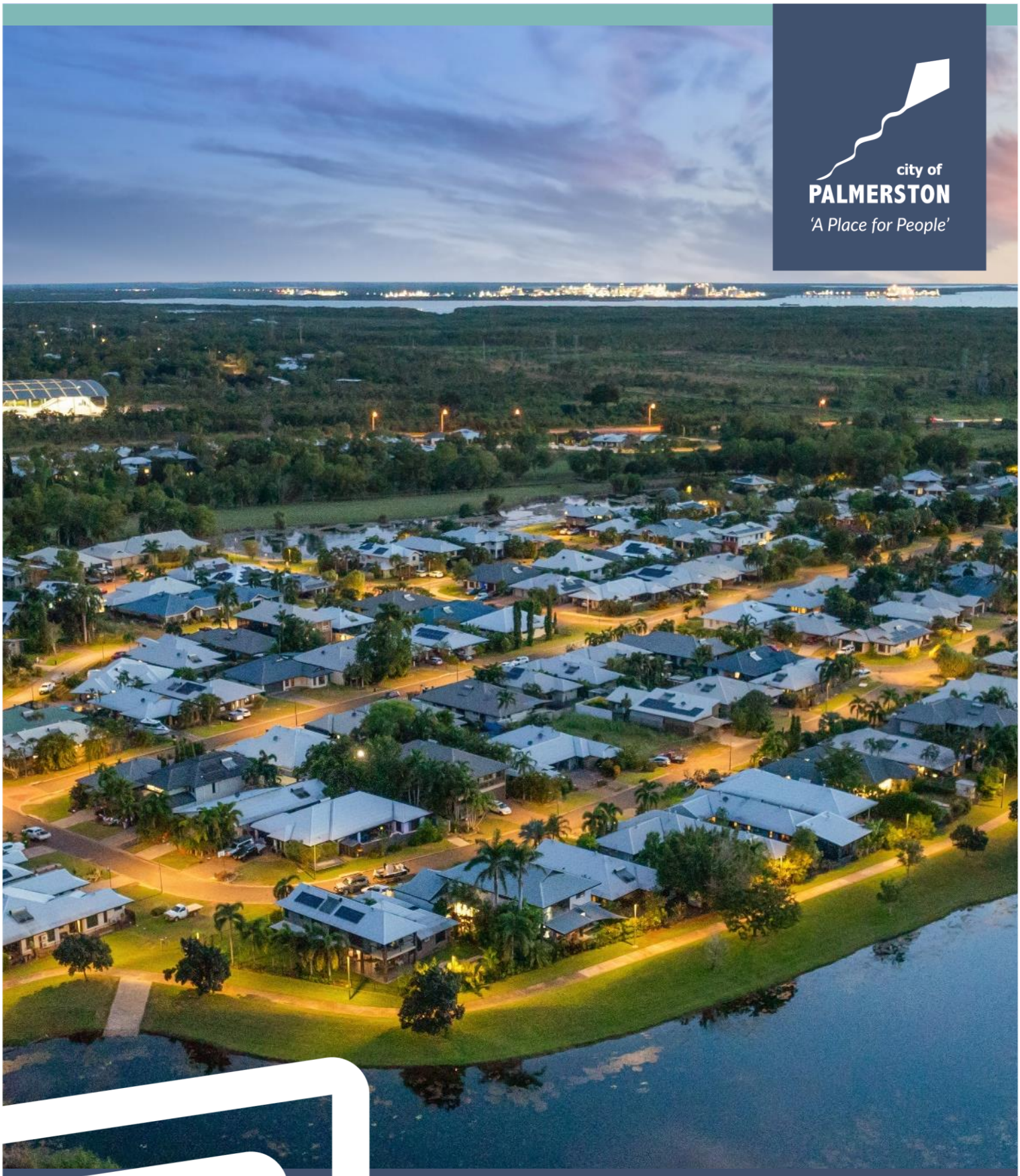


city of
PALMERSTON
'A Place for People'

# ASSET MANAGEMENT PLAN
# PATHWAYS-2026

# DOCUMENT CONTROL REGISTER

| DOCUMENT CONTROL | | ASSET MANAGEMENT PLAN | | | |
|---|---|---|---|---|---|
| **Rev No.** | **Date** | **Revision Details** | **Author** | **Reviewer** | **Approver** |
| 1 | August 2021 | First Version - RMAC | CAM | DCGO, PM | DCGO |
| 2 | May 2026 | Second Version – RMAC<br>Re-branded | AML | ITAM | GMFG |

This Plan shall be reviewed annually or amended when required when associated changes occur including:

- Annual budget changes result in a material impact to the plan, including the Long-Term Financial Plan.
- Finalisation of the 10-year capital works program.
- Changes to service levels.

