



FOOTPATH

STRATEGIC ASSET MANAGEMENT PLAN

2022 – 2052

1.0 SUMMARY

Note: Council has adopted this plan to be achieved over a period of 30 years. This means that capital expenditure p.a. remains at approximately \$200,000 and no increase in footpath quality or service level is expected. Additionally, Council accepted the need to identify footpaths that would no longer be fully maintained and not replaced at end of life.

Footpaths play an important role in the livability of communities. They provide a means of access to facilities and services and promote greater health and wellbeing. The need for a Footpath Strategy has been reinforced by ongoing interest in footpath renewal and updates. The need for footpaths is very dependent upon the traffic and physical conditions on any street, road or other location and the nature of the pedestrian demand at that location. The needs of vulnerable road users such as children, elderly or disabled must also be considered. The listing of footpaths for construction is tentative and will be reviewed annually and updated on an on-going basis as more projects are assessed for Footpath and Pedestrian Strategy.

Council currently maintains approximately 61 linear kms of footpath across the municipality. The average condition of these footpaths is 3.2 (on a five-point scale). The annual depreciation on the current footpath network is \$205,480 (2020 dollars). This means that to maintain the current footpaths at the current average conditions Council must invest \$205,480 a year in capital expenditure. Additionally expected maintenance services costs on the current network, if maintained to the standards described at 3.5 would be \$485,594 (compared to actual service maintenance expenditure of approximately \$200,000 p.a.). Council spends approximately \$200,000 p.a. on footpath upgrades or renewals and approximately \$200,000 p.a. on footpath maintenance service. Therefore, at current investment levels the community can expect the footpath network to degrade in terms of length and average condition, and that service maintenance, such as weed spraying, vegetation control, and gravel or bitumen repair would not meet the requirements required to ensure optimal asset life. There are broadly two solutions to this issue, increasing the expenditure on footpaths or reducing the footpath network.

Through community engagement, including through feedback on other plans and works requests, it is clear that the community wants a higher standard of footpath network. There are requests for a longer footpath network (i.e., reaching houses it does not currently reach) and a higher level of service (i.e., more all-weather (concrete or asphalt) footpaths). To improve or increase the footpath network will require an investment from the community above that described above. This plan identifies a series of renewals and upgrades that could be expected to meet median community expectations (that is the expectations of the average community member). It is based on increasing the network to connect a majority of streets to the network

and key infrastructure and upgrading the network to be primarily all-weather (concrete or asphalt). The maximum expected cost for these projects is between \$9,319,900 and \$12,855,000. The difference between the minimum and maximum amounts of this estimated range will be dictated by what material type is used in the construction of renewal, upgrade, and new footpath projects. Additionally, this includes a contingency for kerb and channel, associated drainage, and road reinstatement. A realistic estimate for planning purposes is that 50% of the projects will be constructed in hotmix and 50% in concrete. It is also estimated that only 50% would require kerb and channel, associated drainage, and road reinstatement. This leads to an estimate of the total cost for planning purposes of \$7,873,750 (in 2020 dollars).

It will be expensive to achieve this increase in footpath standards. To do so over ten years will cost approximately \$787,370 p.a. (equivalent to an approximate 15% increase in rates), to do so over 30 years will cost closer to current investment level at \$262,458 p.a. of course over that time period there may be significant degradation over the network limiting the perception of improvement. Council and the community must determine the relative value of improving the footpath network considering the rate increases required to fund those improvements.

Upgrades of the footpath network do have both positive and negative operational cost implications for Council. Increasing the size of the network by building new footpaths will increase operational costs by the figures identified in 3.5. However, changing the type of footpaths may, over time reduce costs. The total annual costs of footpaths by type are included at table 7c. These figures mean changing from our current footpath mix (largely gravel and spray seal see Table 1), would reduce costs total annual costs. This include maintenance costs for example if our current network was 50% concrete and 50% asphalt the total expected maintenance service costs would be \$167,458 compared to \$485,594 with the current mix (Note these figures are likely to be underestimates see table 6b). However, given the currently those maintenance service costs are not met, and that the majority of the savings occur later in the life of the asset these savings may not be realised, or will be realised only for future ratepayers.

This plan adopts a service level which includes footpaths on one side of the road in many areas (outside of town central services: connectors to arterial footpaths and local area access). Following adoption of this strategy a review will be undertaken of the footpaths which will no longer be maintained as footpaths (many are already not maintained or under maintained). This review will be presented to Council in order to remove these footpaths from the Asset Register. This will likely result in a significant reduction in gravel and spray seal footpaths and a reduction in the future expected service maintenance. This will then be an update to this Asset Management Plan. This will be presented separately to the community as there will likely be significant interest in these removals.

2.0 INTRODUCTION

2.1 The Benefits of Footpaths

Pedestrian access is good for the local economy and local business. Footpaths, along with other streetscape enhancements add value to an area and are associated with the attraction of new businesses. Among the many benefits of improved footpaths are;

- Increased pedestrian activity,
- Improved safety,
- Increased social cohesion,
- Increased participation in outdoor activities,
- Increases economic activity,
- Reduced noise levels,
- Reduced short distance car use (pollution),
- Increased attractiveness of the streetscape, and
- Increased physical activity particularly for children and the elderly.

2.2 West Coast Council Footpath Strategy

A key purpose of this document is to outline the strategy for West Coast Council footpath assets.

The goals of West Coast's investment in the footpath network can be summarised by the following statements:

- The life-time costs of footpaths will be minimised through selection of construction techniques and use of planned maintenance
- There will be a cohesive and well-maintained footpath in the primary retail (or central) areas of each township
- The footpath network links the central areas of each township to; education facilities, health facilities and recreation facilities.
- The footpath network will link residential areas with each of the respective town's major facilities and service centres.
- Footpaths in retail or central areas will be on both sides of the road and add to the beautification of our towns.

- Linking footpaths will be provided on one side of the roadway.
- Pedestrian facilities will support valuable user groups, particularly the elderly in accordance with the West Coast Council Liveable Communities Strategy – Aged Care.
- The footpath network should be extensive enough to support strategic priorities, but not more extensive than that, in order to minimise increases in costs to rate payers.

To do this Council adopts the following strategic priorities:

- Central and retail areas will be upgraded to have a cohesive cement or paved footpath on each side of the road.
- There will be a program of works in central and retail areas to improve disability access and pedestrian safety.
- Footpaths will be created or upgraded to cement footpaths on at least one side of the road to connect the central areas to: education facilities, health facilities and recreation facilities.
- Footpaths will be created or upgraded to cement footpaths on at least one side of the road to connect the central areas to residential areas.
- Footpaths that fall outside of the strategic goals for West Coast footpaths, for example local access areas, where there are currently footpaths on both sides of the road, will be assessed for removal rather than renewal at the end of the asset's useful life.
- Footpaths may be upgraded outside of this strategy where they are included as part of sport and recreation upgrade projects.

When determining the projects that will be include in forward planning the following principals have been considered:

- The safety needs of pedestrians (particularly the young and elderly should be prioritised.
- Footpaths in high visibility should be upgraded not only to increase pedestrian amenity but also to aid in town beautification
- Footpaths in areas of high use should be given priority over footpaths in areas of low use.
- Footpath upgrades should be coordinated to reduce the costs of ongoing maintenance (by completing the upgrade before renewal would be required).
- Footpath construction method will be chosen based on: lifetime cost (construction and ongoing maintenance) and beautification requirements.

- Footpath upgrades should be coordinated with other works (such as road works, stormwater works and kerbing works) to minimise mobilisation and re-working costs.
- Where upgrades are not scheduled and a footpath is required to meet the above strategic goals, then works will be considered to extend the useful life of the asset (such as resurfacing or placing a two-coat seal on gravel).

3.0 MAINTENANCE AND OPERATIONS

3.1 West Coast Council Footpath Maintenance and Renewal Requirements

West Coast Council (WCC) owns and maintains 112,000 square metres of footpath throughout its municipality. The West Coast Council footpath network is predominantly found in the municipality's five townships and equates to approximately 61 lineal kilometres of paths, constructed from varying material types.

The Footpath Asset Management Plan details the compositions of the footpath assets, the conditions of the footpath assets, the maintenance and inspection regime and the expected renewal requirements over a period of 10 years. This is in addition to the upgrades and new construction discussed below and this document should be read together with the Asset Management Plan. The analysis in that plan leads to an expected cost of \$205,480 to maintain existing levels of footpath service. The spending detailed in this strategy is in addition to that requirement. Costs will increase if levels of service are expected to increase or if asset management requirements (inspections etc.) are expected to increase.

