

# LODDON SHIRE COUNCIL

## Footpath Asset Management Plan

Version 1.0.0

Adopted 24 August 2009



LODDON  
SHIRE

# ADOPTION OF PLAN

**LEVEL:** Council  
**APPROVAL DATE:** 24 August 2009  
**REVIEW CYCLE:** Four yearly  
**ATTACHMENTS:** Nil

**EVIDENCE OF APPROVAL:** \_\_\_\_\_  
Signed by Chief Executive Officer

## NOTE

The controlled version of this document is located at K:\Common\Footpath Asset Management Plan\Current\FAMPV1.0.0 24Aug09.

Printed versions are uncontrolled documents.

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## EXECUTIVE SUMMARY

Loddon Shire Council is custodian of an extensive range of community assets that it provides to facilitate the delivery of its services to the community. Footpaths are an important component of Council's asset portfolio.

Council needs to ensure that there is an appropriate level of funding to enable assets to be maintained and renewed to an acceptable standard.

Council will use this Footpath Asset Management Plan, along with other Asset Management Plans, to balance levels of service, community expectations and affordability of its assets and services.

The Footpath Asset Management Plan, covers a variety of footpath types ranging from asphalt or concrete in highly foot trafficked areas to lightly used paths constructed of gravel, crushed rock or granite sand.

Over recent years a considerable length of new path has been added to the Loddon footpath network.

Very little expenditure has occurred on renewal/ replacement of the aging sections of the network

If this trend continues then by the year 2028 the accumulated renewal funding gap is estimated to be in excess of \$ 2 million.

This is unsustainable. However if Council allocated approximately 50% of current new path expenditure (\$100,000 - \$110,000) to renewal then the gap can be all but eliminated.



# 1 INTRODUCTION

## 1.1 Objectives of This Plan

This asset management plan relates to the following footpath infrastructure:

- asphalt paths
- sprayed bituminous seal paths
- concrete paths
- concrete paving slabs
- clay brick paving
- gravel paths
- granitic sand paths
- crushed rock paths
- natural surface paths.

This Asset Management plan is prepared to document Council's asset management processes to guide the planning, acquisition, operation, maintenance, renewal and disposal of assets with an objective to maximise service delivery potential and manage related risks and costs over entire asset lives.

## 1.2 Scope of This Plan

The Loddon Shire is located in Central Victoria adjacent to the City of Bendigo and surrounded by the Shires of Central Goldfields, Northern Grampians, Buloke, Gannawarra, Campaspe and Mount Alexander.

The Shire covers an area of 6,700 square kilometres with a population of 8,095 spread over eighteen towns or communities and rural areas.

The topography of the Loddon Shire varies from rolling hill country in the south to broad, flat, slightly undulating grassland in the East and North. The municipality is dissected by the Loddon River, which flows from catchments in the South through to the Murray River.

The Council over a number of years has built up a considerable asset base to enable it to provide services to the community.

The Council's Annual Report to 30<sup>th</sup> June 2008 details non-current assets to a total written down value of \$241,074,149 including :

|   |                       |
|---|-----------------------|
| Land and Buildings  | \$ 36,233,531         |
| Plant, furniture and equipment                            | \$ 3,707,584          |
| Infrastructure (roads, footpaths<br>Bridges, drains etc.) | \$157,062,582         |
| Capital works in progress                                 | <u>\$ 950,148</u>     |
|   | <u>\$ 197,953,845</u> |

The scope and current replacement value, at 30<sup>th</sup> June 2008, of the assets covered by this plan are identified below.

Footpaths – Comprising long life and short life paths with a total length of 37,087 metres with a total replacement value of \$ 3,992,515

Appendix A details all footpaths within the municipality listing location, condition and valuations

The following table summarises the Council's footpath assets.

| Footpath Assets      |      |               |              |                        |                            |                  |
|----------------------|------|---------------|--------------|------------------------|----------------------------|------------------|
| Type                 | Code | Length<br>m   | Area<br>sq m | Asset<br>Life<br>years | Replacement<br>Value<br>\$ | WDV<br>\$        |
| Asphalt              | AS   | 14,056        | 28,775       | 50                     | 2,398,022                  | 1,900,867        |
| Clay Brick<br>Paving | BP   | 922           | 1,771        | 50                     | 147,604                    | 122,019          |
| Concrete<br>100mm    | C100 | 10            | 15           | 50                     | 1,250                      | 754              |
| Concrete 75mm        | C75  | 554           | 1,008        | 50                     | 83,972                     | 42,986           |
| Concrete Paths       | CP   | 7,450         | 11,865       | 50                     | 988,769                    | 580,589          |
| Con. Paving<br>Slabs | CPS  | 9             | 40           | 50                     | 3,301                      | 3,318            |
| Crushed Rock         | CR   | 2,647         | 3,770        | 50                     | 214,216                    | 90,906           |
| Bituminous Seal      | S    | 458           | 886          | 50                     | 58,181                     | 25,860           |
| Gravel               | G    | 3,719         | 6,234        | 15                     | 78,718                     | 59,203           |
| Granite Sand         | GS   | 938           | 1,464        | 15                     | 18,483                     | 10,449           |
| <b>Total</b>         |      | <b>37,087</b> | <b>62822</b> |                        | <b>3,992,515</b>           | <b>2,836,950</b> |

### 1.3 The Asset Management Plan

The Asset Management Plan is a tool combining management, financial, engineering and technical practices to ensure that the level of service required by customers is provided at the most economical cost to the community.

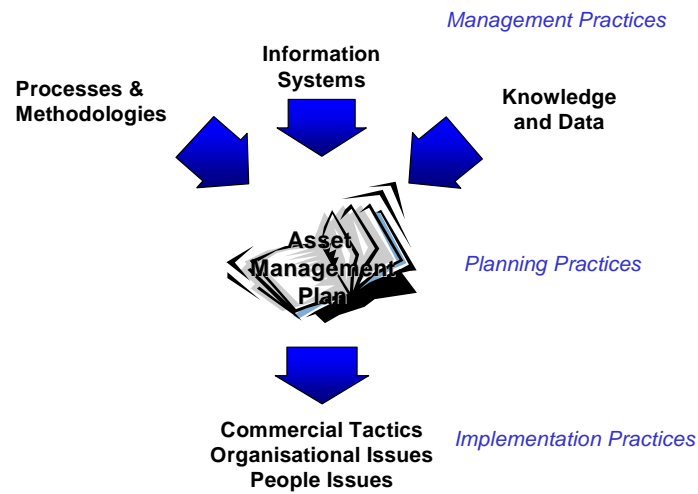
The AM Plan is a tactical plan that translates broad strategic goals and plans into specific goals and objectives relevant to a particular activity for the organisation. It may be regarded as a tactical plan for implementing infrastructure related strategies, which arise from the strategic planning process.

Tactical planning involves the development of separate sub-plans that allocates resources (natural, physical, financial, etc.) to achieve strategic goals through meeting defined levels of service.

The plan is the medium by which the Council articulates its management of infrastructure to achieve the desired outcomes.



Figure 1-1: Asset Management



**Plan:** The scope of the AM Plan relates to the four broad AM plan inputs and outputs.

**Processes:** The processes, analysis and evaluation techniques needed to support effective lifecycle AM.

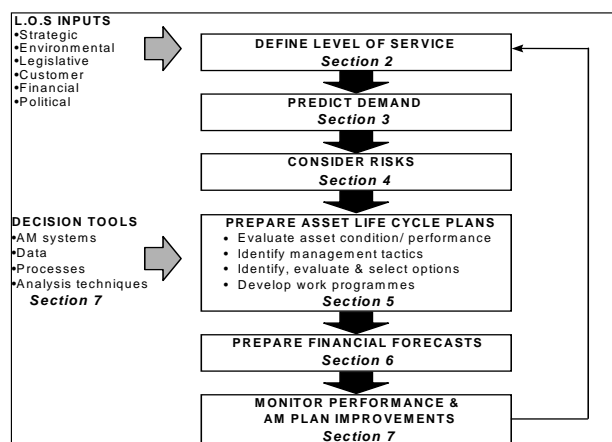
**Information Systems:** The information systems to support AM processes and manipulate data.

**Data:** Appropriate, accessible and reliable data for manipulation by information systems to produce the outputs required.

**Implementation Tactics:** Including organisational contractual and people issues.

## 1.4 Plan Format

The figure below follows the logic of the AM planning process and illustrates the relevant AMP section references in this plan.



## 1.5 Key Stakeholders

This plan is intended to demonstrate to stakeholders that the Council is managing its assets responsibly. The key stakeholders include:

- community/ ratepayers
- federal and state government
- Councillors
- visitors
- utilities/ developers
- employees/ volunteers
- contractors/ suppliers
- insurers.

## 1.6 Legislative Requirements

Council has stewardship over a large range of assets as required by legislation that includes:

- Local Government Act 1989
- Road Management Act 2004
- Road Safety Act 1986
- Subdivisions Act 1993
- Transport Act 1983
- Planning and Environment Act 1987
- Environment Protection Act 1997
- Occupational Health and Safety Act 1985
- Councils Local Laws relevant to footpaths.

Other relevant references include

- VicRoads standards
- Australian Standards and Codes.

## 1.7 Relationship With Other Plans

Asset Management Plans are a key component of the Council planning process linking with a number of Council documents that influence the Asset Management Plan and priorities allocated to infrastructure asset capital, renewal, refurbishment and replacement expenditure.

The following are important resource documents:

- Loddon Shire Council Plan 2007-2011 – “The Loddon Plan” sets out Council’s objectives and strategies under six key delivery areas.
- Strategic Resource Plan 2007- 2011. This plans sets out a projection of financial resources for the period of 1st July 2007 to 30<sup>th</sup> June 2011.
- Corporate Risk Management Policy CS9 (September 2005). The Loddon Shire Council is committed to adopting management principles that will successfully identify, analyse, assess, treat, monitor and review risks associated with its operations.
- Council Annual Budget.
- Community Plans – 18 in number setting local community priorities.
- Road Management Plan (2006)
- Road Safety Strategy (2004)

## **1.8 Rationale For Asset Ownership**

The Council exists principally to supply core services that meet the needs of its community. What services are provided, and how they are provided, depends on the level of service required by the community.

One of Council's core functions is to provide safe appropriate footpaths throughout the municipality in accordance with engineering standards and planning objectives.

A well planned footpath system providing access to retail, community, educational and recreational facilities is seen by the community as essential infrastructure.



## 2 LEVELS OF SERVICE

### 2.1 Introduction

Levels of Service provide the basis for the life cycle management strategies and works program identified within the AMP. They support the Council's strategic goals and are based on customer expectations and statutory requirements.

Footpath Assets serve the community and enable:

- access to properties
- safe movement of people
- community linkages to shops , schools, neighbours and friends
- recreation and health and fitness opportunities
- improvement to local amenity.

With the use of this broad description of service as a guide, a key objective of this Asset Management Plan is to define the levels of service for safety, quality, amenity and efficiency. The levels of service in this section will be used to:

- inform stakeholders of the type and level of service offered by Loddon Shire on its footpath network.
- formulate life cycle management strategies to deliver the desired levels of service.
- enable stakeholders to assess suitability, affordability and equity for the services offered.

The levels of service outlined in this section are based on:

- research and community expectations.
- strategic and corporate goals.
- legislative requirements
- Standards and Codes of Practice

### 2.2 Research and Community Expectation

Council's customer research into community infrastructure needs and satisfaction has included:

- Community forums
- Annual Local Government Community Satisfaction Survey.

The outcomes of the community satisfaction survey undertaken in May 2008 were as follows:

| % of respondents who rated performance of Footpaths and Roads |      |          |                   |                            |
|---|------|----------|-------------------|----------------------------|
| Excellent   | Good | Adequate | Needs Improvement | Needs a lot of Improvement |
| 6%  | 31%  | 23%      | 21%               | 20%                        |

The primary reasons for needs improvement were:

- improve/ fix/ repair uneven surfaces of footpaths
- improve the quality of maintenance on footpaths and roads
- increase the number of footpaths/ widen footpaths

## 2.3 Strategic and Corporate Goals

The Council Vision for the Shire is:

*“Loddon will be a proud community leading rural Australia as a great place to live, work and visit”*

The work of Council is delivered under six key delivery areas.

The objective of Key Delivery Area No 3. Works and Infrastructure, is to enhance living standards and support economic development.

Strategies include:

- plan, build and maintain an effective road network
- create attractive township streetscapes.
- long term plans will be developed to overcome deficiencies in key infrastructure.

The Council has adopted an Asset Management policy and Strategy.

“Stewardship of infrastructure is a core Council function. Sound asset management is necessary to enable Council to meet its responsibility to:

- provide services to current and future generations
- provide and maintain community infrastructure within the municipal area.
- enhance community safety and promote access”.

The principles identified in Council’s asset Management Policy and Strategy are that Loddon will:

- provide its community with a level of service that is responsive to the community’s needs.
- ensure its community plays an active role in setting the standard of infrastructure provided. This will be through consultation and information exchange between Loddon Shire and its community.
- maximise the potential life of infrastructure through efficient and effective Asset Management practices.
- ensure asset management is an integral part of the Council’s business cycle and will :-
- be consistent with its goals and objectives
- help to manage business risks
- provide tangible benefits
- be integrated and sympathetic with other components of the business
- be sustainable
- develop an Asset Management Plan incorporating sub-plans for each class of Council asset to ensure that the defined level of service can be maintained now and into the future at an affordable cost to council and the community.
- incorporate the Asset Management Plans into Council’s overall Financial Plan
- develop and maintain systems and procedures to support asset management including a centralised database of Council assets linked to a Geographic information System (GIS), where appropriate.
- develop and use a Project Evaluation method incorporating lifecycle costing, social, environmental and economic factors to guide investment decision.
- determine potential asset renewal funding gap and develop responses to address any such gap that are responsible, affordable and meet reasonable community expectations.

## **2.4 Legislative Requirements, Standards and Codes of Practice**

Footpaths are not subject to the same extensive list of standards, codes of practice and legislative requirements as the road network.

Safety is primarily controlled by the condition of the walking surface.

Path widths, especially shared pathways, have been the subject of review at state and national level.

Disability access standards and codes are of importance, including the requirement for tactile markers.

Loddon Shire Council – Local Law No2 – Roads and Streets Local Law (Amendment No1, 1999) includes controls for vegetation overhanging footpaths and also sets out landholders responsibilities in relation to keeping footpaths clear of obstructions including goods, signs, tables and chairs.

## **2.5 Current Target Levels of Service**

Service levels are divided into two types:

- community based, and
- operations based.

Community based levels of service relate to the function of the service provided and how the customer/ user receives the service in terms of;

- appearance
- safety
- useability
- availability

Operations based levels of service relate to the technical measures and the outputs the customer receives in terms of:

- quality
- quantity
- maintainability
- reliability and performance
- responsiveness
- capacity
- environmental impacts
- cost/affordability (including whole of life costs)

The following tables identify the service levels adopted and the targets set by council for footpaths.