**Abbreviations:**
AML – Asset Management lead
ITAM – IT & Assets Manager
GMFG – General Manager, Finance & Governance
CAM – City Assets Manager
DCGO – Director City Growth and Operations *(now General Manager Infrastructure)*
PM – Project Manager

# 1. EXECUTIVE SUMMARY

## The purpose of the Plan

As the second largest and fastest growing city in the Northern Territory, the City of Palmerston (Council) has $829 million in assets under its management as of 30 June 2025.
Asset Management Plans aim to:

- Mitigate Council's Strategic Risk relating to long term sustainability
- Ensure consistent asset management across Council
- Identify asset management issues and scenarios that may impact upon Council's financial position
- Detail information about assets including actions required to provide an agreed level of service in the most cost-effective manner while outlining associated risks
- Define the services to be provided, how the services are provided and what funds are required to provide the services over a 10-year planning period
- Ensure assets are safe for use and the community receive value for money for their investment in community assets
- Provide detailed asset data and data analysis to inform Council's Long-Term Financial Plan (LTFP)

*Summary Findings*

As at 30 June 2025, Asset Sustainability Ratio for Pathways is 21% which indicates that City of Palmerston is replacing 21% of its existing asset base with capital renewals as the assets reach the end of their useful life. This indicates that our pathways are in good condition and over the period of the LTFP this ratio is expected to increase. Council has an asset sustainability benchmark of 90% - 110%.

City of Palmerston's Pathways Assets Consumptions Ratios rate is 60%. A measure between 60% and 75% indicates that the assets are being maintained, renewed and replaced at a responsible rate.

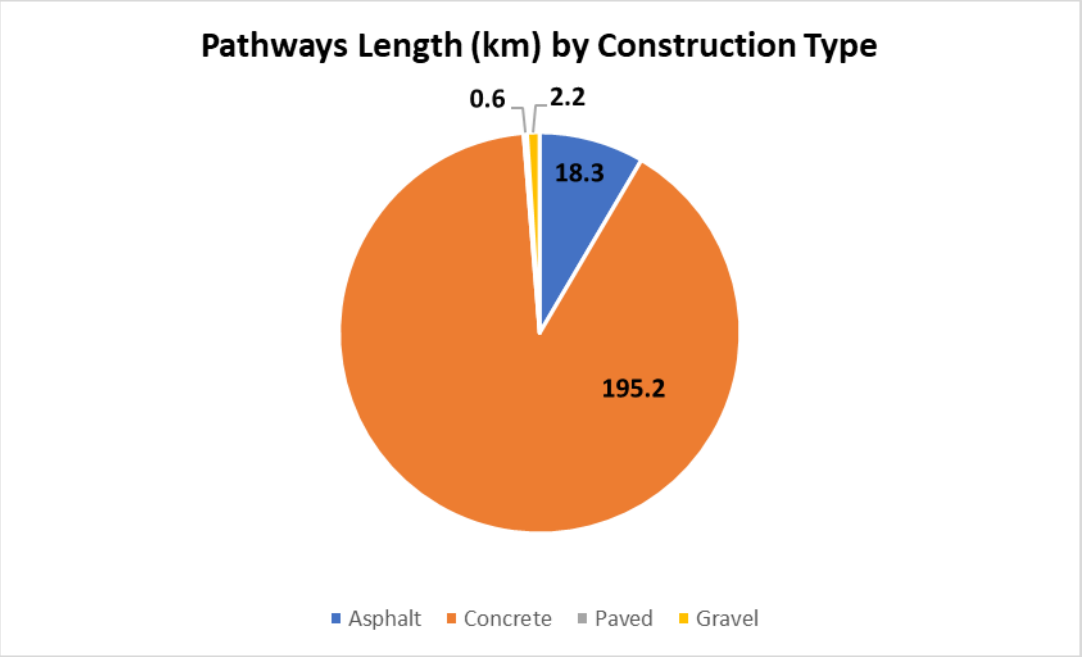
## 1.2 Asset Description

This Asset Management Plan (Plan) covers the assets that combine to make up the pathway's infrastructure network across City of Palmerston. The pathway network is one of the key asset groups that provide pedestrian and cyclist accessibility across neighbourhoods, to Council facilities and resources for all members of our community.