3.2 West Coast Council Footpath Plan – New Footpaths, Upgrades and Removal/Abandonment

The below West Coast Council Footpath Plan identifies a list of projects. The projects are identified in priority order and aim to meet the strategic goals set out above considering the priorities and principals also set out above. The timeframe in which these are achieved depends on the funding made available. To achieve them within 10 years will require an approximately \$787,370 p.a. which would require an approximate 15% increase in rates to fund.

3.3 West Coast Footpath Network

West Coast Council (WCC) owns and maintains 112,000 square metres of footpath throughout its municipality. The West Coast Council footpath network is predominantly found in the municipality's five townships and equates to approximately 61 lineal kilometres of paths, constructed from varying material types. Council's footpath network is made up of the following footpath types:

Table 1 – Footpath asset categories

Footpath Material Type	Quantity (Area)	% of Total Area	Replacement Value
Spray Seal (2 coat)	44,392 m ²	40%	\$1,322,655
Concrete	31,342 m ²	28%	\$6,207,379
Gravel	24,205 m ²	22%	\$616,334
Hotmix /Asphalt	1,091 m ²	1%	\$68,803
Pavers (Brick and Concrete)	10,610 m ²	10%	\$1,273,152
Total	111,639 m²	100%	\$9,887,886

As shown in table 1, bitumen footpaths are the most common type of footpath in the West Coast municipality, making up almost 40% of the footpath network. Concrete and gravel footpath types account for over half of all footpaths with percentage areas of 28% and 22% respectively. Footpaths constructed with pavers account for 10% of the network, whilst Hotmix /Asphalt footpaths are not common, and account for only 1% of all West Coast footpaths.

3.4 West Coast footpath assets at a glance

Table 2 – Footpath asset totals

Total replacement value (RV)	\$9,887,886
Total accumulated depreciation (AD)	\$4,143,208
Total written down value (WDV) = RV - AD	\$5,744,678
Total maintenance & operational expense per annum	\$485,594
Total depreciation per annum	\$205,480

Note: Figures in Table 2 represent the results of a recent review of Council's footpath network. Footpath assets will be revalued next financial year (2021/22) along with other WCC road assets to reflect the figures above. Because of this, annual depreciation for footpath assets is expected to increase by approximately \$70,000 – this is predominantly due to the fact that there was a significant number of footpaths found to exist in the field but not in Council's asset register.

3.5 West Coast Council Footpath Condition

A condition survey of the West Coast Council footpath network was conducted in in the 2017/18 financial year. The condition of each footpath segment was assessed on a condition scale of 1 to 5 as outlined in table 3 below:

Table 3 – Footpath asset condition

Condition Score	Condition Description
1	Very Good – near new condition, not currently requiring any maintenance
2	Good condition - some signs of aging, but no significant maintenance currently required
3	Fair - some unevenness in walking surface, minor maintenance is required to maintain service level
4	Poor condition - walking surface uneven, safety of walkway progressing towards medium risk, significant maintenance required to rehabilitate an even walking surface
5	Very poor condition - footpath surface extremely uneven and completely worn away or ‘broken up’ in some areas, medium to high safety risk. Asset requires reconstruction or decommissioning to maintain service level

Condition data currently held on West Coast footpaths indicates that, footpaths constructed of either pavers or standard concrete construction were, on average, in good condition. However, the other two major footpath types being bitumen and gravel were found, on average, to be in poor condition. This could be due to the fact that bitumen and gravel have relatively short asset lives in comparison to concrete footpaths. It was observed during the survey that many bitumen and gravel footpaths have reached an ‘end of life’ condition but have not been replaced. These footpaths should either be replaced or decommissioned to ensure that Council maintains an acceptable and safe service level standard.

Table 4 – Footpath average asset condition (by material type)

Footpath Material Type	Weighted Average Condition
Spray Seal (2 coat)	3.8 (Poor)
Concrete	2.5 (Good to Fair)
Gravel	3.7 (Poor)
Hotmix /Asphalt	2.6 (Fair)
Pavers (Brick and Concrete)	1.6 (Good)
Average condition of West Coast footpath assets	3.1 (Fair)

A breakdown of survey results by township is displayed in 'table 5', it shows that footpaths in Strahan, are on average, in the best condition when compared to other towns in the municipality. Queenstown recorded the second-best average footpath condition, with footpaths in Queenstown being rated 'good' but progressing towards 'fair' on average. Footpaths in Rosebery and Zeehan were rated to be in significantly poorer condition than footpaths in Zeehan and Queenstown. Tullah returned the poorest, average footpath condition.

Table 5 – Footpath average asset condition (by township/locality)

Township	Weighted Average Condition	Replacement Value
Queenstown	2 .8 (Fair)	\$4,106,127
Zeehan	3.6 (Poor)	\$1,144,696
Strahan	2.2 (Good)	\$2,592,910
Rosebery	3.7 (Poor)	\$1,174,230
Tullah	4.0 (Poor)	\$512,474
Outside of the major Townships	4.9 (Very Poor)	\$357,449
Average condition of West Coast footpath assets	3.2 (Fair)	\$9,887,886

3.6 Footpath Operational Expenditure Projections

To accurately predict the ongoing (operational) costs associated with assets, Council must obtain accurate information on the ongoing costs associated with the various construction types available for footpath installation. This can have a significant impact on the capital investment decision, as ongoing operational costs can in some cases significantly ‘overtake’ the initial capital costs associated with building an asset.

The parameters displayed in Table 7a and 7b will be used to calculate future Operational Expenditure Projections for West Coast Footpaths

Table 6a – Maintenance Defect / Hazard Inspection Survey Frequency by Asset Hierarchy

Asset Hierarchy Level	Maintenance Defects / Hazard Inspection Frequency (per annum)
Town Central Business District	4 per annum (3 monthly)
Arterial Link from residential areas to Essential Service Areas and CBD	4 per annum (3 monthly)
Essential Services Areas	4 per annum (3 monthly)
Collector Path to Arterial Link	2 per annum (6 monthly)
Local	1 per annum (12 monthly)
Local Access	1 per annum (12 monthly)

Table 6b – Estimated Maintenance Costs and Maintenance Treatments by Construction Type

Footpath Construction Type	Estimated Operations & Maintenance Expenditure per annum (Cost per m2)	Essential Maintenance Treatments (To maximise Useful Life)
Concrete	\$1	Tree branch clearing for 2.5m min height (once
Pavers	\$8	Weed Spray (if required), Pressure Clean (Once
Spray Seal (2 Coat)	\$5	Weed Spray (2 per annum), sweep and clear
Asphalt	\$2	Weed Spray (2 per annum), pothole treatment
Gravel	\$6	Weed Spray (2 per annum), Gravel ‘top-up’ (once

Council currently does not meet these expected maintenance costs, resulting with a below expectation level of service. The above expenditures would require Council to allocate \$485,594 p.a. to operational footpath maintenance. Our current approximate expenditure of \$200,000 does not meet this. In particular this means that gravel and spray seal footpaths experience significant degradation and weed management does not always meet expectations. This also means that footpaths will not usual last to the expected useful life identified in table 7b. These figures are however estimates, based on standard maintenance rates primarily calculated in different environments, this means there is also a significant risk that they are too low. This can be resolved by collecting more accurate data on maintenance expenditure by footpath type, however this will require increased efforts in data collection and asset management systems.

Table 6c – Estimated Ideal Total Maintenance Cost per type for current footpath network

Footpath Construction Type	Estimated Ideal Total Maintenance Cost per type for current footpath network
Concrete	\$31,342 p.a.
Pavers	\$84,880 p.a.
Spray Seal (2 Coat)	\$221,960 p.a.
Asphalt	\$2182 p.a.
Gravel	\$145,230 p.a.

3.7 Asset Management Improvement Program

Following adoption of this strategy, Council will review footpaths in excess of service level standards, or that have not been maintained and therefore no longer practically exist. These will then be presented to Council for removal from the Asset Register and for a decision that no further maintenance will occur on them. This will form an update to this asset management plan.

To improve the asset management of footpath infrastructure Council will formalise an internal asset condition inspection framework. This framework will include a set inspection regime at regular frequencies. This will drive future operational expenditure.

No later than 2025 Council will conduct a capital asset review of the footpath asset to support revaluation and reassess remaining useful life.

