



## **AGENDA**

**FOR ASSET MANAGEMENT SUB COMMITTEE MEETING TO BE HELD ON  
12 FEBRUARY 2024 AT THE CONCLUSION OF THE ENVIRONMENTAL  
SUSTAINABILITY AND TREES SUB COMMITTEE  
IN WITTBER & DR RUBY DAVY ROOMS, SALISBURY COMMUNITY HUB,  
34 CHURCH STREET, SALISBURY**

### **MEMBERS**

Cr A Graham (Chairman)  
Mayor G Aldridge (ex officio)  
Cr C Buchanan (Deputy Mayor)  
Cr D Hood  
Cr P Jensen  
Cr S McKell (Deputy Chairman)

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
General Manager City Infrastructure, Mr J Devine  
Deputy Chief Executive Officer, Mr C Mansueto  
General Manager Community Development, Mrs A Pokoney Cramey  
General Manager City Development, Ms M English  
Manager Governance, Mr R Deco

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Asset Management Sub Committee Meeting held on 4 December 2023.

### **REPORTS**

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AMSC2	Asset Management Improvement Plan - Footpaths Policy and Upgrade Program 2023/24 .....	9
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**MOTIONS ON NOTICE**

*There are no Motions on Notice*

**QUESTIONS ON NOTICE**

*There are no Questions on Notice*

**OTHER BUSINESS**

*(Motions without Notice, Questions Without Notice, CEO Updates)*

**CLOSE**



**MINUTES OF ASSET MANAGEMENT SUB COMMITTEE MEETING HELD IN THE  
LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,**

**34 CHURCH STREET, SALISBURY ON**

**4 DECEMBER 2023**

<b>MEMBERS PRESENT</b>	Cr S McKell (Deputy Chairman) Mayor G Aldridge (ex officio) Deputy Mayor, Cr C Buchanan Cr D Hood Cr P Jensen
<b>OBSERVERS</b>	Cr S Reardon Cr J Chewparsad
<b>STAFF</b>	Chief Executive Officer, Mr J Harry Deputy Chief Executive Officer, Mr C Mansueto General Manager City Development, Ms M English Manager Governance, Mr R Deco Manager Engineering Assets & Systems, Mr M Purdie Manager Infrastructure Design & Delivery, Mr J Collins Manager Sports, Recreation and Community Planning, Mr A Hamilton PA to General Manager City Infrastructure, Ms H Prasad Governance Trainee, Ms M Prasad

The meeting commenced at 6.45pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

**APOLOGIES**

An apology has been received from Cr A Graham.

**LEAVE OF ABSENCE**

Nil.

**PRESENTATION OF MINUTES**

Moved Cr P Jensen  
Seconded Cr D Hood

The Minutes of the Asset Management Sub Committee Meeting held on

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13 November 2023, be taken as read and confirmed.

**CARRIED**

**REPORTS**

**AMSC1 Future Reports for the Asset Management Sub Committee**

Moved Cr D Hood  
Seconded Mayor G Aldridge

That Council:

1. Notes the report.

**CARRIED**

**AMSC2 Playspace Review and Lighting Golding Oval, Para Vista**

Moved Cr P Jensen  
Seconded Cr C Buchanan

That Council:

1. Notes that only ongoing Maintenance works will be undertaken to the playspace.

**CARRIED**

**QUESTIONS ON NOTICE**

*There were no Questions on Notice.*

**MOTIONS ON NOTICE**

*There were no Motions on Notice.*

**OTHER BUSINESS**

*(Motions without Notice, Questions Without Notice, CEO Updates)*

*There were no Other Business items.*

**CLOSE**

The meeting closed at 6.47pm.

CHAIRMAN.....

DATE.....

<b>ITEM</b>	AMSC1
	<b>ASSET MANAGEMENT SUB COMMITTEE</b>
<b>HEADING</b>	Future Reports for the Asset Management Sub Committee
<b>AUTHOR</b>	Corina Allen, City Infrastructure Administration Coordinator, City Infrastructure
<b>CITY PLAN LINKS</b>	4.2 We deliver quality outcomes that meet the needs of our community
<b>SUMMARY</b>	This item details reports to be presented to the Asset Management Sub Committee as a result of a previous Council resolution.

**RECOMMENDATION**That Council:

1. Notes the report.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 A list of resolutions requiring a future report to Council is presented to each Sub Committee and standing committee for noting.
- 1.2 If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

**3. REPORT**

- 3.1 The following table outlines reports to be presented to the Asset Management Sub Committee as a result of a previous Council resolution:

Meeting Item	- Heading and Resolution	Officer
22/03/2021	Sustainable Verge Development	Craig Johansen
<p><b>This report will address the following resolutions:</b></p> <p><b>22/03/2021 - 4.0.2-AMSC4 - Verge Maintenance Trial and Streetscape Improvement Program</b></p> <p>8. A report on the outcomes of the Streetscape Improvement Program be submitted to Council in late 2023 after completion of the two-year trial.</p> <p><b>23/08/2021 - 4.0.3-AMSC3 - 2021/22 Street Tree Renewal Program, Streetscape Renewal Program, Verge Development Program and Verge Maintenance Trial</b></p>		

Meeting Item	- Heading and Resolution	Officer
<b>Due:</b> <b>Deferred:</b> <b>Reason:</b>	2. Approves that staff present a draft Resident Verge Incentive Scheme policy to the Asset Management Subcommittee in October 2021.  February 2024 March 2024 Administration is continuing to finalise ideas for various initiatives and will report back to council in March 2024	
<b>22/08/2022</b>	<b>Strategic Asset Management Plan – Building Assets - Stage 2 - Levels of Service and Financial Impacts</b>  4. Notes Administration are undertaking a review on the utilisation of Council buildings over the next two years which may result in changes to the building portfolio in the future, and that this work will be the subject of a further report to Council for consideration.  <b>Due:</b> August 2024	Tejaswi Karekal
<b>27/2/2023</b>	<b>Playspace Program</b>  <b>This report addresses the following three resolutions:</b>  <b>22/8/22 – GB6- Strategic Asset Management Plan - Playspaces - Stage 2 - Levels of Service and Financial Impacts</b>  1.3 Approves the priority of the next 4-year renewal program be based on the condition and compliance from the Level 3 Compliance Audit currently underway, noting whole of site renewal will not be undertaken, to be reported to Council in early 2023.  <b>27/02/2023 - AMSC-OB1 – Playspace Program</b> 1. Requests that Administration bring back a report to the March 2023 Asset Management Sub Committee meeting detailing the current Playspace program, including 4 years of proposed works.  <b>27/03/2023 – AMSC2 – Playspaces Survey Results</b> 2. Requests Administration bring back a further report to the September 2023 Asset Management Sub Committee on the recommendations identified in the survey results as outlined in paragraph 3.19 of the report (Item AMSC2 – Playspace Survey Results – Asset Management Sub Committee, 14 March 2023), and with specific examples of potential improvements to the playgrounds included in this survey (including costs) with a view to the recommendations being included in Council’s Playspace Policy and being incorporated in the	Jamie Hosking

