

Asset Management Plan

Appendix 1.1

Footpaths 2009

1. Introduction

This plan covers the management of all constructed footpaths (concrete and other) maintained by Council and the demand for services in this area, throughout the Shire.

2. Levels of Service

Moirá Shire Council is committed to providing hard surface footpaths, free of significant high risk tripping hazards, in areas of significant vehicle and pedestrian traffic, e.g.

- In central business district
- On the block surrounding the school and swimming pools
- In streets fronting hospital entrances
- In streets (one side) between CBD and school or hospital or library or senior citizens building or community hall (generally within 2 blocks only of CBD)

Moirá Shire Council will consider the provision of hard surface footpaths in new subdivisions in accordance with design manual standards.

Moirá Shire Council endeavours to provide gravel paths in parks, from roads directly to facilities, and between facilities within parks.

Extensions to the footpath network will focus on the above locations and the paths identified in the MSC Bicycle and Walking Strategy (available on the internet)

A minimum width of 1.2m will be provided on all new footpaths in accordance with Council's Design Guidelines.

The choice between various types of footpath (concrete, asphalt, gravel, pavers) will be determined by the following factors

- Maintenance considerations
- Matching existing conditions
- Aesthetic considerations

Pram crossings have previously been constructed with debris lips of generally up to 25mm (as per previous standards). New pram crossings will be constructed to new Australian Standards which require a flush surface. Council's current practice is to remove existing debris lips when the pram crossing needs to be renewed for other reasons.

3. Future Demand

Development of new community facilities may increase the need for additional footpaths.

Expansion of towns via new subdivisions and increased ratepayers expectations may lead to a demand for additional footpaths not identified in Section 2. Council may elect to construct these via special charge schemes. The proportion of the contribution from adjoining land owners will be dependent on the use of the footpath by the general public.

4. Asset Portfolio

There is 90 km of concrete footpath and 37km of other footpath in towns throughout the Shire.

Assets are generally identified as unbroken lengths along town blocks. They are classified into

- High use (in CBD areas)
- Medium use (adjacent to schools, hospitals and local shops)
- Low use

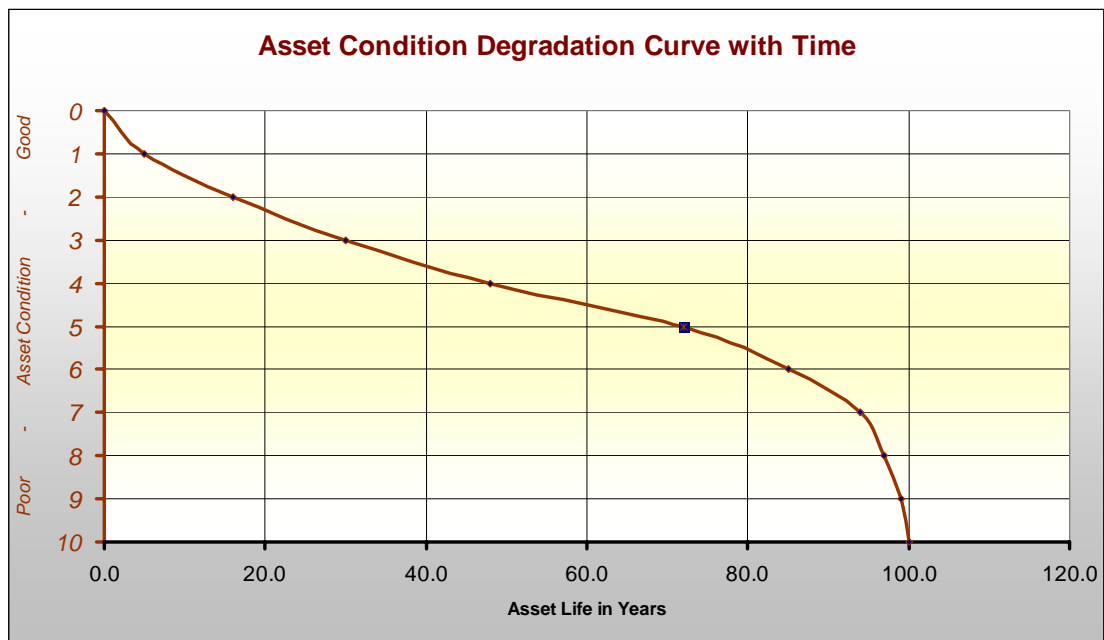
A detailed list of the assets (including their classification) is kept in Council's corporate asset data base – Conquest. Footpaths have also been mapped onto Council Geographic Information System, MIDAS.