Council will also undertake planning to determine an accurate per annum cost of each footpath type given local weather conditions. This will include work to understand if additional treatments are needed to extend the lifespan of footpaths (for example: weed or water barrier fabrics). This will require changing financial systems and recording to collect maintenance expenditure by footpath type,

4.0 RENEWAL AND UPGRADES

4.1 Footpath Capital Expenditure Projections

Good Strategic Asset Management involves the forecasting of future spending in relation to infrastructure assets. To enable an accurate forecast of the costs required to provide an infrastructure related service, Council must set parameters in relation to service level standards or goals to be input into the modelling process. This enables Council to predict the capital investment costs associated with providing a service to a prescribed standard or service level scenario. Conversations can then be entered into with Senior Staff, Elected Members and the Community, ultimately to answer the question: “what level of service do you want, and what are you prepared to pay for?”

The parameters displayed in Table 6a and 6b will be used to calculate future Capital Expenditure Projections for West Coast Footpaths.

Table 7a –Service Level Goals by Asset Hierarchy

Asset Hierarchy Level	Service Level Goal	Desired Condition Score
Town Central Business District	Concrete Footpath on both sides of the Road	3
Arterial Link from residential areas to Essential Service Areas and CBD	Continuous Concrete Footpath on both sides of the Road	3
Essential Services Areas (schools, facilities etc)	Concrete footpath bordering Essential Service Areas	3
Collector Path to Arterial Link	Concrete footpath on one side of the Road	4
Local	Asphalt footpath on one side of the Road	4
Local Access	Where funding available Asphalt footpath on one side the Road	4

Table 7b –Capital Expenditure Projection Parameters by Construction Type

Footpath Construction Type	Estimated Replacement Cost (\$ per m2)	Estimated Asset Useful Life (years)	Capital Condition Survey Frequency
Concrete	\$200	75	1 per annum
Pavers	\$200	30	1 per annum
Spray Seal (2 Coat)	\$60	25	1 per annum
Asphalt	\$90	35	1 per annum
Gravel	\$24	15	1 per annum
Kerb and Channel	\$140	75	1 per annum
Associated SW Drainage	\$40	75	NA
Road Reinstatement	\$20	15	1 per annum

Table 7c –Total Annualised (Replacement and Maintenance) by Construction Type

Footpath Construction Type	Total Annualised Cost (\$ per m2)
Concrete	\$12.6 p.a.
Pavers	\$86.6 p.a.
Spray Seal (2 Coat)	\$52.4 p.a.
Asphalt	\$22.57 p.a.
Gravel	\$61.6 p.a.

Note: Where footpaths are upgraded to concrete or asphalt adjacent landowners will be required to upgrade sections of driveways not included in the footpath envelope. Normally this will occur via Council contractors providing quotes for the work.

WEST COAST FOOTPATH PLAN BY TOWNSHIP

Queenstown

Footpaths in Queenstown are on average in fair condition. Concrete footpaths in good condition link residential areas to the South and East of the Town to the Town Centre. Footpaths to the North and Northeast of the Town require significant upgrade to provide safe and efficient access to the Town and essential services from residential areas to the North and Northeast. It is recommended that Council;

- Prioritise the upgrade of the Penghana and Jakins Roads Footpaths (Eastern side) from Wilsdon Street to Batchelor Street to create a safer walkway link from residential areas to the Town centre.
- Prioritise the upgrade of Batchelor Street Footpath (Eastern side) from Cutten Street to new concrete section to the South. The upgrade will finalise a continuous walkway of concrete footpath from the Town Centre to residential areas and facilities in South Queenstown.
- Prioritise the upgrade of Driffield Street Footpath (Southern side) from Tramway Street to Driffield Street to complete the connection of existing footpath which terminates at Tramway Street. The upgrade will create a safer walkway link from residential areas to the Town centre.
- Upgrade existing gravel footpath on the Northern side of Batchelor Street from existing bitumen section east of Wilsdon Street to Penghana Road. Upgrade footpath to a hotmix / asphalt construction.
- Consider constructing new footpath links in residential areas which currently do not have the facility of a sealed footpath.

Table 8 – Proposed Prioritised Renewal, Upgrade and New Footpath Capex (Queenstown)

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required) (\$)
PRQ-PEN050	PENGHANA RD	JAKINS ST	WILSDON ST	QUEENSTOWN	GR	Renewal / Upgrade	1	48,411	107,580	107,580
PLQ-BAT010	BATCHELOR ST	PENGHANA RD	MARY ST	QUEENSTOWN	BM	Renewal / Upgrade	3	11,547	25,660	25,660
Q530.5	URQUHART ST	O'HALLORAN ST	HUNTLEY ST	QUEENSTOWN	0	New Link Priority	4	47,745	106,100	106,100
N140.3	GAFFNEY ST	DRIFFIELD ST	MCNAMARA ST	QUEENSTOWN	0	New Link Priority	6	12,627	28,060	28,060
Q142.7	BATRAM ST	CONLAN ST	EVANS ST	QUEENSTOWN	BM	Renewal / Upgrade	6	12,843	28,540	28,540
Q317.6	SELBY ST	URQUHART ST	DRIFFIELD ST	QUEENSTOWN	0	New Link Discretionary	6	28,584	63,520	63,520
Q528.2	HALL ST	LOVETT ST	HURST ST	QUEENSTOWN	0	New Link Discretionary	8	47,538	105,640	105,640
Q256.9	ESPLANADE	BRADDON ST	END	QUEENSTOWN	0	New Link Discretionary	8	23,121	51,380	51,380
Q140.3	GRAFTON ST	BRADDON ST	DOUGLAS ST	QUEENSTOWN	0	New Link Discretionary	8	12,627	28,060	28,060
Q152.2	HARVEY ST	DRIFFIELD ST	END	QUEENSTOWN	0	New Link Discretionary	8	13,698	30,440	30,440
Q390.4	SORELL ST	DARLING ST	ESPLANADE	QUEENSTOWN	0	New Link Discretionary	8	35,136	78,080	78,080
Q71.7	ESPLANADE	PENGANA ST	Existing FP	QUEENSTOWN	0	New Link Discretionary	8	6,453	14,340	14,340
Q235.4	PROVIS ST	KNOX ST	MCNAMARA ST	QUEENSTOWN	0	New Link Discretionary	8	21,186	47,080	47,080
Q636.4	HUNTER ST	LITTLE HUNTER ST	CUTTEN ST	QUEENSTOWN	0	New Link Discretionary	8	57,276	127,280	127,280

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required) (\$)
Q689.3	RUPERT ST & NANKIVELL ST	CONLAN ST	DILGER ST	QUEENSTOWN	0	New Link Discretionary	8	62,037	137,860	137,860
Q90.5	LOVETT ST	FYSH ST	SHORT ST	QUEENSTOWN	0	New Link Discretionary	9	8,145	18,100	18,100
Q163.0	FYSH ST	LOVETT	END	QUEENSTOWN		New Link Discretionary	10	14,670	32,600	32,600
Q83.0	DOUGLAS ST	HENRY ST	GRAFTON ST	QUEENSTOWN		New Link Discretionary	10	7,470	16,600	16,600
Q71.3	BRADDON ST	HENRY ST	GRAFTON ST	QUEENSTOWN		New Link Discretionary	10	6,417	14,260	14,260
Q73.6	HUNTLEY ST	HENRY ST	GRAFTON	QUEENSTOWN		New Link Discretionary	10	6,624	14,720	14,720
Q162.2	ELLIOT ST	BARTRAM ST	END	QUEENSTOWN		New Link Discretionary	10	14,598	32,440	32,440

Map 1a – Queenstown Footpaths: Proposed Capex



Map 1b – Queenstown Footpaths: Proposed Capex



Zeehan

Zeehan footpaths are on average in poor condition particularly on roads surrounding Zeehan Primary and the nearby residential areas. Some footpaths along Main Street are also in poor condition and require renewal to provide safe passage to residents to the Town Centre and essential services. It is recommended that Council;

- Prioritise the upgrade of the Main street footpath (Western side) from Smith Street to Bestead Street to create a safe connection between the Town business district and Zeehan Primary School.
- Upgrade Belstead footpath, Main street to Shield street located on the Southern side of the road to concrete. And upgrade Fowell Street footpath, Main street to Shield street located on the Northern side of the road to concrete. Both footpaths are located on the boundary of the primary school and provide an avenue to and access into the school grounds.
- Prioritise the renewal of Fowell Street footpath, Main Street to Shield street located on the Southern side of the road. And prioritise the renewal of Belstead footpath, Main street to Shield street located on the northern side of the road. Both footpaths are adjacent to Zeehan Primary, are in very poor condition, and provide connections to residential areas.
- Prioritise the renewal of multiple sections of Main Street footpath currently in poor condition including: Main Street from Westwood Street to Fowell Street (Left/Eastern side) and Main Street from Henty Road to Gellibrand Street (Right/Northern side).
- Various renewals are required South of Main Street to enable safe passage to and from residential areas in streets such as Gellibrand, Leventhorpe, Counsel, and Fincham Street to essential facilities and the Town Centre.
- Council should consider building a new hotmix footpath link on Gellibrand Street from Leventhorpe Street to Fincham Street to provide a continuous safe walkway on one side of the road to Main Street.
- Consider constructing new footpath links in residential areas which currently do not have the facility of a sealed footpath.