**TOWN BUSINESS AREA and STRATEGIC FOOTPATHS TOLERABLE DEFECT LEVELS and RECTIFICATION ACTION TABLE**

| ITEM  | DEFECT DEFINITION / DESCRIPTION   | RECTIFICATION ACTION   | COMPLETION TARGET  | TOLERABLE LEVEL OF DEFECT   | LEVEL OF RISK        | RESPONSE TIME  |
|---|---|--|--|---|----------------------|--|
| Defects in concrete or paved footpaths      | Paved area sunken, heaved or cracked  | Repairs include replacement of adjoining concrete slabs and replacement and /or relaying pavers. Minor repair includes regulation, or edge grinding of lips to a maximum grade or 1 in 20, or filling gaps between slabs. Onsite investigation of cause of defect to be undertaken and appropriate remedial works, to the extent that resources allow, to be programmed. | Footpath surface will be free of trips, heaves and depressions over 15 mm in depth.        | 1 Effect repairs when lips [i.e. slope > 1:1], or gaps b/n slabs are >30 mm or mounding or depressions are >40 mm under a 1.2m straight edge.<br><br>2 Effect minor repairs when lips [i.e. slope > 1:1], or gaps b/n slabs are >20 mm or mounding or depressions are >30 mm under a 1.2m straight edge | ML<br><br>L          | Provide warning and effect repairs within 3 months.<br><br>Within the maintenance program, as resources permit.              |
| Defects in asphalt or chip sealed footpaths | Sealed surface has subsided or heaved, has coarse cracking, loose material or stripped aggregate. | Repairs include Regulation by the placement of asphalt or premix or other approved material to fill depressions. Planing high points and resealing of the surface. Removal of existing surface material and/or pavement material, reinstatement of pavement material and resurfacing with chip seal, asphalt or  | The finished surface must be evenly covered with bitumen/aggregate over the repaired area. | 1 Effect repairs when mounding or depressions are >40 mm under a 1.2m straight edge. vertical defects [i.e. slope > 1:1] are >30 mm<br><br>Sweep surface when loose material > 15mm deep.   | ML<br><br>M<br><br>L | Provide warning and effect repairs within 3 months.<br><br>Within 4 working weeks.<br><br>Within the maintenance program, as |



**TOWN BUSINESS AREA and STRATEGIC FOOTPATHS TOLERABLE DEFECT LEVELS and RECTIFICATION ACTION TABLE**

| ITEM       | DEFECT DEFINITION / DESCRIPTION                       | RECTIFICATION ACTION   | COMPLETION TARGET  | TOLERABLE LEVEL OF DEFECT   | LEVEL OF RISK | RESPONSE TIME     |
|------------|---|--|--|---|---------------|-------------------|
|            |   | premix.<br>Sealing of cracks and adjacent areas, and stripped areas.<br>Sweeping & removal of loose material from surface.<br>Replacement of sections of edge strip. |  | 2 Effect repairs when mounding or depressions are >30mm under a 1.2m straight edge.<br>vertical defects [i.e. slope > 1:1] are >20 mm |               | resources permit. |
| Vegetation | Tree branches and bushes encroach onto footpath area. | Trim and remove foliage and branches.  | Area to 2 m over footpath is free of branches and foliage. | Trim and remove foliage when foliage is < 2.5 m above footpath, or < than 0.15 m from outside edge of footpath.                       | ML            | Within 3 months   |

| TOWN RESIDENTIAL FOOTPATHS                  |   | TOLERABLE DEFECT LEVELS and RECTIFICATION ACTION TABLE   |  |   |                      |  |
|---|---|--|--|---|----------------------|--|
| ITEM  | DEFECT DEFINITION / DESCRIPTION   | ACTIVITY   | COMPLETION TARGETS   | TOLERABLE LEVEL OF DEFECT   | LEVEL OF RISK        | RESPONSE TIME  |
| Defects in concrete or paved footpaths      | Paved area sunken, heaved or cracked  | Repairs include replacement of adjoining concrete slabs and replacement and /or relaying pavers. Minor repair includes regulation, or edge grinding of lips to a maximum grade or 1 in 20, or filling gaps between slabs. Onsite investigation of cause of defect to be undertaken and appropriate remedial works, to the extent that resources allow, to be programmed. | Footpath surface will be free of trips, heaves and depressions over 15 mm in depth.        | 1 Effect repairs when lips [i.e. slope > 1:1], or gaps b/n slabs are >30 mm or mounding or depressions are >40 mm under a 1.2m straight edge.<br><br>2 Effect minor repairs when lips [i.e. slope > 1:1], or gaps b/n slabs are >20 mm or mounding or depressions are >30 mm under a 1.2m straight edge | ML<br><br>L          | Provide warning and effect repairs within 3 months.<br><br>Within the maintenance program, as resources permit.              |
| Defects in asphalt or chip sealed footpaths | Sealed surface has subsided or heaved, has coarse cracking ,loose material or stripped aggregate. | Repairs include Regulation by the placement of asphalt or premix or other approved material to fill depressions. Planing high points and resealing of the surface. Removal of existing surface material and/or pavement material, reinstatement of pavement material and resurfacing with chip seal, asphalt or premix. Sealing of cracks and                            | The finished surface must be evenly covered with bitumen/aggregate over the repaired area. | 1 Effect repairs when mounding or depressions are >40 mm under a 1.2m straight edge. vertical defects [i.e. slope > 1:1] are >30 mm<br><br>Sweep surface when loose material > 15mm deep.   | L<br><br>M<br><br>VL | Within the maintenance program, as resources permit<br><br>Within 4 working weeks.<br><br>Within the maintenance program, as |

| TOWN RESIDENTIAL FOOTPATHS  |  | TOLERABLE DEFECT LEVELS and RECTIFICATION ACTION TABLE   |  |  |               |  |
|-----------------------------|--|--|--|--|---------------|--|
| ITEM                        | DEFECT DEFINITION / DESCRIPTION  | ACTIVITY   | COMPLETION TARGETS   | TOLERABLE LEVEL OF DEFECT  | LEVEL OF RISK | RESPONSE TIME  |
|                             |  | adjacent areas, and stripped areas.<br>Sweeping & removal of loose material from surface.<br>Replacement of sections of edge strip.                          |  | 2 Effect repairs when mounding or depressions are >30mm under a1.2m straight edge.<br>vertical defects [i.e. slope > 1:1] are >20 mm   |               | resources permit.                                    |
| Defects in Gravel Footpaths | Gravel surface subsided or heaved, has coarse scouring , cracking or loose material. | Repairs include planing of high points, placement of compacted gravel or fine crushed rock to regulate depressions.<br>Replacement of sections of edge strip | An even surface with no more than 40mm vertical variation. | Effect repairs when moundings, depressions, scours are >40 mm under a1.2m straight edge.<br>vertical defects in edge strips are >30 mm | L             | Within the maintenance program, as resources permit. |
|                             |  | Sweeping & removal of loose material from surface  |  | Sweep surface when loose material > 40 mm  | ML            | Within 3 months                                      |
| Vegetation                  | Tree branches and bushes encroach onto footpath area.                                | Trim and remove foliage and branches.  | Area to 2 m over footpath is free of branches and foliage. | Trim and remove foliage when foliage is < 2.5 m above footpath, or < than 0.15 m from outside edge of footpath.                        | L             | Within the maintenance program, as resources permit. |

## **2.6 Principles Adopted in This Plan**

The following principles are adopted in delivering levels of service:

- good quality safe paths shall be provided in all township shopping centres.
- schools, preschools, senior citizen centres and other key community facilities in townships shall be provided with a quality safe path network.
- residential paths serving a strategic purpose shall be given a priority based on hierarchy.
- paths will not be provided in low density residential areas or in courts.
- recreational paths will generally remain unsealed and will be provided where a demonstrated community need exists or where an economic benefit (i.e. Tourism) can be demonstrated.

## **2.7 Design and Construction Standards for Footpaths**

Loddon designs and constructs footpaths to meet the requirements of the following standards:

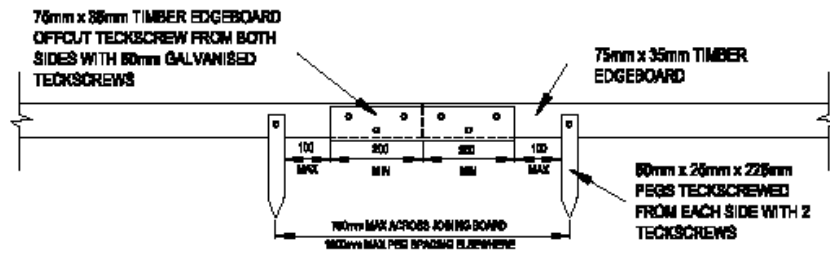
- Australian Standard AS1428.1 – 2003: “Design for access and mobility, Part 1: General Requirements for access - New building works”. (This standard is prepared having regard to the Commonwealth Disability Discrimination Act)
- Austroads Standard: “ Guide to Traffic Engineering Practice, Part 13 - Pedestrians”.

Traditionally footpaths in urban areas are constructed as 1.5 metre wide asphalt paths, with timber edging. However other treatment options that achieve similar quality of finish may be used. At some locations paths may be constructed using concrete or brick pavers to obtain special effects.

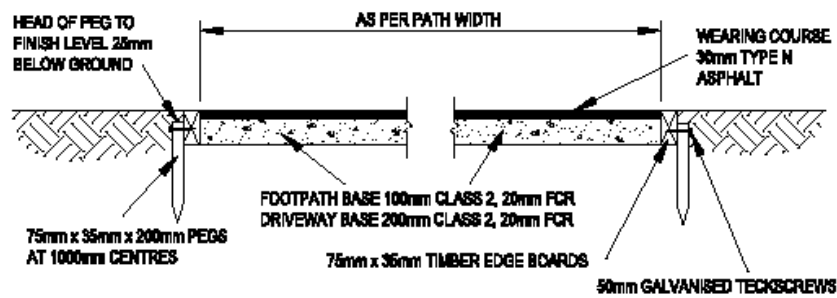
In urban areas where usage is minimal paths may be constructed as gravel or crushed rock surfaced paths to the same standard, minus the asphalt surface.

Walking tracks in more rural type environments may be constructed as un-edged gravel surface paths generally of 1.5 metre width.

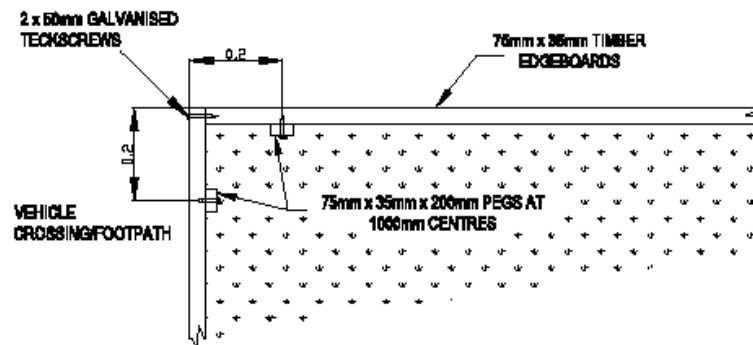
## STANDARD FOOTPATH EDGING DETAIL



**TYPICAL JOINING BOARD DETAIL**



**TYPICAL FOOTPATH CROSS SECTION**



**TYPICAL CORNER DETAIL**

H:\Marin's Standard Drawings\FOOTPATH EDGING DETAIL.dwg

SCALE 1:10

Typical cross section.



## 3 DEMAND FORECAST

### 3.1 Introduction

This section of the plan analyses factors affecting demand including population growth, social and technology changes and impacts on new and existing infrastructure.

### 3.2 Growth Trends

The key drivers of demand for footpath infrastructure are:

- population growth
- residential development.
- commercial development
- development of new community facilities
- demographic change.

### 3.3 Population

The Department of Planning and Community Development – Victorian Population Bulletin – October 2007 has been used as the source of information for Shire of Loddon population predictions.

| Year | Est. Resident Population | Average Annual Growth |       |
|------|--------------------------|-----------------------|-------|
| 1996 | 9098                     | --                    |       |
| 2001 | 8604                     | 1996-2001             | -1.1% |
| 2006 | 8095                     | 2001-2006             | -1.2% |

### 3.4 Demographic Change

The Council's Aged and Disability Strategy 2006/7 highlights key population changes that are predicted to occur over the next twenty years.

They include:

- People aged 65 years and over will almost double from 19% of total population to 37.5%.
- People aged 20- 65 years will decrease from 54.5% to 43%.
- People aged 85 years and older will increase from 258 (in 2001) to 548 in (2031)

These trends will impact on footpath assets significantly as an elderly population relies increasingly on walking to shops, community facilities etc. and less on using cars.

### 3.5 Residential Development

There is no evidence to suggest that there will be a significant increase in demand for new housing in Loddon towns, therefore impact on footpath infrastructure will be minimal.





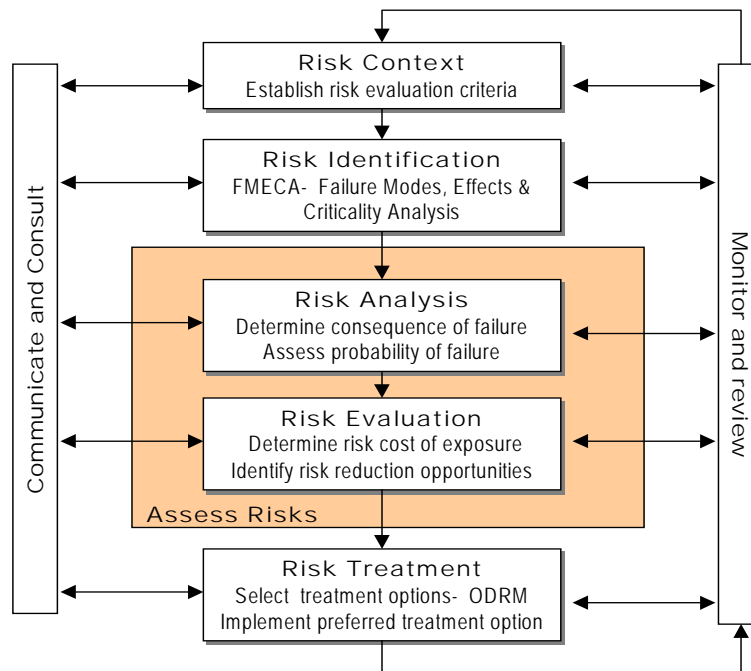
# 4 RISK MANAGEMENT

## 4.1 Introduction

The overall objectives of a formal risk management approach are to:

- Outline the process by which Council will manage risk associated with its footpath assets, so that all risks can be identified and evaluated in a consistent manner.
- Identify operational and organisational risks at a broad level.
- Allocate responsibility for managing risks to specific staff to improve accountability.
- Prioritise the risks to identify the highest risks that should be addressed in the short to medium term.

A risk management approach that is consistent with the process outlined in the Australian/ New Zealand standard AS/NZS 4360: 1999 has been adopted to achieve these objectives. The process is illustrated in the figure below.



## 4.2 Risk Management Framework Within Council

Council's Risk Management frame work consists of a Risk Management policy, a Risk Management Implementation Plan and is supported by a risk register. The Council is subject to corporate, strategic and operational risks as detailed below.

### 4.2.1 Corporate Risk

Council has in place corporate processes to manage risks within the organisation comprising:

- corporate risk register
- risk policy
- risk register.

#### **4.2.2 Risk Management Policy**

Council through its Risk Management Policy, Policy CS 09, adopted by Council on 27<sup>th</sup> November 2006,

“Is committed to adopting management principles that will successfully identify, analyse, assess, treat, monitor and review risks associated with its operations. Council will utilise a combination of proactive and reactive methods to ensure its risks are kept to a minimum.”

#### **4.2.3 Risk Management Implementation Plan**

Council maintains risk management implementation plans for principal infrastructure and services to minimise the likelihood of non-achievement of critical business objectives.

The risk management implementation plan is designed to ensure that:

- All significant operational and organisational risks are understood and identified.
- The highest risks within a one year planning horizon are identified and addressed.
- Risk reduction treatments are implemented which best meet business needs.
- Responsibilities for implementing and managing risks are allocated to specific staff.

#### **4.2.4 Risk Assessment Process**

Council has undertaken a review for potential risks. The risks identified have been described and their potential impacts and current controls assessed in the corporate Risk Register.

On the footpath network, risks are identified by undertaking inspection regimes as detailed in Council's Road Management Plan. Footpath defects identified during programmed inspections are recorded into a database in the field utilising tablet computers

The risk analysis considers both the likelihood and consequences of events and asset risk.

The following Risk Analysis Matrix included in Council's Road Management plan is an adaptation of a qualitative Risk Analysis Matrix to suit Council's Footpath Hierarchy.

## Footpath Risk Matrix

| Local Roads and Street - Footpaths |            |                     |                      |                      |               |              |
|------------------------------------|------------|---------------------|----------------------|----------------------|---------------|--------------|
| Level of Risk                      |            |                     |                      |                      |               |              |
| Footpath Hierarchy                 | Likelihood | Consequences        |                      |                      |               |              |
|                                    |            | Insignificant       | Minor                | Moderate             | Major         | Catastrophic |
| BF & SF                            | Unlikely   | VL                  | L                    | ML                   | M             | H            |
| RF                                 | Rare       | VL                  | L                    | ML                   | M             | H            |
| <b>BF &amp; SF</b>                 |            |                     |                      |                      |               |              |
| Concrete or Paved                  |            |                     | Lips/gaps >20mm      | Lips/gaps >30mm      |               |              |
|                                    |            |                     | Mound/depress >30mm  | Mound/depress >40mm  |               |              |
| Asphalt or seal                    |            |                     | Mounds/depress >30mm | Mound/depress >40 mm |               |              |
|                                    |            |                     | Lips >20mm           | Lips >30             |               |              |
|                                    |            |                     |                      |                      | Loose >15 mm  |              |
| Vegetation                         |            |                     |                      | Tree trim            |               |              |
| <b>RF</b>                          |            |                     |                      |                      |               |              |
| Concrete or Paved                  |            |                     | Lips/gaps >20mm      | Lips/gaps >30mm      |               |              |
|                                    |            |                     | Mound/depress >30mm  | Mound/depress >40mm  |               |              |
| Asphalt or seal                    |            | Mound/depress >30mm | Mound/depress >40mm  |                      |               |              |
|                                    |            | Lips >20            | Lips >30             |                      | Loose > 15 mm |              |
| Gravel                             |            | Defects >40mm       |                      | Loose > 40mm         |               |              |
|                                    |            | Trips >30mm         |                      |                      |               |              |
| Vegetation                         |            |                     | Tree trim            |                      |               |              |

| Level of Risk |                                  |  |
|---------------|----------------------------------|--|
| Result        | Description                      | Action   |
| H             | High risk<br>- urgent response   | rectify if possible or provide appropriate warning by end next working day<br>rectify within 5 working days or provide appropriate warning |
| M             | Medium risk                      | rectify within 4 working weeks or provide appropriate warning  |
| ML            | Medium to low risk               | rectify within 3 months or provide appropriate warning   |
| L             | Low risk<br>- routine procedures | rectify in annual maintenance program but as resources permit  |
| VL            | Very Low risk                    | rectify as resources permit  |

### **4.3 Project Risks**

Council has developed and utilises a Project Scoping and Prioritising process to prioritise capital projects for footpath construction and renewal programs. The process utilises the following criteria as appropriate:

- footpath hierarchy
- number of accidents reported
- number of houses serviced
- number of community facilities, schools etc accessed
- is an alternative path available
- Moloney system condition rating
- level of visual defects
- level of maintenance required
- is a benefit contribution available?