Meeting Item	- Heading and Resolution	Officer
<b>Due:</b> <b>Deferred:</b> <b>Reason:</b>	Strategic Asset Management Plan for 2024/25. February 2024 March 2024 Administration is in the process of finalising the report following a review of audit results and this will be presented to AMSC when complete	
<b>27/02/2023</b> US-MON2	<b>Motion on Notice – Pooraka Tennis Club</b> 4. Requests the Administration to develop a precinct plan in consultation with the Pooraka Tennis Club and the Ward Councillors by November 2023 with consideration being given to site constraints, the growth of the Club and the current site issues including location of trees, lack of carparking, disability access, limited number of courts, lighting and backstop fencing. 5. Requests the Administration to also investigate grant funding options for the potential implementation of the precinct plan, and bring the proposed plan to the relevant Council Committee. <b>Due:</b> May 2024	Jon Foong
<b>24/7/23</b> 4.4.1 <b>Due:</b>	<b>CCTV Policy and Procedures - Community Safety CCTV</b> Council has previously resolved this resolution to be confidential. March 2024	Andrew Hamilton
<b>27/11/23</b> AMSC2 <b>Due:</b>	<b>Traffic Management Improvements - Settlers Farm Primary</b> 1. Defers Item AMSC2 Traffic Management Improvements – Settlers Farm Primary (Asset Management Sub Committee Meeting, 13 November 2023) to allow Administration to further investigate options and associated costings specifically to include a formal Kiss and Drop Zone whilst not reducing parking on Barassi Street and report back to the Asset Management Sub Committee in January 2024. 2. Request that Administration consult with the Settlers Farm Primary on the proposed options for a Kiss and Drop Zone. March 2024	Mark Purdie
<b>27/11/23</b> US-MON2	<b>Motion on Notice: Cr B Brug: Carlyle Reserve Pooraka</b> 1. Requests the Administration to present a report to the Asset Management Sub Committee on options for improved amenities with regard to relevant policies for Carlyle Reserve at Pooraka (including,	Craig Johansen

Meeting Item	- Heading and Resolution	Officer
	but not limited to, a small dog park).	
<b>Due:</b>	June 2024	
<b>18/12/23</b> US-MON1	<b>Motion on Notice: Cr A Graham: Road Safety</b> 4. Requests the administration to review all current road safety strategies, programs, initiatives and policies, and bring back a report to the August 2024 Asset Management Sub-Committee meeting.	Mark Purdie
<b>Due:</b>	August 2024	
<b>18/12/23</b> US-MON1	<b>Motion on Notice: Cr A Graham: Road Safety</b> 8. Requests the administration to bring back a project plan in February 2024 to the Asset Management Sub Committee which articulates delivery of outcomes possible and other matters of process that need to be considered before the final scope of the project is provided at a workshop with Elected Members in February 2024.	Mark Purdie
<b>Due:</b>	February 2024	
<b>Deferred:</b>	March 2024	
<b>Reason:</b>	Administration are preparing a presentation to EM Workshop for comment prior to submitting to the AMSC	

#### 4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Asset Management Sub Committee have been reviewed and are presented to Council for noting.



<b>ITEM</b>	AMSC2
	<b>ASSET MANAGEMENT SUB COMMITTEE</b>
<b>DATE</b>	12 February 2024
<b>HEADING</b>	Asset Management Improvement Plan - Footpaths Policy and Upgrade Program 2023/24
<b>AUTHOR</b>	Craig Johansen, Team Leader Natural Assets, City Infrastructure
<b>CITY PLAN LINKS</b>	<p>4.2 We deliver quality outcomes that meet the needs of our community</p> <p>4.4 We plan effectively to address community needs and identify new opportunities</p> <p>4.5 We engage meaningfully and our community is aware of Council initiatives</p>
<b>SUMMARY</b>	This report was prepared in response to Resolution of Council 0422/2023 and takes into consideration the feedback from Council at CEO Workshop dated 6 November 2023. The recommendations in the report are based on findings from the most recent audit of Council's footpaths to maintain accessibility and safety of footpaths. The Footpath Policy has been amended to reflect the audit findings and recommendations in this report.

## RECOMMENDATION

### That Council:

1. Adopts the Draft Footpath Policy as presented in Attachment 1 (Draft Footpath Policy February 2024) of the report (Item AMSC2 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Asset Management Sub Committee – 12 February 2024).
2. Adopts the Footpath works Program, Attachment 2 of the report (Item AMSC2 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Asset Management Sub Committee – 12 February 2024).
3. Approves the new footpath program as evaluated by the Footpath Evaluation Request Team (FRET) and proposed for delivery in the 2023/24 Financial Year as presented in Attachment 3 (Proposed New Footpath Program for 2023/24 Financial Year) of the report (Item AMSC2 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Asset Management Sub Committee – 12 February 2024).
4. Approves the increase in the capital budget allocation from \$250,000 to \$500,000 for the 2024/2025 financial year for new/ upgrade to the street network to meet the community requests for network improvements.
5. Approves the maintenance and renewal budget of \$1.4M set out in the following table, nothing that appropriate rise and fall should be incorporated into subsequent financial years.

Type	Budget Name	2024/25	2025/26	2026/27	2027/28
Maintenance	Footpath Maintenance	\$1.4M	\$1.4M	\$1.4M	\$1.4M
Renewal	Bituminous Footpath Renewal	\$200 k	\$200 k	\$200 k	\$200 k
Renewal	Footpath Renewal	\$0	\$0	\$0	\$0

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft Footpath Policy February 2024
2. Forward Years Footpath Works Program
3. New Footpath works 23/24 to 24/25 FRET

### 1. BACKGROUND

1.1 At its July 2023 meeting Council resolved the following:

*“2. Requests the Administration to review the below criteria for level of service for pathways and requests the Administration to provide costings on different levels of service with consideration to the following.*

*2.1 Width*

*2.2 Surface Finish – Material*

*2.3 Location*

*2.4 Functionality (could be defined as usability including DDA)*

*2.5 Lighting*

*2.6 Signage*

*3. Requests the Administration to review the footpath policy and provide advice, costings and service levels including types of footpath material for further consideration by the Asset Management Sub Committee by October 2023.*

*4. Notes the 2023 footpath audit and requests the Administration to bring back a repair/replacement upgrade program including a proposed budget based on \$500,000 for 23/24 and 24/25 for further consideration by the Asset Management Sub Committee by October 2023.”*

*Resolution Number 0422/2023*

1.2 Council currently maintains pathways through 3 main budget areas, which are:

1.2.1 Operating Maintenance Budgets – to repair discrete faults or sections of the footpath network. Council has historically maintained footpaths through various maintenance budgets with a focus on programmed fault repair identified from footpath audits as well as actioning requests from the Community.

1.2.2 Capital Renewal Budgets – to replace entire footpath segmented assets. Whole footpath segments are renewed typically when there are multiple defects along the segment or when the cost of maintenance is not a value for money option. Council as part of the Covid operational savings in 2020, implemented a Capital Footpath Renewal Budget by converting approximately half of the footpath maintenance budget (\$650k) to provide for full segments of assets to be replaced rather than isolated sections previously completed.

1.2.3 Capital New Budgets to install new or significantly upgraded assets. Each year Council has a budget allocated for the New Footpath and Kerb Ramps Service Continuity Program, for the installation of new footpath and pram ramp assets which for the 2023/24 financial year has allocated \$250,000 for new footpath and pram ramp construction.

Throughout the year requests are received from the community for the installation of new footpaths and pram ramps, these requests are considered by Footpath Evaluation Request Team (FRET) within the context of the Footpath Policy and are scheduled for construction within the program with priority on those requests which assist the community and members with mobility access across the network.