Table 9 – Proposed Prioritised Renewal, Upgrade and New Footpath Capex (Zeehan)

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required) (\$)
PRZ-MAI020	MAIN ST	HENTY MAIN RD	KING ST	ZEEHAN	BM	Renewal / Upgrade	1	17,559	39,020	39,020
PRZ-MAI070	MAIN ST	BELSTEAD ST	WILSON ST	ZEEHAN	BM	Renewal / Upgrade	1	41,814	92,920	92,920
PRZ-MAI080	MAIN ST	WILSON ST	EMMA ST	ZEEHAN	BM	Renewal / Upgrade	1	33,237	73,860	73,860
PRZ-MAI090	MAIN ST	EMMA ST	SMITH ST	ZEEHAN	BM	Renewal / Upgrade	1	35,613	79,140	79,140
PRZ-MAI031	MAIN ST	KING ST	GELLIBRAND ST	ZEEHAN	BM	Renewal / Upgrade	1	20,970	46,600	46,600
PRZ-MAI030	MAIN ST	KING ST	GELLIBRAND ST	ZEEHAN	HM	Renewal / Upgrade	1	10,233	22,740	22,740
PRZ-BEL020	BELSTEAD ST	MAIN ST	SHIELD ST	ZEEHAN	BM	Renewal / Upgrade	3	22,806	50,680	50,680
PRZ-MAI060	MAIN ST	FOWELL ST	BELSTEAD ST	ZEEHAN	BM	Renewal / Upgrade	3	38,871	86,380	86,380
PRZ-BEL030	BELSTEAD ST	ROBINSON ST	SHIELD ST	ZEEHAN	BM	Renewal / Upgrade	3	16,038	35,640	35,640
PLZ-FOW030	FOWELL ST	MAIN ST	SHIELD ST	ZEEHAN	BM	Renewal / Upgrade	3	50,535	112,300	112,300
PRZ-MAI020	MAIN ST	HENTY MAIN RD	KING ST	ZEEHAN	BM	Renewal / Upgrade	3	21,321	47,380	47,380
PRZ-GEL010	GELLIBRAND ST	WESTWOOD ST	FOWELL ST	ZEEHAN	BM	Renewal / Upgrade	3	15,912	35,360	35,360
PLZ-GEL030	GELLIBRAND ST	MAIN ST	LEVENTHORPE ST	ZEEHAN	BM	Renewal / Upgrade	3	13,923	30,940	30,940
PRZ-GEL020	GELLIBRAND ST	MAIN ST	WESTWOOD ST	ZEEHAN	BM	Renewal / Upgrade	3	15,237	33,860	33,860
PRZ-GEL020	GELLIBRAND ST	MAIN ST	WESTWOOD ST	ZEEHAN	BM	Renewal / Upgrade	4	15,237	33,860	33,860
PLZ-WSD010	WESTWOOD ST	MAIN ST	COUNSEL ST	ZEEHAN	GR	Renewal / Upgrade	4	11,385	25,300	25,300
PRZ-SHI050	SHIELD ST	WESTWOOD ST	FEDERATION ST	ZEEHAN	BM	Renewal / Upgrade	4	10,971	24,380	24,380

Asset ID	Street Name	From	To	Locality	Curren t Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingenc y for Kerb & SW (if Required) (\$)
PRZ-SHI060	SHIELD ST	FEDERATION ST	MAIN ST	ZEEHAN	BM	Renewal / Upgrade	4	5,796	12,880	12,880
N192B	BELSTEAD ST	MAIN ST	COUNSEL ST	ZEEHAN		New Link Priority	4	17,280	38,400	38,400
PRZ-LEV020	LEVENTHORPE ST	COUNSEL ST	GELLIBRAND ST	ZEEHAN	BM	Renewal / Upgrade	4	13,185	29,300	29,300
PLZ-FIN010	FINCHAM ST	GELLIBRAND ST	KING ST	ZEEHAN	BM	Renewal / Upgrade	5	30,510	67,800	67,800
PLZ-LEV030	LEVENTHORPE ST	GELLIBRAND ST	KING ST	ZEEHAN	GR	Renewal / Upgrade	5	31,455	69,900	69,900
PRZ-CNL050	COUNSEL ST	WESTWOOD ST	LEVENTHORPE ST	ZEEHAN	GR	Renewal / Upgrade	5	20,322	45,160	45,160
N167.4F	FOWELL ST	Existing FP	PARKINSON ST	ZEEHAN		New Link Priority	6	15,066	33,480	33,480
N86F	FOWELL ST	MAIN ST	POOL	ZEEHAN		New Link Priority	6	7,740	17,200	17,200
N167.9G	GELLIBRAND ST	LEVENTHORPE ST	FINCHAM ST	ZEEHAN		New Link Discretionary	6	15,111	33,580	33,580
N70.7S	SMITH ST	COUNSEL ST	MAIN ST	ZEEHAN		New Link Discretionary	7	6,363	14,140	14,140
N286.5S	SMITH ST	COUNSEL ST	EMMA ST	ZEEHAN		New Link Discretionary	7	25,785	57,300	57,300
N73.9E	EMMA ST	MAIN ST	COUNSEL ST	ZEEHAN		New Link Discretionary	7	6,651	14,780	14,780
N136B	BAYLEY ST	EMMA ST	WILSON ST	ZEEHAN		New Link Discretionary	7	12,240	27,200	27,200
N228.8B	BAYLEY ST	WILSON ST	QUIGGIN ST	ZEEHAN		New Link Discretionary	7	20,592	45,760	45,760
N591.2P	PILLINGER ST	KING ST	LEVENTHORPE ST	ZEEHAN		New Link Discretionary	7	53,208	118,240	118,240
N499.2E	EMMA ST	COUNSEL ST	WILSON ST	ZEEHAN		New Link Discretionary	9	44,928	99,840	99,840
N499.2F	EMMA ST	WILSON ST	BELSTEAD ST	ZEEHAN		New Link Discretionary	9	44,928	99,840	99,840
N983.3Q	QUEEN ST	STOP ST	FOWLER ST	ZEEHAN		New Link Discretionary	9	88,497	196,660	196,660
N983.3M	MAIN ST	SHAW ST	QUEEN ST	ZEEHAN		New Link Discretionary	9	88,497	196,660	196,660
N779.9T	TARLETON ST	DODDS ST	FREDERICK ST	ZEEHAN		New Link Discretionary	10	70,191	155,980	155,980

Map 2 – Zeehan Footpaths: Proposed Capex



Strahan

Strahan footpaths are on average, in good to fair condition. Concrete footpaths (generally in good condition) provide walkway links from residential areas to the Town Centre and essential facilities throughout the Town. The footpath network in Strahan is currently meeting the Footpath Strategy outlined in this document. Therefore, outside of scheduled footpath renewals, Strahan is not expected to require significant footpath upgrade in the next 5 years. It is recommended that Council;

- Prioritise the renewal of section of Esplanade footpath located in front of Hamer’s Hotel on the river side of the road to improve footpath quality in a very high-profile part of the municipality. Currently this footpath is currently in relatively poor condition.
- Prioritise building new footpath links in East Strahan where no footpath currently exists to link it and it’s facilities to the centre of the township.
- Consider constructing new footpath links in residential areas which currently do not have the facility of a sealed footpath.

