-23***). The principal purpose of the Plan is to provide the basis for applications for Grants as and when they become available through the Department of Transport to support the design and construction of (primarily) off-road cycling initiatives identified by the community.

The Shire of Dardanup Local Bike Plan identifies and provides indicative costs for potential Capital Works projects that would deliver **14.85 kilometres** of new cycle paths at a total cost of **$2,967,000 (in FY 2022 terms).** This amount includes Design and Studies related to construction that will be Capitalised as part of the acquisition cost of the assets.

The length, type and probable cost of proposed Cycle Path identified through the Shire of Dardanup Local Bike Plan is detailed

below (***Note: Costs as shown are as per Consultant recommendation, Unit Rates therefore differ from Shire current Unit Rates***):

Future Cycle Path (from Local Bike Plan)					
Surface Type	**Length (m)**	**Width (m) (Assumed)**	**Area (m2)**	**Average Unit Rate ($ per m²)**	**Approximate Cost**
Concrete	3,932	3	11,796	$200	$2,359,200
Limestone	10,921	2	21,842	$28	$607,800
	14,853.0		**33,638**		**2,967,000**

Table 6-21 Potential Future Cycle Path Acquisition

As of April 2024, none of the identified new asset construction has been progressed. Nonetheless, it is necessary for future planning to develop an understanding of the approximate minimum measure and value of future cycle path construction likely to be delivered through implementation of the Plan.

Solely for the purposes of providing a basis of calculation of potential future costs, it has been assumed that all proposed Projects will be delivered over a **twenty (20) year period**. The CPI Inflation adjusted costs of the proposed Projects over this timeframe (assuming commencement in 2024/25) is **$5,055,061.** Note however that the CPI adjusted overall cost of the Local Bike Plan is heavily dependent upon the Start Year of the assumed delivery window – every year that elapses before the program is commenced increases the overall cost by an equivalent number of years of CPI inflation.

An Optimised Cash Flow commencing in 2024/25 that accounts for CPI inflation and that includes ramp-up Reserve Accumulation for both Medium and Long Term Projects for delivery of the Shire of Dardanup Local Bike Plan might resemble the following:

	Total Project Cost to be Delivered per SoD Local Bike Plan - see Action Plan with Costs			
	Short	**Medium**	**Long**	**Total**
Total $ Per Plan (No CPI)	$510,000	$679,000	$1,778,000	**$2,967,000**
Total $ over 20 Years (Incl CPI)	$868,919	$1,156,854	$3,029,288	**$5,055,061**
Optimised Expenditure Pattern (Years)	**Short**	**Medium**	**Long**	**Total**
1	$124,131			$124,131
2	$124,131			$124,131
3	$124,131	$9,640		$133,771
4	$124,131	$19,281		$143,412
5	$124,131	$28,921		$153,052
6	$124,131	$38,562		$162,693
7	$124,131	$48,202	$21,638	$193,971
8		$168,708	$43,276	$211,983
9		$168,708	$64,913	$233,621
10		$168,708	$86,551	$255,259
11		$168,708	$108,189	$276,897
12		$168,708	$129,827	$298,535
13		$168,708	$151,464	$320,172
14			$346,204	$346,204
15			$346,204	$346,204
16			$346,204	$346,204
17			$346,204	$346,204
18			$346,204	$346,204
19			$346,204	$346,204
20			$346,204	$346,204
Totals	**$868,919**	**$1,156,854**	**$3,029,288**	**$5,055,061**
Average	**$124,131**	**$105,169**	**$216,378**	**$252,753**

Table 6-22 Optimised Expenditure Pattern – SoD Local Bike Plan

The above Optimised Expenditure Pattern can be present graphically as shown at right:

Important Note: Indicative timeframes for delivery of proposed Capital projects are given in the Plan only as Short, Medium, or Long term. Council has not committed to delivery of any of the proposed Projects in the absence of corresponding Grant funding.

Therefore Some, None, or All of the proposed acquisition may or may not actually be undertaken in practice.

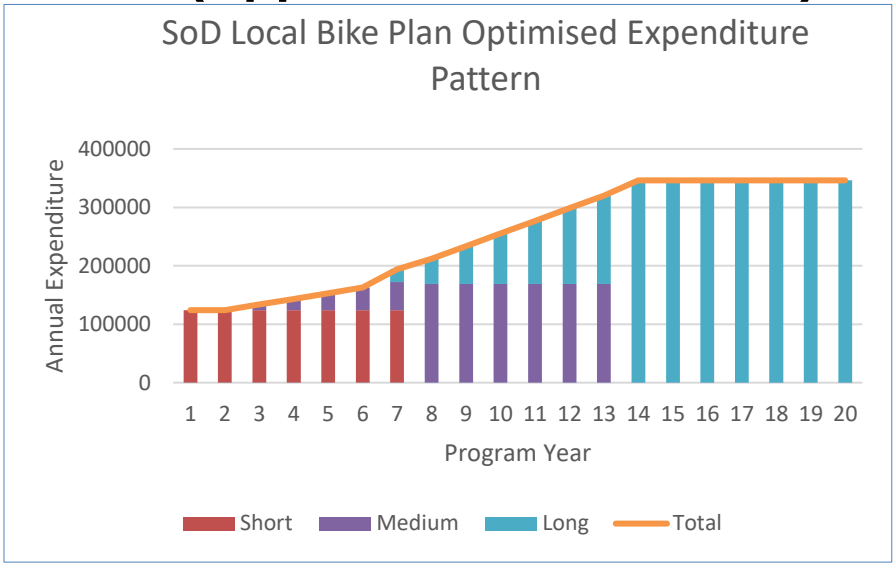


Figure 6-6 Optimised Expenditure Pattern (20 Years) – SoD Local Bike Plan

Acquisition of new Cycle Paths at the above rate therefore implies making additional incremental provisions in the Shire's Annual Budgets for:

Idealised Whole of Life Funding Estimate – Future Cycle Paths (in FYE 2024 $ Terms)	
Value of Currently Identified Future Cycle Path:	2,967,000
Value of Cycle Path Acquired (over 20 Years):	148,350
Length of Path Acquired (m):	742.65
Nominal Useful Life:	44.49
Requirement	**Estimate (In the Order Of)**
Operations and Maintenance	
Annual Allowance for Operations & Maintenance (5 Year Shire of Dardanup Average = $743.17 per km):	$552
Whole of Life (WoL) Operations & Maintenance:	**$24,555**
Initial Construction Cost (from Reserves and/or Grants)	
Construct New Cycle Paths (excl. CPI) with Own-Sources Funds	$148,350
Capital Renewals over 44.49 Years	
Replace Paths at end of Useful Life (per AP 008)	
0.9x Concrete @ 50 Years	$106,164
3x Limestone @ 15 Years	$91,170
1.8x Paving @ 25 Years	$0
2.2x Asphalt @ 20 Years	$0
1.5x Timber @ 30 Years	$0
Whole of Life (WoL) Capital Cost:	**$345,684**
WoI Capital Cost Less Accumulated Depreciation:	$197,334
Capital Expense Per Annum:	$7,770
Depreciation	
Annual Depreciation Expense:	$3,334
Accumulated Depreciation (over Nominal Life):	**$148,350**
Whole Of Life Funding Need (Increase per Annum)	
Total On-Ground Cost (WoL Capital Cost Less Accumulated Depreciation) Plus O&M:	**$152,785**
Total Annual Cost (Depreciation, O&M plus Capital)	**$160,006**
Total Annual Cost Per Kilometre	**$215,453**

Table 6-23 Idealised Whole of Life Costs – Future Cycle Path Acquisition

Notes:

1. *The above analysis assumes that the proposed Paths and trails from the Local Bike Plan are to be delivered over a period of **twenty (20)** years.*
2. *It is proposed that the Local Bike Plan is delivered using the Shire's own resources, supplemented with Grants for external agencies as and when opportunity presents. It is therefore necessary to include the Initial Construction Cost into the Whole of Life Capital Cost assessments since this will be a direct cost to Council (either by way of Reserve draw-down or co-contribution to Grant funded projects).*

Providing an optimised cash-flow to fund all future expenses for proposed Local Bike Plan Cycle Paths (Depreciation plus O&M plus Capital) over an average 44.49-year useful life would therefore require budget increments amounting to (in the order of) **$160,006 annum** (assuming @0.74 km acquired per annum) or **approximately $215,453 per kilometre in FY 2023/24 Dollar**

Terms of new POS Path acquired.

As noted above, delivery of the Shire of Dardanup Local Bike is assumed to be carried out in partnership with the Department of Transport's WA Bicycle Network (WABN) Grants Program (or its successor programs). Currently, the WABN program provides for (up to) **50% of the Total Project Cost**. The remaining 50 per cent can be sourced from a combination of local or Federal Government funds and non-government sources, however **a minimum of 25 per cent must come from the local government.**

Assuming that the Shire of Dardanup is successful in achieving the maximum level of Grant funding for its Local Bike Plan implementation, then the Shire could receive (up to) **$1,483,500 (plus CPI)** or (up to) **$74,175 per annum** (assuming a twenty year program delivery timeframe). In return for the above Grants, the Shire would need to seek additional Grants and/or commit its own resources up to an additional $74,145 per annum, (of which at **least $37,073 must** come from Shire's Reserves or Municipal Funds).

Note that the available Grants allow for the **initial construction** (up to $148,350 per annum) of the proposed Paths **only**. The remainder of the projected $160.000 Total Annual Cost (shown in Table 6-23 above) represents ongoing accumulation of Maintenance and Depreciation expenses which the Shire will need to fund through its own resources.

6.2.3.3 Summary of Provisioning Plan (New Paths & Trails Acquisitions)

This Provisioning Plan is intended to provide **guidance** to the required annual Budget allocations for Paths & Trails that the Shire of Dardanup needs to allow for in its Long Term Financial Plan (LTFP) **to accommodate potential future acquisitions**.

In summary, based upon the analysis of known future Paths & Trails acquisitions that the Shire of Dardanup has currently identified, the Shire should allow for future acquisition of Paths & Trails (of all types) as detailed below:

Asset Type	Flexibility of Expenditure	Delivery Model	Potential Length Acquired (m) per Annum	Potential Value Acquired ($) per annum	Total Annual Cost Increment
Subdivisional Pedestrian Footpaths & Dual Use Paths	Committed (By Structure Plan)	'Gifted Assets' (from Subdivision)	3,250	730,520	$35,518
In-Fill Pedestrian Footpaths and Dual Use Paths	Discretionary (By Council)	Own Resources	216	65,534	$135,501
POS Paths	Committed (By Structure Plan)	'Gifted Assets' (from Subdivision)	443	29,065	$2,204
Cycle Paths & Trails	Discretionary (By Council)	Own Resources	743	148,350	$160,006
Total Annual Expense			**4,651**	**973,469**	**$333,230**
Non-Cash Contribution Estimate				**-759,548**	
Annual WABN Grant Revenue (maximum)				**-$74,175**	**-$74,175**
Shire Own Resources Contribution				**$168,774**	**$259.055**

Table 6-24 Summary of Currently Identified Future Network Expansion

This is to say, the Shire should allow for annual acquisition of new Paths & Trails (of all types) at a rate in the order of (up to) **4,651 metres per annum** at a cost in the order of **$973,469**, resulting in a demand for increases in the Shire's annual Budget Allocations for Paths & Trails (in the order of) **$259,055 (plus CPI) per annum** allowing for **both Financing (Capital Investment & Depreciation) and Operations & Maintenance** (assuming all proposed works are to be undertaken).

Of the above Total Annual Expense, the Shire should allow for:

- **Non-Cash Contributions** for new Paths in the order of **$759,548 per annum**
- **WABN Grants** for new Cycle Trails in the order of $**74,175 per annum**, and
- **Own Resources Contributions** in the order of **$168,774 per annum.**

The above Summary of Currently Identified Future Network Expansion should be considered a **'Worst Case' Scenario**. It assumes that:

- The final City of Wanju Structure Plan is adopted, and that construction commences within the timeframe of this AMP (i.e. within the next 10 years).
- All proposed Paths projects (of all types) will be delivered, and
- The assets will be acquired on an annual basis at a regular rate of acquisition.

The above assumptions may not hold true in actual practice.

COMMENT: It is likely that annual budget increments **in the order of 1% of annual Rate Revenue** for growth in this asset class is unaffordable in the near to medium term.

Recommendation: *The Shire of Dardanup should consider reduction in the quantum or value of Paths received pending increases in the Shire's overall Rate base. This might best be achieved through deferral of Discretionary works to extend the timeframe for delivery to an acceptable limit.*

As noted in Column Two of Table 6-24 above, Council has limited flexibility to alter the quantum or value of new Paths acquired with respect to Subdivisional Pedestrian Footpaths & Dual Use Paths or POS Paths. This is because these assets arise from Planning Conditions imposed upon the Developer of a Subdivision by the WAPC. Their construction quantity and types are therefore subject to the requirements of the WA Liveable Neighbourhoods Regulations and Guidelines.

Council has much greater flexibility in relation to In-Fill ('Missing Links') and off-road Cycle Paths & Trails as these items are recommended outcomes of internally developed proposals based upon community feedback. Council is required to fund the initial construction of these assets from its own resources (including Reserves and Grants). These costs must therefore be included in the overall annual incremental cost, and these assets are consequently much more expensive for Council to procure.

6.2.4 Should Council choose to vary the quantum, value, or timing of the overall Provisioning Plan, it is recommended that these adjustments are made within the relevant 'In-Fill' and 'Cycle Trail' Plans as detailed throughout Section 6.2.2 'Distribution of Network Capital Expenditure

To ensure the sustainable management of the Paths and Trails Network, and to replace the entire Paths and Trails Network in accordance with the Useful Lives as set out in Policy AP008 Significant Accounting Policy, planning for Capital expenditure should aim to deliver the following approximate volume of treatments per annum (more or less dependent on specific needs):

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Sum of Length (m)	Annual Treatment over Life (m)
Pathways	Concrete	50	62,899.90	1258
	Limestone	15	14,263.80	951
	Paving	25	1,303.50	52
	Asphalt	20	3,947.20	197
	Timber	30	305.8	10
			82,720.20	**2469**

Table 6-12 Annual Path Treatment Volume by Surface Type

Upgrades and Expansion' of this AMP.

6.2.5 Asset Disposal

Disposal includes any activity costs associated with disposal of a decommissioned asset including sale, demolition, or relocation. Disposal of Paths & Trails assets occur infrequently but can occur when land boundaries change, or new Paths & Trails are constructed adjoining an existing Paths & Trails.

Assets may become surplus to requirements for a variety of reasons, including:

- under-utilisation, for example due to demographic changes,
- obsolescence due to changed community attitudes or technological change,
- failure to meet changed legal, technical or safety requirements,
- excessive increases in operating or maintenance costs, or
- service provided by more economical means.

Paths and Trails are not generally saleable commodities, even if broken down for recovery of materials. Disposed Paths & Trails are therefore either abandoned in place (if safe) or destroyed. Any remaining Residual Value in the assets are written off at disposal date.

Temporary Paths & Trails closures (even if the closure may be for an extended period) are not considered to be asset disposals as the asset is retained, albeit at a lower level of service.

At the time of writing (May 2024) there no known Paths & Trails disposals currently planned within the Shire.

(Appendix ORD: 12.3.1B)

7 Financial Summary

7.1 Introduction

The Shire of Dardanup is committed to supplying quality services to the community. This section holds the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on the actual cost of delivery of the desired levels of service and current and projected future asset performance.

The Shire's 10 Year Long Term Financial Plan (LTFP) 2021-2031 ensures that decision-making and financial planning are undertaken with future impacts in mind. The LTFP is supported by the detailed 10 Year Program of Works – Paths & Trails (2024 – 34) (included at Appendix F) for Paths & Trails related assets.

7.1.1 Accounting/Financial Systems

Under the WA Integrated Planning and Reporting Framework, the Shire of Dardanup must provide a Long-Term Financial Plan (LTFP.) This is a balanced, forward-looking statement of funding requirements designed to ensure that the Shire can address all its existing and future financial commitments.

The LTFP is informed by the capital and operational maintenance expenditure forecasts of the asset management plans. For the purposes of establishing standardised methodologies and processes for integration of the information contained within the asset management plans and the LTFP, the WA Department of Local Government, Sport and Cultural Industries has endorsed the National Asset Management Assessment Framework (NAMAF.)

The recommended NAMAF information flow is shown below:

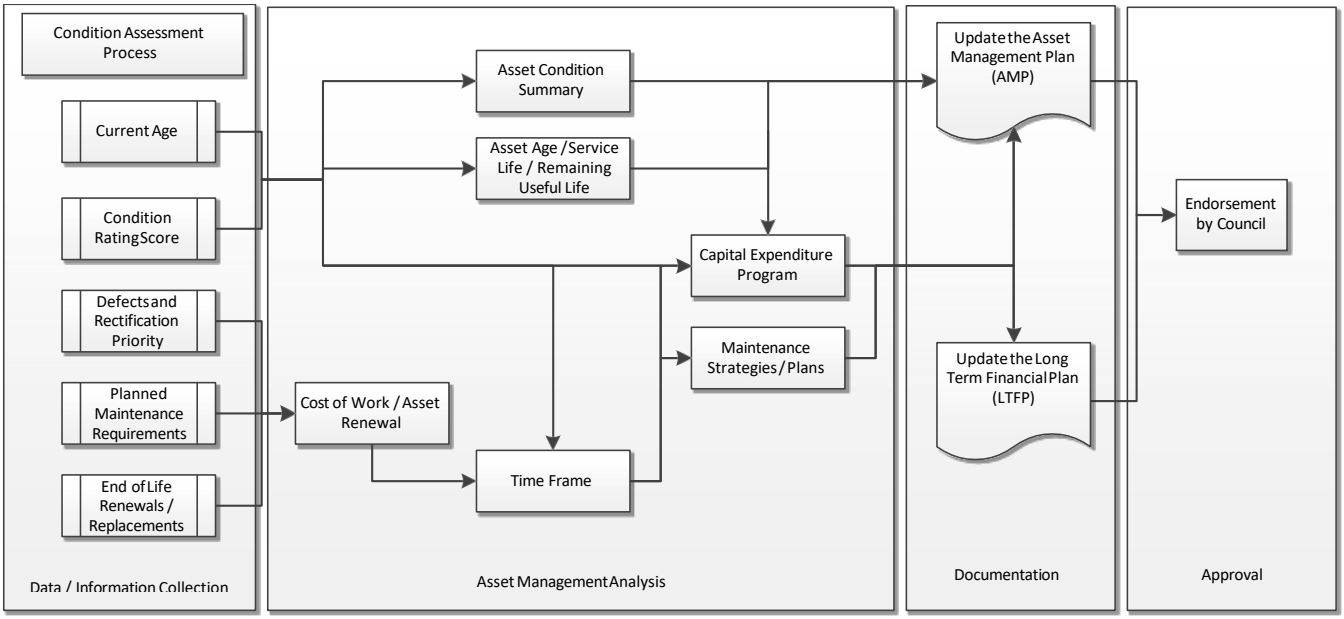


Figure 7-1 NAMAF Integration of Asset Management to LTFP Process

7.2 Funding Needs

7.2.1 The funding needs, for Capital Renewals, Operational Maintenance and Depreciation Expenses of the Current and (probable) future Paths and Trails Network are detailed throughout Sections 6.2.1 'Capital Maintenance (Renewals)' and 6.2.2 'Distribution of Network Capital Expenditure

To ensure the sustainable management of the Paths and Trails Network, and to replace the entire Paths and Trails Network in accordance with the Useful Lives as set out in Policy AP008 Significant Accounting Policy, planning for Capital expenditure should aim to deliver the following approximate volume of treatments per annum (more or less dependent on specific needs):

Shire of Dardanup Path Hierarchy Class	Surface Type	Useful Life (Years)	Sum of Length (m)	Annual Treatment over Life (m)
Pathways	Concrete	50	62,899.90	1258
	Limestone	15	14,263.80	951
	Paving	25	1,303.50	52
	Asphalt	20	3,947.20	197
	Timber	30	305.8	10
			82,720.20	**2469**

Table 6-12 Annual Path Treatment Volume by Surface Type

Upgrades and Expansion' of this AMP. A summary of Recommended expenditure against Current Budget follows:

	(Current Budget SR=0.41)	Existing Network (Pragmatic Solution SR=0.78)	Variance to Current Budget	Future Acquisitions (Annual Increment)	Recommended Annual Budget (Year One)	Variance to Current Budget
Depreciation ($k)	$383	$433	-$49	$22	$454	-$71
Operations & Maintenance ($k)	$97	$75	$22	$3	$78	$19
Renewals ($k)	$159	$331	-$172	$0	$331	-$172
Upgrades ($k)	$0	$0	$0	$0	$0	$0
Expansion ($k)	$76	$28	$48	$242	$271	-$195
Annual Total:	**$716 (plus CPI)**	**$866 (plus CPI)**	**-$151 (plus CPI)**	**$268 (plus CPI)**	**$1,134 (plus CPI)**	**-$418 (plus CPI)**

Table 7-1 Recommended Annual Budget vs. Current Budget

As shown in Table 7-1 Recommended Annual Budget vs. Current Budget above, the Current Budget is between **$151 Thousand** (for the Current Network alone) and **$418 Thousand** (assuming that the Shire wishes to proceed with all currently proposed future network expansion plans) below the Recommended Annual Budget allocation per annum.

This is a significant shortfall, requiring additional funding allocations of between **21%** and **58%,** primarily dependent upon the volume and timing of proposed future network expansion. Funding this shortfall will require:

- Increased draw-down from the existing Shire Paths Reserve
- Reallocation of existing Operational budget from Roads to a dedicated Path Operational budget

Of the (worst case) additional funding need ($418 Thousand), potential Grant contributions of (up to) **$75 Thousand** (or **17%** of the total increment) per annum have been identified, to be sourced from the Western Australian Bike Network (WABN) programme.

7.3 Sources of Funds

The Shire currently receives income to maintain and operate the assets from several different areas, including rate revenue, State and Federal grants as follows:

- Routine/Minor Maintenance – Currently allocated to the Roads Operational Budget. Sourced from Rates or Reserves
- Capital Works Programs
  - Sourced from Rates or Reserves
  - Sourced from State Grants Agencies (e.g., CSRFF, LotteryWest)
  - Sourced from Developer Contributions and Private Endowments

It is the intention of the Shire of Dardanup to maximise access to available external sources of funds through focussed preparation of high-quality Grant applications were possible.

At the time of writing, Paths & Trails Capital Works funds were sourced and utilised as follows:

LTFP ($k)		Sources of Funds ($k)						Uses of Funds				SR Ratio	
Year	Published LTFP (2023/33)	Rates Revenue and Reserves	Loans	Grants	Contributions	Carried Forward Projects	Project Management Salaries	Renewal Costs	Upgrade Costs	Expansion Costs	Project Management Salaries	Depreciation	SR Ratio
2024-2025	$235	$235	$0	$0	$0	$0	$0	$159	$0	$76	$0	$460	0.35
2025-2026	$120	$120	$0	$0	$0	$0	$0	$78	$0	$42	$1	$460	0.17
2026-2027	$134	$134	$0	$0	$0	$0	$0	$50	$0	$84	$2	$460	0.11
2027-2028	$131	$131	$0	$0	$0	$0	$0	$68	$0	$62	$3	$460	0.15
2028-2029	$364	$364	$0	$0	$0	$0	$0	$76	$0	$287	$4	$460	0.17
2029-2030	$230	$230	$0	$0	$0	$0	$0	$89	$0	$141	$5	$460	0.19
2030-2031	$146	$146	$0	$0	$0	$0	$0	$50	$0	$96	$6	$460	0.11
2031-2032	$254	$254	$0	$0	$0	$0	$0	$53	$0	$201	$7	$460	0.11

LTFP ($k)		Sources of Funds ($k)						Uses of Funds				SR Ratio	
Year	Published LTFP (2023/33)	Rates Revenue and Reserves	Loans	Grants	Contributions	Carried Forward Projects	Project Management Salaries	Renewal Costs	Upgrade Costs	Expansion Costs	Project Management Salaries	Depreciation	SR Ratio
2032-2033	$249	$249	$0	$0	$0	$0	$0	$51	$0	$198	$8	$460	0.11
2033-2034	$98	$98	$0	$0	$0	$0	$0	$98	$0	$0	$9	$460	0.21
Totals	$1,961	$1,961	$0	$0	$0	$0	$0	$772	$0	$1,189	$45	$4,600	0.17

Table 7-1 Sources and Uses of Funds

8 Plan Improvement and Monitoring

8.1 Monitoring and Review Procedures

To keep this plan current in relation to progress, detailed service level reviews and new knowledge resulting from the asset management improvement program, the plan should be progressively reviewed and continuously updated with a major review every four years, as noted in the document quality control panel.

