

# Asset Management Plan

## Appendix 1.2

### Kerb & Channel 2009

#### 1. Introduction

This plan covers the management of all kerb and channel (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 kerb and channel in the following locations:

- In urban streets, where houses front the street,
- In streets (not lanes) in the Central Business District.

Moirá Shire Council also ensures that in new urban subdivisions, water sensitive design principles are used. This may include provision of kerb and channel.

#### 3. Future Demand

Where kerb and channel do not exist, and there is local support for the extension of the network, Council may elect to construct sections via special charge schemes. Generally, network extensions closest to the town centre will be given priority.

#### 4. Asset Portfolio

There is 250km of kerb and channel in towns throughout the Shire.

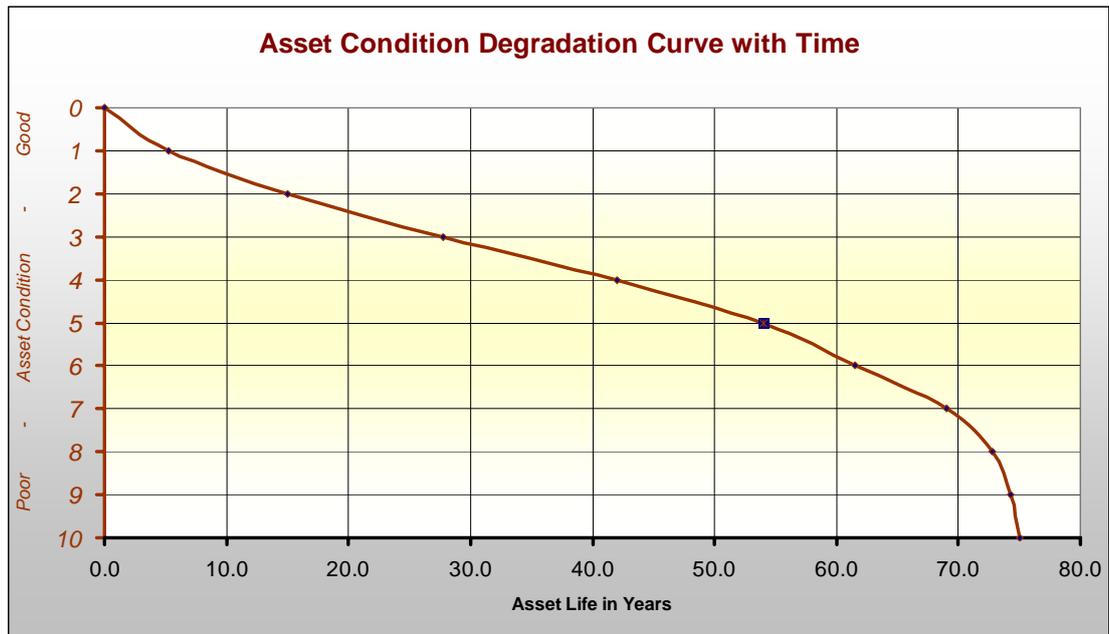
A detailed list of the assets is kept in Council's corporate asset data base – Conquest. Kerb and channel has also been mapped onto Council Geographic Information System, MIDAS.

The value of the asset is the estimated cost of rehabilitation of a piece of kerb and channel requiring renewal. The estimated value and average life of the asset is shown below.

Kerb & Channel	Estimated Value	Estimated Life
Concrete	\$75.00 /m	75 years

This has 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 advice from Council's street sweeper operator and are followed by an assessment by a 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.



## 5. Risk Management

Maintenance is carried out on kerb and channel as per the standards and the methodology specified in the Road Management Plan, which prioritises repair of the defect based on risk.

## 6. Acquisition Plan

New kerb and channel assets will be built by developers as part of water sensitive designs in new subdivisions.

Extensions to the kerb and channel network will focus on the locations listed in Section 2. When extending the network, Council may require contributions via special charge schemes. The proportion of the contribution from adjoining land owners will be dependent on community benefit (see Council's Special Rates and Charges Policy).

## 7. Operations & Maintenance

Currently, Council spends the following amounts on maintaining the existing kerb and channel network, as a facility fit for purpose, in accordance with the above risk management procedures and the works program described in the Road Management Plan.

- Kerb & channel maintenance                      \$ 16,000
- Street cleaning/sweeping                              \$131,000

The frequency of street sweeping is

- CBD streets, twice per week in major towns
- CBD streets, once per fortnight in small towns
- Other kerbed streets, once every 7 weeks

## 8. Renewals / Replacement

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

- Amount of vertical movement in the kerb and channel
- Deleterious effect the kerb and channel is having on the road pavement

## 9. Disposal

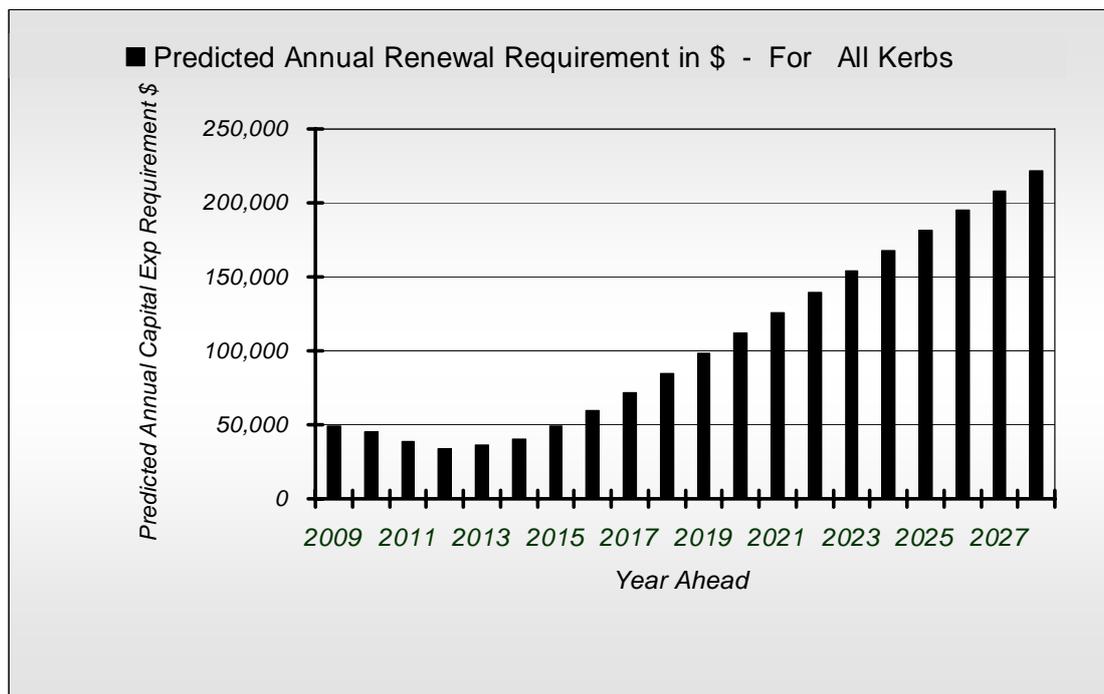
Should a kerb and channel asset become unserviceable, and not belong to one of the areas described in Section 2 (above), Council may consider removal and replacement with a grassed drain.

### 10. Financial Summary

A forecast of the renewal requirement on Council's kerb and channel 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).