1.3 From the recent audit undertaken in 2023, approximately 94% of the network is in condition 3 or better (ie. footpath condition ranged from fair, good, very good to new). Which translates to approximately 875 km of the 916 km street network being in fair or better condition, which indicates that Council's footpath network is generally performing well from a perspective of condition.

## **2. EXTERNAL CONSULTATION / COMMUNICATION**

2.1. Nil.

## **3. DISCUSSION**

3.1. Council's Footpath Network totals 1,111 km of pathways, across the Streets and reserve across the following service level hierarchies endorsed by Council;

3.1.1. High Profile

3.1.2. Collector/ Arterial

3.1.3. Industrial

3.1.4. Residential

3.1.5. Reserve Sealed

3.1.6. Reserve Unsealed

3.1.7. City Wide Trail

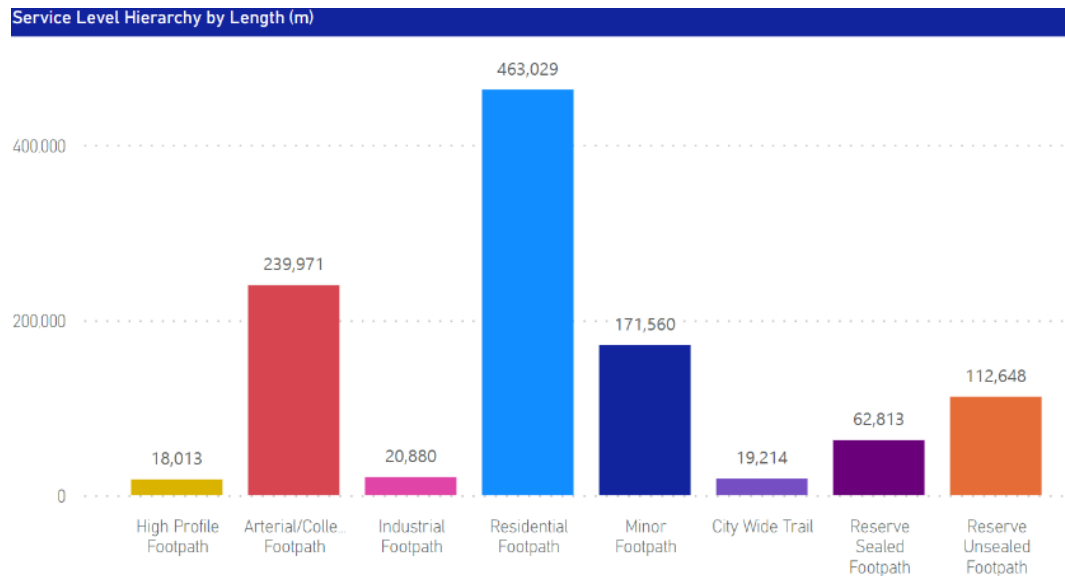
3.2. The network has been separated into:

3.2.1. Street Network totaling 916 km; and.

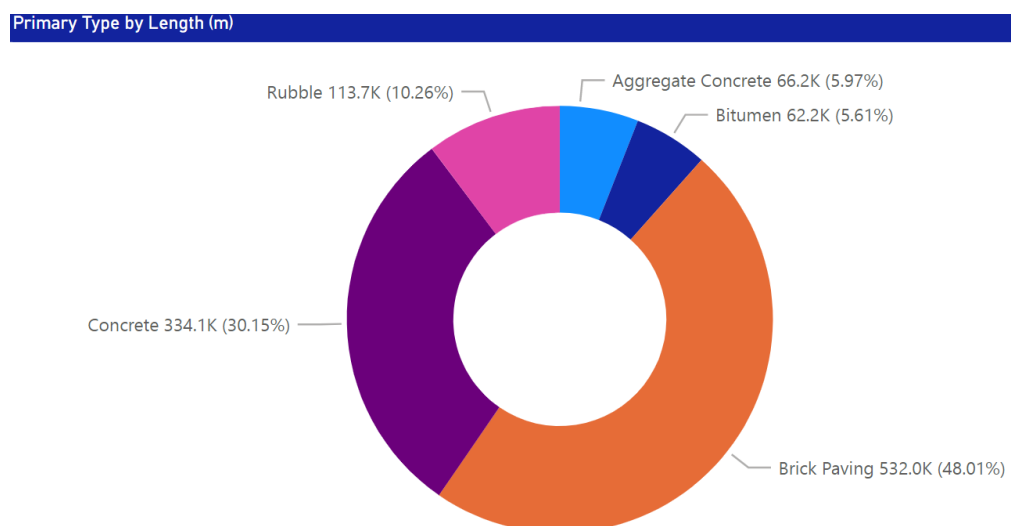
3.2.2. Reserve Network totaling 195 km

3.3. Figures 1 and 2 show the overview and the distribution of Council's pathway assets. The following are some of the key considerations regarding pathway assets:

- 3.3.1. Approximately 90% of the City street network is serviced by a footpath on at least one side of the road.
- 3.3.2. Residential and arterial/collector footpaths form the largest percentage of Council's pathway network.
- 3.3.3. Most of the residential pathways in the City are constructed of brick pavers.



**Figure 1. Chart showing path length in metres by the 8 service level hierarchies.**



**Figure 2. Footpath Length and percentage in the City by material.**

3.4. The following are the key points from the recent audit of Council's pathways.

3.4.1. The audit data of the pathway network (street and reserves) has identified 2,288 defects of which 2,152 of these being trip steps greater than 20mm.

The level of service for maintenance of existing footpaths is based on a risk approach, with the endorsed service level being defects greater than 25mm.

3.4.2. There was an even distribution of trip steps across the City and no one particular location had more defects.

3.4.3. Residential streets and arterial/collector pathways had the greatest concentration of defects, which were recorded at 4.09 and 2.82 defects per km. Residential pathways constitute 54% of all defects in the pathway network, while arterial/collector make up 23% of all defects.

3.4.4. The best performing assets are reserve and high profile pathways, which had less than 1 defect per km.

3.4.5. The audit indicates that the focus of pathway programs should be in residential and arterial/collector assets.

3.4.6. The results from the audit identifies that a large proportion of the defects can be addressed through maintenance instead of renewal. Prior to 2022-2023, Council had a significantly larger budget for footpath maintenance. The current maintenance budget for footpath is \$890k per year in the 4-year Delivery Plan (2023/24 to 2026/27 FY)

The Footpath Maintenance program budget prior to the 2022-2023 FY was \$1.3M and at that time there was no renewal program budget, with all footpath repairs being considered maintenance. This program typically focused two-thirds of the budget on programmed maintenance to repair faults identified through audits with one-third of the budget allocated for reactive maintenance to address customer requests.

3.4.7. There are a significant number of very minor trip steps that are below trigger thresholds that will not be recorded through an audit as a defect. These minor defects over time will grow which are typically influenced by its environment and utilisation. Therefore, it is anticipated that there will be new defects that will emerge each year and an ongoing maintenance program that reflects historical trends should be considered. This intelligence will continue to develop over time to better manage footpath assets in the long term.

3.4.8. The results from the audit have been used to prepare an updated works program over the next 4-year delivery plan.

Administration recommends that a budget of \$1.4 million be considered to implement the updated footpath maintenance program for both reactive and programmed maintenance. This is an increase of \$510,000 from the current funding level for the maintenance of footpath to pre-COVID funding levels.