Ideally the plan will be reviewed prior to annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide the services in preparation of the annual budget decision process.

8.2 Levels of Service Improvement

The Shire undertakes initiatives including Community Satisfaction Surveys (as noted in Section 3.2 above)., Town Hall Meetings with local Advisory Groups and direct negotiation with facility Users in order to gauge the demand for and Level of Service required of the Paths & Trails Portfolio.

The Levels of Service discussed throughout Section 3.5 are a first-pass proposal and require further refinement, agreement and confirmation with the Council, relevant staff and Paths & Trails users. This works is intended to ensure that the targets adopted are specific, measurable, achievable, relevant and trackable.

The improvement plan in Appendix B includes specific Actions for establishment and improvement of the targets for each performance parameter and for reporting actual performance against targets.

8.3 Asset Management Improvement Plan

The Shire has developed an overarching asset management improvement plan to set out the key tasks that the Shire intends to carry out over the next ten years to ensure that the Shire's assets are managed on a sustainable basis. This will assist in ensuring that the Shire continues to deliver services in line with community expectations. The tasks detailed in the table below are related to the further development of the asset management plan and are intended to feed into the asset management improvement action plan.

Task No	Task	Resources Required	Timeline
1.	Interface/Integrate the asset management and financial system for valuation and annual depreciation purposes.	In-house and external resources	To be determined
2.	Conduct regular visual condition assessment for the entire Paths & Trails portfolio to refine prediction models.	In-house resources and budget allocation	Ongoing
3.	Identify and collect missing asset attributes data for Paths & Trails	In-house resources	Ongoing
4.	Review the levels of service to reflect feedback from the community consultation, set targets and collect actual performance	In-house resources	Ongoing
5.	Conduct a Paths & Trails specific customer survey.	In-house and external resources	Ongoing – aligned to biennial customer satisfaction surveys
6.	Establish a system that can generate work orders with an automatically generated response time. This response time should be based on Council's service level matrix and preconfigured in the system based on asset hierarchy.	In-house resources and budget allocation	To be determined – links to ongoing finance system improvements
7.	Assess the structure and resources within Council, to ensure that the Paths & Trails Asset Management Plan can be effectively implemented.	In-house resources	To be determined – links to work force plan
8.	Pilot effective works management, asset inspection integrated with spatial, finance and asset systems.	In-house and external resources	Ongoing
9.	Review asset management plan to ensure alignment to the AM Strategy and Policy	In-house resources	Annually

Table 8-1 Paths & Trails Asset Management Improvement Plan

8.4 Personnel

Current personnel engaged in the asset management of Paths & Trails are as follows:

Role	Incumbent	Current % FTE Allocation
Asset Owner	Manager Assets	80
As Constructed Data Management	Senior Asset Officer (Role Currently Vacant)	0
Asset Inspector		0
GIS Support		0
Operational Service Delivery	Works Supervisor Roads (also engaged with other asset classes e.g., roads, drainage etc.)	60

Table 8-2 Personnel Time Commitment to Paths & Trails Asset Management

To complete all required activities for Paths & Trails asset management (along with other asset classes) on an annual basis and to provide capacity for succession planning for specific asset management related skillsets, it is necessary to provide additional resources.

As the Shire's asset management strategy matures, more resource allocation and support of existing resources needs to be assigned. The scope of increased resource capacity needs to be further quantified.

8.5 Training and External Support

The Shire of Dardanup Asset Management System is supported by the Department of Local Government, Sport and Cultural Industries through training and advice under the National Asset Management Assessment Framework (NAMAF.) This program provides a benchmark set of activities and standards that the Shire of Dardanup should aspire to achieve.

In addition to the NAMAF program, individualised training opportunities for staff are undertaken as and when they become available. Examples of training accessed by staff to date include:

- IPWEA - Professional Certificate in Asset Management Planning
- IPWEA – Paths & Trails Condition & Performance Assessment Guideline (Practice Note 3)

9 Conclusions

The Shire of Dardanup Paths & Trails Asset Management Plan details the development, operations, and maintenance of the Shire's Paths & Trails. It sets out strategies to ensure that the Shire's Paths & Trails assets are maintained in a manner consistent with national standards and community expectations. In most cases this is achieved through reference to documented procedures, processes and plans used to manage the Shire's Paths & Trails.

Detailed long term expenditure forecasts in the Long-Term Financial Plan 2023/24 TO 2032/33 are included.

The plan notes that, while the Shire's Paths & Trails assets are currently in '*Good*' condition (with an average visual condition rating score of 2.2) this is likely to deteriorate in the medium term as the portfolio ages.

Approximately **73%** of the Shire's Current Replacement Cost for Paths & Trails ($14.62 Million of $19.2 Million) is represented by a block of relatively new assets, **80%** of which are yet to reach their half-lives (i.e. they are less than 25 years old). It is likely that an increasing proportion of these relatively new Paths & Trails will begin to require Renewals during the term of this Plan, placing a strain on the Shire's budget that has not previously been allowed for.

The Plan recognises a shortfall in the Current Budget for Paths & Trails of between **$151 Thousand** dollars (for the Current Network alone) and **$418 Thousand** dollars (if the Shire wishes to proceed with all currently proposed future network expansion plans). This is a significant shortfall, requiring additional funding allocations of between **21%** and **58%,** primarily dependent upon the volume and timing of proposed future network expansion.

A step-change of this magnitude is unachievable and unaffordable in the near term. A strategy of pragmatic, incremental increases in capital maintenance budget is therefore recommended.

The Plan provides achievable financial and management actions to be carried out over the life cycle of the portfolio for effective management, inspection, and replacement of this asset group.

Management improvement and financial action plans arising out of the asset management plan are detailed in Appendix A.

COMMENT:	The strategic processes, activities and outcomes outlined in this Asset Management Plan differ significantly for previous practice with a view to improved sustainability.
Recommendation:	Dependant upon Councils desire to move to the proposed processes as soon as possible, the following Actions should be considered: • Cancel the 2024/25 capital works program and adopt a new program for Council endorsement reflecting a focus on renewal and missing links instead of new paths • Separate paths from the roads budget (as previously noted).

(Appendix ORD: 12.3.1B)

Appendix A. List of Assets (including Proposed Paths) as of April 2024

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH207	Bridle Trail	Boyanup-Picton Road	Dardanup	Charlotte Street - Hollyford Place	Bridle	Limestone	1444	3
PTH273	Bridle Trail	Dardanup West Road	Dardanup West	Garvey Road - Morellini Way (L)	Bridle	Limestone	434.4	5
PTH275	Bridle Trail	Dardanup West Road	Dardanup West	Holland Loop - Sand Pits Road (L)	Bridle	Limestone	256	5
PTH274	Bridle Trail	Dardanup West Road	Dardanup West	Morellini Way - Holland Loop (L)	Bridle	Limestone	226.8	5
PTH952	Bridle Trail	Garvey Road	Dardanup West	Garvey Road - Holland Loop	Bridle	Limestone	743.8	0
PTH951	Bridle Trail	Garvey Road	Dardanup West	Garvey Road - Tweed Chase	Bridle	Limestone	238.3	0
PTH272	Bridle Trail	Garvey Road	Dardanup West	Padbury Road - Dardanup Road West (L)	Bridle	Limestone	198.2	5
PTH24	Bridle Trail	Gavins Gully Reserve	Dardanup West	Coonan Avenue - Rafferty Road	Bridle	Limestone	1243	3
PTH23	Bridle Trail	Gavins Gully Reserve	Dardanup West	Gavins Gully Court - Coonan Avenue	Bridle	Limestone	520.1	3
PTH264	Bridle Trail	Hollyford Place	Dardanup West	Slattery Way - Shaw Road	Bridle	Limestone	310.4	3
PTH276	Bridle Trail	Morellini Way	Dardanup West	Dardanup Road West - Cul De Sac (L)	Bridle	Limestone	191.7	5
PTH266	Bridle Trail	Padbury Road	Dardanup West	Padbury Road - Coolabah Cove	Bridle	Limestone	500.3	3
PTH269	Bridle Trail	Padbury Road	Dardanup West	Padbury Road - Coonan Avenue	Bridle	Limestone	943.3	3
PTH268	Bridle Trail	Padbury Road	Dardanup West	Padbury Road - Garvey Road	Bridle	Limestone	991.3	3
PTH265	Bridle Trail	Padbury Road	Dardanup West	Padbury Road - Slattery Way	Bridle	Limestone	296.8	3
PTH277	Bridle Trail	Sand Pit Road	Dardanup West	Dardanup Road West - Cul De Sac (L)	Bridle	Limestone	245	5
PTH950	Bridle Trail	Sand Pits Road	Dardanup West	Dardanup Road West - Tweed Chase	Bridle	Limestone	986.1	0
PTH267	Bridle Trail	Stonesfield Court	Dardanup West	Stonesfield Court - Travencore Place	Bridle	Limestone	292.6	3
PTH270	Bridle Trail	Vera Place	Dardanup West	Maher Place - Vera Place	Bridle	Limestone	370.5	3
PTH271	Bridle Trail	Vera Place	Dardanup West	Vera Place - Reserve	Bridle	Limestone	113.2	3
PTH337	Footpath-1	Charlotte Street	Dardanup	11 Charlotte Street Traffic Island (R)	Dual Use Path	Paving	16.3	2
PTH706	Footpath-1	Charlotte Street	Dardanup	Charlotte Street parking island path	Dual Use Path	Paving	17.5	4
PTH335	Footpath-1	Charlotte Street	Dardanup	Doolan Street - Ferguson Road	Dual Use Path	Paving	119.5	2
PTH71	Footpath-1	Charlotte Street	Dardanup	Doolan Street Concrete Path - Ferguson Road (R)	Dual Use Path	Paving	124.6	2.5
PTH610	Footpath-1	Doolan Street	Dardanup	Charlotte Path Material Change - Little Street (L)	Dual Use Path	Paving	48.6	1.5
PTH86	Footpath-1	Doolan Street	Dardanup	Doolan Strip Brick Pave Strip (L)	Dual Use Path	Paving	12.5	2.5
PTH700	Footpath-1	Ferguson Road	Dardanup	Ferguson Road School	Dual Use Path	Paving	10.5	2
PTH701	Footpath-1	Ferguson Road	Dardanup	Ferguson Road School	Dual Use Path	Paving	84.5	2
PTH702	Footpath-1	Ferguson Road	Dardanup	Ferguson Road School	Dual Use Path	Paving	4.2	2
PTH703	Footpath-1	Ferguson Road	Dardanup	Ferguson Road School	Dual Use Path	Paving	41.8	2
PTH704	Footpath-1	Ferguson Road	Dardanup	Ferguson Road School	Dual Use Path	Paving	3.3	2
PTH294	Footpath-2	Adeline Drive	Millbridge	3 Kanalla Avenue - Adeline Drive (L)	Dual Use Path	Concrete	141	2
PTH09	Footpath-2	Adeline Drive	Millbridge	Adeline Drive Crossing - Pascoe Way Crossing (L)	Dual Use Path	Concrete	76.3	2
PTH10	Footpath-2	Adeline Drive	Millbridge	Finlay Avenue Crossing - Kanalla Avenue Crossing (L)	Dual Use Path	Concrete	16.4	2
PTH293	Footpath-2	Adeline Drive	Millbridge	Kanalla Avenue - End	Dual Use Path	Concrete	66.7	2
PTH292	Footpath-2	Adeline Drive	Millbridge	Kanalla Avenue Crossing - Myanore Way Crossing (L)	Dual Use Path	Concrete	83.7	2
PTH290	Footpath-2	Adeline Drive	Millbridge	Myanore Way Crossing - Adeline Drive Crossing (L)	Dual Use Path	Concrete	76.7	2
PTH08	Footpath-2	Adeline Drive	Millbridge	Pascoe Way Crossing - Finlay Avenue Crossing (L)	Dual Use Path	Concrete	84.6	2
PTH755	Footpath-2	Albatross Crescent	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	5.6	2
PTH756	Footpath-2	Albatross Crescent	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	28.7	2
PTH754	Footpath-2	Albatross Crescent	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	3.2	2
PTH757	Footpath-2	Albatross Crescent	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	56.2	2
PTH758	Footpath-2	Albatross Crescent	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	20.4	2
PTH759	Footpath-2	Albatross Crescent	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	149.1	2
PTH840	Footpath-2	Ballaract Ct	Eaton	Ballaract Ct - Eaton Drive	Dual Use Path	Concrete	14.2	2
PTH303	Footpath-2	Beaufort Loop	Millbridge	20 Beaufort Loop Crossing - 34 Beaufort Loop Boundary (R)	Dual Use Path	Concrete	162.1	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH11	Footpath-2	Beaufort Loop	Millbridge	34 Beaufort Loop - Hatfield Way Crossing (R)	Dual Use Path	Concrete	36	2
PTH311	Footpath-2	Blue Wren Drive	Eaton	Albatross Crescent Crossing - Business Driveway (L)	Dual Use Path	Concrete	31.6	2
PTH312	Footpath-2	Blue Wren Drive	Eaton	Business Driveway - Cassowary Bend Crossing (L)	Dual Use Path	Concrete	67.4	2
PTH604	Footpath-2	Blue Wren Drive	Eaton	Cassawarry - Cormorant Ent	Dual Use Path	Concrete	225.3	2
PTH313	Footpath-2	Blue Wren Drive	Eaton	Cassowary Bend Crossing - Sanctuary Gardens Entrance (L)	Dual Use Path	Concrete	49.8	2
PTH256	Footpath-2	Blue Wren Drive	Eaton	Cormorant Entrance Crossing - Wagtail Brace Crossing (L)	Dual Use Path	Concrete	87.5	2
PTH314	Footpath-2	Blue Wren Drive	Eaton	Wagtail Brace Crossing - Opp 59 Blue Wren Drive (L)	Dual Use Path	Concrete	98.6	2
PTH18	Footpath-2	Bobin Street	Eaton	Bowling Club Carpark - Hamilton Road Crossing (R)	Dual Use Path	Concrete	399.3	2
PTH721	Footpath-2	Bobin Street	Eaton	Pratt Road Crossing - Bowling Club Carpark	Dual Use Path	Concrete	63.6	2
PTH305	Footpath-2	Bocker Street	Dardanup	17-19 Bocker Street - Hewison Street Crossing (L)	Dual Use Path	Concrete	59.1	2
PTH709	Footpath-2	Bocker Street	Dardanup	17-19 Bocker Street - MAcleay Street	Dual Use Path	Concrete	141.7	2
PTH533	Footpath-2	Braddon Way	Millbridge	Glenelg Drive Crossing - Mid Block (L)	Dual Use Path	Concrete	42	2
PTH25	Footpath-2	Braddon Way	Millbridge	Midblock - Hatfield Way Crossing (L)	Dual Use Path	Concrete	41.4	2
PTH534	Footpath-2	Braddon Way	Millbridge	Millbridge Boulevard - Glenelg Drive Crossing (L)	Dual Use Path	Concrete	75	2
PTH751	Footpath-2	Cassowary Bend	Eaton	Albatross Crescent Crossing - Blue Wren Drive (R)	Dual Use Path	Concrete	12.8	2
PTH752	Footpath-2	Cassowary Bend	Eaton	Albatross Crescent Crossing - Blue Wren Drive (R)	Dual Use Path	Concrete	12.9	2
PTH753	Footpath-2	Cassowary Bend	Eaton	Albatross Crescent Crossing - Blue Wren Drive (R)	Dual Use Path	Concrete	25.7	2
PTH748	Footpath-2	Cassowary Bend	Eaton	Albatross Crescent Crossing - Blue Wren Drive (R)	Dual Use Path	Concrete	20.1	2
PTH749	Footpath-2	Cassowary Bend	Eaton	Albatross Crescent Crossing - Blue Wren Drive (R)	Dual Use Path	Concrete	18.7	2
PTH750	Footpath-2	Cassowary Bend	Eaton	Albatross Crescent Crossing - Blue Wren Drive (R)	Dual Use Path	Concrete	71.2	2
PTH378	Footpath-2	Castieau Street	Burekup	Castieau Street - Florence Moore Way (R)	Dual Use Path	Concrete	25.9	2.2
PTH377	Footpath-2	Castieau Street	Burekup	Clarke Street - Gardiner Street (L)	Dual Use Path	Concrete	247.2	2
PTH9281	Footpath-2	Castieau Street	Burekup		Proposed paths only	Concrete	250.3	0
PTH19	Footpath-2	Castlereagh Vista	Millbridge	17 Castlereagh Vista - 27 Castlereagh Vista (L)	Footpath	Concrete	83.5	1.4
PTH560	Footpath-2	Castlereagh Vista	Millbridge	Bridge Access Drive - Castlereagh Park Main Path	Dual Use Path	Concrete	66.9	2
PTH561	Footpath-2	Castlereagh Vista	Millbridge	Castlereagh Park Carpark Path - Castlereagh Park BBQ Shelter	Dual Use Path	Concrete	68.9	2
PTH324	Footpath-2	Castlereagh Vista	Millbridge	Castlereagh Vista - Eaton Drive RHS	Dual Use Path	Concrete	24.3	2
PTH640	Footpath-2	Castlereagh Vista	Millbridge	Castlereagh Vista - Eaton Drive RHS	Dual Use Path	Concrete	7.5	2
PTH563	Footpath-2	Castlereagh Vista	Millbridge	Millars Creek Park Drive Access - Nepean Turn Crossing e	Dual Use Path	Concrete	171.3	2
PTH562	Footpath-2	Castlereagh Vista	Millbridge	Nepean Turn Crossing - Castlereagh Park (R)	Dual Use Path	Concrete	228.2	2.5
PTH819	Footpath-2	Castlereagh Vista	Millbridge	Stairway to Castlereagh Vista	Stairway	Concrete	2.5	1
PTH17	Footpath-2	Casuarina Street	Eaton	Diadem Street Crossing - Hale Street (L)	Dual Use Path	Concrete	165.8	2
PTH674	Footpath-2	Casuarina Street	Eaton	Diadem Street Crossing - Hale Street (L)	Dual Use Path	Concrete	43.8	2
PTH675	Footpath-2	Casuarina Street	Eaton	Diadem Street Crossing - Hale Street (L)	Dual Use Path	Concrete	6.2	2
PTH496	Footpath-2	Casuarina Street	Eaton	Hamilton Road - Scott Street Crossing (L)	Dual Use Path	Concrete	248.2	2
PTH494	Footpath-2	Casuarina Street	Eaton	Scott Street Crossing - Diadem Street Crossing (L)	Dual Use Path	Concrete	217.4	2
PTH181	Footpath-2	Chamberlain Grove	Millbridge	29 Chamberlain Grove - Cul De Sac (R)	Dual Use Path	Concrete	63.9	2
PTH2581	Footpath-2	Chamberlain Grove	Millbridge		Proposed paths only	Concrete	317.8	0
PTH387	Footpath-2	Charlotte Street	Dardanup	23 Charlotte Street Driveway - Hayward Street (R)	Dual Use Path	Concrete	91.5	2
PTH917	Footpath-2	Charlotte Street	Eaton	Charterhouse Street	Dual Use Path	Concrete	66.4	2
PTH307	Footpath-2	Charlotte Street	Dardanup	Clearys Road Crossing - 23 Charlotte Street Driveway (R)	Dual Use Path	Concrete	58.8	2
PTH83	Footpath-2	Charlotte Street	Dardanup	Hayward Street - Doolan Street (R)	Dual Use Path	Concrete	101.2	2
PTH454	Footpath-2	Charolais Mews	Eaton	5 Charolais Mews Crossing - Gromark Gate Crossing (L)	Dual Use Path	Concrete	76.5	2
PTH52	Footpath-2	Charterhouse Street	Eaton	19 Charterhouse Street Crossing - Short Street Crossing (L)	Dual Use Path	Concrete	112	2.2
PTH53	Footpath-2	Charterhouse Street	Eaton	Childcare Parking Area Exit (R)	Dual Use Path	Concrete	7.4	2
PTH659	Footpath-2	Charterhouse Street	Eaton	Community Center paths	Footpath	Concrete	56.6	2.5