A scoring system is used for each of the criteria enabling a total score to be calculated for each project proposal.

See Appendix 14.2

### **4.4 Operational Risks**

Operational risks are addressed through:

- Occupational Health and Safety processes.
- safe working practices.

These include safety committee inspections of work places, pre-start checks of major plant items and “tool box “meetings at the commencement of projects.

### **4.5 Contingency Plans**

The objectives of Council's Disaster Recovery and Business Continuity Plan (1<sup>st</sup> February 2008) are:

- to define procedures to effectively minimise losses from disasters.
- to provide a mechanism for re-establishment of services and operations as quickly and efficiently as possible after an incident.
- to minimise the affects on the public, staff and Council.

### **4.6 Risk Accounting and Authority**

Risk management accountability and authority within council for identifying and managing risk is described in the Council's Risk Management policy CS09.

The policy details the responsibility for the Manager Organisational development, Executive Managers, Managers, the Risk Committee and all Employees.

In relation to all employees the Policy states:

“Employees are responsible to work in co-operation and consultation with Management to ensure ongoing active prevention of damage or loss of any property due to fire, water, theft or

burglary or other means. Employees are also accountable for the property and assets in their direct control, and should operate and maintain this property in accordance with approved Council procedures”.



## 5 LIFECYCLE MANAGEMENT PLANS

### 5.1 Introduction

This section of the plan outlines what is planned in order to manage and operate the assets at the agreed level of service, as defined in the plan, while optimising the lifecycle costs.

### 5.2 Work Category Definitions

Work categories used in the lifecycle plan are defined below.

#### Operations

Asset operations activities are necessary to keep the asset appropriately utilised.

Operational expenditure is not clearly distinguished from maintenance expenditure in Council's financial systems.

Typical operational activities include:

- inspections
- emergency callout.
- tree trimming
- storm cleanup.

#### Routine Maintenance

Is the day to day work required to keep assets operating at required service levels. Council undertakes maintenance of its footpath network utilising its in-house works teams.

Routine maintenance falls into two broad categories:

- Planned (proactive) Maintenance: Proactive inspection and maintenance works planned to prevent asset failure.
- Unplanned (reactive) Maintenance: Reactive action to correct asset failures on an as required basis. (i.e. emergency repairs)

A key element of advanced Asset Management planning is determining the most cost-effective mix of planned and unplanned maintenance.

#### Renewals

These works are defined as being:

- the renewal and rehabilitation of existing assets to their original size and capacity, or
- the replacement of the entire component of the asset with the equivalent size or capacity, or
- that portion of the replacement component of the capital works which restores the assets to their original size and capacity.

Renewal expenditure includes the following:

- resurfacing of asphalt footpaths
- resurfacing of spray sealed footpaths
- resurfacing of gravel or sand footpaths
- reconstruction of existing concrete, asphalt or spray sealed footpaths with an equivalent width footpath.

## **New Works**

New works include acquisition, purchase, or inheritance of an asset.

Projects for the extension or upgrading of assets required to cater for growth or improved levels of service, including:

- works which create an asset that did not exist in any shape or form, or
- works which improves an asset beyond its original size or capacity.

## **Asset Disposal**

Costs associated with the removal or disposal of decommissioned assets.

## **Inspections**

Inspections are designed to identify defects that create a risk of damage or inconvenience to the public. The inspections are aligned with the hierarchy.

Personnel undertaking the inspections have been trained to undertake the activity and are conversant with the Council's inspection procedures and safety requirements.

Council undertakes various levels of inspections at frequencies as shown in this plan and as detailed in its Road Management plan, created under the Road Management Act 2004.

## **5.3 Intervention Levels**

Intervention levels support the service levels provided to the community as they define the trigger points for certain works to be carried out. They are also useful in the development of ongoing maintenance programs.

Intervention levels assist in providing a sound legal argument as to why certain works were, or were not carried out.

Details of intervention levels (Tolerable Level of Defects) are provided in Section 2.5 of this document and also in Council's Road Management Plan.

## **5.4 Performance Monitoring**

The following activities are undertaken in the monitoring of footpath assets.

Footpath asset condition surveys will continue to be carried out on a regular basis.

Proactive defect and hazard inspections will be undertaken at frequencies detailed in the Road Management Plan.



## 5.5 Consultation Process

For managing and operating footpath assets public consultation is undertaken in a number of ways.

- community surveys
- customer request system
- community forums

Community comment will be sought on the Draft Footpath Asset Management Plan with feedback considered as part of finalising the plan.

## 5.6 Council Ownership Functions

In addition to the standard ownership functions of construction and maintenance the council has a number of other ownership functions in relation to footpaths.

A number of management issues in relation to obstruction and the use of paths in business areas are controlled by Local Laws.

Issues in relation to damage to paths and crossings by building works and other activities requires further investigation and attention. The implementation of a permit and deposit process may be desirable.

## 5.7 Objectives and Overview

Council's objectives for footpaths include:

- To provide a safe footpath network that links key community facilities.
- To provide a footpath network that can be justified by use and/or future need.
- Balance the provision of extension to the network with the need for maintenance and renewal of the existing network.

Some of the life-cycle issues that affect footpaths include:

- There is significant investment in existing paths that need to be renewed.
- The demand for recreational and tourist paths is increasing.
- There is little evidence to suggest that the community is ready for "user pays" for the further extension of the path network.
- Significant expenditure on the construction of new paths over recent years increases Councils future renewal liability.

## 5.8 Footpath Hierarchy

Footpath maintenance standards are determined primarily by pedestrian usage and not necessarily by the importance of the road in the network. The age and distribution of the population, proximity to schools, shopping centres, health facilities, Senior Citizens Centres and other establishments attracting higher than normal numbers of pedestrians to an area is also taken into account.

Council also recognises the need to consider the likelihood and consequences of an incident occurring. Having a hierarchy to address areas considered at a higher risk demonstrates "reasonable care" and enables the distribution of limited resources to become more efficient and effective. That is areas in a footpath hierarchy that require more intense and frequent inspection are identified.

The following hierarchy has been adopted:

| <u>Code</u> | <u>Hierarchy</u>          | <u>Function</u>   |
|-------------|---------------------------|---|
| BF          | Business Area Footpath    | Moderate use fully constructed footpaths in shopping areas, near schools and other pedestrian traffic generators.                   |
| SF          | Strategic Footpath        | Moderate use footpath which may be gravel or fully constructed. Includes paths to specific locations and may include walking tracks |
| RF          | Residential Area Footpath | Low use fully constructed footpaths or part constructed footpaths in residential areas.   |
| IF          | Informal Footpath         | Un-constructed footways   |

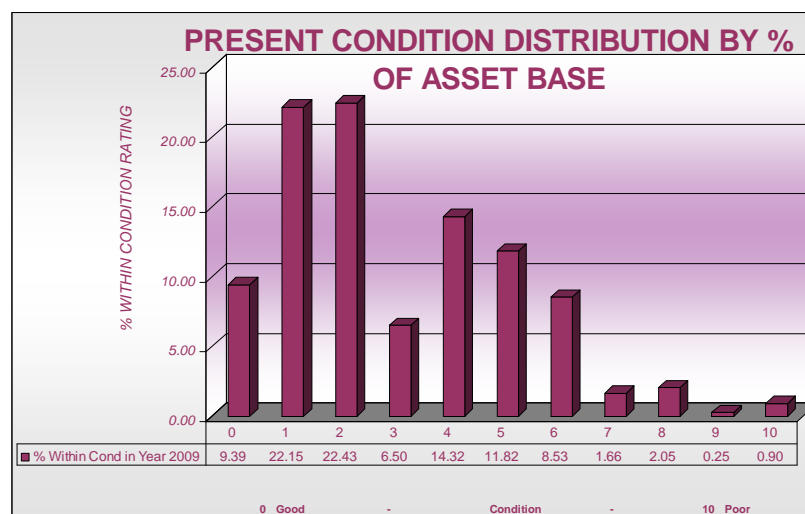
## 5.9 Asset Condition

The footpath network is subject to regular condition inspections.

A condition rating system is used to assist in determining the renewal expenditure required and the renewal gap.

The rating allocates a condition ranging from 0 (excellent condition) through to 10 (extremely poor condition.)

While the graph below shows the recent new footpaths in very good condition, many of the older paths are in average to poor condition.



## 5.10 Asset Value

Infrastructure Assets were valued by Terrence Watson , Dip CE. Manager of Infrastructure Policy and Strategy of the Loddon Shire Council, as at 30 June 2006. Valuations are based on fair value, which takes into account the replacement cost of acquiring a modern equivalent asset, less a depreciation amount to reflect the expired service potential of the asset. Condition surveys are carried out on a regular basis by Council's asset inspectors.

Adjustments to valuations were made to reflect replacement cost increases since that time, following reviews of carrying value of assets at 30 June 2007 and 2008.

## 5.11 Historical Expenditure

The Council's 2008/09 budget had the following allocation for footpaths:

|                                   |                  |
|-----------------------------------|------------------|
| Local roads Footpath Maintenance  | \$ 39,597        |
| TSI Footpath Renewal              | \$ 2,150         |
| TSI Footpaths New                 | \$156,193        |
| TSI Footpaths Upgrade             | \$ 21,539        |
| Community Plans New               | \$ 30,000        |
| <u>Total Footpath Expenditure</u> | <u>\$248,479</u> |

The Council's 2009/10 budget has the following allocation for footpaths:

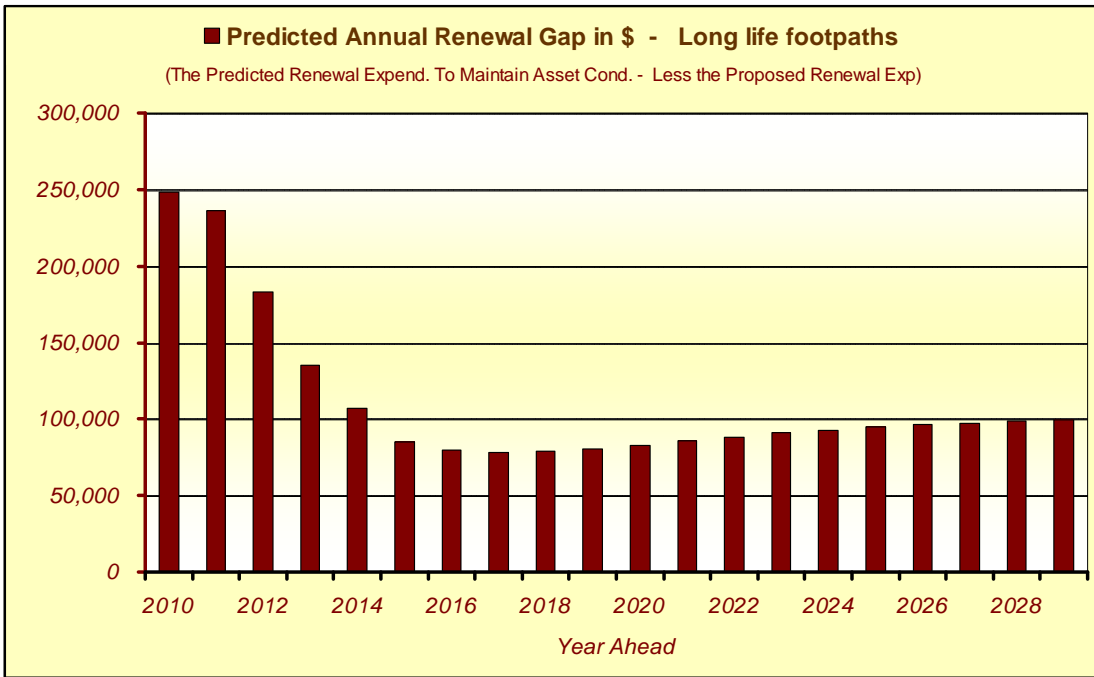
|                      |            |
|----------------------|------------|
| TSI Footpath Renewal | \$ 91,500  |
| TSI Footpaths New    | \$ 120,400 |

## 5.12 The Renewal Funding Gap

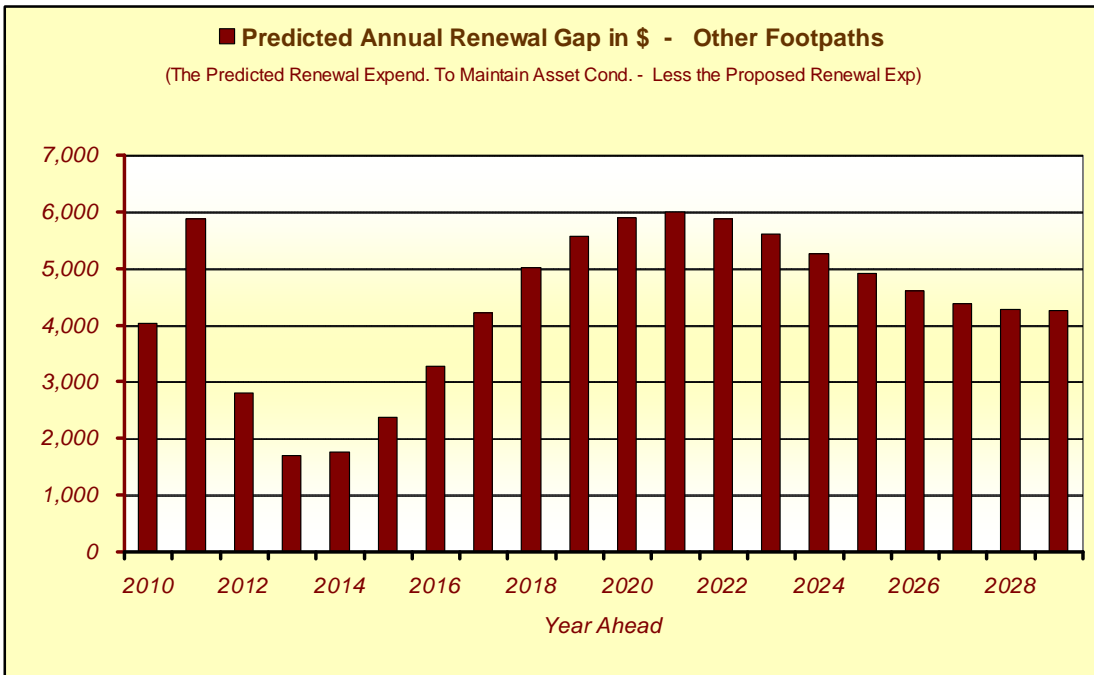
The following graphs produced by the Moloney Asset Management System and using the 2008/09 renewal expenditure predicts a funding gap in year one of \$250,000 for long life paths.

Should the current level of renewal expenditure be maintained then by 2028 an estimated cumulative shortfall of in excess of \$2million is predicted.

It can be seen from the graphs that from 2014 approximately \$100,000 per annum needs to be spent on footpath renewal to maintain the asset



For short life paths a gap of \$4,000 is predicted.



## 6 ACQUISITION PLAN

### 6.1 New Works Proposals

New and upgrade works may include:

- extension of existing residential footpath network
- widening of existing footpaths
- new or extensions to recreation footpath network.

The major portion of new footpath works arise from Community Plan requests, proposals and priorities.

Footpath projects are also included in the Council's Township Street Improvement Program which originates from various sources including:

- customer complaints or requests
- formal inspections by works team leaders
- one-off inspections by team leaders or other staff
- requests from Council Meetings
- various staff inputs
- community plans.

New works proposals are prioritised using a Project Scope and Budget Bid scoring process. See Appendix 14.2

### 6.2 Subdivision Development

There is no demand for significant subdivision development in the near future. Any infill or minor residential subdivision will be assessed as to whether footpaths are likely to be required based on need, location and abutting development.

### 6.3 New Works Expenditure

The Council's expenditure on new footpath works is as follows:

2006/07 – Actual \$297,755  
2007/08 – Actual \$367,690  
2008/09 - Budget \$207,732  
2009/10 –Budget \$120,400



# 7 OPERATIONS AND MAINTENANCE PLAN

## 7.1 Operations

Operations are carried out by Council's in-house works teams in conjunction with footpath maintenance activities.