A subsequent footpath audit across the City will be undertaken in 2027/2028 to review the level of service against the defects observed to inform the next 4 Year Delivery Plan.

**New Footpath Assets**

- 3.5. New footpath requests are evaluated by the Footpath Request Evaluation Team (FRET). The following assessment criteria are used to prioritise the annual program for New Footpaths and Ramps.
  - 3.5.1. Service Level Hierarchy;
  - 3.5.2. The needs of people with disabilities or mobility issues;
  - 3.5.3. Key zones and precincts;
  - 3.5.4. Proximity to high pedestrian generators, such as schools, aged care facilities shopping centres, bus stops/routes and reserves or points of interest;
  - 3.5.5. Importance within the footpath network; and
  - 3.5.6. Connectivity to reserves and main roads.
- 3.6. The following key points were considered in developing the new Footpath Works Program (as shown in Attachment 3):
  - 3.6.1 Different materials used for footpath construction have been evaluated. Administration has undertaken a detailed study that included an audit of historical footpath costings supported by specialist consultants to update unit rates that reflect recent and likely future market trends.
  - 3.6.2 A number of footpath renewal program and service level options were reviewed to forecast service levels based on differing budgets, renewal and upgrade strategies.
  - 3.6.3 The scenarios focus on the Street Network (excluding the reserve network) due to the largest portion of the pathway network being found in the Street Network and therefore the potential for increased risk exposure.
  - 3.6.4 The options considered the width of the footpath, the material to be used and functionality to determine the proposed service standards in the updated Footpath Policy presented with this report.
  - 3.6.5 Footpath Width - 67% of the street network is at least 1.2 metres in width. This meets the minimum service level, though with opportunity for improvement to increase footpath width to the preferred 1.5 metres at the point of renewal. The cost to increase the footpath width by the additional 300 mm is approximated to be an additional 10% increase over the renewal of the footpath. As such this is a minor cost in the continued delivery of the footpath network across the City.
  - 3.6.6 Footpath Surface (material) - Currently 55% of the street network is block or segmental paving, with the balance 45% of the network being concrete (exposed aggregate or broom finished plain grey). The variation between the provision of a footpath in concrete to block paving is \$60/square metre.
  - 3.6.7 Location – Current renewal practice is to renew segments which are in close proximity of high traffic generators such as schools etc. This is considered via the pathway hierarchy and land use. The audit data identifies that the majority of these high traffic generators are connected by the current network.

- 3.6.8 Functionality – Councils current level of service of 1.2 metres meets the minimum requirements for use, though the preferred widths of 1.5 metres or 1.8 metres would provide a greater service for the community across the network.
  - 3.6.9 Lighting – Currently the street network is lit to the requirement of the road/ vehicle user as per the Australian Standards (AS/NZS 1158 Lighting for Roads and Public Spaces). With this provision of lighting being greater than that required for pedestrian movement within the street.
  - 3.6.10 Signage – is not part of the current service provision for footpaths.
  - 3.6.11 The number of community requests have increased through the program life. Administration have assessed and support 25 requests from the community for new footpaths in the 2023/24 FY. However, with the funding that is currently available (\$250k per year), the funding has been fully committed to only deliver 12 out of the 25 supported requests. Additional funding of \$250k is required to deliver the 13 remaining supported FRET projects. Administration recommends that total funding for new footpaths be increased to \$500k for the 2024/2025 FY. Future funding requirements for the 2025/2026 FY can be considered in the following FY when there is updated information regarding community requests for new footpaths. Approximately 60% of the new footpath requests are associated with the installation of accessibility ramps.
- 3.7 Proposed amendments have been made to the draft Footpath Policy as follows:
- 3.7.1 The updated Footpath Policy does not adopt a preferred material of construction for footpath renewals but provides flexibility for Council to select a material that best fits the location and consideration will be given to visual amenity, asset life, asset cost, accessibility and inclusion in high traffic areas.
  - 3.7.2 The footpath renewal program will be developed based on assessing the asset condition and public liability risk. The footpath maintenance program will be prioritised to minimise public liability risk.

4. FINANCIAL OVERVIEW

- 4.1. Administration recommends the following footpath maintenance budget to address the proposed works (maintenance/renewal) program developed from the recent pathway audit. It is also recommended that the renewal program for the next 4 years be put on hold, with the funds being made available for program and reactive maintenance activities. The bituminous footpath renewal program should continue to renew/upgrade reserve pathways to improve and maintain accessibility.

Table 1. Footpath maintenance and renewal budget for 2024/25 FY to 2027/28 FY

Type	Budget Name	2024/25	2025/26	2026/27	2027/28
Maintenance	Footpath Maintenance	\$1.4M	\$1.4M	\$1.4M	\$1.4M
Renewal	Bituminous Footpath Renewal	\$200 k	\$200 k	\$200 k	\$200 k
Renewal	Footpath Renewal	It is proposed to not have a renewal			

		program because defects can be managed through a maintenance program.
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- 4.2. Administration recommends the following upgrade/new budget be considered for the 2024/2025 FY. An increase of \$250k is proposed to cover the increase demand experienced in the 2023/2024 FY for new footpaths and ramps.
- 4.3. With the proposed increase of \$510k/year in operating expenditure for footpath maintenance and an increase in new/upgrade footpath budget by \$250k/year, the total increase in budget is \$760k/year. This increase in expenditure is offset by putting the footpath renewal program (average annual budget of \$750k/year) on hold. The net increase to the long term financial plan for footpaths is \$10,000 per year or \$40,000 over the next 4 years in the Delivery Plan.

5. CONCLUSION

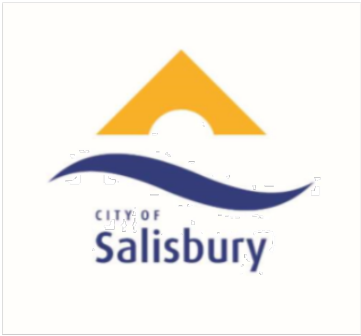
- 5.1. A footpath condition audit has recently been completed and modelled for a range of service levels
- 5.2. Much of the existing footpath network was found to be in good condition with only localised hazards
- 5.3. That Council adopts the service levels as set out in the draft Footpath Policy for all new and renewal of footpaths. Continue to use block pavers within the street network and give consideration to materiality and access in high profile locations.
- 5.4. It is proposed to stop the footpath renewal program for at least the next 4 years, with a capital saving of \$750k pa, however increase the maintenance budget to \$1.4M pa (an increase of \$760k pa)
- 5.5. That Council adopts the budgets for maintenance and renewal of footpaths as shown in Table 1 and budgets for new pathways as shown in Table 2 in this report. In adopting the budget, the program renewal of footpaths will be put on hold and the renewal funding will be used to fund maintenance activities that will enable Council to reduce the number of defects with a focus on residential and arterial collector roads.

Table 2. New pathways and ramps budget for 2024/25 FY to 2027/28 FY

Type	Program Name	2024/25	2025/26	2026/27	2027/28
Upgrade / New	Bicycle Network Improvements	\$200 k	\$200 k	\$200 k	\$200 k
Upgrade / New	City Wide Trails	\$880 k	\$880 k	\$800 k	\$500 k
Upgrade / New	New Footpaths/Ramps (FRET)	\$500 k	\$250 k	\$250 k	\$250 k

- 5.6. Increase the FRET budget to \$500k for the 2024/25 FY to manage the increase in demand from the 2023/2024 FY. Noting that the 2024/2025 FY budget for FRET will be informed by the request received by Council through the 2024/2025 FY.