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH660	Footpath-2	Charterhouse Street	Eaton	Community Center paths	Footpath	Concrete	10.4	2
PTH54	Footpath-2	Charterhouse Street	Eaton	Hamilton Road - Opp 19 Charterhouse Street (R)	Dual Use Path	Concrete	310.2	2.3
PTH51	Footpath-2	Charterhouse Street	Eaton	Short Street Crossing - Hale Street (L)	Dual Use Path	Concrete	56.5	2.2
PTH289	Footpath-2	Chestnut Boulevard	Millbridge	80 Chestnut Boulevard Corner (R)	Dual Use Path	Concrete	15.8	2
PTH855	Footpath-2	Chestnut Boulevard	Millbridge	Chestnut Boulevard crossing	Dual Use Path	Concrete	3.5	2
PTH96	Footpath-2	Chestnut Boulevard	Millbridge	Denison Link - Millbridge Boulevard Crossing (L)	Dual Use Path	Concrete	192.9	2
PTH98	Footpath-2	Chestnut Boulevard	Millbridge	Glenelg Drive - Hatfield Way (L)	Dual Use Path	Concrete	53.5	2
PTH99	Footpath-2	Chestnut Boulevard	Millbridge	Glenelg Drive Crossing - Hatfield Way Crossing (L)	Dual Use Path	Concrete	29.7	2
PTH285	Footpath-2	Chestnut Boulevard	Millbridge	Hatfield Way - Chestnut Boulevard	Dual Use Path	Concrete	30	2
PTH286	Footpath-2	Chestnut Boulevard	Millbridge	Hazelgrove Cr - Primrose Vista	Dual Use Path	Concrete	82.1	2
PTH287	Footpath-2	Chestnut Boulevard	Millbridge	Hazelgrove Crescent Crossing - Primrose Vista Crossing (R)	Dual Use Path	Concrete	86	2
PTH97	Footpath-2	Chestnut Boulevard	Millbridge	Millbridge Boulevard Crossing - Glenelg Drive Crossing (L)	Dual Use Path	Concrete	91.3	2
PTH658	Footpath-2	Clarke Street	Burekup	Clarke Street, Castieau Street - End of Development	Dual Use Path	Concrete	169.8	2
PTH69	Footpath-2	Clarke Street	Burekup	Russell Road - Castieau Street (L)	Footpath	Paving	203.8	1.9
PTH129	Footpath-2	Clayton View	Millbridge	Millbridge Boulevard - Denison Link (L)	Dual Use Path	Concrete	201.1	2
PTH298	Footpath-2	Clearys Road	Dardanup	Hewison Street Crossing - Rear 1 Hewison Street (R)	Dual Use Path	Concrete	36.1	2
PTH297	Footpath-2	Clearys Road	Dardanup	Macleay Street - Hewison Street Crossing (R)	Dual Use Path	Concrete	221.7	2
PTH446	Footpath-2	Cleveland Bay Avenue	Eaton	11 Cleveland Bay Avenue Crossing - Perendale Loop (L)	Dual Use Path	Concrete	98.9	2
PTH447	Footpath-2	Cleveland Bay Avenue	Eaton	Cleveland Bay Avenue Crossing - Eaton Drive (R)	Dual Use Path	Concrete	144	2
PTH21	Footpath-2	Cleveland Bay Avenue	Eaton	Lusitano Avenue - Polwarth Circuit Crossing (R)	Dual Use Path	Concrete	116.2	2
PTH448	Footpath-2	Cleveland Bay Avenue	Eaton	Perendale Loop Crossing - Cleveland Bay Avenue Crossing (L)	Dual Use Path	Concrete	22	2
PTH255	Footpath-2	Cleveland Bay Avenue	Eaton	Polwarth Circuit Crossing - Cleveland Bay Avenue (R)	Dual Use Path	Concrete	142.8	2
PTH514	Footpath-2	Clydesdale Drive	Eaton	Appaloosa Court Crossing - Palomino Close Crossing (R)	Dual Use Path	Concrete	88.2	2.4
PTH136	Footpath-2	Clydesdale Drive	Eaton	Glenhuon Bouldevard - Morgan Court	Dual Use Path	Concrete	71.5	2.4
PTH437	Footpath-2	Clydesdale Drive	Eaton	Morgan Court Crossing - Pinto Close Crossing (R)	Dual Use Path	Concrete	87.1	2.4
PTH438	Footpath-2	Clydesdale Drive	Eaton	Pinto Close Crossing - Appaloosa Court Crossing (R)	Dual Use Path	Concrete	89.8	2.4
PTH330	Footpath-2	Cormorant Entrance	Eaton	Recreation Drive - Blue Wren Drive (R)	Dual Use Path	Concrete	216.7	2
PTH2341	Footpath-2	Cottonwood Gardens	Eaton		Proposed paths only	Concrete	204	0
PTH48	Footpath-2	Council Drive	Eaton	Council Drive Crossing - Eaton Administration Office Path (L)	Dual Use Path	Concrete	17.5	2
PTH478	Footpath-2	Council Drive	Eaton	Council Drive Crossing - Eaton Administration Office Path (R)	Dual Use Path	Concrete	6.6	2
PTH902	Footpath-2	Council Drive	Eaton	Eaton Drive Crossing - Eaton Administration Carpark Crossing (R)	Dual Use Path	Concrete	137.9	2
PTH903	Footpath-2	Council Drive	Eaton	Eaton Drive Crossing - Eaton Administration Carpark Crossing (R)	Dual Use Path	Concrete	43.4	2
PTH925	Footpath-2	Council Drive	Eaton	K Mart Entrance Crossing - Eaton Drive Crossing (L)	Dual Use Path	Concrete	28.3	2
PTH696	Footpath-2	Council Drive	Eaton	Shire Admin	Dual Use Path	Paving	7.5	2
PTH697	Footpath-2	Council Drive	Eaton	Shire Admin	Dual Use Path	Paving	56.7	2
PTH940	Footpath-2	Council Drive	Eaton	Shire Admin	Dual Use Path	Concrete	7.2	4
PTH926	Footpath-2	Council Drive	Eaton		Dual Use Path	Concrete	14.1	2
PTH927	Footpath-2	Council Drive	Eaton		Dual Use Path	Concrete	64	2
PTH929	Footpath-2	Council Drive	Eaton		Dual Use Path	Concrete	101.5	2
PTH928	Footpath-2	Council Drive	Eaton		Dual Use Path	Concrete	88.1	2
PTH401	Footpath-2	Council Drive (to be disposed)	Eaton	K Mart Entrance Crossing - Eaton Drive Crossing (L)	Dual Use Path	Concrete	78.7	2
PTH57	Footpath-2	Crampton Avenue	Eaton	16 Crampton Avenue Crossing - Dixon Place Crossing (L)	Dual Use Path	Concrete	44.2	2.7
PTH58	Footpath-2	Crampton Avenue	Eaton	Dixon Place Crossing - Sanford Way Crossing (L)	Dual Use Path	Concrete	65.7	2.7
PTH60	Footpath-2	Crampton Avenue	Eaton	May Place Crossing - Lofthouse Avenue Crossing (L)	Dual Use Path	Concrete	130.1	2.7
PTH56	Footpath-2	Crampton Avenue	Eaton	Millard Street - 29 Crampton Avenue (R)	Dual Use Path	Concrete	318.9	2.7
PTH59	Footpath-2	Crampton Avenue	Eaton	Sanford Way Crossing - May Place Crossing (L)	Dual Use Path	Concrete	56.7	2.7
PTH822	Footpath-2	Crampton Avenue	Eaton	Shop access	Dual Use Path	Paving	5.9	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH823	Footpath-2	Crampton Avenue	Eaton	Shop access	Dual Use Path	Paving	13.6	2
PTH824	Footpath-2	Crampton Avenue	Eaton	Shop access	Dual Use Path	Paving	6.7	2
PTH825	Footpath-2	Crampton Avenue	Eaton	Shop access	Dual Use Path	Paving	42.2	2
PTH826	Footpath-2	Crampton Avenue	Eaton	Shop access	Footpath	Paving	5.7	1
PTH827	Footpath-2	Crampton Avenue	Eaton	Shop access	Dual Use Path	Paving	26	2
PTH828	Footpath-2	Crampton Avenue	Eaton	Shop access	Footpath	Paving	39.2	1
PTH9191	Footpath-2	Crampton Road	Burekup		Proposed paths only	Limestone	145	0
PTH9201	Footpath-2	Crampton Road	Burekup		Proposed paths only	Limestone	189.2	0
PTH654	Footpath-2	Cudliss Street	Eaton	Busstop to Hands Avenue	Dual Use Path	Concrete	131.6	2
PTH6571	Footpath-2	Cudliss Street	Eaton		Proposed paths only	Concrete	329.3	0
PTH6561	Footpath-2	Cudliss Street	Eaton		Proposed paths only	Concrete	296.6	0
PTH698	Footpath-2	Culling Cr	Eaton	Culling Cr crossing	Dual Use Path	Concrete	8.4	2
PTH85	Footpath-2	Dardanup Skate Park	Dardanup	Ferguson Road - Skate Park	Dual Use Path	Concrete	18.4	2
PTH130	Footpath-2	Denison Link	Millbridge	Clayton View Crossing - Chestnut Boulevard Crossing (L)	Dual Use Path	Concrete	356.3	2
PTH531	Footpath-2	Denison Link	Millbridge	Dorset Way Crossing - Clayton View Crossing (L)	Dual Use Path	Concrete	376.5	2
PTH120	Footpath-2	Denison Link	Millbridge	Millbridge Boulevard - Dorset Way Crossing (L)	Dual Use Path	Concrete	298.1	2
PTH919	Footpath-2	Diadem Street	Eaton	Carpark -PAW	Dual Use Path	Concrete	126.7	2
PTH174	Footpath-2	Diadem Street	Eaton	Casuarina Street - School Entrance (R)	Dual Use Path	Concrete	93.4	2
PTH477	Footpath-2	Diadem Street	Eaton	Hale Street Crossing - Casuarina Street Crossing (R)	Dual Use Path	Concrete	420.1	2.4
PTH530	Footpath-2	Diadem Street	Eaton	PAW- Millard Street	Dual Use Path	Concrete	134	2
PTH829	Footpath-2	Diadem Street	Eaton	School Entrance 1 -School Entrance 2	Dual Use Path	Concrete	36.8	2
PTH87	Footpath-2	Doolan Street	Dardanup	Charlotte Path Material Change - Little Street (L)	Dual Use Path	Concrete	126.2	2
PTH609	Footpath-2	Doolan Street	Dardanup	Charlotte Path Material Change - Little Street (L)	Dual Use Path	Concrete	51.4	2
PTH705	Footpath-2	Doolan Street	Dardanup	Doolan Street	Dual Use Path	Paving	5.3	2
PTH26	Footpath-2	Dutton Way	Millbridge	Millbridge Boulevard - Glenelg Drive (R)	Dual Use Path	Concrete	64	2
PTH2351	Footpath-2	Eagle Crescent	Eaton		Proposed paths only	Concrete	357.1	0
PTH508	Footpath-2	Eaton Drive	Eaton	Bethanie Fields Main Entrance Crossing - Edith Cowan Avenue Crossing (R)	Dual Use Path	Concrete	173.7	2.3
PTH30	Footpath-2	Eaton Drive	Eaton	Bethanie Villa Exit - End Guardrail (R)	Dual Use Path	Concrete	33.4	2
PTH339	Footpath-2	Eaton Drive	Eaton	Castlereagh Vista - Drive Gate	Dual Use Path	Concrete	115.5	3
PTH820	Footpath-2	Eaton Drive	Eaton	Castlereagh Vista Road Crossing - Bridge	Dual Use Path	Concrete	3.6	2
PTH821	Footpath-2	Eaton Drive	Eaton	Castlereagh Vista Road Crossing - Bridge	Dual Use Path	Concrete	3	2.4
PTH338	Footpath-2	Eaton Drive	Eaton	Castlereagh Vista Road Crossing - Bridge (L)	Dual Use Path	Concrete	139.5	2.3
PTH28	Footpath-2	Eaton Drive	Eaton	Council Avenue - Widened Path Section (R)	Dual Use Path	Concrete	86.9	2
PTH765	Footpath-2	Eaton Drive	Eaton	Eaton Drive - Deakin Elbow	Footpath	Concrete	18	1.8
PTH202	Footpath-2	Eaton Drive	Eaton	Eaton Drive - Gascoyne Circle Link Path	Dual Use Path	Concrete	5.5	2
PTH768	Footpath-2	Eaton Drive	Eaton	Eaton Drive Crossing	Dual Use Path	Concrete	5.7	2
PTH762	Footpath-2	Eaton Drive	Eaton	Eaton Drive crossing	Dual Use Path	Concrete	12.1	2
PTH328	Footpath-2	Eaton Drive	Eaton	Eaton Drive Path Loop Under Bridge (L)	Dual Use Path	Concrete	101.4	2
PTH639	Footpath-2	Eaton Drive	Eaton	Eaton Drive Path Loop Under Bridge (R)	Dual Use Path	Concrete	49.3	2
PTH421	Footpath-2	Eaton Drive	Eaton	Eaton Drive Widened Path Section - Frost Way Crossing (R)	Dual Use Path	Concrete	165.4	2.3
PTH509	Footpath-2	Eaton Drive	Eaton	Eaton Tavern Gate - Recreation Drive Crossing (R)	Dual Use Path	Concrete	60.6	2.6
PTH867	Footpath-2	Eaton Drive	Eaton	EatonDrive crossing at Lofthouse Av	Dual Use Path	Concrete	4.9	2
PTH912	Footpath-2	Eaton Drive	Eaton	Edith Cowan Avenue Crossing - Monash Boulevard Crossing (R)	Dual Use Path	Concrete	43.3	2.2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH913	Footpath-2	Eaton Drive	Eaton	Edith Cowan Avenue Crossing - Monash Boulevard Crossing (R)	Dual Use Path	Concrete	40.9	2.2
PTH911	Footpath-2	Eaton Drive	Eaton	Edith Cowan Avenue Crossing - Monash Boulevard Crossing (R)	Dual Use Path	Concrete	47.8	2.2
PTH507	Footpath-2	Eaton Drive	Eaton	End Guardrail - Bethanie Fields Main Entrance Crossing (R)	Dual Use Path	Concrete	160	2
PTH506	Footpath-2	Eaton Drive	Eaton	Frost Way Crossing - Start Guardrail (R)	Dual Use Path	Concrete	196.3	2.3
PTH670	Footpath-2	Eaton Drive	Eaton	Glenhuon Boulevard Crossing - old path	Dual Use Path	Concrete	84.8	2
PTH500	Footpath-2	Eaton Drive	Eaton	Glenhuon Boulevard Crossing - Peninsula Lakes Drive Crossing (L)	Dual Use Path	Concrete	1659	2.3
PTH520	Footpath-2	Eaton Drive	Eaton	Hamilton Road Crossing - Hands Avenue Crossing (L)	Dual Use Path	Concrete	77.4	2
PTH499	Footpath-2	Eaton Drive	Eaton	Hands Avenue Crossing - old path	Dual Use Path	Concrete	440.1	2
PTH512	Footpath-2	Eaton Drive	Eaton	Hough Place Crossing - Hamilton Road Crossing (L)	Dual Use Path	Concrete	192.4	2
PTH55	Footpath-2	Eaton Drive	Eaton	Illawarra Drive - Millbridge Boulevard (R)	Dual Use Path	Concrete	369.7	2.5
PTH224	Footpath-2	Eaton Drive	Eaton	Jardine Way crossing	Dual Use Path	Concrete	5.6	2.8
PTH223	Footpath-2	Eaton Drive	Eaton	Jardine Way crossing	Dual Use Path	Concrete	6.2	2.8
PTH325	Footpath-2	Eaton Drive	Eaton	Jindalee Way - Castlereagh Vista Road Crossing (L)	Dual Use Path	Concrete	632.8	2.3
PTH323	Footpath-2	Eaton Drive	Eaton	Jindalee Way - New Bridge	Dual Use Path	Concrete	621.7	2.8
PTH921	Footpath-2	Eaton Drive	Eaton	Jindalee Way crossing	Dual Use Path	Concrete	3	2.8
PTH922	Footpath-2	Eaton Drive	Eaton	Jindalee Way crossing	Dual Use Path	Concrete	5.9	2.8
PTH510	Footpath-2	Eaton Drive	Eaton	Lavender Way Crossing - Lofthouse Avenue Crossing (L)	Dual Use Path	Concrete	250.4	2.5
PTH34	Footpath-2	Eaton Drive	Eaton	Loading Bays Crossing - Council Drive (R)	Dual Use Path	Concrete	121	2
PTH663	Footpath-2	Eaton Drive	Eaton	Lofthouse Avenue Crossing - Hough Place Crossing (L)	Dual Use Path	Concrete	108.7	2
PTH511	Footpath-2	Eaton Drive	Eaton	Lofthouse Avenue Crossing - Hough Place Crossing (L)	Dual Use Path	Concrete	58.8	2
PTH682	Footpath-2	Eaton Drive	Eaton	Lofthouse Avenue Crossing - Hough Place Crossing (L)	Dual Use Path	Concrete	23.6	2
PTH259	Footpath-2	Eaton Drive	Eaton	Millbridge Boulevard - Jindalee Way	Dual Use Path	Concrete	646.7	2.8
PTH100	Footpath-2	Eaton Drive	Eaton	Monash Boulevard Crossing - Illawarra Drive Crossing (R)	Dual Use Path	Concrete	314.6	2.5
PTH763	Footpath-2	Eaton Drive	Eaton	Monash Boulevard Crossing - Illawarra Drive Crossing (R)	Dual Use Path	Concrete	5.7	2
PTH764	Footpath-2	Eaton Drive	Eaton	Monash Boulevard Crossing - Illawarra Drive Crossing (R)	Dual Use Path	Concrete	17	2
PTH766	Footpath-2	Eaton Drive	Eaton	Pedestrian Crossing eaton Drive	Dual Use Path	Concrete	5.6	2
PTH767	Footpath-2	Eaton Drive	Eaton	Pedestrian Crossing eaton Drive	Dual Use Path	Concrete	3.5	2
PTH776	Footpath-2	Eaton Drive	Eaton	Pedestrian Crossing Glenhuon Blvd	Dual Use Path	Concrete	5.7	2
PTH797	Footpath-2	Eaton Drive	Eaton	Pedestrian crossing near Gascoyn Circle	Dual Use Path	Concrete	5.6	2
PTH770	Footpath-2	Eaton Drive	Eaton	Pedestrian crossing ner Frost Way	Dual Use Path	Concrete	4.5	2
PTH505	Footpath-2	Eaton Drive	Eaton	Peninsula Lakes Drive Crossing - Jindalee Way (L)	Dual Use Path	Concrete	201.6	2.3
PTH35	Footpath-2	Eaton Drive	Eaton	Recreation Drive - Loading Bays Crossing (R)	Dual Use Path	Concrete	90.2	2
PTH29	Footpath-2	Eaton Drive	Eaton	Start Guardrail - Bethanie Villa Exit (R)	Dual Use Path	Concrete	44.4	2
PTH2531	Footpath-2	Eaton Drive	Eaton		Proposed paths only	Concrete	268.5	0
PTH2541	Footpath-2	Eaton Drive	Eaton		Proposed paths only	Concrete	170.3	0
PTH2521	Footpath-2	Eaton Drive	Eaton		Proposed paths only	Concrete	209.8	0
PTH896	Footpath-2	Eaton Drive	Eaton		Dual Use Path	Concrete	2.3	2
PTH489	Footpath-2	Eaton Oval	Eaton	Basketball Courts - Eaton Oval	Dual Use Path	Concrete	7.7	3
PTH423	Footpath-2	Eaton Oval	Eaton	DFES Area - Eaton Oval	Dual Use Path	Concrete	12.9	3
PTH490	Footpath-2	Eaton Oval	Eaton	DFES Area - Eaton Oval	Dual Use Path	Concrete	8.5	3
PTH425	Footpath-2	Eaton Oval	Eaton	End Pump Station Driveway - Eaton Oval	Dual Use Path	Concrete	7.3	3
PTH424	Footpath-2	Eaton Oval	Eaton	Opp 13 Ennis Street - Eaton Oval	Dual Use Path	Concrete	14.3	3
PTH143	Footpath-2	Edith Cowan Avenue	Eaton	Carpark Entrance Crossing - Recreation Drive (R)	Dual Use Path	Concrete	204.2	2
PTH142	Footpath-2	Edith Cowan Avenue	Eaton	Carpark Exit Crossing - Carpark Entrance Crossing (R)	Dual Use Path	Concrete	119.6	2
PTH915	Footpath-2	Edith Cowan Avenue	Eaton	Eaton Drive - Murdoch Crescent Roundabout (L)	Dual Use Path	Concrete	53	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH914	Footpath-2	Edith Cowan Avenue	Eaton	Eaton Drive - Murdoch Crescent Roundabout (L)	Dual Use Path	Concrete	159.3	2
PTH521	Footpath-2	Edith Cowan Avenue	Eaton	Edith Cowan Roundabout Crossing - Carpark Exit Crossing (R)	Dual Use Path	Concrete	88.4	2
PTH395	Footpath-2	Edith Cowan Avenue	Eaton	Murdoch Crescent - Illawarra Drive Crossing (L)	Dual Use Path	Concrete	49.9	2
PTH141	Footpath-2	Edith Cowan Avenue - Illawarra Drive	Eaton	Illawarra Drive Crossing - Edith Cowan Avenue Crossing (L)	Dual Use Path	Concrete	22	2
PTH148	Footpath-2	Emu Cove	Eaton	Fantail Loop - Recreation Drive Crossing	Dual Use Path	Concrete	79.1	2
PTH2211	Footpath-2	Ennis Street	Eaton		Proposed paths only	Concrete	417.5	0
PTH149	Footpath-2	Fantail Loop	Eaton	Emu Cove - Opp 59 Blue Wren Drive (R)	Dual Use Path	Concrete	145.3	2
PTH195	Footpath-2	Ferguson Road	Dardanup	3 Ferguson Road - 5 Ferguson Road Widened Area (R)	Dual Use Path	Concrete	13.1	2
PTH70	Footpath-2	Ferguson Road	Dardanup	39 Ferguson Road - Hayward Street (R)	Dual Use Path	Concrete	250.2	2
PTH197	Footpath-2	Ferguson Road	Dardanup	5 Ferguson Road Path Widening - Little Street (R)	Dual Use Path	Concrete	131	2
PTH196	Footpath-2	Ferguson Road	Dardanup	Charlotte Street - 3 Ferguson Road Widening Area (R)	Dual Use Path	Concrete	77.6	2
PTH389	Footpath-2	Ferguson Road	Dardanup	Hall Entrance - 39 Ferguson Road (R)	Dual Use Path	Concrete	310.6	2
PTH388	Footpath-2	Ferguson Road	Dardanup	Little Street - Hall Entrance (R)	Dual Use Path	Concrete	73.9	2
PTH198	Footpath-2	Ferguson Road	Dardanup	Railway Lights - Charlotte Street (R)	Footpath	Asphalt	26.5	1.8
PTH715	Footpath-2	Ferguson Road	Dardanup	Skate Park crossing	Dual Use Path	Concrete	3.9	2
PTH206	Footpath-2	Finch Way Reserve	Eaton	Finch Way Reserve Path - Rear Housing Gate	Dual Use Path	Concrete	40.7	2
PTH396	Footpath-2	Finch Way Reserve	Eaton	Recreation Drive - End Path	Dual Use Path	Concrete	60.2	2
PTH104	Footpath-2	Flinders Street	Eaton	Murdoch Crescent Crossing - Illawarra Drive (R)	Dual Use Path	Concrete	221.9	2
PTH380	Footpath-2	Florence Moore Way	Burekup	Castieau Street - Sykes Avenue (L)	Dual Use Path	Concrete	249.9	2.2
PTH2251	Footpath-2	Foster Street	Eaton		Proposed paths only	Concrete	193.3	0
PTH2361	Footpath-2	Foster Street	Eaton		Proposed paths only	Concrete	115.5	0
PTH2371	Footpath-2	Fuchsia Gardens	Eaton		Proposed paths only	Concrete	151.5	0
PTH742	Footpath-2	Future subdivision	Eaton	unknown	Dual Use Path	Concrete	22.6	2
PTH743	Footpath-2	Future subdivision	Eaton	unknown	Dual Use Path	Concrete	169.3	2
PTH744	Footpath-2	Future subdivision	Eaton	unknown	Dual Use Path	Concrete	80.5	2
PTH379	Footpath-2	Gardiner Street	Burekup	Castieau Street - Sykes Avenue (R)	Dual Use Path	Concrete	261.1	2.2
PTH63	Footpath-2	Gardiner Street	Burekup	Russell Road - Castieau Street (R)	Dual Use Path	Concrete	110.1	2
PTH81	Footpath-2	Gardiner Street	Burekup	Sykes Avenue - Atkinson Road (R)	Dual Use Path	Concrete	66.8	2.2
PTH101	Footpath-2	Gascoyne Circle	Millbridge	Murchison Parade Crossing - Swan Avenue Crossing (L)	Dual Use Path	Concrete	370.3	2
PTH543	Footpath-2	Gascoyne Circle	Millbridge	Swan Avenue Crossing - Murchison Parade (L)	Dual Use Path	Concrete	295.7	2
PTH933	Footpath-2	Glen Huon Oval BBQs	Eaton		Dual Use Path	Concrete	3.2	2
PTH932	Footpath-2	Glen Huon Oval Playground	Eaton		Dual Use Path	Concrete	10.5	2
PTH934	Footpath-2	Glen Huon Oval Playground	Eaton		Dual Use Path	Concrete	15.9	1.5
PTH935	Footpath-2	Glen Huon Oval Playground	Eaton		Dual Use Path	Concrete	5.9	1.5
PTH939	Footpath-2	Glen Huon Pump Track	Eaton		Dual Use Path	Concrete	38.6	1.5
PTH941	Footpath-2	Glen Huon Pump Track	Eaton		Dual Use Path	Concrete	2.8	3
PTH942	Footpath-2	Glen Huon Pump Track	Eaton		Dual Use Path	Concrete	3.2	3
PTH938	Footpath-2	Glen Huon Skate Park	Eaton		Dual Use Path	Concrete	30.7	2
PTH131	Footpath-2	Glenelg Drive	Millbridge	Dutton Way - Braddon Way (R)	Dual Use Path	Concrete	109.8	2
PTH775	Footpath-2	Glenhuon Boulevard	Eaton	30 Glenhuon Boulevard Crossing - Gromark Gate Crossing (L)	Dual Use Path	Concrete	92.8	2
PTH442	Footpath-2	Glenhuon Boulevard	Eaton	30 Glenhuon Boulevard Crossing - Gromark Gate Crossing (L)	Dual Use Path	Concrete	292.2	2
PTH404	Footpath-2	Glenhuon Boulevard	Eaton	Clydesdale Drive Crossing - 25 Glenhuon Boulevard Crossing (R)	Dual Use Path	Concrete	51.6	2
PTH134	Footpath-2	Glenhuon Boulevard	Eaton	Eaton Drive - Clydesdale Drive Crossing (R)	Dual Use Path	Concrete	266.2	2
PTH732	Footpath-2	Glenhuon Boulevard	Eaton	Glenhuon Boulevard Crossing	Dual Use Path	Concrete	5.1	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH667	Footpath-2	Glenhuon Boulevard	Eaton	Gromark Gate Crossing - Leicester Ramble Crossing (L)	Dual Use Path	Concrete	42.4	2
PTH668	Footpath-2	Glenhuon Boulevard	Eaton	Gromark Gate Crossing - Leicester Ramble Crossing (L)	Dual Use Path	Concrete	61.2	2
PTH669	Footpath-2	Glenhuon Boulevard	Eaton	Gromark Gate Crossing - Leicester Ramble Crossing (L)	Dual Use Path	Concrete	55	2
PTH133	Footpath-2	Glenhuon Boulevard	Eaton	Gromark Gate Crossing - Leicester Ramble Crossing (L)	Dual Use Path	Concrete	160	2
PTH664	Footpath-2	Glenhuon Boulevard	Eaton	Leicester Ramble Crossing - Glenhuon Boulevard Crossing (L)	Dual Use Path	Concrete	69.1	2
PTH440	Footpath-2	Glenhuon Boulevard	Eaton	Leicester Ramble Crossing - Glenhuon Boulevard Crossing (L)	Dual Use Path	Concrete	149.1	2
PTH49	Footpath-2	Glenhuon Boulevard	Eaton	Peninsula Lakes Drive Crossing - Wandoo Way Crossing (R)	Dual Use Path	Concrete	94.1	2
PTH310	Footpath-2	Glenhuon Boulevard	Eaton	Rear 1 Wandoo Way - Robusta Road Crossing (R)	Dual Use Path	Concrete	43.2	2
PTH147	Footpath-2	Glenhuon Boulevard	Eaton	Wandoo Way Crossing - 1 Wandoo Way Bdy (R)	Dual Use Path	Concrete	41.5	2
PTH372	Footpath-2	Glenhuon Oval Playground	Eaton	Glenhuon Oval Playground Access Path - Large Swing	Dual Use Path	Concrete	23.6	2
PTH374	Footpath-2	Glenhuon Oval Playground	Eaton	Glenhuon Oval Playground Gazebo - Play Equipment	Dual Use Path	Concrete	15.2	2.5
PTH891	Footpath-2	Gnomesville Tourist Precinct	Rural	Picnic table 1 hardstand, Pigmented concrete	Dual Use Path	Concrete	5	4.5
PTH890	Footpath-2	Gnomesville Tourist Precinct	Rural	Picnic table 2 hardstand, Pigmented concrete	Dual Use Path	Concrete	5.1	5.7
PTH883	Footpath-2	Gnomesville Tourist Precinct	Rural	Pigmented concrete	Dual Use Path	Concrete	39.8	2
PTH887	Footpath-2	Gnomesville Tourist Precinct	Rural	Pigmented concrete	Dual Use Path	Concrete	27.6	2
PTH889	Footpath-2	Gnomesville Tourist Precinct	Rural	Pigmented concrete, incl mesh reinforcement	Dual Use Path	Concrete	44.2	2
PTH220	Footpath-2	Graham Street	Eaton	Eagle Crescent Crossing - Hamilton Road Crossing (L)	Dual Use Path	Concrete	164.9	2
PTH219	Footpath-2	Graham Street	Eaton	Pratt Road Crossing - Eagle Crescent Crossing (L)	Dual Use Path	Concrete	139.6	2
PTH150	Footpath-2	Hale Street	Eaton	18 Hale Street Crossing - Charterhouse Street Crossing (R)	Dual Use Path	Concrete	151.7	2.5
PTH392	Footpath-2	Hale Street	Eaton	Austin Street Crossing - 13 Hale Street Crossing (L)	Dual Use Path	Concrete	79.9	2.5
PTH408	Footpath-2	Hale Street	Eaton	Charterhouse Street Crossing - Peppermint Way Crossing (R)	Dual Use Path	Concrete	482.3	2.5
PTH393	Footpath-2	Hale Street	Eaton	Hamilton Road - Austin Street Crossing (L)	Dual Use Path	Concrete	96	2.5
PTH153	Footpath-2	Hale Street	Eaton	Opp 60 Hale Street Crossing - Millard Street Crossing (L)	Dual Use Path	Concrete	424.7	2
PTH151	Footpath-2	Hale Street	Eaton	Peppermint Way Crossing - Tuart Place Crossing (R)	Dual Use Path	Concrete	258.8	2.5
PTH152	Footpath-2	Hale Street	Eaton	Tuart Place Crossing - 60 Hale Street Crossing (R)	Dual Use Path	Concrete	115.5	2
PTH516	Footpath-2	Hamilton Road	Eaton	136 Hamilton Road Driveway - 20 Foster Street Driveway (L)	Footpath	Concrete	72	2
PTH522	Footpath-2	Hamilton Road	Eaton	Bus Shelter - Hamilton Road Crossing (R)	Dual Use Path	Concrete	23	2
PTH528	Footpath-2	Hamilton Road	Eaton	Casuarina Street Crossing - Millard Street Crossing (R)	Dual Use Path	Concrete	30.9	2
PTH428	Footpath-2	Hamilton Road	Eaton	Charterhouse Street Crossing - Hale Street Crossing (R)	Dual Use Path	Concrete	230.1	2
PTH523	Footpath-2	Hamilton Road	Eaton	DFES Hamilton Road Crossing - Bus Shelter Crossing (L)	Dual Use Path	Concrete	7	2
PTH517	Footpath-2	Hamilton Road	Eaton	Foster Street Crossing - 42 Hamilton Road Crossing (L)	Footpath	Concrete	34.5	2
PTH435	Footpath-2	Hamilton Road	Eaton	Hale Street Crossing - Casuarina Street Crossing (R)	Dual Use Path	Concrete	411.9	2
PTH524	Footpath-2	Hamilton Road	Eaton	Hamilton Road Crossing - Charterhouse Street Crossing (R)	Dual Use Path	Concrete	85.7	2
PTH518	Footpath-2	Hamilton Road	Eaton	Millard Street Crossing - Montgomery Drive Crossing (R)	Dual Use Path	Concrete	777.1	2
PTH519	Footpath-2	Hamilton Road	Eaton	Montgomery Drive Crossing - Eaton Drive (R)	Dual Use Path	Concrete	232.3	2
PTH205	Footpath-2	Hamilton Road	Eaton	Shire Boundary - Ennis Street Crossing (L)	Dual Use Path	Concrete	136.1	2
PTH2221	Footpath-2	Hamilton Road	Eaton		Proposed paths only	Concrete	135	0
PTH2231	Footpath-2	Hamilton Road	Eaton		Proposed paths only	Concrete	280.5	0
PTH2241	Footpath-2	Hamilton Road	Eaton		Proposed paths only	Concrete	40.8	0
PTH2271	Footpath-2	Hamilton Road	Eaton		Proposed paths only	Concrete	336.3	0
PTH2281	Footpath-2	Hamilton Road	Eaton		Proposed paths only	Concrete	72.6	0
PTH2291	Footpath-2	Hamilton Road	Eaton		Proposed paths only	Concrete	718.5	0
PTH436	Footpath-2	Hands Avenue	Eaton	Cudliss Street Crossing - Hamilton Road (R)	Dual Use Path	Concrete	144.9	2.2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH433	Footpath-2	Hands Avenue	Eaton	Pratt Road Crossing - Stanton Street Crossing (R)	Dual Use Path	Concrete	217.2	2.2
PTH434	Footpath-2	Hands Avenue	Eaton	Stanton Street Crossing - Cudliss Street Crossing (R)	Dual Use Path	Concrete	114.2	2.2
PTH920	Footpath-2	Hands Avenue	Eaton		Dual Use Path	Concrete	1.3	2
PTH405	Footpath-2	Hands Avenue Reserve	Eaton	Watson Street Crossing - Eaton Drive	Dual Use Path	Concrete	16.7	3
PTH92	Footpath-2	Hayward Street	Dardanup	148 Hayward Street - School Crossing (L)	Dual Use Path	Concrete	5.7	2.2
PTH84	Footpath-2	Hayward Street	Dardanup	Charlotte Street - Little Street (L)	Dual Use Path	Concrete	171.6	2
PTH91	Footpath-2	Hayward Street	Dardanup	Little Street - Mitchell Way (L)	Dual Use Path	Concrete	194.6	2
PTH385	Footpath-2	Hayward Street	Dardanup	Mitchell Way - Ferguson Road (L)	Footpath	Concrete	266.8	1.5
PTH89	Footpath-2	Hayward Street	Dardanup	Mitchell Way - Hayward Street Corner (R)	Dual Use Path	Concrete	11.1	2.2
PTH90	Footpath-2	Hayward Street	Dardanup	Mitchell Way - Mitchell Way (L)	Footpath	Concrete	308.4	1.5
PTH384	Footpath-2	Hayward Street	Dardanup	Primary School Carpark - Pre School Gate (R)	Dual Use Path	Concrete	113.6	2
PTH291	Footpath-2	Hazelgrove Crescent	Millbridge	30 Adeline Drive Corner (L)	Dual Use Path	Concrete	22.7	2
PTH342	Footpath-2	Hazelgrove Crescent	Millbridge	37 Hazelgrove Crescent - 63 Hazelgrove Crescent (R)	Dual Use Path	Concrete	323.9	2
PTH953	Footpath-2	Hazelgrove Crescent	Millbridge	37 Hazelgrove Crescent - 63 Hazelgrove Crescent (R)	Dual Use Path	Concrete	307.1	2
PTH734	Footpath-2	Hazelgrove Crescent	Millbridge	63 Hazelgrove Crescent - 76 Hazelgrove Crescent (R)	Dual Use Path	Concrete	126.9	2
PTH299	Footpath-2	Hazelgrove Crescent	Millbridge	63 Hazelgrove Crescent - 76 Hazelgrove Crescent (R)	Dual Use Path	Concrete	16.5	2
PTH870	Footpath-2	Hazelgrove Crescent	Millbridge	71 Hazelgrove Crescent - Hazelgrove Park Path	Dual Use Path	Concrete	4.7	3
PTH288	Footpath-2	Hazelgrove Crescent	Millbridge	76 Hazelgrove Crescent - Chestnut Boulevard (R)	Dual Use Path	Concrete	68.6	2
PTH537	Footpath-2	Hazelgrove Crescent	Millbridge	Adeline Drive Crossing - End Construction (L)	Dual Use Path	Concrete	97.7	2
PTH535	Footpath-2	Hazelgrove Crescent	Millbridge	Chestnut Boulevard Crossing - Adeline Drive (L)	Dual Use Path	Concrete	182.9	2
PTH306	Footpath-2	Hewison Street	Dardanup	Bocker Street Crossing - Rear 24 Bocker Street (R)	Dual Use Path	Concrete	38.2	2
PTH304	Footpath-2	Hewison Street	Dardanup	Hewison Street Crossing - Bocker Street Crossing (R)	Dual Use Path	Concrete	63.9	2
PTH466	Footpath-2	Holstein Drive	Eaton	Perendale Loop Crossing - Ryeland Avenue Crossing (L)	Dual Use Path	Concrete	209.2	2
PTH315	Footpath-2	Hough Road	Eaton	Eaton Drive - Cul De Sac (PAW) (L)	Dual Use Path	Concrete	86.5	2
PTH816	Footpath-2	Hunter Circle	Millbridge	Hunter Park Entry Area - Millars Creek Main Path (West) Driveway	Dual Use Path	Concrete	6	2
PTH568	Footpath-2	Hunter Park	Millbridge	Hunter Circle Crossing - Hunter Park Path	Footpath	Concrete	6.1	1.5
PTH817	Footpath-2	Hunter Park	Millbridge	Hunter Park viewing deck	Dual Use Path	Concrete	9	2.4
PTH193	Footpath-2	Hunter Park	Millbridge	Main entrance	Dual Use Path	Concrete	16.8	12
PTH260	Footpath-2	Hutchinson Road	Burekup	Russell Road - Money Street (L)	Dual Use Path	Concrete	157.1	2
PTH9291	Footpath-2	Hutchinson Road	Burekup		Proposed paths only	Concrete	138.9	0
PTH365	Footpath-2	Illawarra Drive	Eaton	71 Illawarra Drive Road Crossing (L)	Dual Use Path	Concrete	5.5	2
PTH536	Footpath-2	Illawarra Drive	Millbridge	Berkeley View Crossing - Illawarra Park Crossing (L)	Dual Use Path	Concrete	28.7	2
PTH103	Footpath-2	Illawarra Drive	Eaton	Chamberlain Grove Crossing - Evoque Entrance Crossing (L)	Dual Use Path	Concrete	147.6	2
PTH542	Footpath-2	Illawarra Drive	Millbridge	Eaton Drive - Murchison Parade Crossing (L)	Dual Use Path	Concrete	241.9	2
PTH869	Footpath-2	Illawarra Drive	Millbridge	Eaton Drive - Murchison Parade Crossing (L)	Dual Use Path	Concrete	18	2
PTH140	Footpath-2	Illawarra Drive	Eaton	Endicott Boulevard Crossing - Edith Cowan Avenue (L)	Dual Use Path	Concrete	124.8	2
PTH362	Footpath-2	Illawarra Drive	Eaton	Evoque Entrance Crossing - Flinders Street (L)	Dual Use Path	Concrete	97.1	2
PTH555	Footpath-2	Illawarra Drive	Millbridge	Greenough Place Crossing - Chamberlain Grove Crossing (L)	Dual Use Path	Concrete	112.7	2
PTH806	Footpath-2	Illawarra Drive	Eaton	Illawarra Drive	Dual Use Path	Concrete	145.6	2
PTH156	Footpath-2	Illawarra Drive	Eaton	Illawarra Drive - Isdell Gardens S Corner	Dual Use Path	Concrete	16.6	2
PTH460	Footpath-2	Illawarra Drive	Eaton	Illawarra Drive - Isdell Gardens SW Corner	Dual Use Path	Concrete	20.1	2
PTH546	Footpath-2	Illawarra Drive	Millbridge	Illawarra Drive - Murchison Parade Roundabout East Corner	Dual Use Path	Concrete	20.1	2
PTH102	Footpath-2	Illawarra Drive	Eaton	Illawarra Drive - Murchison Parade Roundabout North Corner	Dual Use Path	Concrete	20.9	2
PTH841	Footpath-2	Illawarra Drive	Millbridge	Illawarra Drive crossing	Dual Use Path	Concrete	10.4	2
PTH157	Footpath-2	Illawarra Drive	Eaton	Illawarra Park Access Path - De Grey Lane (R)	Dual Use Path	Concrete	26	2
PTH554	Footpath-2	Illawarra Drive	Millbridge	Illawarra Park Crossing - Greenough Place Crossing (L)	Dual Use Path	Concrete	59.8	2
PTH154	Footpath-2	Illawarra Drive	Eaton	Isdell Gardens - Berkeley View Crossing (R)	Dual Use Path	Concrete	84.7	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH541	Footpath-2	Illawarra Drive	Millbridge	Murchison Parade Crossing - Berkeley View Crossing (L)	Dual Use Path	Concrete	96.2	2
PTH2381	Footpath-2	Illawarra Drive	Eaton		Proposed paths only	Concrete	282.8	0
PTH155	Footpath-2	Isdell Gardens	Eaton	Illawarra Drive - Margaret Circle (L)	Dual Use Path	Concrete	131.2	2
PTH559	Footpath-2	Jardine Way	Millbridge	Eaton Drive - Swan Avenue Crossing (L)	Dual Use Path	Concrete	88.8	2
PTH105	Footpath-2	Jindalee Way	Millbridge	Eaton Drive Crossing - Hunter Circle Crossing (R)	Dual Use Path	Concrete	179.7	2
PTH538	Footpath-2	Kanalla Avenue	Millbridge	Chestnut Boulevard Crossing - 3 Kanalla Avenue (L)	Dual Use Path	Concrete	38.6	2
PTH160	Footpath-2	King Edward Way	Eaton	Hotham Way Crossing - Margaret Circle (R)	Dual Use Path	Concrete	124.3	2
PTH363	Footpath-2	King Edward Way	Eaton	Illawarra Drive - Evolution Loop Crossing (R)	Dual Use Path	Concrete	54.8	2
PTH485	Footpath-2	King Edward Way	Eaton	Illawarra Drive Crossing - Hotham Way Crossing (R)	Dual Use Path	Concrete	90	2
PTH482	Footpath-2	La Trobe Place	Eaton	20 Murdoch Crescent Crossing - Cul De Sac (L)	Dual Use Path	Concrete	136.1	2.3
PTH2391	Footpath-2	La Trobe Street	Eaton		Proposed paths only	Concrete	80.4	0
PTH164	Footpath-2	Lavender Way	Eaton	Millard Street - Eaton Drive (L)	Dual Use Path	Concrete	192.8	2
PTH2441	Footpath-2	Leake Street	Eaton		Proposed paths only	Concrete	292.4	0
PTH2411	Footpath-2	Leake Street	Eaton		Proposed paths only	Concrete	42.2	0
PTH2421	Footpath-2	Leake Street	Eaton		Proposed paths only	Concrete	106	0
PTH2431	Footpath-2	Leake Street	Eaton		Proposed paths only	Concrete	101	0
PTH738	Footpath-2	Leicester Ramble	Eaton	Leicester Ramble Crossing	Dual Use Path	Concrete	2.4	2
PTH739	Footpath-2	Leicester Ramble	Eaton	Leicester Ramble Crossing	Dual Use Path	Concrete	2.3	2
PTH741	Footpath-2	Leicester Ramble	Eaton	Penisula Lakes Drive - 48 Leicester Ramble	Dual Use Path	Concrete	52.7	2
PTH712	Footpath-2	Little Street	Dardanup	Carramar Park Car Park - Council Carpark	Dual Use Path	Concrete	38.5	2
PTH93	Footpath-2	Little Street	Dardanup	Carramar Park Car Park - Hayward Street (L)	Dual Use Path	Concrete	117.9	2
PTH88	Footpath-2	Little Street	Dardanup	Ferguson Road - Council Crossing (R)	Dual Use Path	Concrete	128.3	2
PTH166	Footpath-2	Lofthouse Avenue	Eaton	Millard Street - Millard Street Crossing (R)	Dual Use Path	Concrete	544.7	2
PTH06	Footpath-2	Lofthouse Avenue	Eaton	Millard Street Crossing - Eaton Drive (R)	Dual Use Path	Concrete	209.3	2
PTH2481	Footpath-2	Lofthouse Avenue	Eaton		Proposed paths only	Concrete	90.7	0
PTH2471	Footpath-2	Lofthouse Avenue	Eaton		Proposed paths only	Concrete	151.7	0
PTH414	Footpath-2	Lofthouse Park	Eaton	Claret Grove - Lofthouse Park Playground Main Path	Dual Use Path	Concrete	71.4	2
PTH416	Footpath-2	Lofthouse Park	Eaton	Fuchsia Gardens - Lofthouse Park Playground Main Path	Dual Use Path	Concrete	73	2
PTH418	Footpath-2	Lofthouse Park	Eaton	Harlequin Gardens - Lofthouse Park Playground Main Path	Dual Use Path	Concrete	31.6	2
PTH525	Footpath-2	Lofthouse Park	Eaton	Lofthouse Avenue - Lofthouse Park Main Path	Dual Use Path	Concrete	206.9	2
PTH497	Footpath-2	Lofthouse Park	Eaton	Lofthouse Avenue Carpark - Lofthouse Park Basketball Court Junction Path	Dual Use Path	Concrete	142.4	2
PTH415	Footpath-2	Lofthouse Park	Eaton	Lofthouse Park Link Path Malabor To Fuchsia	Dual Use Path	Concrete	75.6	2
PTH498	Footpath-2	Lofthouse Park	Eaton	Lofthouse Park Rear Pump Station Link Path	Dual Use Path	Concrete	69.7	2
PTH413	Footpath-2	Lofthouse Park	Eaton	Malabor Retreat - Lofthouse Park	Dual Use Path	Concrete	50.7	2
PTH417	Footpath-2	Lofthouse Park	Eaton	Pecan Lane - Lofthouse Park Playground Main Path	Dual Use Path	Concrete	120.4	2
PTH139	Footpath-2	Lucretia Street	Eaton	Scott Street - 5 Lucretia Street (L)	Dual Use Path	Concrete	107.6	2
PTH50	Footpath-2	Lusitano Avenue	Eaton	Cleveland Bay Avenue Crossing - Perendale Loop Crossing (R)	Dual Use Path	Concrete	160.1	2
PTH135	Footpath-2	Lusitano Avenue	Eaton	Perendale Loop Crossing - Glenhuon Boulevard Crossing (R)	Dual Use Path	Concrete	143.3	2
PTH468	Footpath-2	Lusitano Avenue	Eaton	Salers Close Crossing - Cleveland Bay Avenue Crossing (R)	Dual Use Path	Concrete	260.9	2
PTH451	Footpath-2	Lusitano Avenue	Eaton	Sindhi Close Crossing - Salers Close Crossing (R)	Dual Use Path	Concrete	91.3	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH710	Footpath-2	Macleay Street	Dardanup	Bocker Street to end	Dual Use Path	Concrete	34.1	2
PTH707	Footpath-2	Macleay Street	Dardanup	Clearrys Rd - Bocker Street	Dual Use Path	Concrete	11.7	2
PTH708	Footpath-2	Macleay Street	Dardanup	Clearrys Rd - Bocker Street	Dual Use Path	Concrete	68.3	2
PTH2491	Footpath-2	Malabor Retreat	Eaton		Proposed paths only	Concrete	204.9	0
PTH159	Footpath-2	Margaret Circle	Eaton	Isdell Gardens - King Edward Way (L)	Dual Use Path	Concrete	128.2	2
PTH480	Footpath-2	Margaret Circle	Eaton	Murdoch Crescent - Isdell Gardens	Dual Use Path	Concrete	86.2	2
PTH527	Footpath-2	Millard Street	Eaton	Aralia Place Crossing - Fuchsia Gardens Crossing (L)	Dual Use Path	Concrete	181.8	2
PTH526	Footpath-2	Millard Street	Eaton	Cottonwood Gardens Crossing - Lofthouse Avenue (L)	Dual Use Path	Concrete	151.1	2
PTH167	Footpath-2	Millard Street	Eaton	Crampton Avenue Crossing - Lofthouse Avenue Crossing (L)	Dual Use Path	Concrete	125.9	2
PTH672	Footpath-2	Millard Street	Eaton	Fuchsia Gardens Crossing - Cottonwood Gardens Crossing (L)	Dual Use Path	Concrete	63	2
PTH673	Footpath-2	Millard Street	Eaton	Fuchsia Gardens Crossing - Cottonwood Gardens Crossing (L)	Dual Use Path	Concrete	56	2
PTH409	Footpath-2	Millard Street	Eaton	Fuchsia Gardens Crossing - Cottonwood Gardens Crossing (L)	Dual Use Path	Concrete	217.7	2
PTH529	Footpath-2	Millard Street	Eaton	Hamilton Road - Crampton Avenue Crossing (L)	Dual Use Path	Concrete	311.9	2
PTH918	Footpath-2	Millard Street	Eaton	Harlequin Gardens Crossing	Dual Use Path	Concrete	9.9	2
PTH403	Footpath-2	Millard Street	Eaton	Harlequin Gardens Crossing - Malabor Retreat Crossing (L)	Dual Use Path	Concrete	143.6	2
PTH165	Footpath-2	Millard Street	Eaton	Lavender Way - Millard Street NE Corner	Dual Use Path	Concrete	26.3	2
PTH168	Footpath-2	Millard Street	Eaton	Lofthouse Avenue Crossing - Harlequin Gardens Crossing (L)	Dual Use Path	Concrete	71.7	2
PTH169	Footpath-2	Millard Street	Eaton	Malabor Retreat Crossing - Aralia Place Crossing (L)	Dual Use Path	Concrete	210.2	2
PTH611	Footpath-2	Millard Street	Eaton	Malabor Retreat Crossing - Aralia Place Crossing (L)	Dual Use Path	Concrete	339.1	2
PTH125	Footpath-2	Millbridge Boulevard	Millbridge	Apsley Circle Crossing - Clayton View (R)	Dual Use Path	Concrete	146	2
PTH114	Footpath-2	Millbridge Boulevard	Millbridge	Braddon Way - Chestnut Boulevard (L)	Dual Use Path	Concrete	136.4	2
PTH127	Footpath-2	Millbridge Boulevard	Millbridge	Clayton View - Chestnut Boulevard (R)	Dual Use Path	Concrete	303.5	2
PTH124	Footpath-2	Millbridge Boulevard	Millbridge	Denison Link - Apsley Circle Crossing (R)	Dual Use Path	Concrete	67	2
PTH112	Footpath-2	Millbridge Boulevard	Millbridge	Dutton Way - Braddon Way (L)	Dual Use Path	Concrete	126.1	2
PTH110	Footpath-2	Millbridge Boulevard	Millbridge	Eaton Drive - Swan Avenue (L)	Dual Use Path	Concrete	60.7	2
PTH118	Footpath-2	Millbridge Boulevard	Millbridge	Eaton Drive - Swan Avenue (R)	Dual Use Path	Concrete	61	2
PTH117	Footpath-2	Millbridge Boulevard	Millbridge	Eaton Drive Crossing - Millbridge Boulevard Crossing (R)	Dual Use Path	Concrete	20	2
PTH122	Footpath-2	Millbridge Boulevard	Millbridge	Hatfield Way - Dutton Way (L)	Dual Use Path	Concrete	192.4	2
PTH113	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Braddon Way N Corner (L)	Dual Use Path	Concrete	19.2	2
PTH544	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Braddon Way S Corner (L)	Dual Use Path	Concrete	19.6	2
PTH128	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Clayton View E Corner (R)	Dual Use Path	Concrete	24.3	2
PTH126	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Clayton View S Corner (R)	Dual Use Path	Concrete	19.7	2
PTH121	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Denison Link SE Corner (R)	Dual Use Path	Concrete	20.1	2
PTH111	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Dutton Way N Corner (L)	Dual Use Path	Concrete	21.7	2
PTH545	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Dutton Way W Corner (L)	Dual Use Path	Concrete	15.3	2
PTH123	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Hatfield Way NE Corner (L)	Dual Use Path	Concrete	21.4	2
PTH108	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Swan Avenue NE Corner (L)	Dual Use Path	Concrete	29	2
PTH106	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Swan Avenue NW Corner (L)	Dual Use Path	Concrete	27.3	2
PTH556	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Swan Avenue SE Corner (R)	Dual Use Path	Concrete	32.2	2
PTH119	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard - Swan Avenue SW Corner (R)	Dual Use Path	Concrete	31.6	2
PTH532	Footpath-2	Millbridge Boulevard	Millbridge	Millbridge Boulevard Crossing - 7 Jardine Way (R)	Dual Use Path	Concrete	35.9	2
PTH107	Footpath-2	Millbridge Boulevard	Millbridge	Swan Avenue - Water Authority Driveway (L)	Dual Use Path	Concrete	100.2	2
PTH116	Footpath-2	Millbridge Boulevard	Millbridge	Water Authority Driveway - Millars Creek Main Path (East) (L)	Dual Use Path	Concrete	138	3.3
PTH857	Footpath-2	Millbridge Bvd	Millbridge	Braddpm Wy Crossing N	Dual Use Path	Concrete	4.3	2
PTH856	Footpath-2	Millbridge Bvd	Millbridge	Braddpm Wy Crossing S	Dual Use Path	Concrete	4.3	2
PTH212	Footpath-2	Millbridge Bvd	Millbridge	Millars Creek Main Path (East) - Denison Link Crossing (R)	Dual Use Path	Concrete	97.4	2
PTH347	Footpath-2	Mitchell Way	Dardanup	20 Mitchell Way - 22 Mitchell Way (L)	Dual Use Path	Concrete	61.3	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH348	Footpath-2	Mitchell Way	Dardanup	22 Mitchell Way - 30 Mitchell Way (R)	Dual Use Path	Concrete	49.7	2
PTH908	Footpath-2	Mitchell Way	Dardanup	Mitchell Way - Trusty Place (R)	Dual Use Path	Concrete	113.8	2
PTH909	Footpath-2	Mitchell Way	Dardanup	Mitchell Way - Trusty Place (R)	Dual Use Path	Concrete	81.7	2
PTH94	Footpath-2	Mitchell Way	Dardanup	Trusty Place - Mitchell Way Crossing (R)	Dual Use Path	Concrete	102.5	2
PTH2401	Footpath-2	Monash Bloulevard	Eaton		Proposed paths only	Concrete	44.2	0
PTH495	Footpath-2	Monash Boulevard	Eaton	Eaton Drive - Murdoch Crescent (R)	Dual Use Path	Concrete	161.3	2
PTH769	Footpath-2	Monash Boulevard	Eaton	Eaton Drive - Murdoch Crescent (R)	Dual Use Path	Concrete	58.2	2
PTH481	Footpath-2	Monash Boulevard	Eaton	Murdoch Crescent Crossing - 33 Monash Boulevard (L)	Dual Use Path	Concrete	159.2	2
PTH2311	Footpath-2	Montgomery Drive	Eaton		Proposed paths only	Concrete	126.3	0
PTH2321	Footpath-2	Montgomery Drive	Eaton		Proposed paths only	Concrete	238.9	0
PTH62	Footpath-2	Murchison Parade	Millbridge	Murchison Parade Crossing - Murchison Parade Crossing (R)	Dual Use Path	Concrete	223.1	2
PTH176	Footpath-2	Murchison Parade	Millbridge	Murchison Parade Crossing - Ord Close (L)	Dual Use Path	Concrete	49.1	2
PTH486	Footpath-2	Murdoch Crescent	Eaton	Edith Cowan Avenue Crossing - Monash Boulevard Crossing (L)	Dual Use Path	Concrete	239	2
PTH479	Footpath-2	Murdoch Crescent	Eaton	Margaret Circle - Margaret Circle	Dual Use Path	Concrete	69	2
PTH502	Footpath-2	Murdoch Crescent	Eaton	Monash Boulevard Crossing - 45 Murdoch Crescent (L)	Dual Use Path	Concrete	204.9	2
PTH381	Footpath-2	O'Meara Drive	Burekup	O'Meara Drive - End Road (L)	Dual Use Path	Concrete	10.7	2.2
PTH650	Footpath-2	O'Meara Drive	Burekup	Shenton Road - Shier Rise	Dual Use Path	Concrete	97.9	2.3
PTH651	Footpath-2	O'Meara Drive	Burekup	Shier Rise - Garrdiner Street	Dual Use Path	Concrete	202.8	2.3
PTH177	Footpath-2	Ord Close	Millbridge	Murchison Parade - Millars Creek Park Path (L)	Dual Use Path	Concrete	52.2	2
PTH954	Footpath-2	Pascoe Way	Millbridge	Adeline Drive - Hazelgrove Crescent	Dual Use Path	Concrete	210.4	2
PTH07	Footpath-2	Pascoe Way	Millbridge	Chestnut Boulevard Crossing - Adeline Drive (L)	Dual Use Path	Concrete	175.5	2
PTH2501	Footpath-2	Pecan Lane	Eaton		Proposed paths only	Concrete	90.1	0
PTH281	Footpath-2	Pedretti Road	Picton East	Pedretti Wetlands Path - Golding Crescent (R)	Dual Use Path	Concrete	151.6	2.2
PTH14	Footpath-2	Peninsula Lakes	Eaton	Glenhuon Boulevard Crossing - Peninsula Lakes Park Main Path (R)	Dual Use Path	Concrete	30.8	2
PTH458	Footpath-2	Peninsula Lakes	Eaton	Holstein Drive Crossing - Peninsula Lakes Park Path (L)	Dual Use Path	Concrete	47.8	2
PTH441	Footpath-2	Peninsula Lakes	Eaton	Opp 34 Leicester Ramble Crossing - Peninsula Lakes Park Path (R)	Dual Use Path	Concrete	21.7	2.3
PTH539	Footpath-2	Peninsula Lakes	Eaton	Peninsula Lakes Drive - Glenhuon Boulevard SE Corner	Dual Use Path	Concrete	18.7	2
PTH15	Footpath-2	Peninsula Lakes	Eaton	Peninsula Lakes Drive Crossing - Peninsula Lakes Park (L)	Dual Use Path	Concrete	16.1	2
PTH04	Footpath-2	Peninsula Lakes	Eaton	Peninsula Lakes Park Lake Surround Path	Dual Use Path	Concrete	504.3	2
PTH16	Footpath-2	Peninsula Lakes	Eaton	Ryeland Avenue Crossing - Peninsula Lakes Park Path (L)	Dual Use Path	Concrete	33.8	2
PTH491	Footpath-2	Peninsula Lakes Drive	Eaton	Eaton Drive - Holstein Drive Crossing (L)	Dual Use Path	Concrete	126.2	2
PTH456	Footpath-2	Peninsula Lakes Drive	Eaton	Glenhuon Boulevard Crossing - Leicester Ramble	Dual Use Path	Concrete	124.2	2
PTH740	Footpath-2	Peninsula Lakes Drive	Eaton	Leicester Ramble - WaterCorp Reserve	Dual Use Path	Concrete	213	2
PTH737	Footpath-2	Peninsula Lakes Drive	Eaton	WaterCorp Reserve	Dual Use Path	Concrete	23.7	2
PTH345	Footpath-2	Peppermint Way	Eaton	#24 Peppermint Way - #32 Peppermint Way	Dual Use Path	Concrete	75.8	2.3
PTH410	Footpath-2	Peppermint Way	Eaton	32 Peppermint Way - Rosebud Crescent Crossing (L)	Dual Use Path	Concrete	186.7	2.3
PTH344	Footpath-2	Peppermint Way	Eaton	Hale St - #24 Peppermint Way	Dual Use Path	Concrete	319.7	2.3
PTH412	Footpath-2	Peppermint Way	Eaton	Rosebud Crescent Crossing - Hale Street Crossing (L)	Dual Use Path	Concrete	169.8	2
PTH411	Footpath-2	Peppermint Way	Eaton	Rosebud Crescent Crossing - Rosebud Crescent Crossing (L)	Dual Use Path	Concrete	188.1	2
PTH467	Footpath-2	Perendale Loop	Eaton	Charbray Way Crossing - Cleveland Bay Avenue (R)	Dual Use Path	Concrete	48.3	2
PTH465	Footpath-2	Perendale Loop	Eaton	Lusitano Avenue - Charbray Way Crossing (R)	Dual Use Path	Concrete	573.2	2
PTH22	Footpath-2	Polwarth Circuit	Eaton	Cleveland Bay Avenue - Romney Way Crossing (R)	Footpath	Concrete	71	1.4
PTH470	Footpath-2	Polwarth Circuit	Eaton	Romney Way Crossing - 22 Polwarth Circuit Crossing (R)	Footpath	Concrete	54.5	1.8
PTH469	Footpath-2	Polwarth Circuit	Eaton	Romney Way Crossing - Romney Way Crossing (R)	Footpath	Concrete	85.5	1.8
PTH245	Footpath-2	Pratt Road	Eaton	Hands Avenue Crossing - Opp 27 Leake Street (L)	Dual Use Path	Concrete	497.3	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH9051	Footpath-2	Pratt Road	Eaton		Proposed paths only	Concrete	72.1	0
PTH2261	Footpath-2	Pratt Road	Eaton		Proposed paths only	Concrete	883.2	0
PTH397	Footpath-2	Public Access Way (PAW)	Eaton	12 Lucretia Street - 34 Diadem Street	Dual Use Path	Asphalt	103.6	2.4
PTH391	Footpath-2	Public Access Way (PAW)	Eaton	13 Short Street - 8 Hale Street	Dual Use Path	Asphalt	113.6	2.4
PTH02	Footpath-2	Public Access Way (PAW)	Eaton	13 Taylor Street - 12 Hurst Street	Dual Use Path	Asphalt	102.8	2.4
PTH03	Footpath-2	Public Access Way (PAW)	Eaton	23 Sanford Way - 7 James Court	Dual Use Path	Asphalt	70.7	2
PTH493	Footpath-2	Public Access Way (PAW)	Eaton	25 Crampton Avenue - 10 Lavinia Place	Footpath	Asphalt	74.6	1.8
PTH476	Footpath-2	Public Access Way (PAW)	Eaton	25 Diadem Street - 8 Coral Place	Footpath	Concrete	90.9	1.2
PTH407	Footpath-2	Public Access Way (PAW)	Eaton	42 Hale Street - 16 Mahogany Place	Footpath	Concrete	81.9	1
PTH400	Footpath-2	Public Access Way (PAW)	Eaton	47 Hamilton Road - 16 Belvedere Crescent	Dual Use Path	Asphalt	107.6	2.2
PTH419	Footpath-2	Public Access Way (PAW)	Eaton	51 Millard Street - 50 Malabor Retreat	Dual Use Path	Concrete	69.1	2
PTH492	Footpath-2	Public Access Way (PAW)	Eaton	7 Crampton Avenue - 6 Ali Court	Footpath	Concrete	70.5	1.8
PTH01	Footpath-2	Public Access Way (PAW)	Eaton	7 Vernon Place - 17 Montgomery Drive	Dual Use Path	Asphalt	65.6	2
PTH390	Footpath-2	Public Access Way (PAW)	Eaton	77 Hamilton Road - 28 Sanford Way	Dual Use Path	Asphalt	85.1	2
PTH203	Footpath-2	Public Access Way (PAW)	Eaton	Appaloosa Court - Eaton Drive	Dual Use Path	Concrete	37.6	2
PTH439	Footpath-2	Public Access Way (PAW)	Eaton	Breton Way - Clydesdale Drive	Dual Use Path	Concrete	80.1	2.6
PTH453	Footpath-2	Public Access Way (PAW)	Eaton	Charolais Mews - Glenhuon Boulevard	Dual Use Path	Concrete	34.6	2
PTH163	Footpath-2	Public Access Way (PAW)	Eaton	De Grey Lane - Illawarra Park Main Path	Footpath	Concrete	35.2	1.5
PTH483	Footpath-2	Public Access Way (PAW)	Eaton	De Grey Lane - Illawarra Park Main Path	Footpath	Concrete	6.6	1.5
PTH420	Footpath-2	Public Access Way (PAW)	Eaton	Diadem Street - Whitewood Close	Dual Use Path	Concrete	84.1	2
PTH513	Footpath-2	Public Access Way (PAW)	Eaton	Edward Place - Hough Place	Footpath	Concrete	77.4	1.2
PTH382	Footpath-2	Public Access Way (PAW)	Dardanup	Ferguson Road - Mitchell Way	Dual Use Path	Concrete	100.5	2
PTH173	Footpath-2	Public Access Way (PAW)	Eaton	Fowler Court - Hough Place	Footpath	Concrete	67.4	1.2
PTH444	Footpath-2	Public Access Way (PAW)	Eaton	Glenhuon Boulevard - 9 Mustang Loop Driveway	Dual Use Path	Concrete	39.8	2.2
PTH540	Footpath-2	Public Access Way (PAW)	Millbridge	Hyandra Court - Emergency Access	Dual Use Path	Concrete	31.9	2
PTH475	Footpath-2	Public Access Way (PAW)	Eaton	Jersey Place Crossing - Eaton Drive	Dual Use Path	Concrete	64.8	2
PTH450	Footpath-2	Public Access Way (PAW)	Eaton	Lusitano Avenue - Bradford Loop	Dual Use Path	Concrete	79.4	3.8
PTH445	Footpath-2	Public Access Way (PAW)	Eaton	Pinto Close - 29 Morgan Court Driveway	Dual Use Path	Concrete	27.3	2
PTH175	Footpath-2	Public Access Way (PAW)	Eaton	Pinto Close - Eaton Drive	Dual Use Path	Concrete	45	2
PTH394	Footpath-2	Public Access Way (PAW)	Eaton	Scott Street - Elaap Street	Dual Use Path	Asphalt	97.5	2.4
PTH452	Footpath-2	Public Access Way (PAW)	Eaton	Shetland Place - 42 Bradford Loop Driveway	Dual Use Path	Concrete	69.7	3.7
PTH406	Footpath-2	Public Access Way (PAW)	Eaton	Whitewood Close - Hale Street	Dual Use Path	Concrete	138.6	2
PTH472	Footpath-2	Recreation Drive	Eaton	Albatross Crescent Crossing - Cormorant Entrance Crossing (R)	Dual Use Path	Concrete	244.1	2
PTH37	Footpath-2	Recreation Drive	Eaton	Chicken Treat Entrance Crossing - Fuel Station Entrance Crossing (L)	Dual Use Path	Concrete	112.5	2
PTH68	Footpath-2	Recreation Drive	Eaton	Cormorant Entrance Crossing - Recreation Drive Crossing (R)	Dual Use Path	Concrete	9	2
PTH899	Footpath-2	Recreation Drive	Eaton	Council Drive - Recreation Centre Carpark Crossing (L)	Dual Use Path	Concrete	37.4	2
PTH899	Footpath-2	Recreation Drive	Eaton	Council Drive - Recreation Centre Carpark Crossing (L)	Dual Use Path	Concrete	117.8	2
PTH899	Footpath-2	Recreation Drive	Eaton	Council Drive - Recreation Centre Carpark Crossing (L)	Dual Use Path	Concrete	0	2
PTH27	Footpath-2	Recreation Drive	Eaton	Eaton Drive - Albatross Crescent Crossing (R)	Dual Use Path	Concrete	87.6	2
PTH36	Footpath-2	Recreation Drive	Eaton	Eaton Drive Crossing - Chicken Treat Entrance Crossing (L)	Dual Use Path	Concrete	59	2
PTH699	Footpath-2	Recreation Drive	Eaton	Edith Cowan Avenue - School	Dual Use Path	Asphalt	44.8	3
PTH296	Footpath-2	Recreation Drive	Eaton	Finch Way Reserve Path - Rear Housing Gate (R)	Dual Use Path	Concrete	65.7	2.3
PTH41	Footpath-2	Recreation Drive	Eaton	Fuel Station Entrance Crossing - Council Drive Crossing (L)	Dual Use Path	Concrete	93.3	2
PTH746	Footpath-2	Recreation Drive	Eaton	PAW - pedestrian crossing	Dual Use Path	Concrete	14	2
PTH473	Footpath-2	Recreation Drive	Eaton	Recreation Centre Carpark Crossing - School Carpark Crossing (L)	Dual Use Path	Concrete	89.3	2.5
PTH65	Footpath-2	Recreation Drive	Eaton	Recreation Drive Pedestrian Crossing (R)	Dual Use Path	Concrete	6.5	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH144	Footpath-2	Recreation Drive	Eaton	School Carpark Crossing - Edith Cowan Avenue (L)	Dual Use Path	Concrete	335.3	2.5
PTH930	Footpath-2	Recreation Drive	Eaton		Dual Use Path	Concrete	40.8	2
PTH931	Footpath-2	Recreation Drive	Eaton		Dual Use Path	Concrete	19.5	2
PTH936	Footpath-2	Recreation Drive	Eaton		Dual Use Path	Concrete	18.6	2
PTH937	Footpath-2	Recreation Drive	Eaton		Dual Use Path	Concrete	45.5	2
PTH364	Footpath-2	Resolve Crescent	Eaton	Resolve Crescent Island Path	Dual Use Path	Concrete	125.9	2
PTH736	Footpath-2	Robusta Road	Eaton	Robusta Road Crossing	Dual Use Path	Concrete	2.9	2
PTH745	Footpath-2	Robusta Road	Eaton	Robusta Road Crossing	Dual Use Path	Concrete	22.8	2
PTH735	Footpath-2	Robusta Road	Eaton	Robusta Road crossing near Glenhuon Bvd	Dual Use Path	Concrete	4.4	2
PTH309	Footpath-2	Robusta Road	Eaton	Wandoo Way - Glenhuon Boulevard (R)	Dual Use Path	Concrete	202.8	2
PTH75	Footpath-2	Russell Road	Burekup	Burekup Hall Entrance Area (R)	Dual Use Path	Paving	18.6	4.8
PTH76	Footpath-2	Russell Road	Burekup	Burekup Hall Widening - School Bitumen Path (R)	Dual Use Path	Concrete	155	2.2
PTH73	Footpath-2	Russell Road	Burekup	Bus Bay - Gardiner Street (R)	Footpath	Paving	73.3	1.9
PTH402	Footpath-2	Russell Road	Burekup	Clarke Street - Rose Street (R)	Footpath	Paving	141.3	1.9
PTH74	Footpath-2	Russell Road	Burekup	Gardiner Street - Burekup Hall Widening (R)	Footpath	Paving	69.8	1.9
PTH262	Footpath-2	Russell Road	Burekup	Hutchinson Road - Clarke Street	Dual Use Path	Concrete	272.4	2
PTH72	Footpath-2	Russell Road	Burekup	Rose Street - Bus Bay (R)	Dual Use Path	Paving	26.4	3.9
PTH251	Footpath-2	Scott Street	Eaton	Casuarina Street - Lucretia Street	Dual Use Path	Concrete	96.4	2.3
PTH138	Footpath-2	Scott Street	Eaton	Lucretia Street - Millard Street Crossing (R)	Dual Use Path	Concrete	209.9	2
PTH79	Footpath-2	Shenton Road	Burekup	O'Meara Drive - POS Access (R)	Dual Use Path	Concrete	323.9	2
PTH689	Footpath-2	Shenton Road	Burekup	School Path Area (R)	Dual Use Path	Concrete	5.4	2
PTH666	Footpath-2	Shenton Road	Burekup	School Path Area (R)	Dual Use Path	Concrete	55.5	2
PTH78	Footpath-2	Shenton Road	Burekup	School Path Area (R) - O'Meara Drive (R)	Dual Use Path	Concrete	243.3	2
PTH688	Footpath-2	Shenton Road	Burekup	Shenton Road - Shenton Road Brick	Footpath	Concrete	12.2	1.2
PTH77	Footpath-2	Shenton Road	Burekup	Shenton Road Concrete - School Path Area (R)	Footpath	Limestone	44.2	1.2
PTH694	Footpath-2	Shenton Road	Burekup	Shenton Road Concrete - School Path Area (R)	Dual Use Path	Concrete	5.9	2
PTH9211	Footpath-2	Shenton Road	Burekup		Proposed paths only	Limestone	230.2	0
PTH898	Footpath-2	Shier Rise POS	Burekup	Foot Bridge - Kingia Close	Dual Use Path	Concrete	139.8	2
PTH897	Footpath-2	Shier Rise POS	Burekup	Foot Bridge - Kingia Close	Dual Use Path	Concrete	65	2
PTH80	Footpath-2	Shier Rise POS	Burekup	Shenton Road - Foot Bridge	Dual Use Path	Concrete	171.5	2
PTH693	Footpath-2	Shier Rise Reserve	Burekup	Crampton Rd to Kingia Close	Dual Use Path	Concrete	173.3	2
PTH346	Footpath-2	Shire Place	Dardanup	Carramar Park - 14 Mitchell Way (L)	Dual Use Path	Concrete	158.5	2
PTH461	Footpath-2	Sindhi Close	Eaton	Palomino Close Crossing - Sindhi Park Path (R)	Dual Use Path	Concrete	72.2	2
PTH504	Footpath-2	Sindhi Park	Eaton	Eaton Drive - Sindhi Close Path	Dual Use Path	Concrete	198	2
PTH501	Footpath-2	Sindhi Park	Eaton	Eaton Drive - Sindhi Park Hardstand	Dual Use Path	Concrete	19.3	2
PTH503	Footpath-2	Sindhi Park	Eaton	Eaton Drive - Sindhi Park Hardstand	Dual Use Path	Concrete	7	2
PTH457	Footpath-2	Sindhi Park	Eaton	Hereford Place Crossing - Sindhi Park Playground	Dual Use Path	Concrete	55.6	2
PTH137	Footpath-2	Sindhi Park	Eaton	Sindhi Close - Eaton Drive	Dual Use Path	Concrete	163.9	2
PTH548	Footpath-2	Swan Avenue	Millbridge	Alice Court Crossing - Isaac Court Crossing (R)	Dual Use Path	Concrete	93.8	2
PTH549	Footpath-2	Swan Avenue	Millbridge	Archer View Crossing - Alice Court Crossing (R)	Dual Use Path	Concrete	89.5	2
PTH550	Footpath-2	Swan Avenue	Millbridge	Cadell View Crossing - Archer View Crossing (R)	Dual Use Path	Concrete	90.8	2
PTH551	Footpath-2	Swan Avenue	Millbridge	Coen Close Crossing - Cadell View Crossing (R)	Dual Use Path	Concrete	103	2
PTH61	Footpath-2	Swan Avenue	Millbridge	Gascoyne Circle - Millbridge Boulevard (L)	Dual Use Path	Concrete	148	2
PTH569	Footpath-2	Swan Avenue	Millbridge	Holroyd Gardens Crossing - Hunter Circle Crossing (R)	Dual Use Path	Concrete	87.7	2
PTH557	Footpath-2	Swan Avenue	Millbridge	Isaac Court Crossing - Holroyd Gardens Crossing (R)	Dual Use Path	Concrete	135.5	2
PTH109	Footpath-2	Swan Avenue	Millbridge	Millbridge Boulevard - Coen Close Crossing (R)	Dual Use Path	Concrete	71.6	2
PTH82	Footpath-2	Sykes Avenue	Burekup	Gardiner Street Crossing - End Construction (L)	Dual Use Path	Concrete	131.5	2.2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH145	Footpath-2	Wandoo Way	Eaton	12-14 Wandoo Way Bdy - Wandoo Way Crossing (R)	Dual Use Path	Concrete	118.9	2
PTH308	Footpath-2	Wandoo Way	Eaton	22 Wandoo Way Crossing - Robusta Road Crossing(L)	Dual Use Path	Concrete	86.9	2
PTH731	Footpath-2	Wandoo Way	Eaton	Glenhuon blvd Crossing	Dual Use Path	Concrete	57.7	2
PTH146	Footpath-2	Wandoo Way	Eaton	Glenhuon Boulevard - 12-14 Wandoo Way Bdy (R)	Dual Use Path	Concrete	103.8	2
PTH375	Footpath-2	Watson Street	Eaton	Cudliss Street - 19A Watson Street Crossing (R)	Dual Use Path	Concrete	39.1	2
PTH376	Footpath-2	Watson Street	Eaton	Cudliss Street Bus Shelter - Watson Street (R)	Dual Use Path	Concrete	75.4	2
PTH643	Footpath-2	Watson Street	Eaton	Eaton Drive - Pratt Road	Dual Use Path	Concrete	49.3	2
PTH642	Footpath-2	Watson Street	Eaton	Eaton Drive - Pratt Road	Dual Use Path	Concrete	26	2
PTH246	Footpath-2	Watson Street	Eaton	Eaton Drive - Pratt Road	Dual Use Path	Concrete	235.9	2
PTH282	Footpath-2	Wetlands	Rural	Pedretti Road Entrance	Dual Use Path	Concrete	9.1	3
PTH284	Footpath-2	Wetlands	Rural	Ramsay Loop Entrance	Dual Use Path	Concrete	5.8	3
PTH283	Footpath-2	Wetlands	Rural	Ramsay Loop Entrance - Pedretti Road Entrance	Dual Use Path	Concrete	171.9	2
PTH690	Footpath-3	Clarke Street	Burekup	Clarke Street	Footpath	Gravel	164.6	3
PTH691	Footpath-3	Clarke Street	Burekup	Clarke Street - Crampton Road	Footpath	Limestone	150.8	3
PTH9181	Footpath-3	Crampton Road	Burekup		Proposed paths only	Limestone	256.5	0
PTH692	Footpath-3	Crompton Road	Burekup	Clarke Street - Shier Reserve	Footpath	Limestone	345.4	1.8
PTH9171	Footpath-3	Hutchinson Road	Burekup		Proposed paths only	Limestone	791.7	0
HPTH-1	Heritage Trail	Dardanup Heritage Trail	Dardanup	Dardanup Heritage Trail	Heritage	Signage	2874	0
PTH184	POS Path	Alice Court	Millbridge	Alice Court - Millars Creek Main Path (West)	Dual Use Path	Asphalt	33.6	2
PTH803	POS Path	Alice Court	Millbridge	Alice Court - Millars Creek Main Path (West)	Stairway	Concrete	16.8	2
PTH795	POS Path	Avon Gardens Stairs	Millbridge	Avon Gardens stairs	Stairway	Concrete	20.6	2
PTH332	POS Path	Beaufort Loop	Millbridge	Beaufort Loop Park Crossing Path - Millars Creek Main Path (East)	Footpath	Concrete	23.9	1.8
PTH679	POS Path	Beaufort Loop	Millbridge	Beaufort Loop Park Crossing Path - Millars Creek Main Path (East)	Footpath	Concrete	11.1	1.8
PTH680	POS Path	Beaufort Loop	Millbridge	Beaufort Loop Park Crossing Path - Millars Creek Main Path (East)	Stairway	Concrete	6.2	1.8
PTH187	POS Path	Cadell Park	Millbridge	Archer View Cul De Sac - Millars Creek Main Path (West)	Dual Use Path	Concrete	69.7	2
PTH606	POS Path	Cadell Park	Millbridge	Cadell Park Play Area	Dual Use Path	Concrete	58.7	2
PTH607	POS Path	Cadell Park	Millbridge	Cadell Park Play Area	Dual Use Path	Concrete	28.4	2
PTH190	POS Path	Cadell Park	Millbridge	Cadell Park Play Area Path Park Side Inc Seating Area	Dual Use Path	Concrete	27.4	2
PTH777	POS Path	Cadell Park	Millbridge	Cadell Park Toilet block	Dual Use Path	Concrete	5.5	2
PTH189	POS Path	Cadell Park	Millbridge	Cadell View Crossing - Millars Creek Main Path (West)	Dual Use Path	Concrete	85.9	2
PTH186	POS Path	Cadell Park	Millbridge	Cadell View Cul De Sac - Millars Creek Main Path (West)	Dual Use Path	Concrete	24.7	2
PTH780	POS Path	Cadell Park	Millbridge	Cadell View Cul De Sac - Millars Creek Main Path (West)	Stairway	Concrete	3.6	2
PTH781	POS Path	Cadell Park	Millbridge	Cadell View Cul De Sac - Millars Creek Main Path (West)	Dual Use Path	Concrete	11.9	2
PTH783	POS Path	Cadell Park	Millbridge	Cadell View Cul De Sac - Millars Creek Main Path (West)	Stairway	Concrete	1.3	2
PTH188	POS Path	Cadell Park	Millbridge	Jardine Way Entry Path - Cadell Park Main Access Path	Dual Use Path	Concrete	49.8	2
PTH778	POS Path	Cadell Park	Millbridge	Link Cadel Park - Creek Path	Dual Use Path	Concrete	17.8	2
PTH779	POS Path	Cadell Park	Millbridge	Stairs in link Cadel Park - Creek Path	Stairway	Concrete	25.8	2
PTH782	POS Path	Cadell Park	Millbridge	Timber lookout deck	Boardwalk	Timber	4.8	4
PTH713	POS Path	Carramar Park	Dardanup	Carramar Park	Footpath	Concrete	41	1.5
PTH714	POS Path	Carramar Park	Dardanup	Carramar Park	Footpath	Concrete	17.5	1.5
PTH386	POS Path	Carramar Park	Dardanup	Shire Place - Little Street	Dual Use Path	Concrete	110.2	2
PTH9251	POS Path	Carramar Park	Dardanup		Footpath	Concrete	240.3	0
PTH6411	POS Path	Castlereagh Park	Millbridge		Proposed paths only	Asphalt	143.3	0
PTH3271	POS Path	Castlereagh Park	Millbridge		Proposed paths only	Asphalt	241.3	0