Operational activities include:

- emergency callout.
- nature strip tree trimming
- footpath cleaning and sweeping.
- asset condition inspections

## 7.2 Maintenance

Footpath maintenance activities on footpaths are carried out by Council's in-house works teams to the intervention standards and response times detailed in this plan and in Council's Road Management Plan.

In the case of footpath assets, maintenance affects both surfaces and bases and includes:

- crack sealing (asphalt and spray sealed paths)
- pothole patching (spray seal and gravel paths)
- weed management.(all footpaths)
- raised surface correction – a step defect is where there is an upward vertical displacement that causes differing levels in the footpath. The usual cause of this defect is ground movement due to a change in soil conditions, or tree roots. In the case of concrete paths grinding may be used to correct the defect
- subsided surface- a subsidence defect is where the footpath has dropped below the normal alignment. The general cause is ground settlement in dry weather, vehicles traversing the footpath and incorrect installation of services by authorities or household stormwater drainage lines
- slippery surface- a slippery defect which is caused from general wear and polishing of the surface on older paths or a build up of dirt, silt, leaves and or grime on the footpath surface.





## 8 RENEWAL/ REPLACEMENT PLAN

### 8.1 Physical Data

The total lengths of footpath are set out in section 1.2.

Of a total length of paths the greatest lengths are long life paths with:

- asphalt 14.1 kms
- concrete 8 kms

The greatest lengths of short life paths are:

- gravel 3.7 kms
- crushed rock 2.6 kms

### 8.2 Renewal/ Replacement Principles

Over recent years very little footpath renewal work has been undertaken.

However the following are considered key principals.

An average asset life for long-life footpaths of 50 years has been adopted regardless of surface type.

Footpaths should be considered for renewal at a condition rating of 7 or greater.

Footpaths no longer required or where use conditions have substantially reduced should not be replaced or renewed.

The footpath hierarchy should have a significant influence on renewal priorities.



## 9 DISPOSAL PLAN

Generally disposal of footpath assets is very limited in practice.

However the Council needs to reduce its maintenance and renewal effort wherever possible.

Changing circumstances such as school closure, closure of a retail business or community facility will require a review of the footpath network and priorities.

The current footpath schedule (Appendix 14.1) and asset condition rating includes a number of paths that previously served facilities that have now ceased to exist.

Many of the paths are in poor condition and thus would detrimentally affect the current funding gap.

The actual costs associated with disposal/ removal or return to gravel of any constructed footpaths will be minimal. No cost for disposal is identified in the 20 year financial forecast.



# 10 FINANCIAL FORECAST

## 10.1 Key Assumptions

The modelling carried out assumes an asset life of 50 years and an ongoing annual expenditure on footpath renewal projects based on the 2008/09 financial year allocation of \$2,150.

The forecast makes no allowance for renewal expenditure required in the future on any new assets that are added to the network.

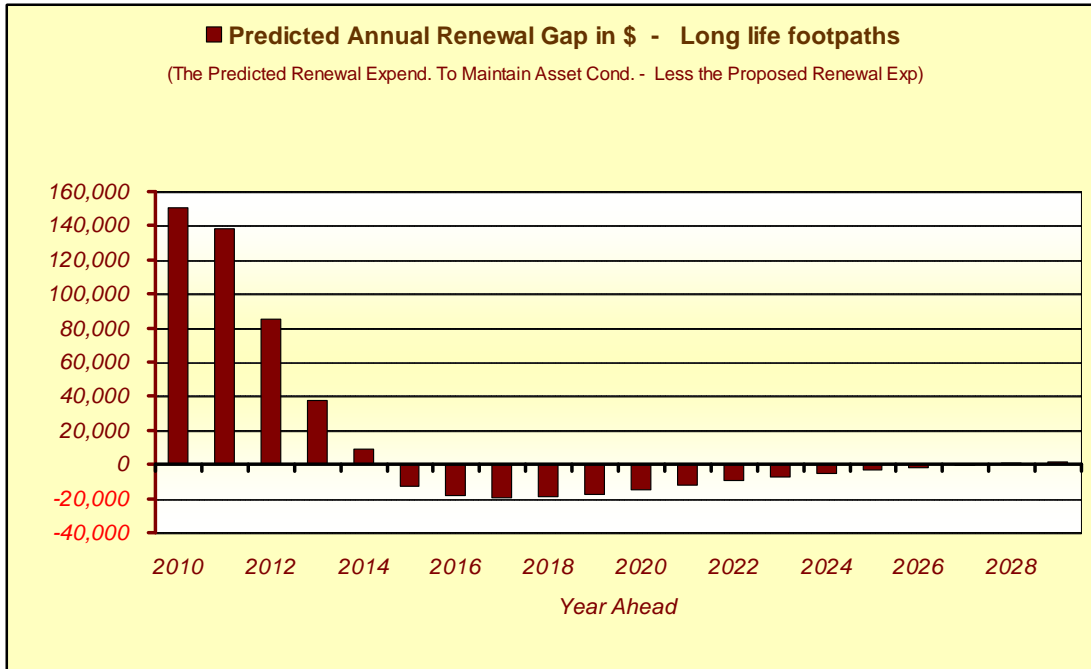
Forecasts are based on current construction cost and will be influenced by cost increases in bituminous products and labour

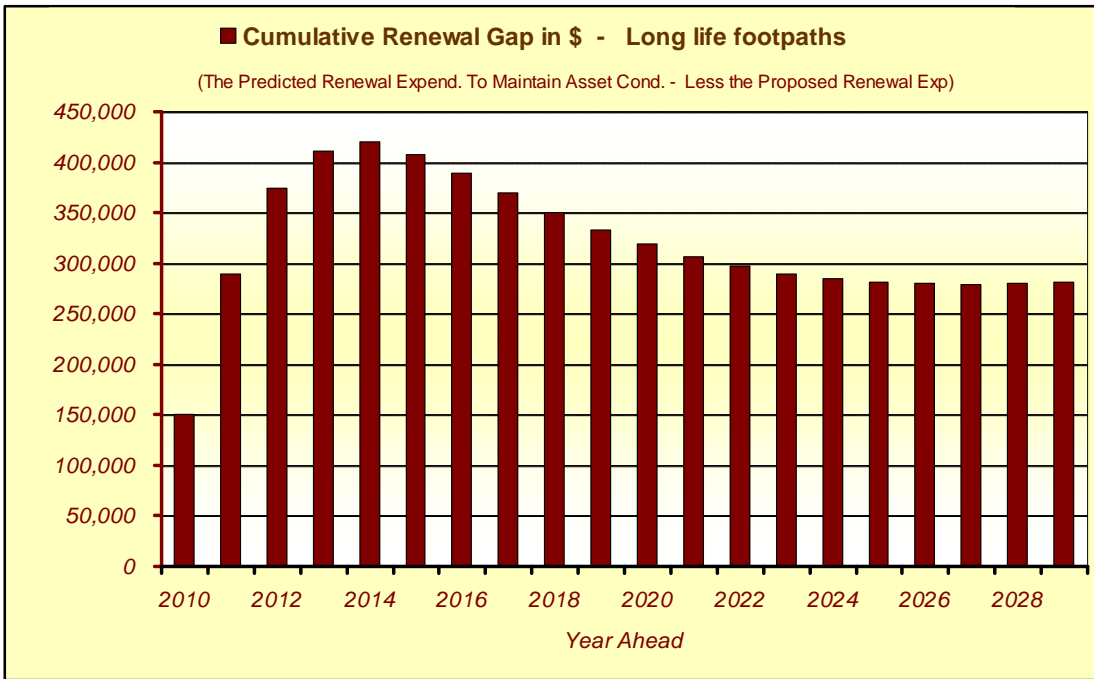
## 10.2 Forecast Results

The forecast results are as graphed based on current circumstances and funding levels.

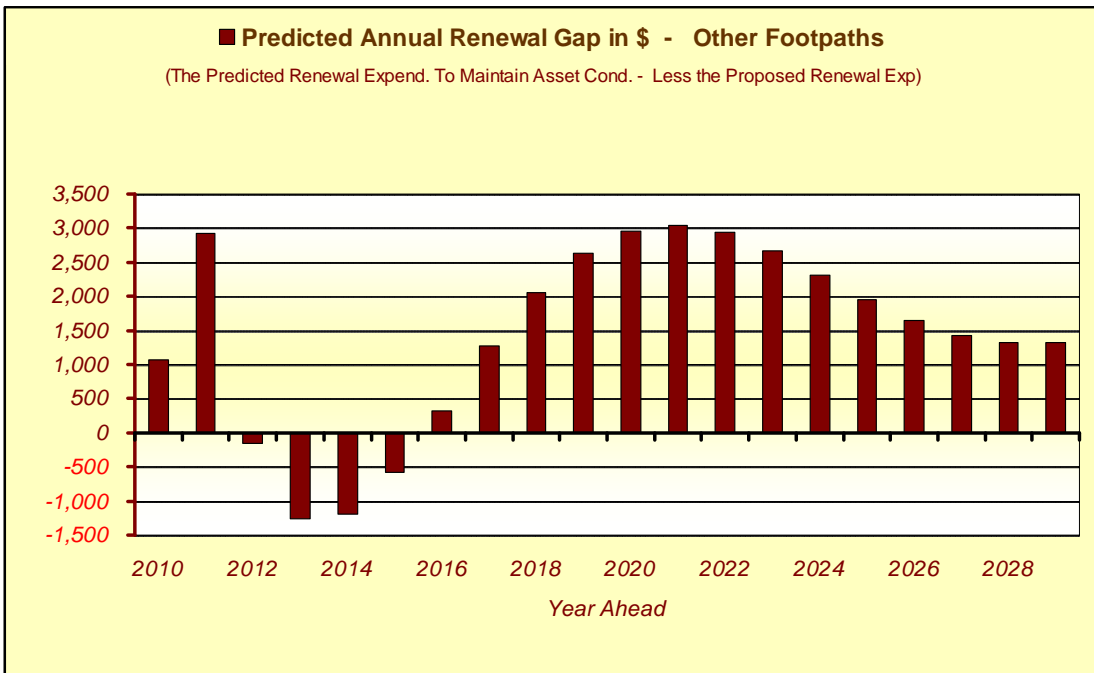
Further modelling providing for the funding strategy in section 10.3 gives the following results:

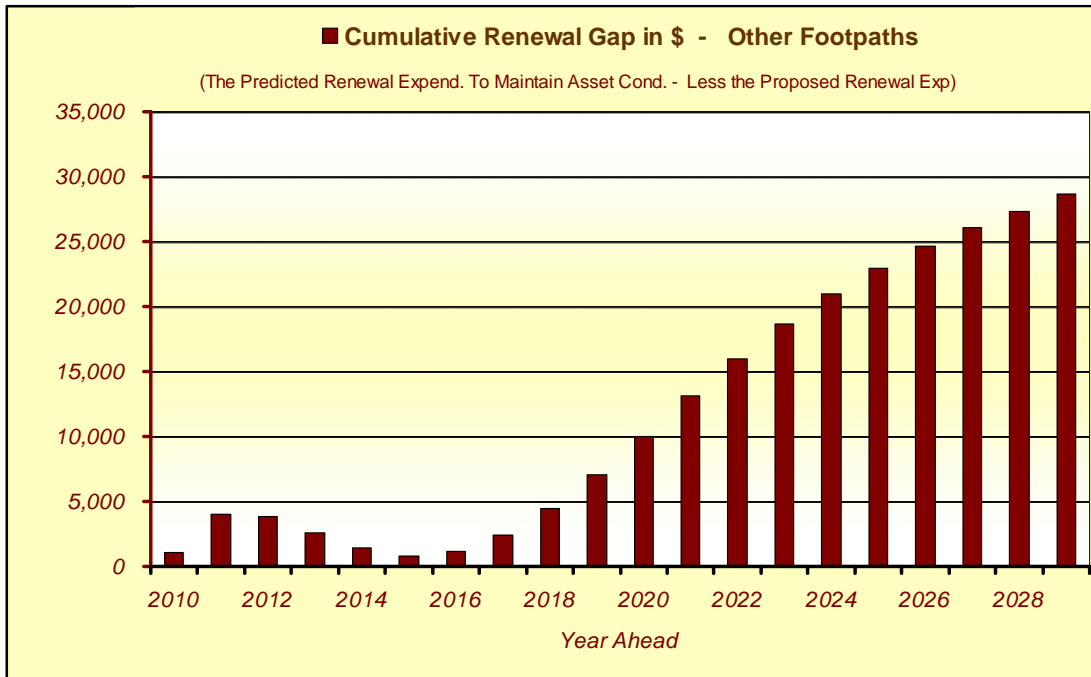
Predicted annual and cumulative gap with proposed level of renewal expenditure for long life footpaths of \$100,000 per year.





Predicted annual and cumulative gap with proposed level of renewal expenditure for short life footpaths.





### 10.3 Funding Strategy

The Council already has a significant commitment to its footpath network with a funding allocation in 2008/09 of \$248,479.

However of this, only \$2,150 was for renewal works.

While the funding gap for short life paths is manageable only with a significant change to Councils footpath funding allocation can the funding gap for long life paths be reduced to a manageable level.

An annual ongoing commitment of half of the recent new path annual budget allocation to renewal, i.e. \$100,000 p.a on renewal, would bring the renewal gap to a reasonable level. An annual allocation of \$120,000 would be even better and all but eliminate the accumulated gap over a 20 year period.

The gap needs to be reviewed regularly as any further addition to the footpath network will affect the future renewal expenditure requirements.

This will require guidelines and directives for the allocation of Township Improvement and Community Plan funds.

A review of Council policies in relation to Special Charge schemes for new footpath projects based on footpath hierarchy should be undertaken.

It is increasingly necessary to identify essential projects based on need and use, from amenity or aspiration projects.





# 11 ASSET MANAGEMENT PRACTICES AND IMPROVEMENTS

## 11.1 Overview

Improving the management of the Council's footpath assets is a continual and ongoing process. It is acknowledged that there is always room for improvement and refinement of asset Management practices. As new knowledge emerges, technology advances and customer expectations change.

Council's Asset Management Policy Statement and Implementation Strategy – February 2006, identifies the following infrastructure asset management improvements required beyond the finalisation of an asset management plan for footpaths.

- Incorporate asset renewal funding into the Strategic Resource Plan.
- Investigate and implement systems to facilitate integration of Asset Registers and GIS.
- Develop asset rationalisation policy.

Other key improvements that have been identified during the preparation of this plan that relate specifically to the council's footpath assets are:

- Develop a formal system for controlling and monitoring construction of vehicle crossings.
- Develop an asset protection process that incorporates an inspection prior to development works commencing that involves access across an existing footpath. This could include the issuing of a permit and the taking of a bond.
- Review the existing footpath network to determine if footpaths exist that provide no useful purpose with a view to removing them from the footpath register. This will assist in reducing council's future liability and the renewal gap.
- Review footpath renewal cost estimates that have been used to calculate the funding gap. New footpath construction costs have been used. These may well be higher due to preparation and earthworks costs.
- Develop a policy and hierarchy in relation to recreational paths.
- Develop guidelines for Community Plans setting out a balance between new and renewal projects.

## 11.2 Asset Management Practices

The key Asset Management practices needed to support good Asset Management plans can be grouped into three broad areas:

- Processes – The necessary processes, analysis and evaluation techniques needed for life cycle asset management.
- Information systems – The information support systems which support the above processes and which store and manipulate asset data.
- Data – Data available for manipulation by information systems to support AM decision-making.

### **11.3 Monitoring and Review Processes**

The Footpath Asset Management Plan is a living document that reflects as closely as practical actual practices necessary to manage the footpath network.

To ensure the plan remains useful and relevant the following on-going process of Footpath Asset Management Plan review will be undertaken:

- Formal adoption of the Footpath Asset Management Plan including levels of service.
- Review and formal revision by Council of the Footpath Asset Management Plan on a four yearly interval, being once in each council term.
- Data updates will be provided by officers as required.

The Following will be monitored to measure the effectiveness of this Footpath Asset Management Plan:

- Footpath condition surveys will continue to be carried out on a regular basis by council employees.
- The progressive reduction in the funding gap will be a measure of the success of the Plan.
- Community satisfaction with footpath conditions will improve.

## 12 REFERENCES

### Loddon Shire Documents

- Asset management Policy Statement and Implementation Strategy – February 2006
- Road Management Plan 1.1.1
- Road Maintenance plan – Risk Matrices, Intervention Levels, Inspection Forms
- Council Plan



## 13 GLOSSARY

Road Management Plan – is a plan prepared under Division 5 of the Road Management Act 2004.