City of Salisbury Values: Respectful, Accountable, Collaborative, Helpful

## Footpath Policy

Adopted by:	Council
Responsible Division:	<a href="#">Engineering Assets and Systems</a> <a href="#">Urban, Recreation and Natural Assets</a>
First Issued/Adopted:	26 August 2013
Last Reviewed:	27 November 2023
Next Review Date:	November 2025

### 1. Purpose

The City of Salisbury is committed to providing a safe, accessible and well-maintained footpath network linked by accessible kerb ramps. Council’s footpath policy provides guidelines for the location and type of footpaths to be constructed or reconstructed.

This Policy sets out guidelines for provision of footpaths constructed with council allocated and developer contributor funds.

### 2. Scope

This Policy is applicable to all built-up areas within the City of Salisbury.

### 3. Legislative Requirements and Corporate Policy Context

*Local Government Act 1999*  
*Disability Discrimination Act 1992 – Section 23 ‘Access to Premises’*

4. Interpretation/Definitions

Footpath:	A path for pedestrians and cyclists.
Built-up:	An area consisting of mainly housing, commercial or industry, with little open space. Refers <u>generally</u> to the <u>general City</u> area east of Port Wakefield Road.
Accessible:	The ability to be accessed by all, and more specifically those with disabilities <u>or limited mobility</u> . In particular this requires that footpath provision includes <u>pairs of</u> accessible kerb ramps for access by pedestrians using various mobility aids and by people with children in prams or strollers. <u>It means that the footpath network complies with the Disability Discrimination Act 1992 Section 23 'Access to Premises'. It also means that Universal Design principles are incorporated into footpath design.</u>

5. Policy Statements

- 5.1 Council supports active transport (walking and cycling) as a preferred method of travel within the City to benefit the health and wellbeing of our residents and to minimise the impact of transportation on the environment.
- 5.2 Council aims to provide a footpath network that is convenient, safe, and easy to use.
- 5.3 As a general principle, Council will renew/repair failing infrastructure before providing new infrastructure.
- 5.4 The nominal minimum level of service for a new footpath is for a 1.2 metres wide path, block paved (concrete pavers) and constructed to at least industry best practice.
- 5.5 The level of service for maintenance of existing footpaths is based on a risk approach, with audit frequency and intervention levels set in the Asset Management Plan.
- 5.6 Where physically practical, Council will provide a footpath:
  - 5.6.1 On both sides of:
    - 5.6.1.1 roads near schools, retirement villages, sports grounds and other public facilities being significant pedestrian generators; and roads with carriageways wider than 12 m or with central medians.
    - 5.6.1.2 roads abutting commercial or shopping areas
    - 5.6.1.3 bus routes;
    - 5.6.1.4 local roads classified as primary collectors;
    - 5.6.1.5 arterial roads;
    - 5.6.1.6 cycling routes where bike lanes terminate.
    - 5.6.1.7 Within and around High Profile Zones and Precincts

## 5.6.2 On one side of:

- 5.6.2.1 through Local roads, and on the same side of the road as street lighting where possible, and
- 5.6.2.2 cul de sacs greater than 60 m long to the centre of the court bowl and 30 metres long to the centre of the court bowl for any new development.

~~5.6.3 Within and around:~~~~5.6.3.1 Key zones and precincts~~

## 5.7 Footpaths shall be constructed generally as follows:

- 5.7.1 on arterial and primary collector roads a minimum footpath width of 1.5metres with a preferred width of 1.8 metres where verge width permits.
- 5.7.2 on local roads a minimum footpath width of 1.2 metres with a preferred width of 1.5 ~~to 1.8 metres~~ where verge width permits.
- 5.7.3 Within and around key zones and precincts a minimum width of 1.5metres with a preferred width of 1.8 metres.

5.8 Prior to installation of footpaths within residential streets, residents will be consulted by mail and given the opportunity to express their views. Residents will be advised of the consultation outcome and where objections exceed two thirds of residents directly fronting the proposed footpath, the construction will not proceed. Where feedback received from residents via mail is divided, a street meeting will take place and Elected Members be invited to attend.5.9 Council may defer the construction of a footpath on ~~this a~~ street where the footpath:

- 5.9.1 does not form an essential link within the network;
- 5.9.2 has no persons with disabilities or mobility issues using the street as a pedestrian/ access link; and
- 5.9.3 is in low volume local roads, such as cul-de-sacs, the residents may choose (clear majority) to have no footpath, as the road has the look and feel of a shared use road

## 5.10 Priority

## 5.10.1 New footpaths shall be provided by priority based on:

- 5.10.1.1 the needs of people with disabilities or mobility issues.
- 5.10.1.2 key-connection to High Profile zones and precincts
- 5.10.1.3 proximity to high pedestrian generators, such as Schools, Aged Care facilities, Shopping Centres, Bus Stops/ Routes and Reserves
- 5.10.1.4 importance within the footpath network;
- 5.10.1.5 existing usage; and its potential usage;

- 5.11 New paths, shared pathways or trails in reserves shall be considered based upon the connection to the existing network, potential usage and [broader regional connections or](#) statewide programmes. Shared pathways shall have a minimum width of 2.5 metres or as specified in [AusRoad StandardsGuidelines](#).
- 5.12 The implementation of the footpath construction program is dependent on the budget available as guided by the appropriate Asset Management Plan(s), community needs, and consultation with Ward Councillors and the Mayor.
- 5.13 Resident requests for new footpaths/kerb ramps not included in the annual Footpath Construction Program will be considered for inclusion if:
  - 5.13.1 the request meets the priority criteria listed in item [9-5.10](#) above, and
  - 5.13.2 Funding is available
- 5.14 To ensure the highest priorities are considered in a consistent manner, such requests will be collated over a three month period and reviewed by the Footpath Request Evaluation Team (FRET) quarterly.
- 5.15 FRET is required to provide a quarterly report to the Asset Management Sub Committee, presenting its deliberations to the Sub Committee [by ward](#).
- 5.16 Any appeals to decisions of FRET are [to be](#) reported to the Asset Management Sub Committee.

6. Related Policies and Procedures

- 6.1 City of Salisbury [relevantTransportation](#) Asset Management Plan
- 6.2 AS 1428 “Design for Access and Mobility”
- 6.3 [AusRoad StandardsGuidelines](#)

7. Approval and Change History

Version	Approval Date	Approval By	Change
6	27 November 2023	Council	New Policy Template Format

8. Availability

- 8.1 The Policy is available to be downloaded, free of charge, from Council’s website [www.salisbury.sa.gov.au](#)
- 8.2 The Policy will be available for inspection without charge at the Civic Centre during ordinary business hours and a copy may be purchased at a fee as set annually by Council.  
  
City of Salisbury Community Hub  
34 Church Street, Salisbury SA 5108  
Telephone: 84068222  
Email: [city@salisbury.sa.gov.au](mailto:city@salisbury.sa.gov.au)

## 9. Review

This Policy will be reviewed:

- If a new Policy - within 12 months of a Council election and thereafter as necessary; or
- The frequency dictated in legislation; or
- Earlier in the event of changes to legislation or related Policies and Procedures; or
- If deemed necessary by Council.