Table 10 – Proposed Prioritised Renewal, Upgrade and New Footpath Capex (Strahan)

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if required) (\$)
PLS-ESD011	ESPLANADE	ESK ST	HAROLD ST	STRAHAN	CN	Renewal / Upgrade	1	25,884	57,520	57,520
N95.5R	REID ST	GAFFNEY ST EAST	Existing FP	STRAHAN		New Link Priority	1	32,022	71,160	71,160
N617.5G	GAFFENY ST WEST	ANDREW ST	END	STRAHAN		New Link Priority	2	29,151	64,780	64,780
N322.4P	PONTIFEX ST	HARVEY ST	GAFFNEY ST WEST	STRAHAN		New Link Priority	2	6,939	15,420	15,420
N321P	PRANGLEY ST	GAFFNEY ST WEST	HARVEY ST	STRAHAN		New Link Priority	2	37,863	84,140	84,140
N319.4M	MERRIDITH ST	GAFFNEY ST WEST	END	STRAHAN		New Link Priority	2	35,208	78,240	78,240
N322.1P	PRANGLEY ST	GAFFNEY ST WEST	HARVEY ST	STRAHAN		New Link Priority	2	30,582	67,960	67,960
N322H	HERBERT ST	INNES ST EAST	HARVEY ST	STRAHAN		New Link Priority	3	8,226	18,280	18,280
N359.4M	MEREDITH ST	HARVEY ST SOUTH		STRAHAN		New Link Priority	3	8,748	19,440	19,440
N62.2G	GAFNEY ST WEST	HARRY ST	ANDREW ST	STRAHAN		New Link Discretionary	3	24,606	54,680	54,680
N320.7H	HARRY ST	GAFFNEY ST WEST	HENRY ST	STRAHAN		New Link Discretionary	3	6,183	13,740	13,740
N56.7H	HENRY ST	HARRY ST	ANDREW ST	STRAHAN		New Link Discretionary	3	23,139	51,420	51,420
N374.6F	FRAZER ST	INNES ST EAST	END	STRAHAN		New Link Discretionary	4	15,597	34,660	34,660
N269.6G	GAFFNEY ST EAST	HERBERT ST	END	STRAHAN		New Link Discretionary	4	15,210	33,800	33,800
N609.6G	GAFFNEY ST EAST	REID ST	LYNCH ST	STRAHAN		New Link Discretionary	4	26,109	58,020	58,020
N609.6L	LYNCH ST	GAFFNEY ST EAST	END	STRAHAN		New Link Discretionary	4	16,047	35,660	35,660

Map 3 – Strahan Footpaths: Proposed Capex



Rosebery

Rosebery footpaths are on average in poor condition particularly on roads which link main residential areas to the Town Centre and essential services such as Baillieu Street, Primrose Road and others. It is recommended that Council;

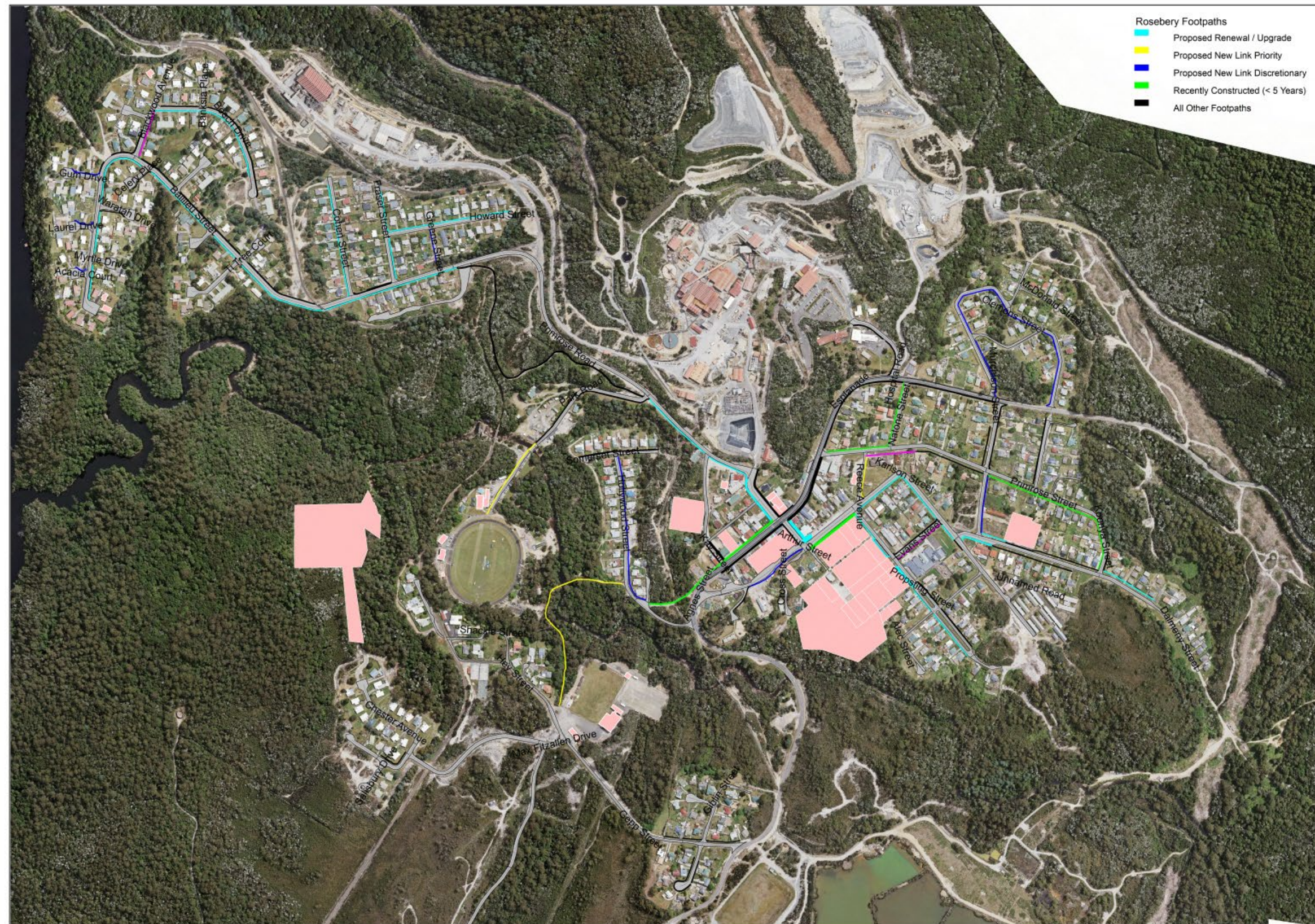
- Prioritise the upgrade of the Baillieu Street footpath (Southern side) from Blackwood Avenue to the new concrete walkway which connects Baillieu Street and Primrose Road.
- Prioritise the upgrade of the Arthur Street and Primrose Road footpaths (Southern side) from Main Street to Park Street to connect with the new concrete walkway which connects Primrose Road to Baillieu Street.
- Consider building new footpaths (shown in Map 4) in Morrisby Street, Murchison Street and Reece Avenue to better connect the surrounding residential areas with the library, school, town centre and local playgrounds.
- Prioritise the renewal of various footpaths on collector links (shown in Map 4) currently in poor to very poor condition to improve the safety and connectivity of walkways West of the “Main Street”/Murchison Highway.
- Consider constructing new footpath links in residential areas which currently do not have the facility of a sealed footpath.

Table 11 – Proposed Prioritised Renewal, Upgrade and New Footpath Capex (Rosebery)