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH3401	POS Path	Castlereagh Park	Millbridge		Proposed paths only	Timber	54.4	0
PTH3411	POS Path	Castlereagh Park	Millbridge		Proposed paths only	Concrete	32.4	0
PTH336	POS Path	Charlotte Street	Dardanup	Heritage Family Avenue Path	Dual Use Path	Concrete	126.7	2
PTH38	POS Path	Charolais Mews	Eaton	23 Charolais Mews Crossing - Charolais Park Main Path	Dual Use Path	Concrete	22.3	2
PTH369	POS Path	Charolais Mews	Eaton	3 Charolais Mews - 4 Charolais Mews	Dual Use Path	Concrete	89.2	2
PTH422	POS Path	Charolais Mews	Eaton	Dare Cove Crossing - Drainage Basin Path	Dual Use Path	Concrete	166.3	2
PTH39	POS Path	Charolais Mews	Eaton	Opp 5 Charolais Mews Crossing - Charolais Park Main path	Dual Use Path	Concrete	17.7	2
PTH772	POS Path	Charolais Mews - Stairs to limestone path	Eaton	Leicester Ramble Wetlands towards boardwlk no1	Footpath	Concrete	4.7	2
PTH471	POS Path	Cleveland Bay Wetland	Eaton	23 Polwarth Circuit Crossing - Cul De Sac End	Footpath	Concrete	108.8	2
PTH295	POS Path	Cleveland Bay Wetland	Eaton	Polworth Circuit Cul De Sac - Eaton Drive	Dual Use Path	Concrete	68.5	2
PTH183	POS Path	Coen Close	Millbridge	Coen Close - Millars Creek Main Path (West)	Dual Use Path	Asphalt	33.6	2
PTH218	POS Path	Collie Foreshore (Leake St)	Eaton	Watson Reserve Boardwalk1	Boardwalk	Timber	33.2	2
PTH875	POS Path	Collie Foreshore (Leake St)	Eaton	Watson Reserve Boardwalk2	Boardwalk	Timber	38.1	1.4
PTH3291	POS Path	Collie River Foreshore NW	Eaton		Proposed paths only	Limestone	1585	0
PTH2301	POS Path	Duck Pond Park	Eaton		Footpath	Concrete	181.9	0
PTH359	POS Path	Eaton Foreshore	Eaton	Boat Ramp Access - Barbeque Area Path	Dual Use Path	Concrete	44.9	2
PTH624	POS Path	Eaton Foreshore	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	11.2	2.5
PTH627	POS Path	Eaton Foreshore	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	8.9	2.5
PTH398	POS Path	Eaton Foreshore	Eaton	Carpark Access - Playground Area	Dual Use Path	Concrete	52.5	2
PTH352	POS Path	Eaton Foreshore	Eaton	Carpark Access Path	Dual Use Path	Concrete	50	3
PTH399	POS Path	Eaton Foreshore	Eaton	Carpark Access Path - BBQ Shelter	Dual Use Path	Concrete	15.2	2
PTH360	POS Path	Eaton Foreshore	Eaton	Carpark Island Path	Dual Use Path	Concrete	21	2.5
PTH356	POS Path	Eaton Foreshore	Eaton	Carpark Island Path	Dual Use Path	Concrete	10.1	2
PTH361	POS Path	Eaton Foreshore	Eaton	Carpark Island Path	Dual Use Path	Concrete	20.7	2.5
PTH618	POS Path	Eaton Foreshore	Eaton	Carpark Path - Jetty	Dual Use Path	Concrete	13.3	2.5
PTH620	POS Path	Eaton Foreshore	Eaton	Carpark Path - Jetty	Dual Use Path	Concrete	12.3	2
PTH621	POS Path	Eaton Foreshore	Eaton	Carpark Path - Jetty	Dual Use Path	Concrete	15	2
PTH623	POS Path	Eaton Foreshore	Eaton	Carpark Path - Jetty	Dual Use Path	Concrete	5.7	2
PTH600	POS Path	Eaton Foreshore	Eaton	Carpark Path - Jetty	Dual Use Path	Concrete	5.6	2
PTH354	POS Path	Eaton Foreshore	Eaton	Carpark Path - Jetty	Dual Use Path	Concrete	34.7	2.5
PTH353	POS Path	Eaton Foreshore	Eaton	Carpark Path - Playground Surround Path	Dual Use Path	Concrete	10.8	2
PTH355	POS Path	Eaton Foreshore	Eaton	Carpark Surround Path	Dual Use Path	Concrete	32.7	2.5
PTH350	POS Path	Eaton Foreshore	Eaton	Eaton Foreshore Playground Surround Path - Shelter	Dual Use Path	Concrete	34.9	2.5
PTH349	POS Path	Eaton Foreshore	Eaton	Eaton Foreshore Playground Surround Pathway	Dual Use Path	Concrete	110.3	2
PTH631	POS Path	Eaton Foreshore	Eaton	Playground link	Dual Use Path	Concrete	11.3	2
PTH64	POS Path	Eaton Foreshore	Eaton	Pratt Road - End Toilet Block	Dual Use Path	Concrete	53.3	2.5
PTH430	POS Path	Eaton Foreshore	Eaton	Pratt Road Crossing - Eaton Foreshore Path (L)	Dual Use Path	Concrete	8.3	2.4
PTH431	POS Path	Eaton Foreshore	Eaton	Pratt Road Crossing - Eaton Foreshore Path (L)	Dual Use Path	Concrete	8.2	2
PTH351	POS Path	Eaton Foreshore	Eaton	Shelter Path - Barbeque	Dual Use Path	Concrete	8	2
PTH719	POS Path	Eaton Foreshore	Eaton	Toilet Block to Car park	Dual Use Path	Concrete	7.4	2.5
PTH614	POS Path	Eaton Foreshore 2021	Eaton	Collie River Bridge to Boat Ramp	Dual Use Path	Concrete	31.2	2.5
PTH613	POS Path	Eaton Foreshore 2021	Eaton	Pratt Road - Collie River Bridge Boardwalk - part	Dual Use Path	Concrete	39.7	2.5
PTH616	POS Path	Eaton Foreshore 2021	Eaton	Pratt Road Path	Footpath	Concrete	5.1	2
PTH426	POS Path	Eaton Oval	Eaton	Pratt Road - Eaton Oval (R)	Dual Use Path	Concrete	9	2.9
PTH429	POS Path	Eaton Oval	Eaton	Pratt Road - Eaton Oval (R)	Dual Use Path	Concrete	8.7	3