### Further Information

For further information on this Policy please contact:

Responsible Officer: Manager [Urban, Recreation and Natural Assets](#)

Address: 34 Church Street, Salisbury SA 5108

Telephone: 8406 8222

Email: [city@salisbury.sa.gov.au](mailto:city@salisbury.sa.gov.au)

Field



## Forward Years Footpath Works Program

Street Name	From Street	Suburb
Wright Road	Gosse Place And Wendy Avenue	VALLEY VIEW
Nelson Road	Helen Terrace And Brian Way	VALLEY VIEW
Finniss Avenue	Finniss Avenue And Prosser Street	INGLE FARM
Mataro Avenue	Pandanya Avenue And Langi Street	INGLE FARM
Wright (Service) Road	Redhill Road And Beovich Road	INGLE FARM
Jacaranda Drive	23 Jackaranda Drive And Daphne Road	SALISBURY EAST
Elinga Avenue	Yutara Avenue And Darrang Avenue	INGLE FARM
Sabina Street	Barnstaple Road And Harvey Avenue	SALISBURY
Daphne Road	Shelton Drive And Jeffries Road	SALISBURY EAST
Shearer Crescent	Mccormack Crescent And Hissar Avenue	SALISBURY NORTH
Nelson Road	Julie Road And Goodwin Court	PARA HILLS
Noolinga Way	Bantanga Crescent And Mannara Drive	SALISBURY NORTH
Montague Road	Sullivan Road and Fairfax Road	INGLE FARM
Mozart Avenue	Schumann Street And Grieg Street	INGLE FARM
Coolibah Road	Willow Avenue And Tamarix Avenue	SALISBURY EAST
Mary Leonard Drive	Coondoo Avenue And Ingle Close	INGLE FARM
Margaret Street	Frances Avenue And Williamson Road	PARA HILLS
McCormack Crescent	On the southern side of McCormack Crescent Header	SALISBURY NORTH
Eyre Crescent	Warburton Road And Entrance Opp 37 Eyre Crescent	VALLEY VIEW
Amundsen Drive	Leyton Avenue And Baldock Road	INGLE FARM
Trenerry Avenue	Lydia Avenue And Atlanta Avenue	INGLE FARM
Rodney Avenue	Amelia Avenue And Royston Avenue	INGLE FARM
Frances Avenue	Sleep Road And Opp 4 Frances Avenue	PARA HILLS
Bridge Road	Myall Road And 487 Bridge Road	PARA HILLS
Metala Road	Yalumba Drive And Burgundy Road	PARALOWIE
Nelson Road	Tennis Court Car Park Entrance South Of 457 Nelson	PARA HILLS
Emerald Drive	Dukas Drive And Bridge Road	INGLE FARM
Bridge Road (Service)	Welby Avenue And Arney Street	SALISBURY EAST
Wright Road	Monty Road And Morris Drive	VALLEY VIEW
Mawson Lakes Boulevard	The Avenue And Montague Road	MAWSON LAKES
Badcoe Street	Van Leeuwen Drive And 33 Badcoe Street	POORAKA
Milne Road	Nelson Road And Duke Avenue	PARA HILLS
Elio Drive	Dale Drive And Mcnicoll Road	PARALOWIE
Adrian Street	Creslin Avenue And 51 Adrian Street	INGLE FARM
Wright Road	Uno Crescent And Walkleys Road	VALLEY VIEW
Sherwood Avenue	Douglas Road And Nottingham Avenue	SALISBURY EAST
Henry Street	Thorne Street And 22 Henry Street	PARALOWIE
Commercial Road	Park Terrace And Wiltshire Street	SALISBURY
Simpson Street	Titmus Avenue And McIntyre Road	SALISBURY EAST
Marco Avenue	Furner Avenue And Baron Avenue	INGLE FARM
Dulkara Road	Winara Drive And Telowie Avenue	INGLE FARM
Sloan Road	Bergan Avenue And Denning Avenue	INGLE FARM
Kepa Street	Kalina Avenue And 9 Kepa Street	PARA VISTA
Malcolm Street	Margaret Avenue And Lance Street	SALISBURY
Smith Road	Aquamarine Drive And Daphne Road	SALISBURY EAST
Somerset Road	Kanya Road And Kimba Road	PARA HILLS
Warren Road	Alva Street And Ajax Court	PARA VISTA
The Strand	Dorothy Street And Glen Rovala Street	BRAHMA LODGE
York Terrace	Spains Road And Evan Avenue	SALISBURY
Salisbury Highway	Athalie Avenue And June Street	PARAFIELD GARDENS
Whites Road	Plough Street And McCormack Crescent	SALISBURY NORTH





## New Footpath works program 23/24 to 24/25 FRET

ITEMS	Address	Suburb	Description/ Justification
1	24 Matthew Court	Paralowie	Approx. 34m new footpath (As there is an existing footpath on opposite side) resident requires wheelchair for access.
2	Lincoln Avenue	Salisbury East	New Emu crossing is been installed (near school) but there is some missing link with 20m footpath and 2 pram ramps.
3	2 Lakewood Avenue	Mawson Lakes	Resident is in wheelchair, there is no footpath on their side and if they use driveway it scraps the bottom of pedals which makes hard for resident to move around area.
4	Burton Road/ Martins Road Roundabout	Salisbury Downs	This section of pathway requires ramps and a safety barrier to the road. I have watched people with personal shopping carts, mobility aids, prams, bikes, scooters and just generally walking have issues crossing which is well used pathway sections of the roundabout have ramps except the most used section for going to and from hollywood plaza
5	15 windermere Crescent	Mawson Lakes	Reported a non- compliance on disability walking path as per picture attached with CRM, location is on the right side of 15 Windermere Crescent Mawson Lakes and 8 m Footpath connection
6	38 Rachael Road	Salisbury Downs	2X ramps and 280m of footpath path connection to Spains Road
7	2 Clement Venue	Paralowie	Installing pram ramp to link the track near the gate to the pathway on Little Para Trail
8	Bungana Avenue	Para Vista	child has disability and mother has to push him to the other side of street which is hard while carrying another baby in her arm.

## New Footpath works program 23/24 to 24/25 FRET

9	15 Princes Street	Paralowie	New footpath 20m and new two pram ramps
10	1 Montebello Drive	Salisbury	2 new ramps required
11	28 Lynnette Lane	Salisbury Downs	Resident uses walker and needs to lift the walker to access reserve. Would like a ramp for wheelchair to be put in near the reserve at the end of the Cul- de-sac
12	7 Toledo Court	Gulfview Heights	Resident asked for footpath both her children have disability making it hard to walk on street.

<b>ITEM</b>	AMSC3		
	<b>ASSET MANAGEMENT SUB COMMITTEE</b>		
<b>DATE</b>	12 February 2024		
<b>PREV REFS</b>	AMSC	AMSC2	11/09/2023
<b>HEADING</b>	Asset Management Improvement Plan - Street Lighting		
<b>AUTHORS</b>	Michael Pavlovich, Technical Officer - Energy & Lighting Assets, City Infrastructure Jonathan Foong, Manager Urban, Recreation and Natural Assets, City Infrastructure		
<b>CITY PLAN LINKS</b>	1.1 Our City is attractive and well maintained 3.3 Our infrastructure supports investment and business activity 4.2 We deliver quality outcomes that meet the needs of our community		
<b>SUMMARY</b>	Subsequent to a previous report on the 2024/25 Asset Management Improvement Plan - Street Lighting (Item AMSC2 Asset Management Sub Committee 11 September 2023) and CEO Briefing Session in November 2023 on Lighting Assets, this report discusses the structural and surface audit that was conducted around Mawson Lakes in January 2024, highlighting a level of risk in about 11% of our lighting assets. The report requests an approval of a 'replace and maintain' regime to appropriately manage these assets, and associated funding stream.		