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required) (\$)
PLR-BAI030	BAILLIEU ST	RAILWAY	WATTLE PLACE	ROSEBERY	BM	Renewal / Upgrade	1	25,884	57,520	57,520
PLR-BAI040	BAILLIEU ST	WATTLE PLACE	BLACKWOOD AVE	ROSEBERY	BM	Renewal / Upgrade	1	32,022	71,160	71,160
PLR-ART010	ARTHUR ST	AGNES ST	PRIMROSE RD	ROSEBERY	BM	Renewal / Upgrade	2	29,151	64,780	64,780
PLR-BAI020	BAILLIEU ST	PRIMROSE ROD	RAILWAY	ROSEBERY	BM	Renewal / Upgrade	2	6,939	15,420	15,420
PLR-BAI050	BAILLIEU ST	BLACKWOOD AVE	CSAC	ROSEBERY	BM	Renewal / Upgrade	2	37,863	84,140	84,140
PLR-PRI010	PRIMROSE RD	ARTHUR ST	BAILLIEU ST	ROSEBERY	BM	Renewal / Upgrade	2	35,208	78,240	78,240
PLR-BAI021	BAILLIEU ST	PRIMROSE ROD	RAILWAY	ROSEBERY	BM	Renewal / Upgrade	2	30,582	67,960	67,960
PRR-PRP011	PROPSTING ST	MORRISBY ST	EVANS ST	ROSEBERY	CN	Renewal / Upgrade	3	8,226	18,280	18,280
PRR-PRP010	PROPSTING ST	MORRISBY ST	EVANS ST	ROSEBERY	BM	Renewal / Upgrade	3	8,748	19,440	19,440
PRR-PRP021	PROPSTING ST	EVANS ST	HEAN ST	ROSEBERY	BM	Renewal / Upgrade	3	24,606	54,680	54,680
PRR-PRP020	PROPSTING ST	EVANS ST	HEAN ST	ROSEBERY	BM	Renewal / Upgrade	3	6,183	13,740	13,740
N257.1P	PARK RD	Existing FP	PARK	ROSEBERY	0	New Link Priority	3	23,139	51,420	51,420
PRR-MOR020	MORRISBY ST	PROPSTING ST	KARLSON ST	ROSEBERY	BM	Renewal / Upgrade	4	15,597	34,660	34,660
PLR-MOR010	MORRISBY ST	ARTHUR ST	PROPSTING ST	ROSEBERY	BM	Renewal / Upgrade	4	15,210	33,800	33,800
PLR-ART020	ARTHUR ST - L	AGNES ST	MORRISBY ST	ROSEBERY	BM	Renewal / Upgrade	4	26,109	58,020	58,020
PRR-KAR010	KARLSON ST	MORRISBY ST	DALMENY SY	ROSEBERY	BM	Renewal / Upgrade	4	16,047	35,660	35,660
PRR-KAR011	KARLSON ST	MORRISBY ST	DALMENY SY	ROSEBERY	BM	Renewal / Upgrade	4	5,805	12,900	12,900
PRR-DAL010	DALMENY ST	KARLSON ST	KOONYA ST	ROSEBERY	BM	Renewal / Upgrade	4	15,507	34,460	34,460
PLR-DAL011	DALMENY ST	KARLSON ST	KOONYA ST	ROSEBERY	GR	Renewal / Upgrade	4	6,993	15,540	15,540
PRR-PRP030	PROPSTING ST	HEAN ST	CSAC	ROSEBERY	BM	Renewal / Upgrade	4	12,663	28,140	28,140
N126.9R	REECE AV	PRIMROSE ST	MORRISBY ST	ROSEBERY		New Link Priority	4	11,421	25,380	25,380
PRR-FRZ010	FRAZER ST	BAILLIEU ST	CSAC	ROSEBERY	BM	Renewal / Upgrade	5	11,061	24,580	24,580
PLR-HOW010	HOWARD ST	FRAZER ST	CSAC	ROSEBERY	BM	Renewal / Upgrade	5	33,309	74,020	74,020

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required) (\$)
PLR-COH010	COHEN ST	BAILLIEU ST	CSAC	ROSEBERY	BM	Renewal / Upgrade	5	30,276	67,280	67,280
PLR-DAL020	DALMENY ST	KOONYA ST	END	ROSEBERY	BM	Renewal / Upgrade	5	15,570	34,600	34,600
PRR-FRZ011	FRAZER ST	BAILLIEU ST	CSAC	ROSEBERY	BM	Renewal / Upgrade	5	10,674	23,720	23,720
PRR-BEE010	BEECH DVE	BLACKWOOD AVE	CSAC	ROSEBERY	BM	Renewal / Upgrade	5	35,946	79,880	79,880
N586R	ROSBERY RECREATION PATH	HOLLYWOOD ST	HEY ST	ROSEBERY		New Link Priority	6	52,740	117,200	117,200
N194M	MORRISBY ST	ARTHUR ST	AGNES ST (DRIVEWAY)	ROSEBERY		New Link Discretionary	6	17,460	38,800	38,800
N170.9M	MURCHISON ST	DALMENY ST	PRIMROSE ST	ROSEBERY		New Link Discretionary	7	15,381	34,180	34,180
N94.7G	GREENE ST	HOWARD ST	END	ROSEBERY		New Link Discretionary	7	8,523	18,940	18,940
N246.7C	CLEMMONS ST	REID ST	COLBROOK ST	ROSEBERY		New Link Discretionary	7	22,203	49,340	49,340
N394.8C	CLEMMONS ST	COLEBROOK ST	COLEBROOK ST	ROSEBERY		New Link Discretionary	7	35,532	78,960	78,960
N182.5M	MURCHISON ST	COLEBROOK ST	REID ST	ROSEBERY		New Link Discretionary	7	16,425	36,500	36,500
N451.9H	HOLLYWOOD ST	AGNES ST	SOMERSET ST	ROSEBERY		New Link Discretionary	8	40,671	90,380	90,380
N89.5G	GUM DR	BAILLIEU ST	END	ROSEBERY		New Link Discretionary	10	8,055	17,900	17,900
N61.5L	LAUREL DR	BAILIEU ST	END	ROSEBERY		New Link Discretionary	10	5,535	12,300	12,300
N37.5A	ACACIA CT	BAILLIEU ST	END	ROSEBERY		New Link Discretionary	10	3,375	7,500	7,500

Map 4 – Rosebery Footpaths: Proposed 10 Year Capex



Tullah

Tullah footpaths are in poor condition particular in Central Avenue which is the main road connecting residential properties with the Town’s facilities and services. It is recommended that Council;

- Prioritise the renewal of the Central Avenue footpath on the Eastern side to greatly improve the safety of the walkway from the main residential areas to the footpath/walking track which connects the Tullah Village with the streets located immediately to the South of the Tullah Tavern.
- Prioritise the renewal of the Central Avenue footpath on the Western side to greatly improve the safety of the walkway from the main residential areas to the footpath/walking track which connects the Tullah Village with the streets located immediately to the South of the Tullah Tavern.
- Consider building a new footpath from Central Avenue to the Tullah Lakeside Lodge.

Table 12 – Proposed Prioritised Renewal, Upgrade and New Footpath Capex (Tullah)

Asset ID	Street Name	From	To	Locality	Current Type	Capex Category	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required) (\$)
PLT-CEN011	CENTRAL AVE	VICTORIA ST	SOPHIA ST	TULLAH	BM	Renewal / Upgrade	2	19,755	43,900	43,900
PRT-CEN010	CENTRAL AVE	FARRELL ST	VICTORIA ST	TULLAH	BM	Renewal / Upgrade	2	21,861	48,580	48,580
PRT-CEN005	CENTRAL AVE	SALE ST	READ ST	TULLAH	BM	Renewal / Upgrade	2	14,400	32,000	32,000
PRT-CEN010	CENTRAL AVE	VICTORIA ST	SOPHIA ST	TULLAH	BM	Renewal / Upgrade	2	14,373	31,940	31,940
PRT-CEN009	CENTRAL AVE	READ ST	VICTORIA ST	TULLAH	BM	Renewal / Upgrade	2	13,725	30,500	30,500
PRT-CEN001	CENTRAL AVE	FARREL ST	SALE ST	TULLAH	BM	Renewal / Upgrade	2	5,895	13,100	13,100
PRT-CEN020	CENTRAL AVE	SOPHIA ST	LINDSAY AV	TULLAH	BM	Renewal / Upgrade	2	10,539	23,420	23,420
PRT-CEN021	CENTRAL AVE	LINDSAY AV	BLUFF ST	TULLAH	BM	Renewal / Upgrade	2	10,503	23,340	23,340
PLT-CEN020	CENTRAL AVE	SOPHIA ST	KERSHAW ST	TULLAH	BM	Renewal / Upgrade	2	19,008	42,240	42,240
PLT-CEN021	CENTRAL AVE	SOPHIA ST	KERSHAW ST	TULLAH	BM	Renewal / Upgrade	2	14,886	33,080	33,080
N231.6F	FARELL ST	CENTRAL AV	TULLAH LODGE	TULLAH		New Link Priority	3	20,844	46,320	46,320