Long Life Footpath – Is a path constructed of durable and long lasting materials such as concrete or asphalt

Short Life Footpath – is a path constructed for light foot traffic using materials such as gravel, granitic sand or crushed rock



## 14 APPENDICES

### List of appendices

- 14.1 Schedule of Footpath Assets
- 14.2 Project Scope and Budget Bid (Footpaths)

## 14.1 Schedule of Footpath Assets

| Footpath List June 2009         |                            |         |                            |         |                 |        |       |          |           |               |               |               |
|---------------------------------|----------------------------|---------|----------------------------|---------|-----------------|--------|-------|----------|-----------|---------------|---------------|---------------|
| ROAD OR STREET NAME             | SEGMENT DETAIL             |         |                            |         | FOOTPATH ASSETS |        |       |          |           |               | F/P Loc In St | Township Name |
|                                 | FROM                       |         | TO                         |         | Code Type       | Leng m | Wid m | Area sqm | Cond 0-10 | F/P Hier Code |               |               |
|                                 | Street Name or Description | Dist. m | Street Name or Description | Dist. m |                 |        |       |          |           |               |               |               |
| Albert St                       | Barber St                  | 0       | Gregory                    | 285     | AS              | 285    | 1.50  | 428      | 1         | RF            | L/OA          | Pyramid Hill  |
| Albert St                       | Barber St                  | 0       | Gregory                    | 285     | CP              | 60     | 1.30  | 78       | 5         | RF            | R/OA          | Pyramid Hill  |
| Allen St                        | Vernon St                  | 0       | Change in Seal             | 44      | S               | 44     | 1.40  | 62       | 5         | BF            | L/OA          | Korong Vale   |
| Allen St                        | Vernon St                  | 0       | Change in Seal             | 44      | AS              | 44     | 1.80  | 79       | 6         | BF            | R/OA          | Korong Vale   |
| Allen St                        | Change in Seal             | 44      | Change                     | 545     | AS              | 12     | 1.80  | 22       | 1         | BF            | L/IS          | Korong Vale   |
| Allen St                        | Change in Seal             | 44      | Change                     | 545     | AS              | 46     | 1.80  | 83       | 3         | BF            | L/OA          | Korong Vale   |
| Allen St                        | Change in Seal             | 44      | Change                     | 545     | AS              | 230    | 1.50  | 345      | 2         | BF            | R/IS          | Korong Vale   |
| Allen St                        | Change in Seal             | 44      | Change                     | 545     | AS              | 256    | 3.00  | 768      | 6         | BF            | R/OA          | Korong Vale   |
| Andrews St                      | Weaver St                  | 0       | Change                     | 160     | AS              | 160    | 1.50  | 240      | 2         | SF            | L/OA          | Boort         |
| Andrews St                      | Change                     | 160     | Coutts S                   | 192     | AS              | 47     | 1.50  | 71       | 3         | SF            | L/OA          | Boort         |
| Andrews St                      | Change                     | 160     | Coutts S                   | 192     | AS              | 10     | 1.50  | 15       | 3         | SF            | R/IS          | Boort         |
| ArmStrong St                    | Weavers Rd                 | 50      | Coutts St                  | 230     | GS              | 80     | 1.00  | 80       | 6         | IF            | L/OA          | Boort         |
| Barber St                       | Victoria St                | 0       | Little Albert St           | 114     | CR              | 65     | 1.60  | 104      | 6         | BF            | L/IS          | Pyramid Hill  |
| Barber St                       | Victoria St                | 0       | Little Albert St           | 114     | CP              | 30     | 2.40  | 72       | 6         | BF            | R/IS          | Pyramid Hill  |
| Barber St                       | Victoria St                | 0       | Little Albert St           | 114     | CP              | 84     | 1.20  | 101      | 4         | BF            | R/OA          | Pyramid Hill  |
| Barber St                       | Little Albert St           | 114     | Albert St                  | 227     | CR              | 65     | 1.60  | 104      | 6         | BF            | L/IS          | Pyramid Hill  |
| Barber St                       | Little Albert St           | 114     | Albert St                  | 227     | CP              | 16     | 2.40  | 37       | 5         | BF            | R/IS          | Pyramid Hill  |
| Barber St                       | Little Albert St           | 114     | Albert St                  | 227     | CP              | 93     | 1.20  | 111      | 4         | BF            | R/OA          | Pyramid Hill  |
| Barber St                       | Albert St                  | 227     | Albert St                  | 235     | CR              | 4      | 1.60  | 6        | 6         | RF            | L/OA          | Pyramid Hill  |
| Barber St                       | Albert St                  | 235     | McGillivray                | 336     | CR              | 10     | 1.60  | 16       | 6         | RF            | L/IS          | Pyramid Hill  |
| Barber St                       | Albert St                  | 235     | McGillivray                | 336     | AS              | 101    | 1.50  | 152      | 0         | RF            | R/OA          | Pyramid Hill  |
| Barber St                       | McGillivray                | 336     | McGillivray                | 356     | CR              | 0      | 1.60  | 0        | 4         | RF            | L/OA          | Pyramid Hill  |
| Barber St                       | McGillivray                | 336     | McGillivray                | 356     | AS              | 10     | 1.50  | 15       | 0         | RF            | R/OA          | Pyramid Hill  |
| Barber St                       | McGillivray                | 356     | Stone St                   | 573     | CR              | 200    | 1.60  | 320      | 6         | RF            | L/OA          | Pyramid Hill  |
| Barber St                       | McGillivray                | 356     | Stone St                   | 573     | AS              | 207    | 1.50  | 311      | 0         | RF            | R/OA          | Pyramid Hill  |
| Barber St                       | Stone St                   | 573     | Stone St                   | 594     | CR              | 14     | 1.60  | 22       | 6         | IF            | L/OA          | Pyramid Hill  |
| Bridgewater Walking Track       | Caravan Park               | 0       | Weir                       | 860     | C100            | 10     | 1.50  | 15       | 4         | SF            | L/IS          | Bridgewater   |
| Bridgewater Walking Track       | Caravan Park               | 0       | Weir                       | 860     | CR              | 700    | 1.50  | 1,050    | 6         | SF            | L/OA          | Bridgewater   |
| Bridgewater Walking Track       | Caravan Park               | 0       | Weir                       | 860     | S               | 150    | 1.50  | 225      | 2         | SF            | R/IS          | Bridgewater   |
| Brooke St (Calder H'way)        | Tarnagulla Rd              | 0       | Verdon St                  | 246     | AS              | 276    | 4.00  | 1,104    | 1         | BF            | L/OA          | Inglewood     |
| Brooke St (Calder H'way)        | Tarnagulla Rd              | 0       | Verdon St                  | 246     | AS              | 276    | 4.10  | 1,132    | 2         | BF            | R/OA          | Inglewood     |
| Brooke St (Calder H'way)        | Verdon St                  | 246     | Houston St                 | 524     | AS              | 264    | 4.00  | 1,055    | 2         | BF            | L/OA          | Inglewood     |
| Brooke St (Calder H'way)        | Verdon St                  | 246     | Houston St                 | 524     | AS              | 268    | 4.10  | 1,097    | 2         | BF            | R/OA          | Inglewood     |
| Brooke St (Calder H'way)        | Houston St                 | 524     | North St                   | 756     | AS              | 222    | 1.50  | 333      | 0         | RF            | R/OA          | Inglewood     |
| Brougham St                     | Lyndhurst                  | 219     | Erskine St                 | 458     | C75             | 20     | 1.80  | 36       | 5         | IF            | L/IS          | Bridgewater   |
| Burke St                        | Seal Ch                    | 178     | Lyons St                   | 245     | BP              | 30     | 5.80  | 174      | 1         | BF            | L/IS          | Newbridge     |
| Burke St                        | Seal Ch                    | 178     | Lyons St                   | 245     | AS              | 49     | 3.20  | 157      | 2         | BF            | L/OA          | Newbridge     |
| Burke St                        | Seal Ch                    | 178     | Lyons St                   | 245     | C75             | 47     | 2.40  | 113      | 3         | BF            | R/OA          | Newbridge     |
| Burke St                        | Lyons St                   | 245     | Seal Change                | 280     | CPS             | 9      | 4.40  | 40       | 0         | BF            | L/IS          | Newbridge     |
| Burke St                        | Lyons St                   | 245     | Seal Change                | 280     | AS              | 16     | 4.40  | 70       | 3         | BF            | L/OA          | Newbridge     |
| Calder Hwy Bridgewater F/P Only | Tk on Nth Side Lodon       | 0       | Arnolds Rd                 | 122     | AS              | 122    | 1.50  | 183      | 3         | BF            | L/OA          | Bridgewater   |
| Chapel St ( SERP )              | Loddon Valley H'way        | 0       | Change                     | 122     | CP              | 59     | 1.40  | 83       | 6         | BF            | L/OA          | Serpentine    |
| Chapel St ( WEDD )              | Ridge EBL                  | 104     | Wilson                     | 242     | AS              | 120    | 1.50  | 180      | 2         | RF            | L/OA          | Wedderburn    |
| Chapel St ( WEDD )              | Wilson                     | 242     | High St                    | 365     | AS              | 59     | 2.50  | 148      | 2         | SF            | L/IS          | Wedderburn    |
| Chapel St ( WEDD )              | Wilson                     | 242     | High St                    | 365     | AS              | 56     | 1.50  | 84       | 2         | SF            | L/OA          | Wedderburn    |
| Chapel St ( WEDD )              | Wilson                     | 242     | High St                    | 365     | AS              | 30     | 1.20  | 36       | 5         | SF            | R/IS          | Wedderburn    |
| Chapel St ( WEDD )              | Wilson                     | 242     | High St                    | 365     | AS              | 78     | 1.50  | 117      | 1         | SF            | R/OA          | Wedderburn    |
| Chapel St ( WEDD )              | High St                    | 383     | Change                     | 551     | GS              | 31     | 1.60  | 50       | 4         | SF            | L/IS          | Wedderburn    |
| Chapel St ( WEDD )              | High St                    | 383     | Change                     | 551     | AS              | 97     | 1.50  | 146      | 1         | SF            | L/OA          | Wedderburn    |
| Chapel St ( WEDD )              | High St                    | 383     | Change                     | 551     | AS              | 112    | 1.80  | 202      | 1         | SF            | R/OA          | Wedderburn    |
| Chapel St ( WEDD )              | Change                     | 551     | Hospital                   | 785     | CP              | 199    | 1.40  | 279      | 5         | SF            | L/OA          | Wedderburn    |
| Commerical Rd                   | Wayman St                  | 0       | Poverty St                 | 227     | S               | 68     | 3.60  | 245      | 8         | BF            | L/IS          | Tarnagulla    |
| Commerical Rd                   | Wayman St                  | 0       | Poverty St                 | 227     | AS              | 141    | 3.70  | 522      | 6         | BF            | L/OA          | Tarnagulla    |
| Commerical Rd                   | Wayman St                  | 0       | Poverty St                 | 227     | AS              | 177    | 3.70  | 655      | 4         | BF            | R/OA          | Tarnagulla    |
| Commerical Rd                   | Poverty St                 | 227     | King St                    | 448     | AS              | 94     | 3.70  | 348      | 1         | BF            | L/IS          | Tarnagulla    |
| Commerical Rd                   | Poverty St                 | 227     | King St                    | 448     | AS              | 118    | 3.70  | 437      | 5         | BF            | L/OA          | Tarnagulla    |
| Commerical Rd                   | Poverty St                 | 227     | King St                    | 448     | AS              | 203    | 3.70  | 751      | 4         | BF            | R/OA          | Tarnagulla    |
| Commerical Rd                   | King St                    | 448     | Clyde St                   | 695     | AS              | 242    | 1.50  | 363      | 0         | RF            | L/OA          | Tarnagulla    |
| Durham Ox Rd                    | Victoria & Gladfield       | 0       | Change                     | 46      | GS              | 46     | 0.50  | 23       | 6         | IF            | L/OA          | Pyramid Hill  |
| Eldon St                        | Street S of Erskine        | 0       | Erskine St                 | 217     | S               | 15     | 1.50  | 23       | 6         | SF            | L/IS          | Bridgewater   |
| Eldon St                        | Street S of Erskine        | 0       | Erskine St                 | 217     | S               | 4      | 2.00  | 8        | 6         | SF            | R/IS          | Bridgewater   |
| Eldon St                        | Street S of Erskine        | 0       | Erskine St                 | 217     | CP              | 37     | 1.50  | 56       | 3         | SF            | R/OA          | Bridgewater   |
| Eldon St                        | Erskine St                 | 232     | Lyndhurst                  | 447     | CP              | 214    | 1.50  | 320      | 4         | SF            | L/OA          | Bridgewater   |
| Erskine St ( 1 )                | Calder Highway             | 0       | Eldon St                   | 110     | AS              | 90     | 1.50  | 135      | 0         | IF            | L/OA          | Bridgewater   |
| Erskine St ( 1 )                | Calder Highway             | 0       | Eldon St                   | 110     | S               | 11     | 1.50  | 17       | 6         | IF            | R/IS          | Bridgewater   |
| Erskine St ( 1 )                | Eldon St                   | 110     | End                        | 203     | S               | 7      | 1.50  | 11       | 6         | SF            | R/IS          | Bridgewater   |
| Erskine St ( 1 )                | Eldon St                   | 110     | End                        | 203     | CP              | 63     | 1.50  | 95       | 2         | SF            | R/OA          | Bridgewater   |
| Gibson St                       | Graham St                  | 0       | End Seal                   | 310     | G               | 160    | 1.50  | 240      | 5         | IF            | L/IS          | Korong Vale   |
| Gladfield Rd Pyramid Hill       | Victoria St                | 0       | Change 1                   | 28      | CP              | 45     | 1.20  | 54       | 4         | SF            | R/OA          | Pyramid Hill  |
| Gladfield Rd Pyramid Hill       | Change 1                   | 28      | End Town Section           | 465     | AS              | 10     | 1.50  | 15       | 1         | SF            | L/IS          | Pyramid Hill  |
| Gladfield Rd Pyramid Hill       | Change 1                   | 28      | End Town Section           | 465     | CP              | 34     | 1.20  | 41       | 4         | SF            | R/IS          | Pyramid Hill  |
| Gladfield Rd Pyramid Hill       | Change 1                   | 28      | End Town Section           | 465     | AS              | 227    | 1.50  | 341      | 1         | SF            | R/OA          | Pyramid Hill  |