## RECOMMENDATION

### That Council:

- Approves the proposed capital and operating budget for the Public Lighting Continuity Program detailed in the table below for consideration in the 2024/25 Budget:

Financial Year	2024	2025	2026	2027	Total
Capital Renewal ('000)	\$986	\$821.3	\$849.8	\$880.6	\$3,537.7
Maintenance ('000)	\$252.5	\$254	\$55.4	\$56.9	\$618.8
Light Pole Audit ('000)	-	-	-	\$50	\$50
<b>Total Budget Required ('000)</b>	<b>\$1,238.5</b>	<b>\$1,075.3</b>	<b>\$905.2</b>	<b>\$987.5</b>	<b>\$4,206.5</b>

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

- Parkview Drive, Mawson Lakes example of replacement poles and luminaire

## 1. EXTERNAL CONSULTATION / COMMUNICATION

- 1.1 Ene-Hub

## 2. BACKGROUND

- 2.1 Public lighting in this report covers only those lights associated with streets, pathways and reserves; it does not include sportsfield lighting, which will be the subject of a separate report.
- 2.2 There are approximately 23,000 public lighting assets in the City of Salisbury. Public lighting assets consist of three components, which are the poles, luminaires and electrical infrastructure. Council owns all the luminaries and the South Australian Power Networks (SAPN) own the electrical infrastructure. All the pole assets across the City are owned by SAPN with the exception of Mawson Lakes, Walkley Heights and Springbank Waters. Council owns approximately 3,200 poles and is responsible for renewing, operating and maintaining these assets.
- 2.3 Approximately 1913 of Council owned light poles are located in Mawson Lakes which were installed between 1999 to 2012. The estimated replacement cost of this lighting infrastructure in Mawson Lakes is estimated to be \$40 million.
- 2.4 At its meeting held on Monday, 24 July 2023 it was resolved that Council:
- “5. *Adopts the hierarchy in the below table for the public lighting asset class for the undertaking of analysis on the level of service classes.*

<i>Location</i>	<i>Description</i>
<i>Road</i>	<i>Industrial Roads and Collector Roads</i>
	<i>Residential Roads</i>
	<i>Minor Roads</i>
<i>Sports field</i>	<i>Sports field Lighting</i> - <i>Sports Light – AFL</i> - <i>Sports Light – Baseball</i> - <i>Sports Light – Athletics</i> - <i>Sports Light – Baseball</i> - <i>Sports Light – BMX</i> - <i>Sports Light – Cricket</i> - <i>Sports Light - Lawn Bowls</i> - <i>Sports Light - Netball</i> - <i>Sports Light – Soccer</i> - <i>Sports Light – Tennis</i> - <i>Sports Light – Volleyball</i> - <i>Sports Light – Tennis</i> - <i>Sports Light - Volleyball</i>
<i>Decorative</i>	<i>Up-lights, down lights, spot that illuminate a specific element and aren't required to meet compliance</i>
<i>Shared use paths</i>	<i>Pole mounted lights along designated shared use paths, compliant with relevant standards for SUP</i>
<i>Reserves –informal/passive</i>	<i>Pole mounted lights within reserves to illuminate paths or elements, not always required to meet compliance.</i>

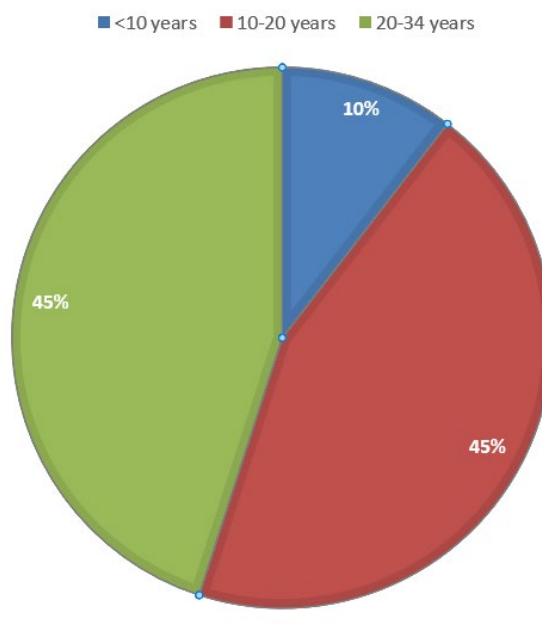
6. *Adopts the below criteria for level of service for public light;*

- 6.1 *Relevant Australian standards*
- 6.2 *Pole type*
- 6.3 *Environmental”*

- 2.5 In response to pole failures within Mawson Lakes over the last 20 months, Administration engaged EneHub to evaluate the structural integrity of a selection of our current lighting assets in Mawson Lakes. The purpose of the audit was to improve our understanding of the asset condition and take appropriate measures to manage risk.

### 3. DISCUSSION

- 3.1 The audits focused on the structural elements of the public light asset, which are the poles and foundation. A random sample of poles which made up 11% of all the Council owned poles were audited to determine structural integrity of the assets.
- 3.2 The sample of assets assessed for condition is considered an appropriate representation of the lighting assets in Mawson Lakes. The sample of lighting poles included assets in close proximity to water bodies, irrigated and unirrigated spaces and hardstands to identify trends. Administration directed the contractor for additional assessments of light poles when poor performing assets were identified to verify trends associated with local environments or poor installation practices.
- 3.3 The following chart shows a summary of remaining useful lives of lighting pole assets located in Mawson Lakes:



*Figure 1. Summary of remaining useful life of lighting poles located at Mawson Lakes.*

3.4 The following are some of the key findings from the light pole audit:

- 3.4.1 Based on design standards, it is expected that the remaining useful lives of light poles in Mawson lakes should be between 40 to 44 years. However, the results from the audit indicated that the expected useful lives are significantly less than the expected design lives of the assets, in many instances. The audit indicated that approximately 45% of the light poles have between 10 to 20 years of remaining useful life. Corrosion is the main cause of accelerated deterioration of our light poles. Poles that have been damaged over time or not installed to specifications increase the risk of corrosion. The following image is an example of a light pole with moderate corrosion.



*Figure 2. Light pole with moderate corrosion.*

- 3.4.2 The audit indicated that a maintenance regime of light poles would extend the useful life of the light poles. The application of a protective layer to prevent further corrosion will be effective in extending the useful lives of light poles. The integrity of the protective layer is an important factor that determines the useful life of the asset. Administration recommends that provision should be made for a maintenance regime of Council owned light poles every 5 years.
- 3.4.3 The audit also indicated that 11% of the light poles have remaining useful lives of less than 10 years. These light poles have moderate to severe corrosion and will not benefit greatly from the above intervention treatment. Corrosion has compromised the strength of the light poles and its ability to carry its load coupled with effects of wind load. Due to the potential risk of lights falling over in public spaces, it is recommended that a preventative renewal program be considered over the next 10 years to manage the community risk by replacing these poles. All light poles that were identified during the audit that were at risk of falling over in the short-term were removed.