Map 5 – Tullah Footpaths: Proposed Capex



Capital Works Plan by Priority Group

Asset ID	Street Name	From	To	Locality	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required)
PRQ-PEN050	PENGHANA RD	JAKINS ST	WILSDON ST	QUEENSTOW N	1	48,411	107,580	107,580
PRZ-MAI020	MAIN ST	HENTY MAIN RD	KING ST	ZEEHAN	1	17,559	39,020	39,020
PRZ-MAI070	MAIN ST	BELSTEAD ST	WILSON ST	ZEEHAN	1	41,814	92,920	92,920
PRZ-MAI080	MAIN ST	WILSON ST	EMMA ST	ZEEHAN	1	33,237	73,860	73,860
PRZ-MAI090	MAIN ST	EMMA ST	SMITH ST	ZEEHAN	1	35,613	79,140	79,140
PRZ-MAI031	MAIN ST	KING ST	GELLIBRAND ST	ZEEHAN	1	20,970	46,600	46,600
PRZ-MAI030	MAIN ST	KING ST	GELLIBRAND ST	ZEEHAN	1	10,233	22,740	22,740
PLS-ESD011	ESPLANADE	ESK ST	HAROLD ST	STRAHAN	1	12,807	28,460	28,460
PLR-BAI030	BAILLIEU ST	RAILWAY	WATTLE PLACE	ROSEBERY	1	25,884	57,520	57,520
PLR-BAI040	BAILLIEU ST	WATTLE PLACE	BLACKWOOD AVE	ROSEBERY	1	32,022	71,160	71,160
PLR-ART010	ARTHUR ST	AGNES ST	PRIMROSE RD	ROSEBERY	2	29,151	64,780	64,780
PLR-BAI020	BAILLIEU ST	PRIMROSE ROD	RAILWAY	ROSEBERY	2	6,939	15,420	15,420
PLR-BAI050	BAILLIEU ST	BLACKWOOD AVE	CSAC	ROSEBERY	2	37,863	84,140	84,140
PLR-PRI010	PRIMROSE RD	ARTHUR ST	BAILLIEU ST	ROSEBERY	2	35,208	78,240	78,240
PLR-BAI021	BAILLIEU ST	PRIMROSE ROD	RAILWAY	ROSEBERY	2	30,582	67,960	67,960
PLT-CEN011	CENTRAL AVE	VICTORIA ST	SOPHIA ST	TULLAH	2	19,755	43,900	43,900
PRT-CEN010	CENTRAL AVE	FARRELL ST	VICTORIA ST	TULLAH	2	21,861	48,580	48,580
PRT-CEN005	CENTRAL AVE	SALE ST	READ ST	TULLAH	2	14,400	32,000	32,000
PRT-CEN010	CENTRAL AVE	VICTORIA ST	SOPHIA ST	TULLAH	2	14,373	31,940	31,940
PRT-CEN009	CENTRAL AVE	READ ST	VICTORIA ST	TULLAH	2	13,725	30,500	30,500
PRT-CEN001	CENTRAL AVE	FARREL ST	SALE ST	TULLAH	2	5,895	13,100	13,100
PRT-CEN020	CENTRAL AVE	SOPHIA ST	LINDSAY AV	TULLAH	2	10,539	23,420	23,420
PRT-CEN021	CENTRAL AVE	LINDSAY AV	BLUFF ST	TULLAH	2	10,503	23,340	23,340
PLT-CEN020	CENTRAL AVE	SOPHIA ST	KERSHAW ST	TULLAH	2	19,008	42,240	42,240
PLT-CEN021	CENTRAL AVE	SOPHIA ST	KERSHAW ST	TULLAH	2	14,886	33,080	33,080
N95.5R	REID ST	GAFFNEY ST EAST	Existing FP	STRAHAN	3	8,595	19,100	19,100
PLQ-BAT010	BATCHELOR ST	PENGHANA RD	MARY ST	QUEENSTOW N	3	11,547	25,660	25,660
PRZ-BEL020	BELSTEAD ST	MAIN ST	SHIELD ST	ZEEHAN	3	22,806	50,680	50,680
PRZ-MAI060	MAIN ST	FOWELL ST	BELSTEAD ST	ZEEHAN	3	38,871	86,380	86,380
PRZ-BEL030	BELSTEAD ST	ROBINSON ST	SHIELD ST	ZEEHAN	3	16,038	35,640	35,640
PRR-PRP011	PROPSTING ST	MORRISBY ST	EVANS ST	ROSEBERY	3	8,226	18,280	18,280
PRR-PRP010	PROPSTING ST	MORRISBY ST	EVANS ST	ROSEBERY	3	8,748	19,440	19,440
PRR-PRP021	PROPSTING ST	EVANS ST	HEAN ST	ROSEBERY	3	24,606	54,680	54,680

Asset ID	Street Name	From	To	Locality	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required)
PRR-PRP020	PROPSTING ST	EVANS ST	HEAN ST	ROSEBERY	3	6,183	13,740	13,740
PLZ-FOW030	FOWELL ST	MAIN ST	SHIELD ST	ZEEHAN	3	50,535	112,300	112,300
N257.1P	PARK RD	Existing FP	PARK	ROSEBERY	3	23,139	51,420	51,420
N231.6F	FARELL ST	CENTRAL AV	TULLAH LODGE	TULLAH	3	20,844	46,320	46,320
PRZ-MAI020	MAIN ST	HENTY MAIN RD	KING ST	ZEEHAN	3	21,321	47,380	47,380
PRZ-GEL010	GELLIBRAND ST	WESTWOOD ST	FOWELL ST	ZEEHAN	3	15,912	35,360	35,360
PLZ-GEL030	GELLIBRAND ST	MAIN ST	LEVENTHORPE ST	ZEEHAN	3	13,923	30,940	30,940
PRZ-GEL020	GELLIBRAND ST	MAIN ST	WESTWOOD ST	ZEEHAN	3	15,237	33,860	33,860
PRZ-GEL020	GELLIBRAND ST	MAIN ST	WESTWOOD ST	ZEEHAN	4	15,237	33,860	33,860
PLZ-WSD010	WESTWOOD ST	MAIN ST	COUNSEL ST	ZEEHAN	4	11,385	25,300	25,300
PRZ-SHI050	SHIELD ST	WESTWOOD ST	FEDERATION ST	ZEEHAN	4	10,971	24,380	24,380
PRZ-SHI060	SHIELD ST	FEDERATION ST	MAIN ST	ZEEHAN	4	5,796	12,880	12,880
PRR-MOR020	MORRISBY ST	PROPSTING ST	KARLSON ST	ROSEBERY	4	15,597	34,660	34,660
PLR-MOR010	MORRISBY ST	ARTHUR ST	PROPSTING ST	ROSEBERY	4	15,210	33,800	33,800
PLR-ART020	ARTHUR ST - L	AGNES ST	MORRISBY ST	ROSEBERY	4	26,109	58,020	58,020
PRR-KAR010	KARLSON ST	MORRISBY ST	DALMENY SY	ROSEBERY	4	16,047	35,660	35,660
PRR-KAR011	KARLSON ST	MORRISBY ST	DALMENY SY	ROSEBERY	4	5,805	12,900	12,900
PRR-DAL010	DALMENY ST	KARLSON ST	KOONYA ST	ROSEBERY	4	15,507	34,460	34,460
PLR-DAL011	DALMENY ST	KARLSON ST	KOONYA ST	ROSEBERY	4	6,993	15,540	15,540
PRR-PRP030	PROPSTING ST	HEAN ST	CSAC	ROSEBERY	4	12,663	28,140	28,140
N126.9R	REECE AV	PRIMROSE ST	MORRISBY ST	ROSEBERY	4	11,421	25,380	25,380
N617.5G	GAFFENY ST WEST	ANDREW ST	END	STRAHAN	4	55,575	123,500	123,500
N192B	BELSTEAD ST	MAIN ST	COUNSEL ST	ZEEHAN	4	17,280	38,400	38,400
Q530.5	URQUHART ST	O'HALLORAN ST	HUNTLEY ST	QUEENSTOW N	4	47,745	106,100	106,100
PRZ-LEV020	LEVENTHORPE ST	COUNSEL ST	GELLIBRAND ST	ZEEHAN	4	13,185	29,300	29,300
PLZ-FIN010	FINCHAM ST	GELLIBRAND ST	KING ST	ZEEHAN	5	30,510	67,800	67,800
PLZ-LEV030	LEVENTHORPE ST	GELLIBRAND ST	KING ST	ZEEHAN	5	31,455	69,900	69,900
PRZ-CNL050	COUNSEL ST	WESTWOOD ST	LEVENTHORPE ST	ZEEHAN	5	20,322	45,160	45,160
PRR-FRZ010	FRAZER ST	BAILLIEU ST	CSAC	ROSEBERY	5	11,061	24,580	24,580
Asset ID	Street Name	From	To	Locality	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required)
PLR-HOW010	HOWARD ST	FRAZER ST	CSAC	ROSEBERY	5	33,309	74,020	74,020
PLR-COH010	COHEN ST	BAILLIEU ST	CSAC	ROSEBERY	5	30,276	67,280	67,280
PLR-DAL020	DALMENY ST	KOONYA ST	END	ROSEBERY	5	15,570	34,600	34,600

