



# CITY ROAD INFORMATION

The City of Albany has an extensive road network spanning more than 1,600 km – almost half is sealed and half remains unsealed. Given the size of this network, we receive many public requests for road maintenance and improvements.

This information sheet explains how we assess and prioritise road maintenance and upgrades.

## Our Commitment

We manage road infrastructure fairly and effectively by;

- Carefully reviewing all road maintenance requests,
- Using our resources strategically,
- Providing transparency in our decision-making process.

## Maintenance of Roads

The City's Operations team is responsible for planned maintenance (grading, shoulder works, drainage maintenance and street sweeping) and reactive maintenance (pothole patching, kerb repairs and edge repairs).

## GRAVEL ROADS

The City receives many requests concerning road conditions or sealing of unsealed roads.

Sealing gravel roads is considered when the long-term costs of sealing are lower than maintaining the road as unsealed. The priority list is based on factors such as;

- Traffic volume and percentage of heavy vehicles.
- Bus and tourism routes.
- Existing alternative sealed routes.
- Drainage and gravel quality.
- Proximity to urban or industrial areas.

If a road is not suitable for sealing, it may be prioritised for gravel resheeting based on similar factors as well as gravel depth.

*Drivers should always adjust to road conditions, as gravel roads can change rapidly due to weather, traffic and maintenance schedules.*

## Grading

The Operations team follows a grading schedule based on factors such as traffic type and volume, gravel quality, location, and drainage. Timing and frequency are planned to optimise equipment use and take advantage of natural moisture levels in the road surface. This approach helps minimise costs and extend the life of the gravel layer.

Roads are currently graded from two to six times per year. You can view the grading schedule [here](#).

*Increasing grading in the drier months of the year loosens hard sections of the road surface allowing potholes and corrugations to form, often making the driving conditions worse.*



## SEALED ROADS

The City's sealed roads are either;

- Sprayed bitumen seal (chip seal) or,
- Asphalt (smoother, quieter and more expensive).

Sealed roads are costly to maintain, requiring additional drainage infrastructure that further increases expenses.

The Assets team conducts a road condition survey of the sealed network every three years, gathering extensive data on surface and pavement conditions. This information helps prioritise resurfacing, guide maintenance activities, and monitor the overall condition of the network.

## ROAD PLANNING

Capital Works are planned over a 10 year period and reviewed annually. This includes resurfacing, reconstructions, major maintenance and resheets.

The City uses a variety of data sets, along with our in-house knowledge base, to inform decisions.

Factors that are key to this decision-making are;

- Condition of the road surface, structural pavement, kerbing and drainage infrastructure.
- What defect is impacting on the road eg. non-structural cracking can be addressed more economically with crack patching, deferring the need for full resurfacing.
- Known safety concerns or opportunities to improve safety.
- Whether delaying the works will increase the overall project cost or result in increased maintenance.
- Maintenance history.
- The hierarchy of the road such as what is its function, the type and volume of traffic, and whether the road needs upgrading.
- Availability of state or federal funding for the project.



To report road defects or  
make an enquiry:

Website:  
Email:  
Phone

[albany.wa.gov.au/reportit](https://albany.wa.gov.au/reportit)  
[staff@albany.wa.gov.au](mailto:staff@albany.wa.gov.au)  
6820 3000