- 3.4.4 The audit identified 3 light poles had failed. Corrosion of these light poles were extensive substantially compromising their structural integrity. These poles have been removed and will be replaced using existing budgets.
- 3.5 Administration have undertaken long term modelling to assess the financial sustainability of different light pole investment options through the expected life of the asset. Most of the assets will reach end of useful life between the years 2062 to 2066. The preferred funding model is shown in the following table. The model indicates that 80% of the lighting infrastructure will be replaced by 2066 based on the proposed renewal program. It is important to note that regular asset audits (recommended every 4 years) will be used to inform and amend the renewal and maintenance program.

*Table 1. Preferred long term financial model of the public lighting infrastructure at Mawson Lakes.*

	2024-2033	2034-2043	2044-2053	2054-2066
Percentage of lights renewed per year	1%	1%	2%	3%
Accumulated number of lights renewed for each decade	206	401	850	1552
<b>Accumulated Management Cost, Capex and Opex</b>	<b>\$4.5 M</b>	<b>\$8.5 M</b>	<b>\$15.5 M</b>	<b>\$29.9 M</b>

- 3.6 The light pole audit indicated that 11% of the assets have remaining useful life of less than 10 years. The funding requirement from 2024-2033 (10 years) shown in Table 1 will target the replacement of these assets (1% renewal per year). The following table shows the funding requirement for the lighting infrastructure at Mawson Lakes for the 2024 to 2027 financial years. The higher renewal cost reflected in 2024 is to address assets that have less than 2 years of useful life remaining identified through the light pole audit.

*Table 2. Summary of funding model the 4 Year Delivery Plan (2024 to 2027) for lighting infrastructure in Mawson Lake*

Financial Year	2024	2025	2026	2027	Total
Capital Renewal ('000)	\$536	\$360	\$377	\$396	\$1,669
Maintenance Program ('000)	\$200	\$200	-	-	\$400
Light Pole Audit ('000)	-	-	-	\$50	\$50
<b>Total ('000)</b>	<b>\$736</b>	<b>\$560</b>	<b>\$377</b>	<b>\$446</b>	<b>\$2,119</b>

- 3.7 A maintenance program of \$200,000 per year for the 2024 and 2025 financial years will extend the useful lives of the light poles that have been damaged.
- 3.8 A light pole renewal program which will renew approximately 1% of light pole assets annually in Mawson Lakes (11% over 10 years) for the next 10 years will replace the failing assets identified from the light pole audit. To eliminate the issue of corrosion, administration has sourced a composite fiber replacement pole, which will eliminate the corrosion risk and will extend useful lives (refer to attachment).

- 3.9 Administration recommend a light pole audit program every four years to inspect 15% of the light poles to inform the subsequent 4 Year Delivery Plan and provide updated intelligence on the effectiveness of the maintenance treatments applied to light pole assets. This budget will be added to a new budget bid which aims to consolidate all asset-related audits.

#### 4. FINANCIAL OVERVIEW

- 4.1 Council does not have an existing capital renewal program for its lighting infrastructure. The current Public Lighting Continuity Program has a total 4 year capital budget bid of \$1.8687 million for 2024 to 2027 financial years to fix on fail lighting assets, which equates to approximately \$467,000 per year. However, this budget is predominantly used to replace luminaires for all public lighting assets across the City.
- 4.2 The proposed funding model for the renewal, maintenance and monitoring of lighting infrastructure in Mawson Lakes is shown in Item 3.6 and Table 2.
- 4.1 The following table shows the increase in budget required for the Public Lighting Continuity Program incorporating the proposed program shown in Table 2.

*Table 3. Table shows the increased budget required in the Public Lighting Continuity Program to implement a preventative capital renewal and maintenance program for public lighting in Mawson Lakes.*

Financial Year	2024	2025	2026	2027	Total
Proposed Capital and Maintenance Program for Mawson Lakes					
Capital Renewal ('000)	\$536	\$360	\$377	\$396	\$1,669
Maintenance Program ('000)	\$200	\$200	-	-	\$400
Light Pole Audit ('000)	-	-	-	\$50	\$50
<b>Total ('000)</b>	<b>\$736</b>	<b>\$560</b>	<b>\$377</b>	<b>\$446</b>	<b>\$2,119</b>
Current Public Lighting Continuity Program Bid					
Existing Public Lighting Continuity Program – Capital ('000)	\$450	\$461.3	\$472.8	\$484.6	\$1,868.7
Existing Public Lighting Continuity Program – Maintenance ('000)	\$51	\$52.3	\$53.6	\$54.9	\$211.8
<b>Total Existing Public Lighting Continuity Program ('000)</b>	<b>\$501</b>	<b>\$513.6</b>	<b>\$526.4</b>	<b>\$539.5</b>	<b>\$2,080.5</b>
<b>Proposed Public Lighting Continuity Program with required increases for Capital and Operating Expenditure</b>					
Capital Renewal ('000)	<b>\$986</b>	<b>\$821.3</b>	<b>\$849.8</b>	<b>\$880.6</b>	<b>\$3,537.7</b>
Maintenance ('000)	<b>\$252.5</b>	<b>\$254</b>	<b>\$55.4</b>	<b>\$56.9</b>	<b>\$618.8</b>



Financial Year	2024	2025	2026	2027	Total
Light Pole Audit ('000)	-	-	-	\$50	\$50
<b>Total Budget Required ('000)</b>	<b>\$1,238.5</b>	<b>\$1,075.3</b>	<b>\$905.2</b>	<b>\$987.5</b>	<b>\$4,206.5</b>

## 5. CONCLUSION

- 5.1 Administration has completed a light pole audit on Council's public lighting infrastructure in January 2024 to assess the structural integrity of the light poles.
- 5.2 The audit indicates that approximately 11% of light poles in Mawson lakes will reach the end of their useful life by 2033. There is currently no formal program of capital renewal work to address public lighting. The administration recommends the implementation of a preventative capital renewal program for public lighting to address these assets over the next 10 years commencing in the 2024-2025 financial year.
- 5.3 The audit indicates that approximately 53% of the public lighting assets have significantly reduced asset lives due to higher than expected rates of corrosion. Useful lives have been reduced by as much as half. Administration recommends the implementation of a preventative maintenance regime for public lighting to protect these assets from rapid corrosion.
- 5.4 Administration are seeking the approval of Council to increase the capital and operating expenditure in the Public Lighting Continuity Program as shown in the following table.

Financial Year	2024	2025	2026	2027	Total
Capital Renewal ('000)	\$986	\$821.3	\$849.8	\$880.6	\$3,537.7
Maintenance ('000)	\$252.5	\$254	\$55.4	\$56.9	\$618.8
Light Pole Audit ('000)	-	-	-	\$50	\$50
<b>Total Budget Required ('000)</b>	<b>\$1,238.5</b>	<b>\$1,075.3</b>	<b>\$905.2</b>	<b>\$987.5</b>	<b>\$4,206.5</b>





## Parkview Drive, Mawson Lakes

Existing poles are failing due to brackish water use in the verge irrigation.

New pole, Composite glass pole, impervious to water, direct bury.  
20W 3000K Promenade M LED Luminaire

Original pole, steel construction painted, wrapped in petroleum tape around subsurface area, direct bury.  
50W Cera Arc Sodium lamp



Test site, 7 poles replaced, as indicated



May 22

Page 1 of 1