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH427	POS Path	Eaton Oval	Eaton	Pratt Road Crossing - Eaton Oval (R)	Dual Use Path	Concrete	27.4	2.6
PTH943	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	8.7	3
PTH944	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	5.5	2
PTH945	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	20.4	2
PTH946	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	7	2
PTH947	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	19	2
PTH948	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	3.8	4
PTH949	POS Path	Eustace Fowler Park	Dardanup		Dual Use Path	Concrete	9.9	0
PTH716	POS Path	Ferguson Road	Dardanup	Hall path to public toilets	Footpath	Concrete	43.1	1.5
PTH9261	POS Path	Ferguson Road	Dardanup		Proposed paths only	Concrete	14.3	0
PTH794	POS Path	Gascoyne Circle	Millbridge	Gascoyne Circle - BBQ	Stairway	Concrete	5.9	1.5
PTH214	POS Path	Gascoyne Circle	Millbridge	Gascoyne Circle - Millars Creek Main Path (West) (BBQ Path)	Footpath	Concrete	50.1	1.5
PTH793	POS Path	Gascoyne Circle	Millbridge	Gascoyne Circle - Millars creek S	Stairway	Concrete	40.7	1.5
PTH747	POS Path	Glen Huon Oval Reserve	Eaton	Softball club car park footpath	Footpath	Paving	41.1	1.8
PTH892	POS Path	Gnomesville Tourist Precinct	Rural	Gravel link from bus parking	Footpath	Limestone	11.5	2
PTH884	POS Path	Gnomesville Tourist Precinct	Rural		Boardwalk	Timber	19.9	2
PTH885	POS Path	Gnomesville Tourist Precinct	Rural		Boardwalk	Timber	5.2	3
PTH886	POS Path	Gnomesville Tourist Precinct	Rural		Boardwalk	Timber	2.2	2
PTH888	POS Path	Gnomesville Tourist Precinct	Rural		Boardwalk	Timber	11.5	2
PTH132	POS Path	Gromark Gate	Eaton	Glenhuon Boulevard - Gromark Gate Crossing (R)	Dual Use Path	Concrete	84.1	2
PTH366	POS Path	Gromark Gate	Eaton	Glenhuon Boulevard - Gromark Park Stairs	Footpath	Concrete	56.5	1.8
PTH723	POS Path	Gromark Gate	Eaton	Gromark Gate	Footpath	Concrete	13.7	1.8
PTH367	POS Path	Gromark Gate	Eaton	Gromark Gate - Gromark Park Main Path	Footpath	Concrete	23.4	1.8
PTH718	POS Path	Hale Street	Eaton	Hale Street Island	Footpath	Concrete	14.6	1.5
PTH722	POS Path	Hands Avenue	Eaton	Hands Avenue - Hands Street	Footpath	Gravel	32.5	2
PTH334	POS Path	Hayward Street	Dardanup	Hayward Street - Carramar Park	Footpath	Blue Metal rw Asphalt	42.5	1.5
PTH302	POS Path	Hazelgrove Crescent	Millbridge	71 Hazelgrove Crescent - Hazelgrove Park Path	Dual Use Path	Concrete	40.4	3
PTH300	POS Path	Hazelgrove Crescent	Millbridge	Hazelgrove Crescent Crossing - Hazelgrove Park Bowl	Dual Use Path	Concrete	24	3
PTH301	POS Path	Hazelgrove Park	Millbridge	Side 76 Hazelgrove Crescent - Rear 36 Primrose Vista	Dual Use Path	Concrete	98.8	2
PTH558	POS Path	Holroyd Gdns	Millbridge	Holroyd Gardens - Millars Creek Main Path (West)	Stairway	Concrete	25.9	2.2
PTH565	POS Path	Hunter Circle	Millbridge	Hunter Park Entry Area - Millars Creek Main Path (West)	Dual Use Path	Concrete	208.6	2
PTH564	POS Path	Hunter Circle	Millbridge	Hunter Park Entry Area - Millars Creek Main Path (West) Driveway	Dual Use Path	Concrete	196	2
PTH194	POS Path	Hunter Park	Millbridge	Hunter Circle - Millars Creek NW path	Dual Use Path	Concrete	17.7	2
PTH818	POS Path	Hunter Park	Millbridge	Hunter Park	Stairway	Concrete	9.2	4
PTH567	POS Path	Hunter Park	Millbridge	Hunter Park Barbeque Area Surround Path	Dual Use Path	Concrete	50	2
PTH191	POS Path	Hunter Park	Millbridge	Hunter Park Entry Area - Millars Creek Main Path (West)	Dual Use Path	Concrete	149.2	2
PTH192	POS Path	Hunter Park	Millbridge	Hunter Park Link Path - Millars Creek Main Path (West)	Dual Use Path	Concrete	11.2	2
PTH547	POS Path	Hunter Park	Millbridge	Hunter Park Play Area Centre Path	Dual Use Path	Concrete	36.6	4
PTH566	POS Path	Hunter Park	Millbridge	Hunter Park Play Area Surround Path	Dual Use Path	Concrete	49	2
PTH158	POS Path	Illawarra Park	Eaton	Illawarra Drive Crossing - Margaret Circle	Dual Use Path	Concrete	167.8	2
PTH162	POS Path	Illawarra Park	Eaton	Illawarra Park BBQ Area - Rear Housing Main Path	Footpath	Concrete	67	1.5
PTH459	POS Path	Illawarra Park	Eaton	Illawarra Park Half Circle Path	Footpath	Concrete	47.7	1.5
PTH161	POS Path	Illawarra Park	Eaton	Illawarra Park Half Circle Path - Isdell Gardens	Footpath	Concrete	175.1	1.5
PTH484	POS Path	Illawarra Park	Eaton	Isdell Gardens - Illawarra Park BBQ Area	Dual Use Path	Concrete	26	2
PTH830	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	5.5	1
PTH831	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.5	1
PTH832	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.3	1