The value of the asset is the estimated cost of construction from a renewing an existing footpath. The estimated value and average life of the asset is shown below.

Footpath Type	Estimated Value	Estimated Life
Concrete	\$80.00 /m ²	100 years
Other	\$20.00 /m ²	20 years

The above figures have been set using local experience and benchmarking against figures from other municipalities. In particular, the estimated asset life is based on current maintenance practices.

The default degradation curve provided by the MAV Step program has been adopted as typical for this asset in Moira Shire. A graph of the asset degradation is shown below.



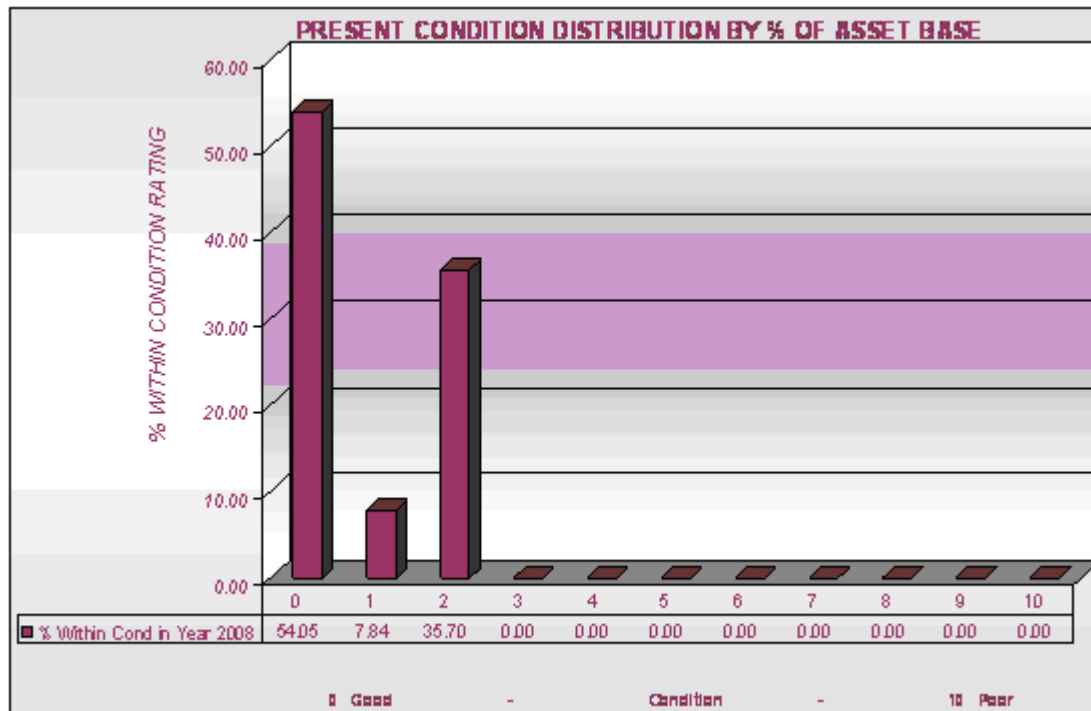
Condition Assessment

Condition assessments are carried out every three years, as shown in the asset condition assessment program, detailed in the Asset Management Strategy. Assets are rated from 0 to 10, to reflect the remaining life shown in the above degradation curve. Localised defects are identified through inspections following customer requests and an assessment by the condition assessor. The condition assessment also reviews these defects and provides prioritisation of the defect repairs.

The assessment of the defects will be used to develop maintenance works programs over the next 3 years.

The condition of each asset is kept (attached to the asset) in the asset register database and the defect is also recorded as an action against the asset in Conquest. A summary is provided below.

Other Footpaths



Total Asset Group Quantity	44,334
Units	m²
Total Asset life in Years	20
Total Asset Group Rehab. - Replacement Cost	\$ 886,680
Intervention Level	8.0

Further details are included in the Concrete Footpath Audit / Inspection Guidelines.

5. Risk Management

Maintenance is carried out on footpaths as per the standards and the methodology specified in the Road Management Plan, which prioritises repair of the defect based on usage of the footpath, (high, medium and low) and the risk of the defect (based on the differential height of the tripping hazard).

6. Acquisition Plan

New assets will either be built by Council or provided by developers as part of new subdivisions.