Asset ID	Street Name	From	To	Locality	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required)
PRR-FRZ011	FRAZER ST	BAILLIEU ST	CSAC	ROSEBERY	5	10,674	23,720	23,720
PRR-BEE010	BEECH DVE	BLACKWOOD AVE	CSAC	ROSEBERY	5	35,946	79,880	79,880
N322.4P	PONTIFEX ST	HARVEY ST	GAFFNEY ST WEST	STRAHAN	5	29,016	64,480	64,480
N321P	PRANGLEY ST	GAFFNEY ST WEST	HARVEY ST	STRAHAN	5	28,890	64,200	64,200
N319.4M	MERRIDITH ST	GAFFNEY ST WEST	END	STRAHAN	6	28,746	63,880	63,880
N322.1P	PRANGLEY ST	GAFFNEY ST WEST	HARVEY ST	STRAHAN	6	28,989	64,420	64,420
N322H	HERBERT ST	INNES ST EAST	HARVEY ST	STRAHAN	6	28,980	64,400	64,400
N359.4M	MEREDITH ST	HARVEY ST SOUTH	0	STRAHAN	6	32,346	71,880	71,880
N140.3	GAFFNEY ST	DRIFFIELD ST	MCNAMARA ST	QUEENSTOW N	6	12,627	28,060	28,060
N167.4F	FOWELL ST	Existing FP	PARKINSON ST	ZEEHAN	6	15,066	33,480	33,480
Q142.7	BATRAM ST	CONLAN ST	EVANS ST	QUEENSTOW N	6	12,843	28,540	28,540
N86F	FOWELL ST	MAIN ST	POOL	ZEEHAN	6	7,740	17,200	17,200
N586R	ROSBERY RECREATION PATH	HOLLYWOOD ST	HEY ST	ROSEBERY	6	52,740	117,200	117,200
Q317.6	SELBY ST	URQUHART ST	DRIFFIELD ST	QUEENSTOW N	6	28,584	63,520	63,520
N194M	MORRISBY ST	ARTHUR ST	AGNES ST (DRIVEWAY)	ROSEBERY	6	17,460	38,800	38,800
N167.9G	GELLIBRAND ST	LEVENTHORPE ST	FINCHAM ST	ZEEHAN	6	15,111	33,580	33,580
N170.9M	MURCHISON ST	DALMENY ST	PRIMROSE ST	ROSEBERY	7	15,381	34,180	34,180
N62.2G	GAFNEY ST WEST	HARRY ST	ANDREW ST	STRAHAN	7	5,598	12,440	12,440
N320.7H	HARRY ST	GAFFNEY ST WEST	HENRY ST	STRAHAN	7	28,863	64,140	64,140
N56.7H	HENRY ST	HARRY ST	ANDREW ST	STRAHAN	7	5,103	11,340	11,340
N374.6F	FRAZER ST	INNES ST EAST	END	STRAHAN	7	33,714	74,920	74,920
N269.6G	GAFFNEY ST EAST	HERBERT ST	END	STRAHAN	7	24,264	53,920	53,920
N94.7G	GREENE ST	HOWARD ST	END	ROSEBERY	7	8,523	18,940	18,940
N246.7C	CLEMMONS ST	REID ST	COLBROOK ST	ROSEBERY	7	22,203	49,340	49,340
N394.8C	CLEMMONS ST	COLEBROOK ST	COLEBROOK ST	ROSEBERY	7	35,532	78,960	78,960
N182.5M	MURCHISON ST	COLEBROOK ST	REID ST	ROSEBERY	7	16,425	36,500	36,500
N70.7S	SMITH ST	COUNSEL ST	MAIN ST	ZEEHAN	7	6,363	14,140	14,140
N286.5S	SMITH ST	COUNSEL ST	EMMA ST	ZEEHAN	7	25,785	57,300	57,300
N73.9E	EMMA ST	MAIN ST	COUNSEL ST	ZEEHAN	7	6,651	14,780	14,780
N136B	BAYLEY ST	EMMA ST	WILSON ST	ZEEHAN	7	12,240	27,200	27,200
N228.8B	BAYLEY ST	WILSON ST	QUIGGIN ST	ZEEHAN	7	20,592	45,760	45,760
N591.2P	PILLINGER ST	KING ST	LEVENTHORPE ST	ZEEHAN	7	53,208	118,240	118,240

Asset ID	Street Name	From	To	Locality	Priority	Capex Estimate Hotmix (\$)	Capex Estimate Concrete (\$)	**Contingency for Kerb & SW (if Required)
Q528.2	HALL ST	LOVETT ST	HURST ST	QUEENSTOW N	8	47,538	105,640	105,640
Q256.9	ESPLANADE	BRADDON ST	END	QUEENSTOW N	8	23,121	51,380	51,380
Q140.3	GRAFTON ST	BRADDON ST	DOUGLAS ST	QUEENSTOW N	8	12,627	28,060	28,060
Q152.2	HARVEY ST	DRIFFIELD ST	END	QUEENSTOW N	8	13,698	30,440	30,440
Q390.4	SORELL ST	DARLING ST	ESPLANADE	QUEENSTOW N	8	35,136	78,080	78,080
Q71.7	ESPLANADE	PENGANA ST	Existing FP	QUEENSTOW N	8	6,453	14,340	14,340
Q235.4	PROVIS ST	KNOX ST	MCNAMARA ST	QUEENSTOW N	8	21,186	47,080	47,080
Q636.4	HUNTER ST	LITTLE HUNTER ST	CUTTEN ST	QUEENSTOW N	8	57,276	127,280	127,280
N451.9H	HOLLYWOOD ST	AGNES ST	SOMERSET ST	ROSEBERY	8	40,671	90,380	90,380
Q689.3	RUPERT ST & NANKIVELL ST	CONLAN ST	DILGER ST	QUEENSTOW N	8	62,037	137,860	137,860
Q90.5	LOVETT ST	FYSH ST	SHORT ST	QUEENSTOW N	9	8,145	18,100	18,100
N499.2E	EMMA ST	COUNSEL ST	WILSON ST	ZEEHAN	9	44,928	99,840	99,840
N499.2F	EMMA ST	WILSON ST	BELSTEAD ST	ZEEHAN	9	44,928	99,840	99,840
N983.3Q	QUEEN ST	STOP ST	FOWLER ST	ZEEHAN	9	88,497	196,660	196,660
N983.3M	MAIN ST	SHAW ST	QUEEN ST	ZEEHAN	9	88,497	196,660	196,660
N609.6G	GAFFNEY ST EAST	REID ST	LYNCH ST	STRAHAN	9	54,864	121,920	121,920
N609.6L	LYNCH ST	GAFFNEY ST EAST	END	STRAHAN	10	54,864	121,920	121,920
N89.5G	GUM DR	BAILLIEU ST	END	ROSEBERY	10	8,055	17,900	17,900
N61.5L	LAUREL DR	BAILIEU ST	END	ROSEBERY	10	5,535	12,300	12,300
N37.5A	ACACIA CT	BAILLIEU ST	END	ROSEBERY	10	3,375	7,500	7,500
Q163.0	FYSH ST	LOVETT	END	QUEENSTOW N	10	14,670	32,600	32,600
Q83.0	DOUGLAS ST	HENRY ST	GRAFTON ST	QUEENSTOW N	10	7,470	16,600	16,600

Variations to Schedule

The schedule will be reviewed annually and may be altered. Alterations will primarily be to ensure that footpath works align with other capital projects being undertaken by Council. For example, where there is to be street or kerb renewal consideration will be made to including the footpath in that project to minimise costs and improve the appearance of completed projects.

Other Initiatives

Council will implement other initiatives that will impact on footpaths and pedestrian services, these are not included in this Asset Management Plan but will provide footpath improvements.

In support of the Liveable Communities Strategy (Aged Care) Council will commence a pedestrian improvement program of 15,000 to 20,000 a year that will improve pedestrian safety features (e.g. crossings) in support of elderly access. It is expected that this program may be able to access grant funding.

Grant funded projects to provide improved sport and recreation facilities – such as the MTB project, or the new gyms in Strahan and Zeehan, may include upgrades to footpaths to support access or bike usage.

Conclusion

This document will enable Council to deliver an efficient footpath network to deliver safer connectivity throughout the various Townships of the West Coast municipality. However, will require Council and the community to commit significant additional resources to footpath capital works. It will also require the community in the near future to consider reducing or eliminating maintenance on lower use footpaths.

Appendix A – Projected 10 Year Footpath Capital Works Plan Summary

Year (Financial year ending i.e. 21/22) is 2022	Capex Amount
2022	\$770,150
2023	\$780,039
2024	\$815,231
2025	\$808,778
2026	\$767,700
2027	\$774,471
2028	\$837,648
2029	\$836,517
2030	\$852,815
2031	\$630,385
Total	\$7,873,731

** The above figures are based on the assumption that Council will spend approximately \$787,370 on footpath capex per year from 2022 – 2031.*