The City of Palmerston has an ongoing increase in the number of pathways. The current annual growth rate is between 1% and 2%, largely due to new developments. This Plan focuses on the poor condition pathways that are due for renewal and replacement together with the development of new and compliant assets to fill connectivity gaps within the network.

Pathways provide important connectivity throughout the City and comprise of 216.3km of varying construction types, 17 footbridges, and 12,579 driveways:

*Figure 1: Pathways lengths (km)*




## 1.3 Levels of Service

It is an objective of the City of Palmerston Community Plan that our infrastructure is fit for purpose. This requires that our infrastructure is maintained and managed through adaptive innovative approaches to meet multiple community uses and needs. Levels of service to achieve this include:

- Providing connectivity for all users within the municipality
- Managing the potential risks and conditions of paths to provide a safe environment for users
- Delivering, maintaining and managing infrastructure to current or higher standards to meet changing community needs.
- Ensuring pathways are fit for purpose in terms of width and compliance with development guidelines, Australian Standards and relevant regulations

## 1.4 Future Demand

The main demands for new services and pathways are created by:

- Community expectations on appropriate infrastructure, safety, sustainability, and service levels
- Economic demand due to increasing asset portfolio, economic pressures, asset age and CPI increases
- Increase in environmental awareness and considerations
- Population growth and new subdivisional activity, development of existing land and planning strategies

Changing demands will be managed through a combination of existing assets and providing new assets supported by non-asset solutions, such as insuring against risks and managing failures. Demand management planning activities occur on an ongoing basis and include:

- Continually assess network connectivity and capacity, especially in high use areas such as schools and shops
- Address network capacity issues with improved capacity
- Continue to monitor and provide input into development controls and guidelines for the requirements of effective pathway asset creation within new subdivisions

- Monitoring community feedback, trends and assess expectations against existing levels of service and available resources with consideration to budget

## 1.5 Managing Risk

Present funding levels based current data are seen to be adequate to control risks relating to these assets. To gain confidence in the risk management position of the assets, condition audits and inspection practices have been identified as requiring improvement.
The management of risk is facilitated by:

- Continual improvements in asset data capture, tracking, maintenance, and management
- Identify efficiencies in asset utilisation

## 1.6 Financial Summary

| | |
|---|---|
| Gross Replacement Cost: | $91,328,577 (based on current replacement value) |
| Depreciable Amount: | $91,328,577 (based on actual purchase price at time of purchase, assets still within useful life) |
| Depreciated Replacement Cost[1]: | $54,704,397 |
| Annual Average Asset Consumption: | $1,259,354 (annual depreciation) |

The current combined allocation for Operating and Maintenance activities is $448,000 per annum.

The current LTFP includes a combined $6,729,951 for planned capital works on pathways over this 10-year period.

The projected outlays necessary to provide the services covered by this Asset Management Plan for operational, maintenance, renewal and upgrade work for existing assets over the 10-year planning period totals $11,209,951 or $1,120,995 on average per year.

## 1.7 Monitoring and Improvement Program

The next steps resulting from this asset management plan to improve asset management practices are:

- Increase data confidence through continuation of cyclic condition audits, contemporary inspection methods like satellite remote sensing (for major pathways defects) and consistent and effective record management to ensure asset data is current and accurate
- Continue to develop and refine levels of service with clearly accepted levels identified in the organisation and monitor these against community expectation
- Improve asset management and data capture techniques through all stages of the asset life cycle to increase data confidence levels
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- Annual cyclic review of AM Plan to ensure the latest financial and condition data can be utilised within the plan
- Review Customer levels of service and monitor these against community expectation and Community Satisfaction Survey

[1] Also reported as Written Down Value, Carrying or Net Book Value.