Extensions to the footpath network will focus on the locations listed in Section 2 and the paths identified in the MSC Bicycle and Walking Strategy. Council may construct footpaths in other locations via special charge schemes. The proportion of the contribution from adjoining land owners will be dependent on the use of the footpath by the general public.

7. Operations & Maintenance

Currently, Council spends \$100,000 pa (08/09 budget) on maintaining the existing footpath network, as a safe facility for the public to use, in accordance with the above risk management procedures and the works program described in the Road Management Plan.

8. Renewals / Replacement

Footpath renewals are funded through the annual capital works program. Candidates for renewal can be sections within an asset and are determined by

- Amount of cracking within the length
- History of defects within the length
- The classification / usage of the asset

9. Disposal

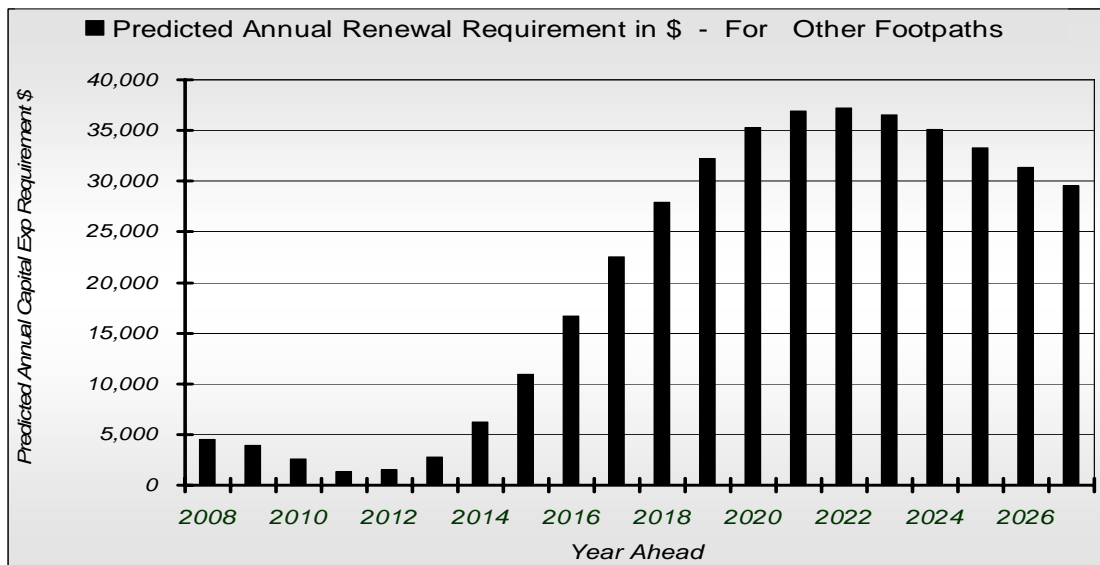
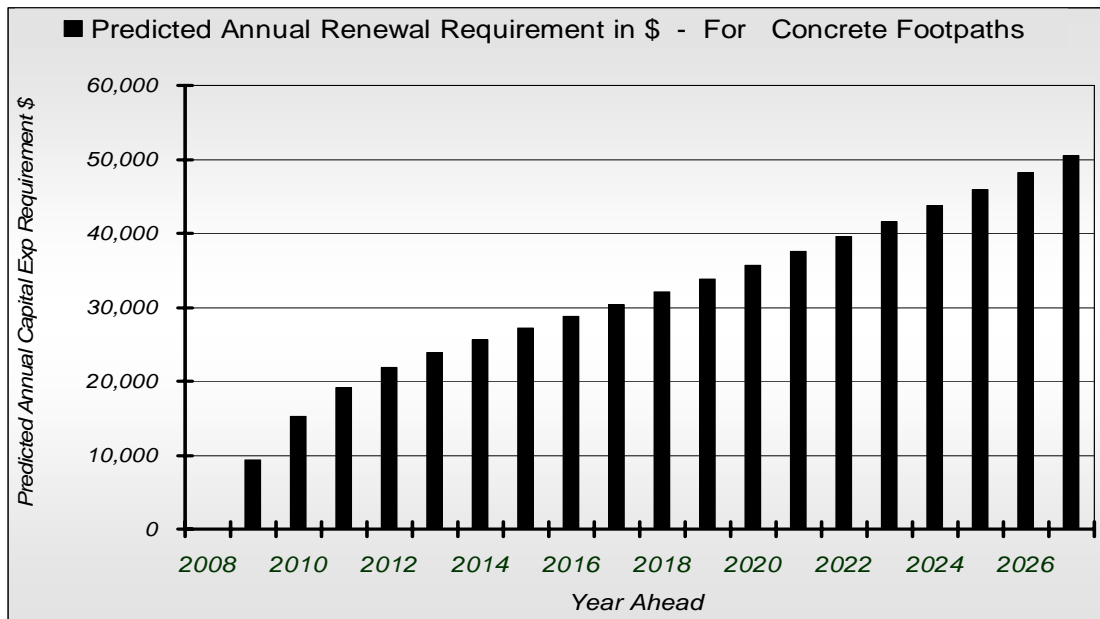
Should a footpath asset become unserviceable, and not belong to one of the areas described in Section 2 (above) or the MSC Bicycle and Walking Strategy, Council may consider removal and replacement with either a more cost effective asset (i.e. a gravel footpath) or a grassed area.