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH833	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.1	1
PTH834	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	6.5	1
PTH835	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	7.5	1
PTH836	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.1	1
PTH837	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.1	1
PTH838	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.1	1
PTH839	POS Path	Illawarra Park	Eaton	Property access	Footpath	Concrete	4.2	1
PTH185	POS Path	Isaac Court	Millbridge	Isaac Court - Millars Creek Main Path (West)	Dual Use Path	Concrete	32.5	2.2
PTH805	POS Path	Isaac Court	Millbridge	Isaac Court access path	Dual Use Path	Asphalt	31.5	2
PTH804	POS Path	Isaac Ct	Millbridge	Concrete lookout Isaac Ct	Dual Use Path	Concrete	9.9	5
PTH368	POS Path	Karabair Close	Eaton	Karabair Close - Gromark Park Main Path	Footpath	Concrete	23.4	1.8
PTH370	POS Path	Leake Street	Eaton	Leake Street Path - Scouts Jetty	Footpath	Limestone	40.5	2.3
PTH638	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Ramble Wetlands towards boardwlk no1	Footpath	Limestone	67.5	2
PTH774	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Ramble Wetlands towards boardwlk no1	Footpath	Limestone	18.1	2
PTH771	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Ramble Wetlands towards boardwlk no1	Footpath	Limestone	88.2	2
PTH316	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Boardwalk No1	Stairway	Timber	19.7	2
PTH464	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake to River Walk Link	Footpath	Limestone	71.2	2
PTH634	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake to River Walk Link	Footpath	Limestone	12.5	2
PTH462	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake to River Walk Link	Footpath	Limestone	14.8	2
PTH463	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake to River Walk Link	Footpath	Limestone	45.1	2
PTH665	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake Walkway	Footpath	Limestone	157.5	2
PTH773	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake Walkway	Footpath	Limestone	17.9	2
PTH455	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake Walkway	Footpath	Limestone	167.6	2
PTH687	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve Lake Walkway	Footpath	Limestone	121.1	2
PTH449	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve River Walk	Footpath	Limestone	232.1	2
PTH684	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve River Walk	Footpath	Limestone	58.1	2
PTH681	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve River Walk	Footpath	Limestone	31	2
PTH683	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve River Walk	Footpath	Limestone	58	2
PTH685	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve River Walk	Footpath	Limestone	230.1	2
PTH686	POS Path	Leicester Ramble Wetlands	Eaton	Leicester Reserve River Walk	Footpath	Limestone	126	2
PTH637	POS Path	Leicester Ramble Wetlands	Eaton	Peninsula Lakes Path - River Walk Path	Footpath	Limestone	35.8	2
PTH443	POS Path	Leicester Ramble Wetlands	Eaton	Peninsula Lakes Path - River Walk Path	Footpath	Limestone	106	2
PTH662	POS Path	Leicester Ramble Wetlands	Eaton	Peninsula Lakes Path - River Walk Path	Footpath	Limestone	212.3	2
PTH635	POS Path	Leicester Ramble Wetlands	Eaton	Peninsula Lakes Path - River Walk Path	Footpath	Limestone	53.1	2
PTH636	POS Path	Leicester Ramble Wetlands	Eaton	Peninsula Lakes Path - River Walk Path	Footpath	Limestone	109	2
PTH9301	POS Path	Leicester Ramble Wetlands	Eaton		Proposed paths only	Limestone	262	0
PTH318	POS Path	Leicester Reserve	Eaton	Boardwalk to Boardwalk Path Section	Footpath	Limestone	32.1	2
PTH320	POS Path	Leicester Reserve	Eaton	Boardwalk to Boardwalk Path Section	Footpath	Limestone	18.2	2
PTH317	POS Path	Leicester Reserve	Eaton	Leicester Reserve Boardwalk No#	Boardwalk	Timber/Composite Decking	5.1	2
PTH319	POS Path	Leicester Reserve	Eaton	Leicester Reserve Boardwalk No#	Boardwalk	Timber/Composite Decking	11.2	2
PTH724	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	84.2	2
PTH725	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	7.7	2
PTH726	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	125.1	2
PTH727	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	4.7	2
PTH728	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	27.4	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH729	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	9.3	2
PTH730	POS Path	Lustiano Park	Eaton	Whole Lusitano Park Path Network	Dual Use Path	Concrete	7.7	2
PTH572	POS Path	Millars Creek	Millbridge	Duncan Loop - Millars Creek Main Path (East)	Footpath	Limestone	307.6	2
PTH676	POS Path	Millars Creek	Millbridge	Greenough Place - Millars Creek Main Path (West)	Stairway	Concrete	6.5	1.5
PTH788	POS Path	Millars Creek	Millbridge	Limestone track to grassed area	Footpath	Limestone	47.4	1
PTH210	POS Path	Millars Creek	Millbridge	Millars Creek Main Path (East) Boardwalk	Boardwalk	Timber/Composite Decking	38.2	2
PTH208	POS Path	Millars Creek	Millbridge	Millbridge Boulevard Bridge Underpass - Millars Creek Main Path (West)	Dual Use Path	Concrete	55	2
PTH786	POS Path	Millars Creek	Millbridge	Millbridge Boulevard Bridge Underpass - Millbridge Blvd	Dual Use Path	Concrete	10.5	2
PTH787	POS Path	Millars Creek	Millbridge	Millbridge Boulevard Bridge Underpass - Millbridge Blvd	Dual Use Path	Concrete	14.4	2
PTH178	POS Path	Millars Creek	Millbridge	Ord Close - Millars Creek Main Path (West)	Dual Use Path	Concrete	57.8	2
PTH209	POS Path	Millars Creek	Millbridge	Wilmot Court - Millars Creek Main Path (East) Boardwalk	Dual Use Path	Concrete	35.3	2
PTH601	POS Path	Millars Creek	Millbridge	Wilmot Court - Millars Creek Main Path (East) Boardwalk	Dual Use Path	Concrete	83.7	2
PTH570	POS Path	Millars Creek	Millbridge	Wilmot Court Path - Cygnet Court	Dual Use Path	Concrete	97.3	2
PTH602	POS Path	Millars Creek	Millbridge	Wilmot Court Path - Cygnet Court	Dual Use Path	Concrete	64.4	2
PTH868	POS Path	Millars Creek NE	Millbridge	BBQ intersection - Boardwalk	Dual Use Path	Concrete	61.7	2
PTH331	POS Path	Millars Creek NE	Millbridge	Millbridge Boulevard Crossing - Hazelgrove Park Path	Dual Use Path	Concrete	761.6	2
PTH211	POS Path	Millars Creek NE	Millbridge	Millbridge Bvd -BBQ intersection	Dual Use Path	Concrete	327.6	2
PTH858	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	2.7	1
PTH859	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	2.9	1
PTH860	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	2.5	1
PTH861	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	2.3	1
PTH862	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	2.5	1
PTH863	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	6.7	1
PTH864	POS Path	Millars Creek NE	Millbridge	Property access	Footpath	Concrete	2.5	1
PTH799	POS Path	Millars Creek NW	Millbridge	Archer View Boardwalk footbridge to parklet	Boardwalk	Timber	14.4	1.8
PTH798	POS Path	Millars Creek NW	Millbridge	Archer View Stairs to Boardwalk footbridge	Stairway	Concrete	11.1	2
PTH800	POS Path	Millars Creek NW	Millbridge	Boardwalk stairs - Alice Ct Stairs	Dual Use Path	Asphalt	26.5	2
PTH811	POS Path	Millars Creek NW	Millbridge	Boardwalk to Holroyd Gdns access path	Dual Use Path	Asphalt	23.1	2
PTH801	POS Path	Millars Creek NW	Millbridge	Cadel N Stairs - Boardwalk stairs	Dual Use Path	Asphalt	112.3	2
PTH785	POS Path	Millars Creek NW	Millbridge	Cadell View - Coen Close	Dual Use Path	Asphalt	108.2	2
PTH792	POS Path	Millars Creek NW	Millbridge	Coen Close - BridgeUnderpass	Dual Use Path	Asphalt	54.5	2
PTH789	POS Path	Millars Creek NW	Millbridge	Concrete stairs 2m at Avon Gnds parlet	Stairway	Concrete	1.3	2
PTH796	POS Path	Millars Creek NW	Millbridge	Gascoyne Circle - grassed area near creek	Stairway	Concrete	2.1	1.5
PTH809	POS Path	Millars Creek NW	Millbridge	Holroyd Gdns access path - Holroyd Gdns boardwalk S	Dual Use Path	Asphalt	24.8	2.2
PTH810	POS Path	Millars Creek NW	Millbridge	Holroyd Gdns boardwalk N	Boardwalk	Timber	6.8	4
PTH808	POS Path	Millars Creek NW	Millbridge	Holroyd Gdns boardwalk S = 9x4m timber deck on stell footings with balastrades	Boardwalk	Timber	8.5	4
PTH812	POS Path	Millars Creek NW	Millbridge	Hunters Park to boardwalk	Dual Use Path	Asphalt rw Concrete Subsoil	81.2	2
PTH916	POS Path	Millars Creek NW	Millbridge	Hunters Park to boardwalk	Dual Use Path	Asphalt	22.6	2
PTH807	POS Path	Millars Creek NW	Millbridge	Isaac Court access stairs - Holroyd Gdns boardwalk S	Dual Use Path	Asphalt	101.7	2.2
PTH802	POS Path	Millars Creek NW	Millbridge	Stairs to Isaac Ct access path	Stairway	Concrete	4.4	2
PTH814	POS Path	Millars Creek NW - Hunter Park	Millbridge	Hunter Park	Dual Use Path	Asphalt rw Concrete Subsoil	12.6	2
PTH813	POS Path	Millars Creek NW - Hunter Park	Millbridge	Hunter Park	Dual Use Path	Asphalt rw Concrete Subsoil	119.9	2
PTH815	POS Path	Millars Creek NW - Hunter Park	Millbridge	Hunter Park Entry Area - Millars Creek Main Path (West) Driveway	Dual Use Path	Asphalt rw Concrete Subsoil	65.3	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH784	POS Path	Millars Creek NW- Cadell Park	Millbridge	Lookout - stairs	Dual Use Path	Asphalt	41.9	2
PTH204	POS Path	Millars Creek S	Millbridge	Berkeley View - Millars Creek Main Path (West)	Dual Use Path	Concrete	75.4	2
PTH842	POS Path	Millars Creek S	Millbridge	Berkeley View - Millars Creek Main Path (West)	Stairway	Concrete	14.4	2
PTH180	POS Path	Millars Creek S	Millbridge	Chamberlain Grove - Millars Creek Main Path (West)	Stairway	Concrete	59.6	1.5
PTH552	POS Path	Millars Creek S	Millbridge	Charnley Vista - Millars Creek Main Path (West)	Dual Use Path	Concrete	75	2
PTH677	POS Path	Millars Creek S	Millbridge	Greenough Place - Millars Creek Main Path (West)	Footpath	Concrete	18	1.5
PTH678	POS Path	Millars Creek S	Millbridge	Greenough Place - Millars Creek Main Path (West)	Stairway	Concrete	4	1.5
PTH553	POS Path	Millars Creek S	Millbridge	Greenough Place - Millars Creek Main Path (West)	Footpath	Concrete	37.5	1.5
PTH851	POS Path	Millars Creek S	Millbridge	Path to Berkeley playground	Footpath	Concrete	9.4	1.5
PTH843	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	6.5	1
PTH844	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	6.8	1
PTH845	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	7.3	1
PTH846	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	8.1	1
PTH847	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	8.4	1
PTH848	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	8.9	1
PTH849	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	4.2	1
PTH850	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	4	1
PTH852	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	4.8	1
PTH853	POS Path	Millars Creek S	Millbridge	Property access	Footpath	Concrete	4.2	1
PTH791	POS Path	Millars Creek SW	Millbridge	Avon Gardens - Gascoyne Circuit Park	Dual Use Path	Asphalt	168	2.2
PTH854	POS Path	Millars Creek SW	Millbridge	Berkeley View path - Greenough Place path	Dual Use Path	Asphalt rw Concrete Subsoil	55.3	2.2
PTH790	POS Path	Millars Creek SW	Millbridge	Bitumen start south of Millbridge Boulevard Bridge Underpass for a length of 139m south	Dual Use Path	Asphalt	84.4	2.2
PTH881	POS Path	Millars Creek SW	Millbridge	Charnly Vista - Berkeley View path	Dual Use Path	Asphalt rw Concrete Subsoil	135.8	2.2
PTH880	POS Path	Millars Creek SW	Millbridge	Greenough Place path - Chamberlain Grove path	Dual Use Path	Asphalt	111.2	2.2
PTH882	POS Path	Millars Creek SW	Millbridge	Past link path to Gascoyne play area to past path to Ord Close	Dual Use Path	Asphalt rw Concrete Subsoil	137.6	2.2
PTH115	POS Path	Millbridge Boulevard	Millbridge	Millars Creek Main Path (East) - Hatfield Way Crossing (L)	Dual Use Path	Concrete	99	2
PTH95	POS Path	Mitchell Way	Dardanup	Mitchell Way - Trusty Place	Footpath	Limestone	94.4	2
PTH170	POS Path	Old Coast Road	Eaton	Pratt Road - Collie River Bridge Boardwalk - part	Dual Use Path	Concrete	70.2	2
PTH40	POS Path	Peppermint Way	Eaton	Peppermint Way - Old Coast Road	Footpath	Concrete	90	2
PTH652	POS Path	Pratt Road	Eaton	Access to Pelikans	Footpath	Concrete	9.5	2
PTH671	POS Path	Pratt Road	Eaton	Boat Ramp Car Park - Foster Street	Footpath	Concrete	65.4	1.9
PTH172	POS Path	Pratt Road	Eaton	Boat Ramp Car Park - Foster Street	Footpath	Concrete	452.3	1.9
PTH279	POS Path	Pratt Road	Eaton	Caravan Park Entry - Caravan Park Exit (R)	Footpath	Paving	37.1	1.2
PTH603	POS Path	Pratt Road	Eaton	Hands Avenue Crossing - Opp 27 Leake Street (L)	Dual Use Path	Concrete	97.4	2
PTH711	POS Path	Pratt Road	Eaton	Near Pelikans	Dual Use Path	Concrete	21.6	2
PTH171	POS Path	Pratt Road	Eaton	Old Coast Road - Old Eaton Foreshore Carpark Crossing	Footpath	Concrete	278.9	1.9
PTH717	POS Path	Pratt Road	Eaton	Pedestrian crossing	Footpath	Concrete	6.9	1.5
PTH720	POS Path	Pratt Road	Eaton	Pedestrian crossing	Dual Use Path	Concrete	6.1	2
PTH9041	POS Path	Pratt Road	Eaton		Proposed paths only	Concrete	143.5	0
PTH630	POS Path	Pratt Road Reserve	Eaton	Access track	Footpath	Gravel	25.7	1
PTH629	POS Path	Pratt Road Reserve	Eaton	Access track with informal stairs	Stairway	Timber	40.1	1
PTH632	POS Path	Pratt Road Reserve	Eaton	Access track with informal stairs	Footpath	Limestone	26	1
PTH608	POS Path	Pratt Road Reserve	Eaton	Link from Pratt Road Reerve to Boardwalk (incl stairs)	Stairway	Concrete	24.9	2
PTH333	POS Path	Primrose Vista Park	Millbridge	Primrose Vista Park Path	Dual Use Path	Concrete	30.2	2