| ROAD OR STREET NAME    | SEGMENT DETAIL             |         |                            |         | FOOTPATH ASSETS |        |       |          |           |               |      | F/P Loc In St | Township Name |
|------------------------|----------------------------|---------|----------------------------|---------|-----------------|--------|-------|----------|-----------|---------------|------|---------------|---------------|
|                        | FROM                       |         | TO                         |         | Code Type       | Leng m | Wid m | Area sqm | Cond 0-10 | F/P Hier Code |      |               |               |
|                        | Street Name or Description | Dist. m | Street Name or Description | Dist. m |                 |        |       |          |           |               |      |               |               |
| Glossop St             | Joffre St                  | 271     | Railway Line               | 370     | AS              | 89     | 2.60  | 231      | 2         | IF            | L/OA | Mitiamo       |               |
| Glossop St             | Railway Line               | 370     | Seal Change                | 447     | AS              | 67     | 2.10  | 141      | 1         | IF            | L/OA | Mitiamo       |               |
| Glossop St             | Seal Change                | 447     | Seal Change                | 500     | AS              | 31     | 1.50  | 47       | 1         | BF            | L/OA | Mitiamo       |               |
| Glossop St             | Seal Change                | 500     | Keeley St                  | 622     | AS              | 89     | 1.50  | 134      | 1         | SF            | L/OA | Mitiamo       |               |
| Glossop St             | Keeley St                  | 622     | Patrick St                 | 767     | AS              | 14     | 2.20  | 31       | 1         | SF            | L/IS | Mitiamo       |               |
| Glossop St             | Keeley St                  | 622     | Patrick St                 | 767     | AS              | 129    | 1.50  | 194      | 0         | SF            | L/OA | Mitiamo       |               |
| Godfrey S ( Wedd )     | Ridge                      | 460     | Seal Change                | 525     | AS              | 47     | 1.50  | 71       | 0         | SF            | R/OA | Wedderburn    |               |
| Godfrey S ( Wedd )     | Seal Change                | 525     | Wilson                     | 583     | AS              | 43     | 1.50  | 65       | 0         |               | R/OA | Wedderburn    |               |
| Godfrey S ( Wedd )     | Wilson                     | 583     | High St                    | 706     | AS              | 34     | 1.40  | 48       | 0         | RF            | L/IS | Wedderburn    |               |
| Godfrey S ( Wedd )     | Wilson                     | 583     | High St                    | 706     | AS              | 71     | 1.40  | 99       | 9         | RF            | L/OA | Wedderburn    |               |
| Godfrey S ( Wedd )     | High St                    | 725     | Change 1                   | 850     | CR              | 105    | 1.50  | 158      | 1         | RF            | L/OA | Wedderburn    |               |
| Godfrey St ( Boort )   | Ring Rd                    | 31      | width Ch                   | 335     | GS              | 204    | 1.80  | 367      | 2         |               | L/OA | Boort         |               |
| Godfrey St ( Boort )   | McMillans Rd               | 390     | Lake View St               | 650     | BP              | 215    | 1.40  | 301      | 0         | BF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | McMillans Rd               | 390     | Lake View St               | 650     | BP              | 23     | 2.00  | 46       | 1         | BF            | R/IS | Boort         |               |
| Godfrey St ( Boort )   | McMillans Rd               | 390     | Lake View St               | 650     | CP              | 212    | 1.20  | 254      | 4         | BF            | R/OA | Boort         |               |
| Godfrey St ( Boort )   | Lake View St               | 650     | Station St                 | 892     | BP              | 194    | 1.40  | 272      | 2         | BF            | L/IS | Boort         |               |
| Godfrey St ( Boort )   | Lake View St               | 650     | Station St                 | 892     | AS              | 217    | 3.20  | 694      | 1         | BF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | Lake View St               | 650     | Station St                 | 892     | BP              | 31     | 3.20  | 99       | 4         | BF            | R/IS | Boort         |               |
| Godfrey St ( Boort )   | Lake View St               | 650     | Station St                 | 892     | CP              | 206    | 1.20  | 247      | 3         | BF            | R/OA | Boort         |               |
| Godfrey St ( Boort )   | Station St                 | 892     | Railway Cres               | 1,024   | BP              | 30     | 4.30  | 129      | 2         | BF            | L/IS | Boort         |               |
| Godfrey St ( Boort )   | Station St                 | 892     | Railway Cres               | 1,024   | CP              | 97     | 4.30  | 417      | 4         | BF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | Station St                 | 892     | Railway Cres               | 1,024   | BP              | 8      | 3.90  | 31       | 2         | BF            | R/IS | Boort         |               |
| Godfrey St ( Boort )   | Station St                 | 892     | Railway Cres               | 1,024   | CP              | 16     | 3.90  | 62       | 2         | BF            | R/OA | Boort         |               |
| Godfrey St ( Boort )   | Railway Cres               | 1,024   | Victoria St                | 1,125   | CP              | 5      | 1.20  | 6        | 4         | RF            | L/IS | Boort         |               |
| Godfrey St ( Boort )   | Railway Cres               | 1,024   | Victoria St                | 1,125   | CP              | 46     | 1.60  | 74       | 6         | RF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | Victoria St                | 1,125   | Jubilee St                 | 1,159   | CP              | 10     | 1.20  | 12       | 1         | RF            | L/IS | Boort         |               |
| Godfrey St ( Boort )   | Victoria St                | 1,125   | Jubilee St                 | 1,159   | CP              | 19     | 1.60  | 30       | 6         | RF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | Jubilee St                 | 1,159   | Wright St                  | 1,204   | AS              | 42     | 1.50  | 63       | 0         | RF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | Wright St                  | 1,204   | Wright St                  | 1,234   | AS              | 30     | 1.50  | 45       | 0         | RF            | L/OA | Boort         |               |
| Godfrey St ( Boort )   | Wright St                  | 1,234   | Gordon St                  | 1,307   | CP              | 40     | 1.20  | 47       | 3         | RF            | L/IS | Boort         |               |
| Godfrey St ( Boort )   | Wright St                  | 1,234   | Gordon St                  | 1,307   | AS              | 28     | 1.50  | 42       | 0         | RF            | L/OA | Boort         |               |
| Grant St Nth Pt 2      | Houston Fenceline          | 163     | Verdon St                  | 370     | CP              | 125    | 1.50  | 188      | 3         | SF            | L/OA | Inglewood     |               |
| Grant St Nth Pt 2      | Houston Fenceline          | 163     | Verdon St                  | 370     | AS              | 42     | 1.50  | 63       | 2         | SF            | R/IS | Inglewood     |               |
| Grant St S             | Verdon St                  | 0       | Calder Hwy                 | 244     | AS              | 194    | 1.50  | 291      | 1         | BF            | L/OA | Inglewood     |               |
| Haig St                | Bgo Pyr & Glossop St       | 0       | Frances                    | 215     | AS              | 210    | 1.50  | 315      | 1         | IF            | R/OA | Mitiamo       |               |
| Haig St                | Frances                    | 215     | Change to Rural Seal       | 405     | AS              | 117    | 1.50  | 176      | 1         | IF            | R/OA | Mitiamo       |               |
| Heales St (Calder Hwy) | Grant St St                | 127     | Tarnagulla Rd              | 267     | G               | 70     | 1.20  | 84       | 7         | IF            | R/OA | Inglewood     |               |
| High Street [Calder H] | St Arnaud Rd               | 0       | Rede Street                | 116     | AS              | 96     | 1.40  | 134      | 6         | BF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Rede Street                | 116     | Racecourse Rd              | 180     | CP              | 17     | 1.00  | 17       | 9         | RF            | L/IS | Wedderburn    |               |
| High Street [Calder H] | Rede Street                | 116     | Racecourse Rd              | 180     | AS              | 33     | 1.40  | 46       | 7         | RF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Racecourse Rd              | 180     | Godfrey Street             | 369     | AS              | 181    | 1.40  | 253      | 8         | RF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Racecourse Rd              | 180     | Godfrey Street             | 369     | AS              | 25     | 3.60  | 90       | 8         | RF            | R/IS | Wedderburn    |               |
| High Street [Calder H] | Godfrey Street             | 369     | Kerr Street                | 486     | CP              | 44     | 2.00  | 88       | 3         | BF            | L/IS | Wedderburn    |               |
| High Street [Calder H] | Godfrey Street             | 369     | Kerr Street                | 486     | AS              | 67     | 2.74  | 184      | 7         | BF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Godfrey Street             | 369     | Kerr Street                | 486     | AS              | 32     | 2.50  | 80       | 2         | BF            | R/IS | Wedderburn    |               |
| High Street [Calder H] | Godfrey Street             | 369     | Kerr Street                | 486     | AS              | 106    | 2.00  | 212      | 2         | BF            | R/OA | Wedderburn    |               |
| High Street [Calder H] | Kerr Street                | 486     | Chapel Street              | 669     | BP              | 70     | 0.50  | 35       | 3         | BF            | L/IS | Wedderburn    |               |
| High Street [Calder H] | Kerr Street                | 486     | Chapel Street              | 669     | CP              | 206    | 2.00  | 412      | 3         | BF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Kerr Street                | 486     | Chapel Street              | 669     | AS              | 25     | 3.00  | 75       | 2         | BF            | R/IS | Wedderburn    |               |
| High Street [Calder H] | Kerr Street                | 486     | Chapel Street              | 669     | AS              | 181    | 2.00  | 362      | 2         | BF            | R/OA | Wedderburn    |               |
| High Street [Calder H] | Chapel Street              | 669     | Reef Street                | 923     | CP              | 140    | 2.00  | 280      | 2         | BF            | L/IS | Wedderburn    |               |
| High Street [Calder H] | Chapel Street              | 669     | Reef Street                | 923     | AS              | 114    | 5.00  | 570      | 2         | BF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Chapel Street              | 669     | Reef Street                | 923     | AS              | 142    | 1.50  | 213      | 0         | BF            | R/IS | Wedderburn    |               |
| High Street [Calder H] | Chapel Street              | 669     | Reef Street                | 923     | AS              | 107    | 5.10  | 546      | 2         | BF            | R/OA | Wedderburn    |               |
| High Street [Calder H] | Reef Street                | 923     | Tanatalla Street           | 1,262   | AS              | 24     | 2.00  | 48       | 4         | RF            | L/IS | Wedderburn    |               |
| High Street [Calder H] | Reef Street                | 923     | Tanatalla Street           | 1,262   | AS              | 330    | 1.90  | 627      | 2         | RF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Reef Street                | 923     | Tanatalla Street           | 1,262   | AS              | 348    | 1.50  | 521      | 0         | RF            | R/OA | Wedderburn    |               |
| High Street [Calder H] | Tanatalla Street           | 1,262   | Change                     | 1,374   | AS              | 94     | 1.50  | 141      | 1         | RF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Tanatalla Street           | 1,262   | Change                     | 1,374   | AS              | 94     | 1.20  | 113      | 10        | RF            | R/OA | Wedderburn    |               |
| High Street [Calder H] | Change                     | 1,374   | Boundary St                | 1,584   | AS              | 205    | 1.50  | 308      | 1         | IF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Boundary St                | 1,584   | Sagals Lane                | 1,684   | AS              | 95     | 1.50  | 143      | 1         | IF            | L/OA | Wedderburn    |               |
| High Street [Calder H] | Sagals Lane                | 1,684   | End Kerb LHS               | 1,777   | AS              | 78     | 1.50  | 117      | 1         |               | L/OA | Wedderburn    |               |
| Hospital St ( I/wood)  | Southey St                 | 0       | End Kerb                   | 130     | AS              | 0      | 1.50  | 0        | 2         | SF            | L/OA | Inglewood     |               |
| Hospital St ( Wedd )   | Chapel St                  | 416     | Reef                       | 633     | G               | 35     | 1.20  | 42       | 6         | IF            | L/OA | Wedderburn    |               |
| Hospital St ( Wedd )   | Reef St                    | 665     | Seal Change                | 723     | G               | 48     | 1.40  | 67       | 7         | IF            | L/OA | Wedderburn    |               |
| Hospital St ( Wedd )   | Seal Change                | 723     | Change                     | 985     | G               | 70     | 1.40  | 98       | 6         | IF            | L/IS | Wedderburn    |               |
| Hospital St ( Wedd )   | Seal Change                | 723     | Change                     | 985     | AS              | 187    | 1.40  | 262      | 1         | IF            | L/OA | Wedderburn    |               |
| Hospital St ( Wedd )   | Change                     | 985     | Tantalla St                | 1,079   | AS              | 94     | 1.40  | 132      | 1         | IF            | L/OA | Wedderburn    |               |
| Joffre St              | Glossop St                 | 0       | O'Brien Fenceline          | 151     | AS              | 32     | 2.00  | 64       | 2         | IF            | L/OA | Mitiamo       |               |
| Jubilee St             | Bertoli St                 | 50      | End                        | 355     | AS              | 255    | 1.20  | 306      | 10        | RF            | R/OA | Boort         |               |