10. Financial Summary

A forecast of the renewal requirement on Council's footpath assets has been made, based on

- Current life expectancy (current maintenance practices)
- Existing condition profile

The forecast is shown graphically below.

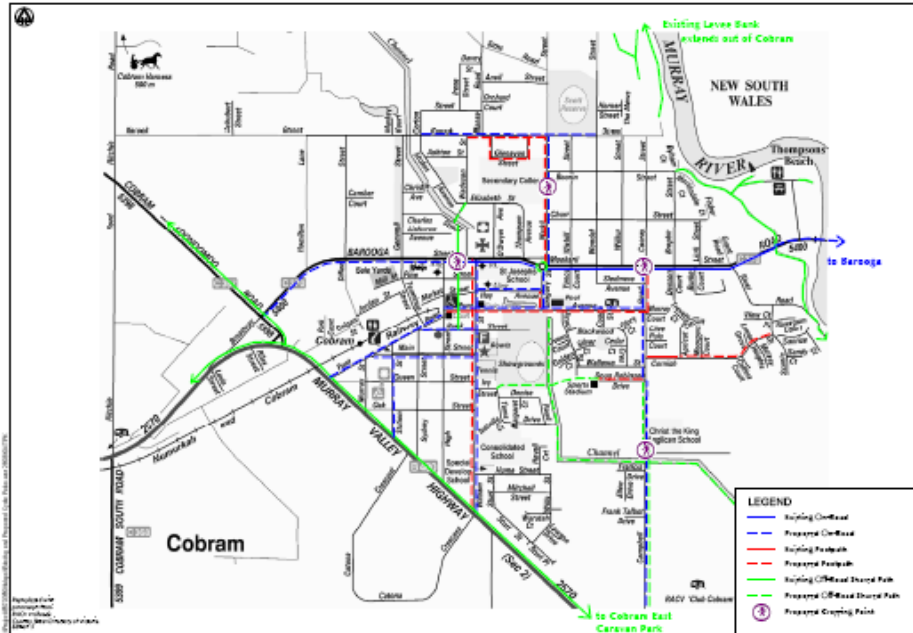


11. Monitoring & Improvement Program

The service levels adopted in this AMP are based on current levels of service. Community consultation will occur to establish current expectations and this AMP will be reviewed as scheduled in the Asset Management Plan Strategy (to be finalised).