(Appendix ORD: 12.3.1B)

Asset_ID	Hierarchy	Location/Road Name	Community	From - To	Type	Material	Length	Width
PTH182	POS Path	Public Access Way (PAW)	Millbridge	Avon Gardens - Millars Creek Main Path (West)	Dual Use Path	Asphalt rw Concrete	31.2	2
PTH215	POS Path	Public Access Way (PAW)	Eaton	Watson Reserve Boardwalk - Leake Street	Footpath	Limestone	63.4	2
PTH280	POS Path	Recreation Centre Car Park	Eaton	Adult Education Centre Access Path	Dual Use Path	Asphalt	231.6	3
PTH653	POS Path	Recreation Centre Car Park	Eaton	Recreation Centre Access - Oval	Dual Use Path	Concrete	17.6	2
PTH278	POS Path	Recreation Centre Car Park	Eaton	Recreation Centre Access Path	Dual Use Path	Asphalt	136.7	2.5
PTH622	POS Path	Russel Road Hall	Burekup	Russel Road Hall paths	Footpath	Concrete	39.2	1.5
PTH633	POS Path	Russel Road Hall	Burekup	Russel Road Hall paths	Footpath	Concrete	2.3	1.5
PTH644	POS Path	Russel Road Hall	Burekup	Russel Road Hall paths	Footpath	Concrete	42.5	1.5
PTH649	POS Path	Russel Road Hall	Burekup	Russel Road Hall paths	Footpath	Concrete	39.1	1.5
PTH13	POS Path	Shier Rise POS	Burekup	Shier Rise Reserve Boardwalk	Boardwalk	Timber	5.1	2.7
PTH571	POS Path	Torrens Loop	Millbridge	Denison Link Crossing - Millars Creek Main Path (East)	Dual Use Path	Concrete	167.1	2
PTH865	POS Path	Torrens Loop	Millbridge	Torrens Loop	Dual Use Path	Concrete	3.2	2
PTH866	POS Path	Torrens Loop	Millbridge	Torrens Loop - Lawn	Stairway	Concrete	15	2
PTH874	POS Path	Watson Reserve	Eaton	Dog Beach - Leake Street Fire Access	Footpath	Limestone	69.7	1
PTH879	POS Path	Watson Reserve	Eaton	Dog Beach - Leake Street Fire Access	Footpath	Limestone	61.6	1
PTH893	POS Path	Watson Reserve	Eaton	Pratt Road Reserve Boardwalk - Watson Reserve Boardwalk	Footpath	Limestone	95.9	2
PTH871	POS Path	Watson Reserve	Eaton	Pratt Road Reserve Boardwalk - Watson Reserve turnaround area	Footpath	Limestone	11.1	1.7
PTH894	POS Path	Watson Reserve	Eaton	Pratt Road Reserve Boardwalk - Watson Reserveturnaround area	Dual Use Path	Asphalt	187.9	2.5
PTH895	POS Path	Watson Reserve	Eaton	Pratt Road Reserve Boardwalk - Watson Reserveturnaround area	Dual Use Path	Asphalt	45	2.5
PTH200	POS Path	Watson Street Reserve	Eaton	Pratt Road Reserve Boardwalk	Boardwalk	Timber	41.8	1.7
PTH432	POS Path	Watson Street Reserve	Eaton	Reserve Carpark - Toilet Block	Dual Use Path	Concrete	43.1	2
PTH9271	POS Path	Wells Reserve	Dardanup		Proposed paths only	Concrete	171.1	0
PTH199	Regional POS Path	Collie River Foreshore	Eaton	Bowls Club Carpark - Pratt Road Crossing Path	Dual Use Path	Asphalt	836.8	2.5
PTH648	Regional POS Path	Eaton Foreshore 2021	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	175.1	2.5
PTH619	Regional POS Path	Eaton Foreshore 2021	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	45.3	2.5
PTH625	Regional POS Path	Eaton Foreshore 2021	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	42.9	2.5
PTH646	Regional POS Path	Eaton Foreshore 2021	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	147.8	2.5
PTH647	Regional POS Path	Eaton Foreshore 2021	Eaton	Boat Ramp to West End of Bowling Club Car Park	Dual Use Path	Concrete	114.7	2.5
PTH615	Regional POS Path	Eaton Foreshore 2021	Eaton	Collie River Bridge to Boat Ramp	Dual Use Path	Concrete	79.2	2.5
PTH617	Regional POS Path	Eaton Foreshore 2021	Eaton	Collie River Bridge to Boat Ramp	Dual Use Path	Concrete	97.6	2.5
PTH626	Regional POS Path	Eaton Foreshore 2021	Eaton	Collie River Bridge to Boat Ramp	Dual Use Path	Concrete	133.1	2.5
PTH612A	Regional POS Path	Old Coast Road	Eaton	Pratt Road - Collie River Bridge Boardwalk - part	Dual Use Path	Concrete	30.6	2
PTH924	Regional POS Path	Old Coast Road	Eaton	Pratt Road - Collie River Bridge Boardwalk - part	Dual Use Path	Concrete	35.6	2
PTH923	Regional POS Path	Old Coast Road	Eaton	Pratt Road - Collie River Bridge Boardwalk - part	Dual Use Path	Concrete	9.1	2
PTH3261	Walking and Hiking Trail	Leceister Ramble Wetlands	Eaton		Proposed paths only	Limestone	576.3	0
PTH9241	Walking and Hiking Trail	Russell Road - McCaughan Reserve	Burekup	POS Path	Proposed paths only	Limestone	491.4	0
PTH9231	Walking and Hiking Trail	Russell Road - McCaughan Reserve	Burekup	POS Path	Proposed paths only	Limestone	377.5	0
PTH9221	Walking and Hiking Trail	Russell Road - McCaughan Reserve	Burekup	POS Path	Proposed paths only	Limestone	194	0

Appendix B. Intervention Levels

Footpaths 1, 2 and 3				Response Times (per Quality Standard)		
Item	**Activity**	**Definition/Description**	**Intervention Levels**	**QS1 *Increased* LOS**	**QS2 *Neutral* LOS**	**QS3 *Reduced* LOS**
PT1	Inspection	Inspection of all footpaths to record and identify any defect	Program and by request.	Annual inspection program. On request 10 days.		
PT2	Trip hazards and surface defects in paved areas	Repair and replacement of footpaths and paved areas including tactile surface indicators	Repair where: • levels between surface exceed 10mm or are likely to create a tripping hazard • cracks and missing pieces are wider than 10mm and longer than 100mm • tree roots causing total vertical displacement of 10mm above the general path alignment • drop from end of pathway or side is greater than 50mm or presents a hazard • depressions / potholes exceed 25mm in depth and or 300mm in diameter; loose, smashed or missing tactile surface indicators. If immediate repair is not possible, make safe with temporary repair (as required) and modify so that permanent repair (e.g. replacement) can take place within allocated response times. During this period continually monitor and keep safe.	5 Days	10 Days	20 Days
PT3	Routine maintenance of footpaths and paved areas	Removal of surface level vegetation within footpaths and paved trails	Remove where any surface level vegetation has encroached onto footpaths or paved trails or is growing in joints or cracks causing a potential trip hazard (> 10mmm).	10 Days	10 Days	20 Days
PT4	Street furniture including signage	Repair, replacement and installation of street furniture and signs.	All street furniture and signage to be free of graffiti, secure and operational. Furniture must be free of vegetation and clearly visible.	20 Days	Six Monthly Cycle	Two Year Cycle

Off-Road Trails				Response Times (per Quality Standard)		
Item	**Activity**	**Definition/Description**	**Intervention Levels**	**QS1 *Increased* LOS**	**QS2 *Neutral* LOS**	**QS3 *Reduced* LOS**
OT1	Inspection	Inspection of all footpaths and paved trails to record and identify any defect	Program and by request.	Bi-Annual inspection program. On request 30 days.		
OT2	Routine maintenance of off-road walking trails	Removal of surface level or overhanging vegetation within trails	Remove where any surface level or overhanging vegetation has encroached onto trails.	3 Months	6 Months	One Year
OT3	Programmed grading	Programmed grading (using appropriate machine or by hand) of unsealed paths and trails to maintain the path or trail at an acceptable level. Ideally a smooth compacted surface free of potholes, rutting, corrugations and maintain good crossfall to allow free draining of the pavement Include formation of table drains and spot gravelling where approved	• potholes greater than 300mm diameter (0.07m2) and/or greater than 50mm deep exceed 50 in number per kilometre. • pavement defects comprising corrugations, depressions and scours, of 50mm depth under a 1.2 metre straight edge transversely or a 3.0 metre edge longitudinally exceed 20% of the pavement surface per kilometre. • greater than 20% of the pavement surface area per kilometre comprises loose material with an average depth of more than 25mm. • water ponds on the path and cannot be drained longitudinally or crossfall is less than 3% or greater than 7%. • Soft or slippery areas comprise 5% or more of the sub length of 1km.	Not applicable	Two Year Cycle	On Request
PT4	Street furniture including signage	Repair, replacement and installation of street furniture and signs.	All street furniture and signage to be free of graffiti, secure and operational. Furniture must be free of vegetation and clearly visible.	20 Days	Six Monthly Cycle	Two Year Cycle

Appendix C. Action Plans

The following action plans are presented with the intent to address areas of specific weakness noted throughout the asset management plan. Addressing these items will help to meet Customer expectation through either improved delivery or improved asset information.

Acton No.	Improvement Action
1.	Establish the key performance parameters and performance targets.
2.	Establish response times appropriate for Maintenance Reporting and Rectification
3.	Update Development Plan and associated Paths & Trails Capital Projects list in-line with Long-Term Financial Plan
4.	Develop strategies to meet target Levels of Service.
5.	Carry out a Paths & Trails specific customer survey. Review the levels of service to reflect the feedback from the community consultation, set targets and collect actual performance.
6.	Assess the structure and resources within Council, to ensure that the AMP can be effectively implemented.
7.	Develop Multi-Criterion Analysis procedure for Paths & Trails works project selection and prioritisation
8.	Review the renewal ratio (Percentage of agreed projected Asset Life when Renewals vs. Defects) in alignment to the Asset Management Strategy
9.	Any lease agreements within Shire owned Paths & Trails should align with Levels of Service

a. Paths & Trails Management Action Plan

Action Plan No.	AMP Section Reference	Action	Rationale/Desired Outcome	Timeline
PMP1	**Section 3.2**	Where options exist, place increased preference on proposals for capital works renewals in areas outside of active sub-division development zones such as Millbridge and Parkridge.	To offset falling Community satisfaction with Paths and Trails outside of active sub-division areas, it is necessary to ensure greater equity of access to quality transport services to the rest of the Shire. The renewals process can therefore be used as a means of showing the Shire's commitment to meeting the Community's desired levels of service.	Annually, as part of forward works program development
PMP2	**Section 3.4.2**	Reassess the level of compliance of the existing Paths & Trails portfolio with the defined Shire of Dardanup quality standard targets, based upon the most recent visual condition rating inspection available at the time. Target renewals and upgrade projects toward the asset hierarchy classes that have the greatest level of non-compliance.	Annual reassessment of the level of compliance with the quality standards will enable the Shire of Dardanup to target expenditure towards those projects and activities which will return the greatest level of benefit to the portfolio overall.	Annually, as part of forward works program development
PMP3	**Section 3.5.1**	Update the provision level of service section of this document to reflect the cost of delivering any future new and upgraded Paths and Trails shown in the Shire of Dardanup Integrated Transport Strategy.	Implementation of recommendations contained within the Shire of Dardanup Integrated Transport Strategy (as depicted in the Draft CBP) will be conducted as 'Business as Usual' under the Paths and Trails Asset Management Plan.	Immediately following adoption of an Integrated Transport Strategy by Council
PMP4	**Section 8.3**	Fill all current vacancies and provide additional Asset Management personnel. Needs for up to 2.5 additional FTE roles have been identified	To complete all required activities for Paths and Trails asset management (along with other asset classes) on an annual basis and to provide capacity for succession planning for specific asset management related skillsets.	Progressively over the timeframe of this Plan.

b. Paths & Trails Financial Management Plan

The following fiscal management actions arise in response to the Paths & Trails Asset Management Plan:

Action Plan No.	AMP Section Reference	Action	Rationale/Desired Outcome	Timeline
PFMP1	**Section 3.5.6**	Allow for provision of additional Operational personnel resources whose duties should include (in part) regular inspection, defect identification and coordination of repairs on the Paths and Trails network	To deliver: • Routine visual condition inspection surveys undertaken on the Paths & Trails to identify areas of defect. Defects identified during such inspections are assessed against the Shire's Risk Management Framework. Investigation and management of Customer complaints.	For the 2025/26 Annual Budget
PFMP2	**Section 6.2.1**	Create a specific Budget allocation (under Schedule 12 – Transport) for maintenance of Paths & Trails that is separate from Roads.	To support: • Tracking costs on Paths & Trails which are not associated with Roads (e.g. those in Parks and Reserves) is not easily achievable. • As there is no separation of Budget between Roads and Paths & Trails, should expenditure on the associated Road(s) be higher than normal for any reason, and the full Budget allocation drawn down, then required works on Paths & Trails may not be able to be undertaken when/if required. • Assigning all costs for Paths & Trails to a single Cost Code does not provide sufficient granularity to fully understand the type of expenses that the Shire is incurring. For example, it is not possible to know how much (if any) concrete grinding (for trip hazard reduction) the Shire has carried out in the past.	For the 2025/26 Annual Budget
PFMP3		Investigate a means of identification of the location of any operational maintenance activity on the network	One of the aims of effective asset management is to reduce overall costs by choice of targeted maintenance treatments. This is most often achieved through location of 'hot spots' where elevated levels of operational cost are being experienced which can then be investigated further. To be able to find 'hot spots' for operational maintenance activities, (e.g., excessively high tree lopping or pothole repairs), it is necessary to relate all the relevant costs, (labour, plant and materials), to a specific location. These costs are captured via the payroll (from timesheets) at present however location is not easily able to be recorded.	For 2025/26 Annual Budget
PFMP4	**Section 3.5.1** **Section 6.2.3.3**	Increase LTFP and annual budget Paths and Trails acquisition budgets to $900,000 plus CPI per annum	The average annual Paths and Trails asset acquisition from all activities is forecast to be in the order of $973,469 per annum. The depreciation and acquisition cost of gifted assets is allowed for in the Long-Term Financial Plan and the annual budgets by inclusion of an assumed $300,000 expense. Given that the actual rate of acquisition is much higher than the assumed LTFP and budgets allow for, these amounts should be adjusted to reduce the potential for out of cycle revaluation expenses and understatement of the asset value.	For 2025/26 Annual Budget
PFMP5	**Section 6.2**	Establish a Pragmatic Target Sustainability Ratio (SR) of 0.78 for Capital Renewals, Expansion and Upgrades by: • **Stop Doing:** New Path Construction, Duplication, Upgrades etc;	Under the Current Budget (SR = 0.35) the asset Fair Value will decline by (in the order of) $4.58 Million (@35% of Current Value) over the next 25 years to result in future Fair Value of approximately $8.5 Million. This will likely result in the Average Condition of the Network falling from just below the midpoint of 2 (two) at Present	Immediately following adoption of this Asset Management Plan by Council.