| ROAD OR STREET NAME | SEGMENT DETAIL             |         |                            |         | FOOTPATH ASSETS |        |       |          |           |               | F/P Loc In St | Township Name |
|---------------------|----------------------------|---------|----------------------------|---------|-----------------|--------|-------|----------|-----------|---------------|---------------|---------------|
|                     | FROM                       |         | TO                         |         | Code Type       | Leng m | Wid m | Area sqm | Cond 0-10 | F/P Hier Code |               |               |
|                     | Street Name or Description | Dist. m | Street Name or Description | Dist. m |                 |        |       |          |           |               |               |               |
| Kelly St            | Victoria St                | 0       | Ottery St                  | 195     | CP              | 55     | 3.70  | 202      | 4         | BF            | L/IS          | Pyramid Hill  |
| Kelly St            | Victoria St                | 0       | Ottery St                  | 195     | CP              | 74     | 1.70  | 126      | 5         | BF            | L/OA          | Pyramid Hill  |
| Kelly St            | Victoria St                | 0       | Ottery St                  | 195     | BP              | 35     | 1.70  | 59       | 4         | BF            | R/IS          | Pyramid Hill  |
| Kelly St            | Victoria St                | 0       | Ottery St                  | 195     | CP              | 190    | 2.00  | 380      | 5         | BF            | R/OA          | Pyramid Hill  |
| Kelly St            | Ottery St                  | 195     | Factory La                 | 376     | AS              | 64     | 1.50  | 96       | 1         | SF            | L/IS          | Pyramid Hill  |
| Kelly St            | Ottery St                  | 195     | Factory La                 | 376     | CP              | 112    | 1.00  | 112      | 4         | SF            | L/OA          | Pyramid Hill  |
| Kelly St            | Ottery St                  | 195     | Factory La                 | 376     | CP              | 171    | 1.40  | 239      | 4         | SF            | R/OA          | Pyramid Hill  |
| Kelly St            | Factory La                 | 376     | Truckwash St               | 755     | AS              | 359    | 1.50  | 539      | 1         | SF            | L/OA          | Pyramid Hill  |
| Kelly St            | Factory La                 | 376     | Truckwash St               | 755     | CR              | 93     | 1.80  | 167      | 3         | SF            | R/IS          | Pyramid Hill  |
| Kelly St            | Factory La                 | 376     | Truckwash St               | 755     | CP              | 250    | 1.40  | 350      | 4         | SF            | R/OA          | Pyramid Hill  |
| Kelly St            | Truckwash St               | 755     | End Bridge                 | 805     | AS              | 30     | 1.50  | 45       | 1         | IF            | L/OA          | Pyramid Hill  |
| Kerr St             | Wilson                     | 116     | High st                    | 238     | AS              | 104    | 1.40  | 146      | 6         | BF            | L/OA          | Wedderburn    |
| Kerr St             | Wilson                     | 116     | High st                    | 238     | AS              | 25     | 3.70  | 93       | 1         | BF            | R/IS          | Wedderburn    |
| Kerr St             | Wilson                     | 116     | High st                    | 238     | CP              | 92     | 1.40  | 129      | 4         | BF            | R/OA          | Wedderburn    |
| Kerr St             | High st                    | 257     | East Kerb                  | 335     | AS              | 73     | 1.50  | 110      | 2         | BF            | L/OA          | Wedderburn    |
| Kerr St             | High st                    | 257     | East Kerb                  | 335     | CP              | 73     | 1.40  | 102      | 5         | BF            | R/OA          | Wedderburn    |
| Kerr St Extra F/P   | Wilson                     | 116     | High                       | 238     | AS              | 25     | 3.70  | 93       | 1         | RF            | R/IS          | Wedderburn    |
| King St ( Boort )   | Station St                 | 0       | View Cres                  | 124     | AS              | 116    | 1.60  | 186      | 0         | IF            | L/OA          | Boort         |
| King St ( Boort )   | View Cres                  | 124     | Lake View St Nth           | 216     | AS              | 82     | 1.50  | 123      | 0         |               | L/OA          | Boort         |
| King St ( Dingee )  | Change (Seal)              | 22      | Dingee Rd                  | 384     | AS              | 255    | 1.50  | 383      | 1         | SF            | R/OA          | Dingee        |
| King St West        | Station St                 | 0       | End of Seal                | 33      | C75             | 71     | 1.80  | 128      | 6         | RF            | L/OA          | Boort         |
| Kiniry St           | Lake View                  | 0       | Seal Change                | 160     | GS              | 30     | 1.20  | 36       | 7         |               | L/OA          | Boort         |
| Kiniry St           | Lake View                  | 0       | Seal Change                | 160     | AS              | 83     | 1.50  | 125      | 0         |               | R/OA          | Boort         |
| Kiniry St           | Seal Change                | 160     | Weaver St                  | 250     | AS              | 156    | 1.50  | 234      | 0         | IF            | L/OA          | Boort         |
| Kiniry St           | Weaver St                  | 250     | Coutts St                  | 465     | AS              | 185    | 1.50  | 278      | 0         | IF            | L/OA          | Boort         |
| Kiniry St           | Coutts St                  | 465     | Malone St                  | 635     | AS              | 170    | 1.50  | 255      | 0         | IF            | L/OA          | Boort         |
| Lake View St        | Godfrey St                 | 0       | Bertoli St                 | 34      | BP              | 129    | 1.50  | 194      | 1         | RF            | L/OA          | Boort         |
| Lake View St        | Bertoli St                 | 34      | Cameron St                 | 498     | G               | 417    | 1.80  | 751      | 3         | RF            | L/OA          | Boort         |
| Lake View St        | Bertoli St                 | 34      | Cameron St                 | 498     | AS              | 265    | 1.50  | 398      | 0         | RF            | R/IS          | Boort         |
| Lake View St        | Bertoli St                 | 34      | Cameron St                 | 498     | CP              | 265    | 1.90  | 504      | 5         | RF            | R/OA          | Boort         |
| Lake View St        | Cameron St                 | 498     | Seal Change                | 725     | G               | 227    | 1.80  | 409      | 3         | IF            | L/OA          | Boort         |
| Lake View St        | Cameron St                 | 498     | Seal Change                | 725     | CP              | 222    | 1.00  | 222      | 5         | IF            | R/OA          | Boort         |
| Lake View St        | Seal Change                | 725     | LakeSide Drive             | 916     | G               | 191    | 1.80  | 344      | 3         | IF            | L/OA          | Boort         |
| Lake View St N      | Godfrey                    | 0       | King St                    | 86      | AS              | 83     | 1.50  | 125      | 3         | SF            | L/OA          | Boort         |
| Lake View St N      | King St                    | 86      | Kiniry St                  | 158     | AS              | 24     | 2.00  | 48       | 1         | SF            | L/IS          | Boort         |
| Lake View St N      | King St                    | 86      | Kiniry St                  | 158     | CP              | 40     | 1.90  | 76       | 5         | SF            | L/OA          | Boort         |
| Lake View St N      | King St                    | 86      | Kiniry St                  | 158     | CR              | 56     | 1.00  | 56       | 7         | SF            | R/OA          | Boort         |
| Lake View St N      | Kiniry St                  | 158     | Weaver & Andrew St         | 292     | AS              | 53     | 1.50  | 80       | 4         | SF            | L/IS          | Boort         |
| Lake View St N      | Kiniry St                  | 158     | Weaver & Andrew St         | 292     | CP              | 93     | 1.90  | 177      | 5         | SF            | L/OA          | Boort         |
| Lake View St N      | Kiniry St                  | 158     | Weaver & Andrew St         | 292     | CR              | 63     | 1.20  | 76       | 7         | SF            | R/IS          | Boort         |
| Lakeside Drv        | Lake View St               | 0       | Pave Ch                    | 80      | GS              | 80     | 1.80  | 144      | 3         |               | L/OA          | Boort         |
| Lakeside Drv        | Pave Ch                    | 80      | Ring                       | 137     | GS              | 57     | 1.80  | 103      | 3         |               | L/OA          | Boort         |
| Little Lake View St | Change                     | 20      | Railway Cres               | 340     | G               | 220    | 1.00  | 220      | 8         |               | L/OA          | Boort         |
| Lookout Rd          | Andrew St                  | 0       | Scenic Lookout             | 159     | AS              | 30     | 1.50  | 45       | 1         | SF            | L/IS          | Boort         |
| Lookout Rd          | Andrew St                  | 0       | Scenic Lookout             | 159     | AS              | 10     | 1.50  | 15       | 1         | SF            | R/IS          | Boort         |
| Lyndhurst St        | Width Ch                   | 203     | Main S                     | 250     | G               | 12     | 1.50  | 18       | 4         |               | R/IS          | Bridgewater   |
| Lyndhurst St        | Main St                    | 280     | Change                     | 332     | AS              | 53     | 1.50  | 79       | 0         | SF            | L/OA          | Bridgewater   |
| Lyndhurst St        | Main St                    | 280     | Change                     | 332     | CP              | 12     | 1.90  | 24       | 3         | SF            | R/IS          | Bridgewater   |
| Lyndhurst St        | Main St                    | 280     | Change                     | 332     | CR              | 20     | 1.20  | 24       | 5         | SF            | R/OA          | Bridgewater   |
| Lyndhurst St        | Change                     | 332     | Eldon                      | 390     | AS              | 58     | 1.50  | 87       | 0         | IF            | L/OA          | Bridgewater   |
| Lyndhurst St        | Change                     | 332     | Eldon                      | 390     | CR              | 38     | 1.00  | 38       | 5         | IF            | R/OA          | Bridgewater   |
| Lyndhurst St        | Eldon                      | 390     | Brougham                   | 515     | AS              | 24     | 1.50  | 36       | 4         | IF            | R/IS          | Bridgewater   |
| Lyndhurst St        | Eldon                      | 390     | Brougham                   | 515     | CR              | 91     | 1.00  | 91       | 6         | IF            | R/OA          | Bridgewater   |
| Lyons St            | Change                     | 117     | Nelson St                  | 185     | AS              | 60     | 1.50  | 90       | 0         | IF            | R/OA          | Newbridge     |
| Lyons St            | Change                     | 185     | Burke St                   | 243     | AS              | 20     | 6.50  | 130      | 1         | BF            | L/IS          | Newbridge     |
| Lyons St            | Change                     | 185     | Burke St                   | 243     | AS              | 24     | 5.00  | 120      | 2         | BF            | R/IS          | Newbridge     |
| Lyons St            | Burkes                     | 243     | Bridge                     | 283     | C75             | 35     | 1.50  | 53       | 1         | BF            | L/OA          | Newbridge     |
| Mack St             | Queen St                   | 0       | Change                     | 344     | AS              | 298    | 1.50  | 447      | 1         | SF            | R/OA          | Dingee        |
| Main St Bridgw      | B/water Maldon             | 193     | Width Ch                   | 320     | CR              | 82     | 1.80  | 148      | 5         | BF            | L/IS          | Bridgewater   |
| Main St Bridgw      | B/water Maldon             | 193     | Width Ch                   | 320     | AS              | 92     | 1.50  | 138      | 0         | BF            | L/OA          | Bridgewater   |
| Main St Bridgw      | B/water Maldon             | 193     | Width Ch                   | 320     | CP              | 117    | 1.40  | 164      | 4         | BF            | R/OA          | Bridgewater   |
| Main St Bridgw      | Change                     | 320     | Lyndhurst                  | 442     | CP              | 23     | 4.30  | 99       | 5         | BF            | L/IS          | Bridgewater   |
| Main St Bridgw      | Change                     | 320     | Lyndhurst                  | 442     | AS              | 72     | 1.60  | 115      | 1         | BF            | L/OA          | Bridgewater   |
| Main St Bridgw      | Change                     | 320     | Lyndhurst                  | 442     | CP              | 112    | 1.40  | 157      | 4         | BF            | R/OA          | Bridgewater   |
| Main St Bridgw      | Lyndhurst                  | 442     | Park St                    | 669     | CP              | 222    | 1.50  | 333      | 3         | BF            | L/OA          | Bridgewater   |
| Main St Bridgw      | Lyndhurst                  | 442     | Park St                    | 669     | AS              | 209    | 1.80  | 376      | 2         | BF            | R/OA          | Bridgewater   |
| Main St Bridgw      | Park St                    | 669     | Bridge                     | 712     | CP              | 230    | 1.50  | 345      | 1         | SF            | L/IS          | Bridgewater   |
| Main St Bridgw      | Park St                    | 669     | Bridge                     | 712     | CP              | 38     | 1.60  | 61       | 3         | SF            | L/OA          | Bridgewater   |
| McKay St            | Ottery                     | 0       | Lane b/h Victoria S        | 91      | AS              | 91     | 1.50  | 137      | 0         |               | L/OA          | Pyramid Hill  |
| McKay St            | Lane b/h Victoria S        | 91      | Victoria St                | 183     | AS              | 90     | 1.50  | 135      | 0         |               | L/OA          | Pyramid Hill  |
| McMillans Rd        | Godfrey St                 | 0       | Holloway St                | 82      | CP              | 56     | 1.30  | 73       | 5         | SF            | L/OA          | Boort         |
| Newbold St          | Fenceline                  | 13      | Change 1                   | 155     | G               | 2      | 1.00  | 2        | 4         | IF            | R/IS          | Wedderburn    |
| Ottery St           | Kelly St                   | 0       | McKay St                   | 87      | CP              | 72     | 1.40  | 101      | 4         | RF            | R/OA          | Pyramid Hill  |
| Ottery St           | McKay St                   | 87      | McIntyre St                | 322     | CP              | 230    | 1.40  | 322      | 5         | RF            | L/OA          | Pyramid Hill  |
| Ottery St           | McKay St                   | 87      | McIntyre St                | 322     | CP              | 236    | 1.40  | 330      | 6         | RF            | R/OA          | Pyramid Hill  |
| Ottery St           | McIntyre St                | 322     | Change                     | 430     | CP              | 52     | 1.40  | 73       | 5         | RF            | L/OA          | Pyramid Hill  |
| Ottery St           | McIntyre St                | 322     | Change                     | 430     | CP              | 110    | 1.40  | 154      | 7         | RF            | R/OA          | Pyramid Hill  |
| Park St             | Eldon                      | 0       | Main St                    | 90      | C75             | 15     | 1.80  | 27       | 4         | IF            | R/IS          | Bridgewater   |

| ROAD OR STREET NAME       | SEGMENT DETAIL             |         |                            |         | FOOTPATH ASSETS |        |       |          |           |               |      | F/P Loc In St | Township Name |
|---------------------------|----------------------------|---------|----------------------------|---------|-----------------|--------|-------|----------|-----------|---------------|------|---------------|---------------|
|                           | FROM                       |         | TO                         |         | Code Type       | Leng m | Wid m | Area sqm | Cond 0-10 | F/P Hier Code |      |               |               |
|                           | Street Name or Description | Dist. m | Street Name or Description | Dist. m |                 |        |       |          |           |               |      |               |               |
| Peters St                 | Godfrey Street             | 0       | Kerr St                    | 184     | AS              | 21     | 3.00  | 63       | 2         | BF            | R/IS | Wedderburn    |               |
| Poverty St                | Commercial Rd              | 365     | End Seal                   | 530     | AS              | 18     | 3.20  | 58       | 5         | IF            | L/IS | Tarnagulla    |               |
| Queen St                  | Dingee Rd                  | 36      | Change                     | 103     | AS              | 67     | 1.50  | 101      | 1         |               | R/OA | Dingee        |               |
| Queen St                  | Change                     | 103     | Mack St                    | 122     | AS              | 19     | 1.50  | 29       | 1         | SF            | R/OA | Dingee        |               |
| Queen St                  | Mack St                    | 122     | Change                     | 173     | AS              | 7      | 3.50  | 25       | 1         |               | L/IS | Dingee        |               |
| Queen St                  | Mack St                    | 122     | Change                     | 173     | AS              | 51     | 1.50  | 77       | 1         |               | R/OA | Dingee        |               |
| Reef St ( Wedd)           | Start Footpath             | 0       | Ridge Street               | 192     | AS              | 177    | 1.50  | 266      | 3         | RF            | L/OA | Wedderburn    |               |
| Reef St ( Wedd)           | Ridge Street               | 192     | Wilson Street              | 335     | AS              | 17     | 1.50  | 26       | 1         | RF            | R/IS | Wedderburn    |               |
| Reef St ( Wedd)           | Ridge Street               | 192     | Wilson Street              | 335     | CP              | 112    | 1.40  | 157      | 3         | RF            | R/OA | Wedderburn    |               |
| Reef St ( Wedd)           | Wilson Street              | 335     | Calder Highway             | 460     | BP              | 36     | 4.50  | 160      | 2         | SF            | L/IS | Wedderburn    |               |
| Reef St ( Wedd)           | Wilson Street              | 335     | Calder Highway             | 460     | AS              | 75     | 1.50  | 112      | 1         | SF            | L/OA | Wedderburn    |               |
| Reef St ( Wedd)           | Wilson Street              | 335     | Calder Highway             | 460     | AS              | 11     | 1.50  | 17       | 1         | SF            | R/IS | Wedderburn    |               |
| Reef St ( Wedd)           | Wilson Street              | 335     | Calder Highway             | 460     | CP              | 109    | 1.40  | 153      | 4         | SF            | R/OA | Wedderburn    |               |
| Ridge St                  | Seal Change                | 530     | Godfrey St                 | 710     | AS              | 41     | 1.50  | 62       | 0         | SF            | R/IS | Wedderburn    |               |
| Ridge St                  | Chapel St                  | 1,030   | Reef St                    | 1,277   | AS              | 105    | 1.50  | 158      | 0         | RF            | R/IS | Wedderburn    |               |
| Ridge St                  | Chapel St                  | 1,030   | Reef St                    | 1,277   | CP              | 113    | 1.20  | 136      | 4         | RF            | R/OA | Wedderburn    |               |
| Ring Rd                   | Myrnong Beach              | 1,375   | Seal Change                | 1,592   | G               | 192    | 1.80  | 346      | 2         |               | L/OA | Boort         |               |
| Ring Rd                   | Rd to Left UN 5B           | 1,725   | Bridge                     | 1,990   | G               | 177    | 1.80  | 319      | 2         |               | L/OA | Boort         |               |
| Ring Rd                   | Bridge                     | 1,990   | Boort Pyramid Rd           | 2,335   | G               | 345    | 1.80  | 621      | 2         |               | L/OA | Boort         |               |
| S/R Avenue of Honour      | Pave Change                | 17      | Pave Change                | 97      | CR              | 60     | 1.20  | 72       | 7         | IF            | R/OA | Pyramid Hill  |               |
| S/R Avenue of Honour      | Pave Change                | 97      | Pave Change                | 119     | CR              | 2      | 1.20  | 2        | 6         | IF            | R/OA | Pyramid Hill  |               |
| S/R Avenue of Honour      | Pave Change                | 119     | Pave Change                | 195     | CR              | 0      | 1.20  | 0        | 7         | IF            | R/OA | Pyramid Hill  |               |
| S/R Godfrey St West End   | Godfrey St                 | 0       | End                        | 91      | AS              | 64     | 1.00  | 64       | 8         | BF            | L/IS | Boort         |               |
| S/R Loddon Valley H [DO]  | Change 1                   | 20      | Change 2                   | 92      | C75             | 11     | 3.10  | 34       | 7         | IF            | R/IS | Durham Ox     |               |
| S/R Peppercorn Way E1     | Echuca Serp Rd             | 0       | Width Ch                   | 78      | G               | 50     | 6.70  | 335      | 4         | IF            | R/OA | Serpentine    |               |
| S/R Peppercorn Way E1     | Change 1                   | 108     | Change 2                   | 208     | AS              | 96     | 1.80  | 173      | 1         | IF            | R/OA | Serpentine    |               |
| S/R Peppercorn Way E1     | Change 2                   | 208     | Loddon Valley H'way        | 221     | AS              | 9      | 1.50  | 14       | 1         |               | R/IS | Serpentine    |               |
| S/R Peppercorn Way W      | Davidson                   | 176     | Entrance 1                 | 320     | G               | 140    | 1.50  | 210      | 1         |               | L/OA | Serpentine    |               |
| S/R Peppercorn Way W      | Entrance 1                 | 320     | Hunter St                  | 377     | S               | 52     | 1.50  | 78       | 5         |               | L/OA | Serpentine    |               |
| S/R Peppercorn Way W      | Chapel St                  | 502     | Entrance 2                 | 662     | G               | 155    | 1.50  | 233      | 1         | IF            | L/OA | Serpentine    |               |
| S/R Peppercorn Way W      | Entrance 2                 | 662     | Tresise                    | 840     | G               | 188    | 1.50  | 282      | 1         |               | L/OA | Serpentine    |               |
| S/R Post Office           | Station St                 | 0       | End                        | 85      | C75             | 22     | 3.90  | 86       | 6         | BF            | R/OA | Boort         |               |
| S/R Queen St              | 00 at King St              | 0       | Missing Ref                | 95      | AS              | 116    | 1.70  | 197      | 2         | SF            | R/OA | Dingee        |               |
| Southey St                | Verdon St                  | 268     | Railway line               | 422     | AS              | 127    | 1.50  | 191      | 1         | SF            | R/OA | Inglewood     |               |
| Southey St                | Railway line               | 422     | Houston St                 | 554     | AS              | 57     | 1.50  | 86       | 1         | SF            | R/OA | Inglewood     |               |
| Southey St                | Houston St                 | 554     | North St                   | 801     | AS              | 50     | 1.50  | 75       | 1         | SF            | R/OA | Inglewood     |               |
| Station St ( Boort )      | Bertoli St                 | 0       | Godfrey St                 | 55      | C75             | 46     | 2.00  | 92       | 4         | IF            | L/OA | Boort         |               |
| Station St ( Boort )      | Godfrey St                 | 55      | King St                    | 162     | CP              | 102    | 1.80  | 184      | 5         | IF            | L/OA | Boort         |               |
| Station St ( Boort )      | Godfrey St                 | 55      | King St                    | 162     | CP              | 102    | 1.20  | 122      | 4         | IF            | R/OA | Boort         |               |
| Street W of Mitchell Park | Thompson St                | 0       | Hospital St                | 50      | AS              | 75     | 1.50  | 113      | 1         | IF            | L/OA | Inglewood     |               |
| Sullivan St               | Verdon                     | 264     | Huston                     | 485     | AS              | 5      | 1.50  | 8        | 1         | SF            | L/IS | Inglewood     |               |
| Sullivan St               | Verdon                     | 264     | Huston                     | 485     | AS              | 151    | 1.50  | 227      | 0         | SF            | L/OA | Inglewood     |               |
| Sullivan St               | Verdon                     | 264     | Huston                     | 485     | CR              | 80     | 1.70  | 136      | 6         | SF            | R/IS | Inglewood     |               |
| Sullivan St               | Verdon                     | 264     | Huston                     | 485     | AS              | 121    | 2.00  | 242      | 2         | SF            | R/OA | Inglewood     |               |
| Tantalla St.              | Road Narrows               | 206     | Hospital St                | 415     | AS              | 199    | 1.20  | 239      | 1         | IF            | R/OA | Wedderburn    |               |
| Tarnagulla Rd Ingle       | Calder Highway             | 0       | Heales S                   | 20      | S               | 59     | 2.00  | 117      | 8         | IF            | R/IS | Inglewood     |               |
| Tarnagulla Rd Ingle       | Borong St                  | 243     | Weeah                      | 528     | CR              | 26     | 1.40  | 37       | 5         | IF            | R/IS | Inglewood     |               |
| Thompson St               | Southey St                 | 0       | St at Mitchell Park        | 114     | AS              | 20     | 1.50  | 30       | 1         | SF            | R/IS | Inglewood     |               |
| Tormey's Rd               | Wychitella Nth Rd          | 0       | Change 1                   | 134     | AS              | 15     | 3.10  | 47       | 6         | IF            | L/IS | Wychitella    |               |
| Verdon St                 | Phillip St                 | 547     | Austin                     | 881     | AS              | 334    | 1.50  | 501      | 0         |               | R/OA | Inglewood     |               |
| Verdon St                 | Austin                     | 881     | Morrow St                  | 977     | AS              | 96     | 1.50  | 144      | 0         | IF            | R/OA | Inglewood     |               |
| Verdon St                 | Morrow St                  | 977     | Market St                  | 1,125   | AS              | 143    | 1.50  | 215      | 0         | IF            | L/OA | Inglewood     |               |
| Verdon St                 | Morrow St                  | 977     | Market St                  | 1,125   | AS              | 148    | 1.50  | 222      | 0         | IF            | R/OA | Inglewood     |               |
| Verdon St                 | Market St                  | 1,125   | Storm Lane                 | 1,201   | BP              | 100    | 2.40  | 240      | 3         | BF            | L/OA | Inglewood     |               |
| Verdon St                 | Market St                  | 1,125   | Storm Lane                 | 1,201   | AS              | 71     | 1.50  | 107      | 0         | BF            | R/OA | Inglewood     |               |
| Verdon St                 | Storm Lane                 | 1,201   | Calder Highway             | 1,260   | AS              | 41     | 4.10  | 168      | 1         | BF            | L/OA | Inglewood     |               |
| Verdon St                 | Storm Lane                 | 1,201   | Calder Highway             | 1,260   | AS              | 41     | 4.10  | 168      | 2         | BF            | R/OA | Inglewood     |               |
| Verdon St                 | Calder Highway             | 1,260   | Grant St South             | 1,348   | AS              | 25     | 2.40  | 60       | 4         | BF            | L/IS | Inglewood     |               |
| Verdon St                 | Calder Highway             | 1,260   | Grant St South             | 1,348   | AS              | 47     | 3.90  | 183      | 2         | BF            | L/OA | Inglewood     |               |
| Verdon St                 | Calder Highway             | 1,260   | Grant St South             | 1,348   | AS              | 21     | 2.90  | 61       | 1         | BF            | R/IS | Inglewood     |               |
| Verdon St                 | Calder Highway             | 1,260   | Grant St South             | 1,348   | AS              | 52     | 4.30  | 224      | 2         | BF            | R/OA | Inglewood     |               |
| Verdon St                 | Grant St South             | 1,348   | Sullivan St                | 1,489   | AS              | 16     | 1.50  | 24       | 2         | SF            | L/IS | Inglewood     |               |
| Verdon St                 | Grant St South             | 1,348   | Sullivan St                | 1,489   | CP              | 75     | 1.50  | 113      | 3         | SF            | L/OA | Inglewood     |               |
| Verdon St                 | Grant St South             | 1,348   | Sullivan St                | 1,489   | S               | 28     | 2.50  | 70       | 7         | SF            | R/IS | Inglewood     |               |
| Verdon St                 | Grant St South             | 1,348   | Sullivan St                | 1,489   | AS              | 82     | 1.80  | 148      | 5         | SF            | R/OA | Inglewood     |               |
| Verdon St                 | Sullivan St                | 1,489   | Southey St                 | 1,670   | AS              | 173    | 1.50  | 260      | 2         | SF            | L/OA | Inglewood     |               |
| Vernon St                 | Pakenham St                | 408     | Grieg St                   | 807     | CR              | 322    | 1.20  | 386      | 8         | IF            | L/OA | Korong Vale   |               |
| Vernon St                 | Grieg St                   | 827     | Railway Line               | 919     | CR              | 72     | 1.20  | 86       | 6         | SF            | R/OA | Korong Vale   |               |
| Vernon St                 | Railway Line               | 939     | Allen St                   | 977     | AS              | 38     | 1.50  | 57       | 5         |               | L/OA | Korong Vale   |               |
| Vernon St                 | Allen St                   | 977     | Allen St                   | 997     | S               | 20     | 1.60  | 32       | 2         | IF            | L/OA | Korong Vale   |               |
| Vernon St                 | Allen St                   | 997     | Change in Seal             | 1,047   | AS              | 50     | 1.50  | 75       | 0         | IF            | L/OA | Korong Vale   |               |
| Vernon St                 | Change in Seal             | 1,047   | Davis Lane                 | 1,115   | AS              | 58     | 1.50  | 87       | 0         | IF            | L/OA | Korong Vale   |               |
| Victoria St ( Boort )     | Godfrey St                 | 0       | Fenceline                  | 40      | C75             | 40     | 1.90  | 76       | 7         | IF            | L/OA | Boort         |               |
| Victoria St ( Boort )     | Fenceline                  | 40      | Change 1                   | 242     | AS              | 202    | 1.50  | 303      | 0         | RF            | L/OA | Boort         |               |
| Victoria St ( Boort )     | Change 1                   | 242     | Change 2                   | 304     | AS              | 92     | 1.50  | 138      | 0         |               | L/OA | Boort         |               |