Moira Shire Council Bicycle & Walking Strategy Maps

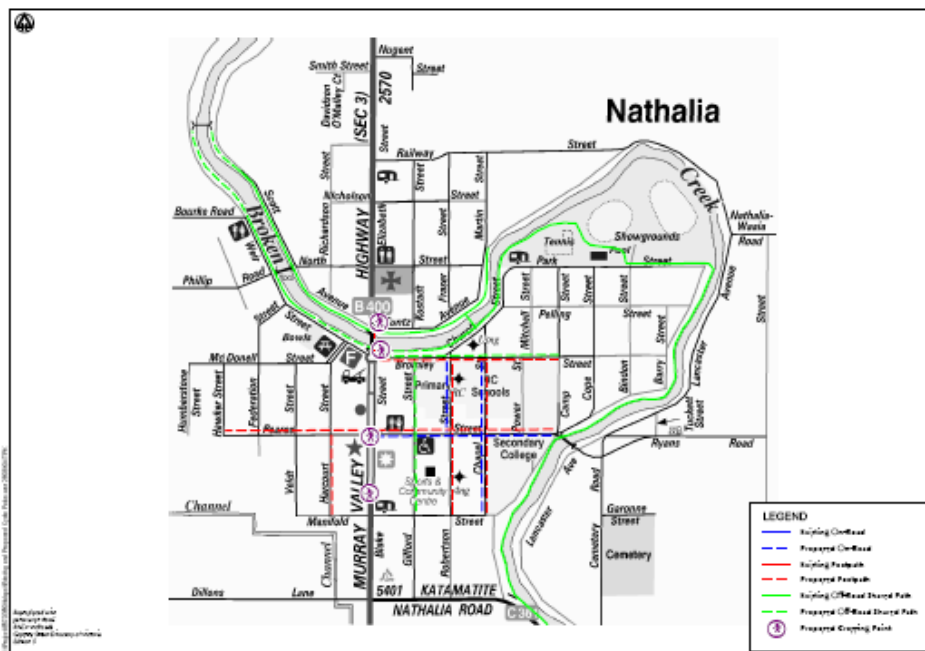
Cobram



COBRAM
Existing and Proposed
Routes and Facilities

Moira Bicycle and
Walking Study

Nathalia

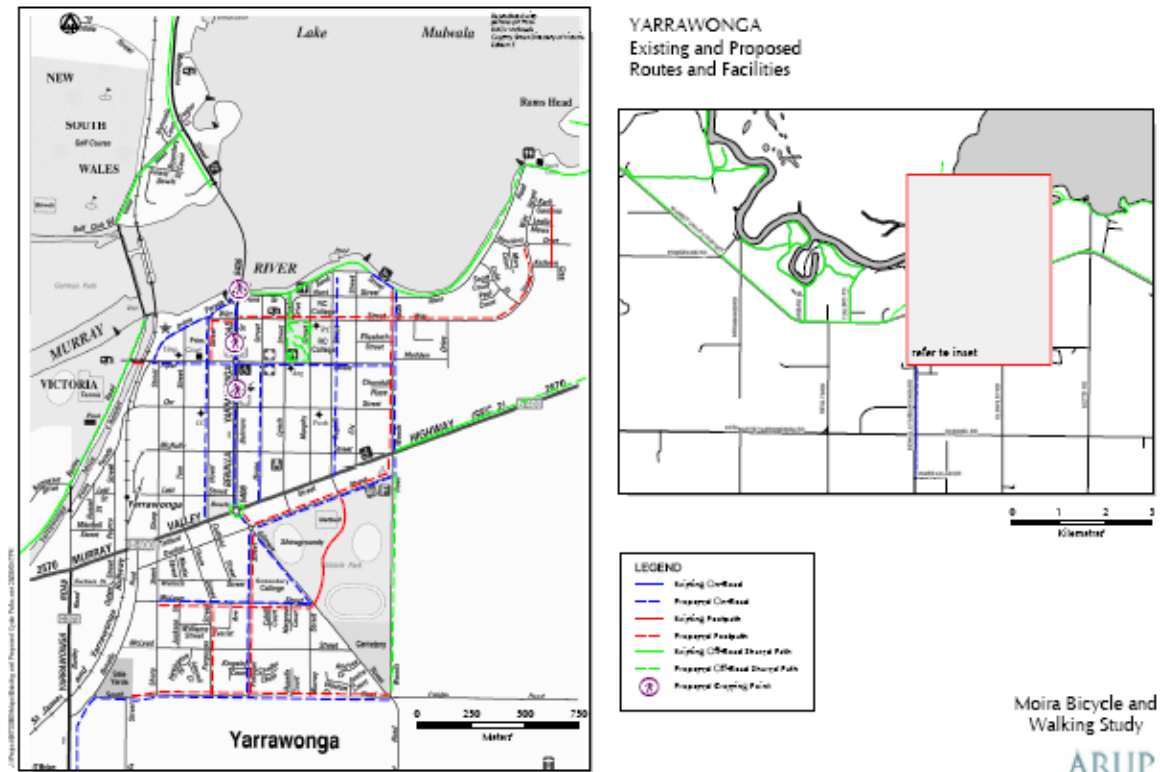


NATHALIA
Existing and Proposed
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Moira Bicycle and
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Moira Shire Council Bicycle & Walking Strategy Maps

Yarrowonga



Moira Shire Council Bicycle & Walking Strategy Maps

Numurkah