		• **Start Doing:** Small Scale In-Fill ('Missing Links'), Surface Maintenance, • **Do more:** Trip Hazard Reduction, Reconstruction (to original standard); and **Do Less:** Streetscape Redevelopment.	to just above the lower bound of Range 3 (three) (approaching Range 4) by 2048. The Pragmatic Target (SR = 0.78) reduces the rate of decline to $2.54 Million (@19.4% of Current Fair Value) to result in future Fair Value of approximately $10.9 Million. This will likely result in the Average Condition of the network falling from the just below the midpoint of Range 2 (two) at present to the upper quartile of Range 3 (three) by 2048.	
PFMP6	**Section 6.2.1**	Increases in the available Capital Renewals budget to be achieved by progressively reducing the projected Capital Expansion and Operational Maintenance budgets towards the values proposed in Idealised Model ($28 and $75 Thousand respectively.) Savings in Capital Expansion and Operational Maintenance to be redirected to Capital Renewals. Additional own-sources funds in the order of $102 Thousand per annum will be required to be funded from Reserves.	In pursuit of PFMP5 above: The Shire must plan to direct limited renewal funds available towards ensuring that key Paths and Trails assets are preserved while reducing the level of service to lower priority network segments and actively managing the ongoing growth of the network through subdivision	Progressively over the period of this Plan, as priorities permit.

Appendix D. Paths & Trails Risk Assessments

No.	Risk	What can Happen	Likelihood	Consequence	Risk severity	Preventative controls	Likelihood	Consequence	Residual Risk	Associated Cost
1	Total Loss due to unforeseen incidences (e.g. Fire, Flood)	Natural disaster can cause significant damage to Shire property including Paths & Trails.	**Likely (4)**	**Catastrophic (5)**	**Extreme (20)**	Maintain insurances	**Likely (4)**	**Minor (2)**	**Moderate (8)**	TBD
2	Climate Change	Damage or loss of coastal infrastructure arising from storm surge events/ rise in sea levels.	**Likely (4)**	**Catastrophic (5)**	**Extreme (20)**	Review existing Paths & Trails and future Structure Plans against the 1:50 year flood mapping. Any identified assets prone to flooding and costal damage to be monitored though condition assessments. Monitor foreshore areas (e.g. Eaton Foreshore) to predict changes in the future.	**Likely (4)**	**Minor (2)**	**Moderate (8)**	Internal Processes
3	Personal injury to users	Trip/Fall hazards from either design fault or asset deterioration can be hazardous to pedestrians.	**Likely (4)**	**Major (4)**	**High (16)**	Ensure adequate staff resources and budgets are maintained to meet monitoring and maintenance requirements. Develop asset database with current condition rating data to direct maintenance planning. Increased condition inspection frequency.	**Possible (3)**	**Moderate (3)**	**Moderate (9)**	Condition Assessment + Variable action arrived from assessment
4	Increased damage during construction works	Changes in residential construction practices may cause increased damage to paths. Smaller lots cause more construction material or bins to be stored on the verge during construction causing increased damage to infrastructure.	**Possible (3)**	**Major (4)**	**High (12)**	Regular monitoring of construction and verge damage to ensure contractors are minimising damage to the verge infrastructure.	**Possible (3)**	**Moderate (3)**	**Moderate (9)**	Construction superintendency (Compliance Officer)

5	Legislative noncompliance	The Shire is required to comply with multiple (sometimes contradictory) Regulations and Guidelines with reference to its Paths & Trails.	**Possible (3)**	**Major (4)**	**High (12)**	All new Paths & Trails to meet code. All renewals to meet current standards.	**Unlikely (2)**	**Moderate (3)**	**Moderate (6)**	Internal Processes
6	Reduced access to external funding	A reduction in grant availability may affect the Shire's ability to construct larger capital path projects.	**Possible (3)**	**Major (4)**	**High (12)**	Maintain and update quality strategies ensuring they meet community demand and reflect the requirements of current guidelines and are available to support Grant applications	**Unlikely (2)**	**Major (4)**	**Moderate (8)**	Consultancy support for Strategy/Prospectus Development. Internal Grant Applications process
7	Deterioration due to age/ wear and tear.	Lack of capital renewals leading to loss of service due to deterioration	**Possible (3)**	**Major (4)**	**High (12)**	Ensure adequate annual funding is allocated for the maintenance, operation and renewal of Paths & Trails assets though the program of works and Long term financial plan	**Unlikely (2)**	**Minor (2)**	**Low (4)**	Annual adoption of Budget.
8	Path network does not meet community expectations	New developments do not include adequate path infrastructure, requiring retrofitting. Reduced paths budget does not allow for capital path works. Reduced staff resources do not allow for appropriate planning and implementation of program.	**Possible (3)**	**Moderate (3)**	**Moderate (9)**	Ensure adequate resources and development is managed to meet current standards and community demand. Communicate requirements for renewal requirements and capital works. Ensure adequate resources to develop and implement strategies and properly scope and implement works program.	**Unlikely (2)**	**Minor (2)**	**Low (4)**	Internal processes for community consultation, design development and construction supervision.

Appendix F. Proposed Paths & Trails Program 2025/26-2034/35

Shire of Dardanup Program of Works - Paths and Trails (2025 - 2035)

2025/26

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH87	Doolan Street	Dardanup	Footpath 2	Renew (126m) Concrete Dual Use Path Between Charlotte Path Material Change and Little Street on the Left Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	126.00	2.00	252.00	No			$ -	$ 34,870	$ 34,870			$ 34,870
PTH911	Eaton Drive	Eaton	Footpath 2	Renew (48m) Concrete Dual Use Path Between Eaton Drive Median Crossing and Monash Boulevard Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	48.00	2.20	96.00	No			$ -	$ 13,284	$ 13,284			$ 13,284
PTH912	Eaton Drive	Eaton	Footpath 2	Renew (43m) Concrete Dual Use Path Between Eaton Drive and Edith Cowan Avenue Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	43.00	2.20	86.00	No			$ -	$ 11,900	$ 11,900			$ 11,900
PTH913	Eaton Drive	Eaton	Footpath 2	Renew (41m) Concrete Dual Use Path Between Edith Cowan Avenue Crossing and Eaton Drive Median Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	41.00	2.20	82.00	No			$ -	$ 11,347	$ 11,347			$ 11,347
PTH88	Little Street	Dardanup	Footpath 2	Renew (128m) Concrete Dual Use Path Between Ferguson Road and Council Crossing on the Right Hand Side of the road		128.00	2.00	256.00	No			$ -	$ 35,424	$ 35,424			$ 35,424
PTH200	Watson Street Reserve	Eaton	POS Path	Renew (42m) Timber Boardwalk Within Pratt Road Reserve Boardwalk		42.00	1.70	84.00	No			$ -	$ 12,915	$ 12,915			$ 12,915
Totals:						**428**	**12**	**856**				**$ -**	**$ 119,740**	**$ 119,740**	**$ -**	**$ -**	**$ 119,740**

2026/27

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH682	Eaton Drive	Eaton	Footpath 2	Renew (24m) Concrete Dual Use Path Between Lofthouse Avenue Crossing and Hough Place Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	24.00	2.00	48.00	No			$ -	$ 6,808	$ 6,808			$ 6,808
PTH435	Hamilton Road	Eaton	Footpath 2	Renew (412m) Concrete Dual Use Path Between Hale Street Crossing and Casuarina Street Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	412.00	2.00	824.00	No			$ -	$ 116,872	$ 116,872			$ 116,872
PTH699	Recreation Drive	Eaton	Footpath 2	Renew (45m) Asphalt Footpath Between Edith Cowan Avenue and School		45.00	3.00	90.00	No			$ -	$ 6,619	$ 6,619			$ 6,619
Totals:						**481**	**7**	**962**				**$ -**	**$ 130,299**	**$ 130,299**	**$ -**	**$ -**	**$ 130,299**

2027/28

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH387	Charlotte Street	Dardanup	Footpath 2	Renew (92m) Concrete Dual Use Path Between 23 Charlotte Street Driveway and Hayward Street on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	92.00	2.00	184.00	No			$ -	$ 26,750	$ 26,750			$ 26,750
PTH183	Coen Close	Millbridge	POS Path	Renew (34m) Asphalt Footpath Between Coen Close and Millars Creek Main Path (West)		34.00	2.00	68.00	No			$ -	$ 5,126	$ 5,126			$ 5,126
PTH196	Ferguson Road	Dardanup	Footpath 2	Renew (77m) Concrete Dual Use Path Between Charlotte Street and 3 Ferguson Road Widening Area on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	77.00	2.00	154.00	No			$ -	$ 22,389	$ 22,389			$ 22,389
PTH197	Ferguson Road	Dardanup	Footpath 2	Renew (131m) Concrete Dual Use Path Between 5 Ferguson Road Path Widening and Little Street on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	131.00	2.00	262.00	No			$ -	$ 38,090	$ 38,090			$ 38,090
PTH388	Ferguson Road	Dardanup	Footpath 2	Renew (75m) Concrete Dual Use Path Between Little Street and Hall Entrance on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	75.00	2.00	150.00	No			$ -	$ 21,807	$ 21,807			$ 21,807
PTH279	Pratt Road	Eaton	POS Path	Renew (37m) Paving Footpath Between Caravan Park Entry and Caravan Park Exit on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	37.00	1.20	74.00	No			$ -	$ 16,496	$ 16,496			$ 16,496
Totals:						**446**	**11**	**892**				**$ -**	**$ 130,658**	**$ 130,658**	**$ -**	**$ -**	**$ 130,658**

2028/29

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH184	Alice Court	Millbridge	POS Path	Renew (34m) Asphalt Footpath Between Alice Court and Millars Creek Main Path (West)		34.00	2.00	68.00	No			$ -	$ 5,254	$ 5,254			$ 5,254
PTH875	Collie Foreshore (Leake St)	Eaton	POS Path	Renew (38m) Timber Boardwalk Within Watson Reserve		38.00	1.40	76.00	No			$ -	$ 12,583	$ 12,583			$ 12,583
PTH827	Crampton Avenue	Eaton	Footpath 2	Renew (26m) Paving Footpath Within Shop access		26.00	2.00	52.00	No			$ -	$ 11,881	$ 11,881			$ 11,881
PTH499	Eaton Drive	Eaton	Footpath 2	Renew (440m) Concrete Dual Use Path Between Hands Avenue Crossing and old path	Shire of Dardanup: Eaton Place Plan	440.00	2.00	880.00	No			$ -	$ 131,133	$ 131,133			$ 131,133
PTH389	Ferguson Road	Dardanup	Footpath 2	Renew (310m) Concrete Dual Use Path Between Hall Entrance and 39 Ferguson Road on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	310.00	2.00	620.00	No			$ -	$ 92,389	$ 92,389			$ 92,389
PTH664	Glenhuon Boulevard	Eaton	Footpath 2	Renew (69m) Concrete Dual Use Path Between Leicester Ramble Crossing and Glenhuon Boulevard Crossing on the Left Hand Side of the road		69.00	2.00	138.00	No			$ -	$ 20,564	$ 20,564			$ 20,564
PTH669	Glenhuon Boulevard	Eaton	Footpath 2	Renew (55m) Concrete Dual Use Path Between Gromark Gate Crossing and Leicester Ramble Crossing on the Left Hand Side of the road		55.00	2.00	110.00	No			$ -	$ 16,392	$ 16,392			$ 16,392
PTH528	Hamilton Road	Eaton	Footpath 2	Renew (31m) Concrete Dual Use Path Between Casuarina Street Crossing and Millard Street Crossing on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	31.00	2.00	62.00	No			$ -	$ 9,239	$ 9,239			$ 9,239
PTH908	Mitchell Way	Dardanup	Footpath 2	Renew (118m) Concrete Dual Use Path Between Mitchell Way and Trusty Place on the Right Hand Side of the road		118.00	2.00	236.00	No			$ -	$ 35,167	$ 35,167			$ 35,167
BPLN-B2	Rail Trail Burekup	Burekup	Cycle Path 2	Construct New (339m) Limestone Cycle Path . Improve the gravel path adjacent to the rail line, between the SW Highway (north of Shenton Road) and the Burekup entrance crossover	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	339.00	0.00	508.50	Yes	WABN	50	$ 5,613	$ 5,613	$ 11,226		$ 11,226	
BPLN-B1	Russell Road	Burekup	Footpath 2	Construct New (32m) Concrete Footpath . End of existing to Shenton Road	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	32.00	2.20	64.00	Yes	WABN	50	$ 4,769	$ 4,769	$ 9,537		$ 9,537	
PTH75	Russell Road	Burekup	Footpath 2	Renew (19m) Paving Footpath Within Burekup Hall Entrance Area on the Right Hand Side of the road		19.00	4.80	38.00	No			$ -	$ 8,683	$ 8,683			$ 8,683
Totals:						**1,511**	**24**	**2,853**				**$ 10,382**	**$ 353,667**	**$ 364,048**	**$ -**	**$ 20,763**	**$ 343,285**

Shire of Dardanup Program of Works - Paths and Trails (2025 - 2035)

2029/30

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH172	Pratt Road	Eaton	POS Path	Renew (452m) Concrete Dual Use Path Between Boat Ramp Car Park and Foster Street	Shire of Dardanup: Eaton Place Plan	452.00	1.90	904.00	No			$ -	$ 138,077	$ 138,077			$ 138,077
PTH72	Russell Road	Burekup	Footpath 2	Renew (26m) Paving Footpath Between Rose Street and Bus Bay on the Right Hand Side of the road		26.00	3.90	52.00	No			$ -	$ 12,178	$ 12,178			$ 12,178
PTH74	Russell Road	Burekup	Footpath 2	Renew (70m) Paving Footpath Between Gardiner Street and Burekup Hall Widening on the Right Hand Side of the road		70.00	1.90	140.00	No			$ -	$ 32,788	$ 32,788			$ 32,788
PTH76	Russell Road	Burekup	Footpath 2	Renew (155m) Concrete Dual Use Path Between Burekup Hall Widening and School Bitumen Path on the Right Hand Side of the road		155.00	2.20	310.00	No			$ -	$ 47,349	$ 47,349			$ 47,349
Totals:						**703**	**10**	**1,406**				**$ -**	**$ 230,392**	**$ 230,392**	**$ -**	**$ -**	**$ 230,392**

2030/31

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH84	Hayward Street	Dardanup	Footpath 2	Renew (172m) Concrete Dual Use Path Between Charlotte Street and Little Street on the Left Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	172.00	2.00	344.00	No			$ -	$ 53,856	$ 53,856			$ 53,856
PTH91	Hayward Street	Dardanup	Footpath 2	Renew (195m) Concrete Dual Use Path Between Little Street and Mitchell Way on the Left Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	195.00	2.00	390.00	No			$ -	$ 61,058	$ 61,058			$ 61,058
PTH168	Millard Street	Eaton	Footpath 2	Renew (72m) Concrete Dual Use Path Between Lofthouse Avenue Crossing and Harlequin Gardens Crossing on the Left Hand Side of the road		72.00	2.00	144.00	No			$ -	$ 22,544	$ 22,544			$ 22,544
BPLN-D2	Rail Trail Dardanup	Dardanup	Cycle Path 1	Construct New (42m) Asphalt Cycle Path . Complete the Primary Route between Ferguson Rd and Doolan St, and Hayward St and the Charlotte St crossover	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	42.00	2.00	84.00	Yes	WABN	50	$ 3,410	$ 3,410	$ 6,819		$ 6,819	
Totals:						**481**	**8**	**962**				**$ 3,410**	**$ 140,868**	**$ 144,277**	**$ -**	**$ 6,819**	**$ 137,458**

2031/32

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH823	Crampton Avenue	Eaton	Footpath 2	Renew (14m) Paving Footpath Within Shop access		14.00	2.00	28.00	No			$ -	$ 6,890	$ 6,890			$ 6,890
PTH512	Eaton Drive	Eaton	Footpath 2	Renew (192m) Concrete Dual Use Path Between Hough Place Crossing and Hamilton Road Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	192.00	2.00	384.00	No			$ -	$ 61,621	$ 61,621			$ 61,621
PTH384	Hayward Street	Dardanup	Footpath 2	Renew (114m) Concrete Dual Use Path Between Primary School Carpark and Pre School Gate on the Right Hand Side of the road	Shire of Dardanup: Dardanup Place Plan	114.00	2.00	228.00	No			$ -	$ 36,588	$ 36,588			$ 36,588
PTH805	Isaac Court	Millbridge	POS Path	Renew (31m) Asphalt Footpath Within Isaac Court access path		31.00	2.00	62.00	No			$ -	$ 5,159	$ 5,159			$ 5,159
PTH93	Little Street	Dardanup	Footpath 2	Renew (118m) Concrete Dual Use Path Between Carramar Park Car Park and Hayward Street on the Left Hand Side of the road		118.00	2.00	236.00	No			$ -	$ 37,872	$ 37,872			$ 37,872
PTH280	Recreation Centre Car Park	Eaton	POS Path	Renew (232m) Asphalt Footpath Within Adult Education Centre Access Path		232.00	3.00	464.00	No			$ -	$ 38,609	$ 38,609			$ 38,609
PTH138	Scott Street	Eaton	Footpath 2	Renew (210m) Concrete Dual Use Path Between Lucretia Street and Millard Street Crossing on the Right Hand Side of the road		210.00	2.00	420.00	No			$ -	$ 67,398	$ 67,398			$ 67,398
Totals:						**911**	**15**	**1,822**				**$ -**	**$ 254,137**	**$ 254,137**	**$ -**	**$ -**	**$ 254,137**

2032/33

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH153	Hale Street	Eaton	Footpath 2	Renew (425m) Concrete Dual Use Path Between Opp 60 Hale Street Crossing and Millard Street Crossing on the Left Hand Side of the road		425.00	2.00	850.00	No			$ -	$ 139,812	$ 139,812			$ 139,812
PTH516	Hamilton Road	Eaton	Footpath 2	Renew (72m) Concrete Dual Use Path Between 136 Hamilton Road Driveway and 20 Foster Street Driveway on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	72.00	2.00	144.00	No			$ -	$ 23,686	$ 23,686			$ 23,686
PTH519	Hamilton Road	Eaton	Footpath 2	Renew (232m) Concrete Dual Use Path Between Montgomery Drive Crossing and Eaton Drive on the Right Hand Side of the road	Shire of Dardanup: Eaton Place Plan	232.00	2.00	464.00	No			$ -	$ 76,321	$ 76,321			$ 76,321
PTH334	Hayward Street	Dardanup	POS Path	Upgrade Existing (45m) Asphalt Footpath Between Hayward Street and Carramar Park	Shire of Dardanup: Dardanup Place Plan	45.00	1.50	90.00	No			$ -	$ 7,676	$ 7,676	$ 7,676		
Totals:						**774**	**8**	**1,548**				**$ -**	**$ 247,495**	**$ 247,495**	**$ 7,676**	**$ -**	**$ 239,819**

2033/34

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH386	Carramar Park	Dardanup	POS Path	Renew (109m) Concrete Dual Use Path Between Shire Place and Little Street	Shire of Dardanup: Dardanup Place Plan	109.00	2.00	218.00	No			$ -	$ 36,754	$ 36,754			$ 36,754
PTH714	Carramar Park	Dardanup	POS Path	Renew (15m) Concrete Dual Use Path Within Carramar Park	Shire of Dardanup: Dardanup Place Plan	15.00	1.50	30.00	No			$ -	$ 5,058	$ 5,058			$ 5,058
PTH169	Millard Street	Eaton	Footpath 2	Renew (210m) Concrete Dual Use Path Between Malabor Retreat Crossing and Aralia Place Crossing on the Left Hand Side of the road		210.00	2.00	420.00	No			$ -	$ 70,811	$ 70,811			$ 70,811
BPLN-B2	Rail Trail Burekup	Burekup	Cycle Path 2	Construct New (194m) Limestone Cycle Path . Improve the gravel path adjacent to the rail line, between the SW Highway (north of Shenton Road) and the Burekup entrance crossover	Dardanup Local Bike Plan - Final Issue - 13.03.2023 - Endorsed 22.03.2023	194.00	0.00	291.00	Yes	WABN	50	$ 3,634	$ 3,634	$ 7,268		$ 7,268	
PTH73	Russell Road	Burekup	Footpath 2	Renew (73m) Paving Footpath Between Bus Bay and Gardiner Street on the Right Hand Side of the road		73.00	1.90	146.00	No			$ -	$ 37,743	$ 37,743			$ 37,743
Totals:						**601**	**7**	**1,105**				**$ 3,634**	**$ 154,000**	**$ 157,634**	**$ -**	**$ 7,268**	**$ 150,366**

Shire of Dardanup Program of Works - Paths and Trails (2025 - 2035)

2034/35

Location Path ID:	Road Name:	Locality	Hierarchy	Project Details Description	Strategic References (for Consideration During Design)	Dimensions Length (m)	Width (m)	Area (m^2)	Funding $ Grant Available	Grant Provider	Grant %	Grant Amount	General Rev	Total Estimate $	Classification Upgrade	Expansion	Renewal
PTH713	Carramar Park	Dardanup	POS Path	Renew (41m) Concrete Dual Use Path Within Carramar Park	Shire of Dardanup: Dardanup Place Plan	41.00	1.50	82.00	No			$ -	$ 14,171	$ 14,171			$ 14,171
PTH511	Eaton Drive	Eaton	Footpath 2	Renew (59m) Concrete Dual Use Path Between Lofthouse Avenue Crossing and Hough Place Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	59.00	2.00	118.00	No			$ -	$ 20,392	$ 20,392			$ 20,392
PTH517	Hamilton Road	Eaton	Footpath 2	Renew (35m) Concrete Dual Use Path Between Foster Street Crossing and 42 Hamilton Road Crossing on the Left Hand Side of the road	Shire of Dardanup: Eaton Place Plan	35.00	2.00	70.00	No			$ -	$ 12,097	$ 12,097			$ 12,097
PTH712	Little Street	Dardanup	Footpath 2	Renew (39m) Concrete Dual Use Path Between Carramar Park Car Park and Council Carpark		39.00	2.00	78.00	No			$ -	$ 13,479	$ 13,479			$ 13,479
PTH166	Lofthouse Avenue	Eaton	Footpath 2	Renew (545m) Concrete Dual Use Path Between Millard Street and Millard Street Crossing on the Right Hand Side of the road		545.00	2.00	1,090.00	No			$ -	$ 188,364	$ 188,364			$ 188,364
Totals:						**719**	**10**	**1,438**				**$ -**	**$ 248,503**	**$ 248,503**	**$ -**	**$ -**	**$ 248,503**

Appendix G Paths & Trails Upgrades/Expansion Program 2024/25-2033/34

Paths & Trails Name	Proposed Work	Year

(Appendix ORD: 12.3.1B)

Appendix H References

- Asset Management Policy (Policy 7.1), Shire of Dardanup
- Shire of Dardanup 2050 Vision
- Council Plan 2023-34, Shire of Dardanup
- Annual Budgets, Shire of Dardanup
- International Infrastructure Management Manual, 2015 Edition

RISK ASSESSMENT TOOL

OVERALL RISK EVENT: Adoption of Asset Management Plan (Paths and Trails)

RISK THEME PROFILE:

1 - Asset Sustainability Practices

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE CATEGORY	RISK EVENT	PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN (Treatment or controls proposed)	AFTER TREATEMENT OR CONTROL		
		CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING		CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
FINANCIAL IMPACT	Risk that assets are not renewed at the end of their useful lives.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.
FINANCIAL IMPACT	Risk that assets are not upgraded or created to meet demand.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	Risk of Non-Compliance with the Integrated Planning and Reporting Framework where AMP's are not rviewed in accordance with Guidelines.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.
REPUTATIONAL	Risk that customer levels of service are reduced or maintained to meet public expectation.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
PROPERTY	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.

(Appendix ORD: 12.3.1C)