| ROAD OR STREET NAME    | SEGMENT DETAIL             |         |                            |         | FOOTPATH ASSETS |        |       |          |           |               | F/P Loc In St | Township Name |
|------------------------|----------------------------|---------|----------------------------|---------|-----------------|--------|-------|----------|-----------|---------------|---------------|---------------|
|                        | FROM                       |         | TO                         |         | Code Type       | Leng m | Wid m | Area sqm | Cond 0-10 | F/P Hier Code |               |               |
|                        | Street Name or Description | Dist. m | Street Name or Description | Dist. m |                 |        |       |          |           |               |               |               |
| Victoria St ( P/hill ) | Durham Ox Rd               | 0       | Railway Av                 | 188     | CP              | 14     | 2.60  | 35       | 4         | BF            | L/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Durham Ox Rd               | 0       | Railway Av                 | 188     | CP              | 170    | 1.40  | 237      | 4         | BF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Durham Ox Rd               | 0       | Railway Av                 | 188     | CP              | 183    | 1.40  | 256      | 4         | BF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Railway Av                 | 188     | Barber St                  | 219     | CP              | 26     | 1.80  | 47       | 5         | BF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Railway Av                 | 188     | Barber St                  | 219     | CP              | 26     | 1.40  | 36       | 4         | BF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Barber St                  | 219     | Kelly St                   | 275     | CP              | 17     | 2.70  | 45       | 4         | BF            | L/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Barber St                  | 219     | Kelly St                   | 275     | CP              | 60     | 1.80  | 107      | 4         | BF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Barber St                  | 219     | Kelly St                   | 275     | BP              | 10     | 1.50  | 14       | 4         | BF            | R/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Barber St                  | 219     | Kelly St                   | 275     | CP              | 20     | 1.80  | 35       | 4         | BF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Kelly St                   | 275     | Mc Kay                     | 370     | CP              | 44     | 1.50  | 66       | 4         | BF            | L/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Kelly St                   | 275     | Mc Kay                     | 370     | CP              | 40     | 4.70  | 188      | 4         | BF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Kelly St                   | 275     | Mc Kay                     | 370     | BP              | 12     | 1.50  | 18       | 2         | BF            | R/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Kelly St                   | 275     | Mc Kay                     | 370     | CP              | 83     | 2.80  | 232      | 5         | BF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Mc Kay                     | 370     | Change                     | 400     | CP              | 14     | 1.40  | 19       | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change                     | 400     | Change                     | 479     | CP              | 79     | 1.40  | 110      | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change                     | 479     | McIntyre St                | 540     | CP              | 60     | 1.40  | 84       | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change                     | 479     | McIntyre St                | 540     | CR              | 4      | 1.20  | 5        | 6         | SF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | McIntyre St                | 560     | SR 1PH                     | 701     | CP              | 136    | 1.40  | 190      | 5         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | McIntyre St                | 560     | SR 1PH                     | 701     | CR              | 112    | 1.20  | 134      | 6         | SF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | SR 1PH                     | 701     | SR 1PH                     | 722     | CP              | 16     | 1.40  | 22       | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | SR 1PH                     | 701     | SR 1PH                     | 722     | CR              | 1      | 1.20  | 1        | 6         | SF            | R/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | SR 1PH                     | 722     | Change 1                   | 801     | CP              | 74     | 1.40  | 104      | 5         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change 1                   | 801     | Change 2                   | 823     | CP              | 17     | 1.40  | 24       | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change 2                   | 823     | Service Rd Av Honour       | 901     | CP              | 73     | 1.40  | 102      | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Service Rd Av Honour       | 901     | SR & Channel               | 975     | CP              | 57     | 1.40  | 80       | 4         | SF            | L/OA          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change 1                   | 1,089   | Abattoirs Rd               | 1,245   | G               | 500    | 1.50  | 750      | 1         | SF            | L/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change 1                   | 1,089   | Abattoirs Rd               | 1,245   | G               | 240    | 1.50  | 360      | 1         | SF            | R/IS          | Pyramid Hill  |
| Victoria St ( P/hill ) | Change 1                   | 1,089   | Abattoirs Rd               | 1,245   | G               | 170    | 2.00  | 340      | 1         | SF            | R/OA          | Pyramid Hill  |
| Wait St                | Malone St                  | 0       | End                        | 87      | CP              | 84     | 1.70  | 143      | 4         | RF            | L/OA          | Boort         |
| Wait St                | Malone St                  | 0       | End                        | 87      | CP              | 84     | 1.70  | 143      | 5         | RF            | R/OA          | Boort         |
| Waitchie St.           | Chapel St                  | 0       | Reef St                    | 238     | G               | 110    | 1.50  | 165      | 1         | SF            | R/OA          | Wedderburn    |
| Wilson St              | 00 at Rede St.             | 0       | Godfrey                    | 183     | AS              | 173    | 1.50  | 260      | 0         | IF            | R/OA          | Wedderburn    |
| Wilson St              | Godfrey                    | 183     | Kerr                       | 330     | AS              | 126    | 1.50  | 189      | 1         | RF            | R/OA          | Wedderburn    |
| Wilson St              | Kerr                       | 330     | Chapel                     | 511     | AS              | 161    | 1.50  | 242      | 0         | IF            | R/OA          | Wedderburn    |
| Wilson St              | Chapel                     | 511     | Reef                       | 767     | C75             | 224    | 1.50  | 336      | 5         | RF            | L/OA          | Wedderburn    |
| Wilson St              | Chapel                     | 511     | Reef                       | 767     | AS              | 236    | 1.50  | 354      | 0         | RF            | R/OA          | Wedderburn    |
| Wilson St              | Reef                       | 767     | Tantalla                   | 1,083   | AS              | 296    | 1.50  | 444      | 0         | IF            | R/OA          | Wedderburn    |
| Wright St              | Yole St                    | 109     | End Seal                   | 242     | C75             | 23     | 1.20  | 28       | 6         | RF            | L/IS          | Boort         |

## 14.2 Project Scope and Budget Bid (Footpaths)

|   |                      |  |                          |   |                            |
|---|----------------------|--|--------------------------|---|----------------------------|
|  |                      | <b>Project Scope &amp; Budget Bid</b><br><br>Footpath Construction / Maintenance |                          | <i>Office Use Only:</i>                         |                            |
|   |                      |  |                          | Processed by: <input type="text"/>              | Date: <input type="text"/> |
| Road/Street Name  |                      | <input type="text"/>   |                          |   |                            |
| Indicative Location of Project (i.e position to nearest intersection)             |                      |  |                          |   |                            |
| <input type="text"/>  |                      |  |                          |   |                            |
| Chainage (km - km)  |                      | <input type="text"/>   | Datum                    | <input type="text"/> 00 =                       |                            |
| Loddways Ref.   | <input type="text"/> | VicRoads Ref.  | <input type="text"/>     | Council Property No.                            | <input type="text"/>       |
| Project Description   |                      |  |                          |   |                            |
| <input type="text"/>  |                      |  |                          |   |                            |
| Identified By   | <input type="text"/> | Works Request Ref.   | <input type="text"/>     | Council Plan Ref.                               | <input type="text"/>       |
| Project Rationale   |                      |  |                          |   |                            |
| <input type="text"/>  |                      |  |                          |   |                            |
| Project Scope Author  |                      | <input type="text"/>   |                          |   |                            |
| Project Scope Detail  |                      |  |                          |   |                            |
| Length (m) =  |                      | <input type="text"/>   |                          |   |                            |
| Width (m) =   |                      | <input type="text"/>   |                          |   |                            |
| Type (Concrete, Asphalt) =  |                      | <input type="text"/>   |                          |   |                            |
| Commercial or Domestic Setting (Tick) =   |                      | <input type="checkbox"/> Commercial  | <input type="checkbox"/> | <input type="checkbox"/> Residential / Domestic | <input type="checkbox"/>   |
| Comments  |                      |  |                          |   |                            |
| <input type="text"/>  |                      |  |                          |   |                            |

| COSTING & PROJECT PRIORITISATION                      |                    |                    |                                     |                  |           |                             |           |  |          |       |  |
|---|--------------------|--------------------|-------------------------------------|------------------|-----------|-----------------------------|-----------|--|----------|-------|--|
| <b>Resheet Costing Calculations</b>                   |                    |                    | Length (m)                          |                  | Rate (\$) |                             | Width (m) |  | Subtotal |       |  |
| Domestic / Residential (1.5m) = \$79 / m <sup>2</sup> |                    |                    |                                     |                  |           |                             |           |  |          |       |  |
| Commercial (1.5m) = \$90 / m <sup>2</sup>             |                    |                    |                                     |                  |           |                             |           |  |          |       |  |
| <b>New (%)</b>  | <b>Upgrade (%)</b> | <b>Renewal (%)</b> | <b>Maint/Operation (%)</b>          | <b>Total (%)</b> |           | Additional Expenditure (\$) |           |  |          |       |  |
|   |                    |                    |                                     |                  |           | Contingency 10%             |           |  |          |       |  |
|   |                    |                    |                                     |                  |           | <b>TOTAL</b>                |           |  |          |       |  |
| Project Assessment Criteria                           |                    |                    |                                     |                  |           |                             |           |  |          | Score |  |
| Footpath Hierarchy                                    |                    |                    | BF =4 SF =3 RF =2 IF =1             |                  |           |                             |           |  |          |       |  |
| No. Accidents Reported                                |                    |                    | 1-2 =1, 3-5 =2                      |                  |           |                             |           |  |          |       |  |
| No. Requests for gophers users                        |                    |                    | 1-2 =1, 3-5 =2                      |                  |           |                             |           |  |          |       |  |
| No. Houses Serviced                                   |                    |                    | 1-5 =1, 5-10 =2                     |                  |           |                             |           |  |          |       |  |
| No. School, community facilities accessed             |                    |                    | 1-2 =1, 3-4 =2                      |                  |           |                             |           |  |          |       |  |
| New path alternative available                        |                    |                    | Yes =0 No =1                        |                  |           |                             |           |  |          |       |  |
| Condition - Moloney                                   |                    |                    | <6=1, 6-6.5=2, 6.5-7=3, 7-8=4, >8=5 |                  |           |                             |           |  |          |       |  |
| Or visual defects inspection ML                       |                    |                    | ML =3 M =4 H =5                     |                  |           |                             |           |  |          |       |  |
| Level of Maintenance Required                         |                    |                    | >Av=1, high=2, v.high=3             |                  |           |                             |           |  |          |       |  |
| Benefit Contribution Available                        |                    |                    | Yes =2 No =0                        |                  |           |                             |           |  |          |       |  |
| <b>Total Rating =</b>                                 |                    |                    |                                     |                  |           |                             |           |  |          |       |  |

| Assessment Summary:       |  |                            |  |
|---------------------------|--|----------------------------|--|
|                           |  |                            |  |
| <b>Authorised Manager</b> |  | <b>Authorised Director</b> |  |
|                           |  | <b>Approved MEG</b>        |  |

| Project Delivery        |  |                            |  |
|-------------------------|--|----------------------------|--|
| <b>Cost Centre</b>      |  | <b>Ledger No.</b>          |  |
|                         |  | <b>Implementation Year</b> |  |
| <b>Project Identity</b> |  |                            |  |

| Financial Details |   |            |           |                  |                          |
|-------------------|---|------------|-----------|------------------|--------------------------|
| Budget            | % | Council \$ | Grants \$ | Contributions \$ | Total Cost to Council \$ |
| Labour            |   |            |           |                  |                          |
| Oncost            |   |            |           |                  |                          |
| Plant             |   |            |           |                  |                          |
| Creditors         |   |            |           |                  |                          |
| Contractors       |   |            |           |                  |                          |
| <b>Total</b>      |   |            |           |                  |                          |

| Projected Expenditure & Income Profile |      |     |     |     |     |     |     |     |     |       |     |      |      |
|--|------|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|------|------|
| Month                                  | July | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | April | May | June | July |
| Income (\$k)                           |      |     |     |     |     |     |     |     |     |       |     |      |      |
| Expenditure (\$k)                      |      |     |     |     |     |     |     |     |     |       |     |      |      |