



Yarriambiack
SHIRE COUNCIL



2025 – 2035 Asset Management Strategy

Asset Management Strategy

Yarriambiack Shire Council encourages a working environment which promotes gender equality and models non-violent and respectful relationships.

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Message from the Mayor



The Yarriambiack Shire Council Asset Management Strategy has been formulated to ensure public infrastructure and resources are managed efficiently, sustainably, and with transparency.

Local governments oversee a diverse portfolio of assets—including roads, parks, buildings, and street furniture. This asset management strategy establishes priorities for maintenance, upgrades, and replacement activities, informed by asset condition, utilisation patterns, and community requirements. This approach ensures the prudent allocation of resources.

The strategy offers a comprehensive long-term perspective on expenditures related to the upkeep and renewal of infrastructure assets. By doing so, Council is equipped to mitigate unforeseen costs, enhance budget accuracy, and minimise financial risk.

Properly maintained assets are fundamental to the delivery of essential community services, such as safe transportation networks and accessible public facilities. The asset management strategy aims to uphold the reliability of these services and meet community standards within the confines of available budgetary and financial resources.

Early identification of obsolete or deteriorating assets enables Council to proactively manage risks regarding public safety, service continuity, and legal obligations.

In accordance with the *Local Government Act 2020*, asset management planning is mandated for regulatory compliance and also advances governance by ensuring that asset-related decisions align with broader strategic objectives. The Asset Management Strategy has been developed alongside both the Council Plan and Long Term Financial Plan.

This document will serve as a resource to support informed decision-making and guide our advocacy initiatives regarding the funding necessary to maintain our assets both now and in the future.

[insert signature]

Cr Kylie Zanker
Mayor

1 Executive Summary

The Asset Management Strategy is a vital component of Council's overall strategic planning process and has been prepared to enable Yarriambiack Shire Council to improve on the way it delivers services relating to infrastructure assets including roads, buildings, open space and stormwater pits and pipes. These infrastructure assets have an approximate replacement value of \$380 million as at 30 June 2025.

The Yarriambiack Shire Council assets are predominantly in the middle to end of the useful portion of their lifecycle and the demand and urgency on funding is ever increasing. It is for this reason that Yarriambiack Shire Council needs a strategy and asset class plans to effectively manage the risk associated with the assets and the rate in which they deteriorate.

This Strategy provides a better understanding of how Council aligns the asset portfolio to best meet the service delivery need of the current and future community and to enable Council's Asset Management Policy to be achieved. Moving forward the challenge for Council is to continue to deliver community expectation whilst balancing the aging and increasingly costly infrastructure against Council's limited financial capacity.

To meet this challenge, Council will need to build on its asset management capabilities to extend the lifecycle of assets, manage service level expectations in the community, seek additional State and Federal funding and ensure Council is delivering sound financial management through its decision making.

This Asset Management Strategy has been prepared to provide information to the community about:

- Council's long-term approach to managing the assets.
- How its asset portfolio will meet the service delivery needs of its community in the future.
- How Council's strategic objectives are to be achieved.
- How Council will meet its compliance requirements.

The Asset Management Strategy forms part of Council's suite of strategic planning documents and will assist Council in meeting legislative requirements under Section 92 of the *Local Government Act 2020* and satisfies Councils requirement to develop, adopt and keep in force an Asset Plan. The Asset Management Strategy identifies the strategic and operational practices that ensure Council manages assets throughout their asset lifecycle, for the benefit of the community.

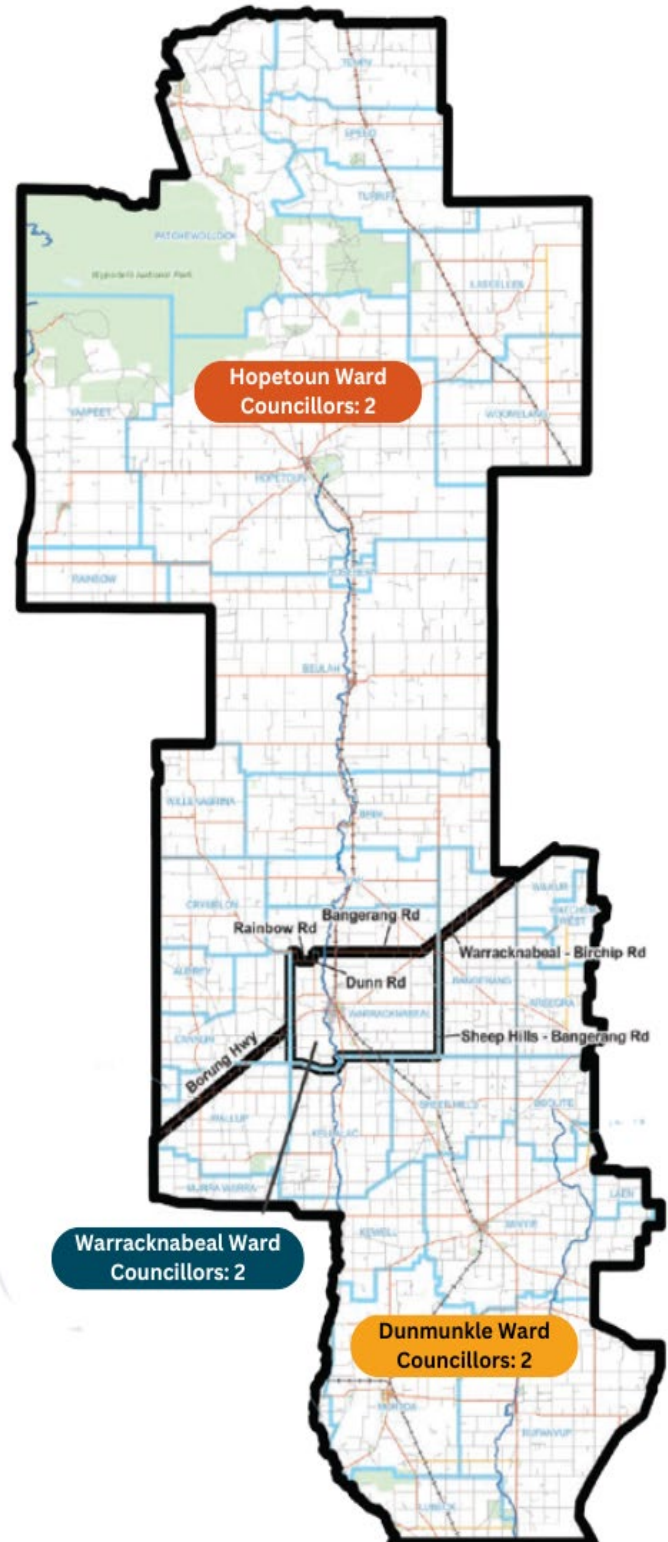
The Asset Management Strategy integrates with the adopted Council Plan and Long Term Financial Plan to inform Council's ability to fund current and future infrastructure costs whilst meeting the expectations and needs of our community.

2 Who is Yarriambiack

2.1 Location

Yarriambiack Shire Council is situated in north-western Victoria, in the heart of the State's wheat belt. The population is concentrated in a number of small towns which service the surrounding broad hectare farming properties.

Find us Here:



1.1.1.1 Demographic Profile

Yarriambiack Shire Council includes the townships of Warracknabeal, Murtoa, and Hopetoun.

There are many smaller communities which include Minyip, Rupanyup, Beulah, Woomelang, Lascelles, Lubeck, Patchewollock, Speed, Tempy, Brim, Yaapeet, Sheep Hills, Rosebery, Lah and Turriff.

2.2 Yarriambiack Community

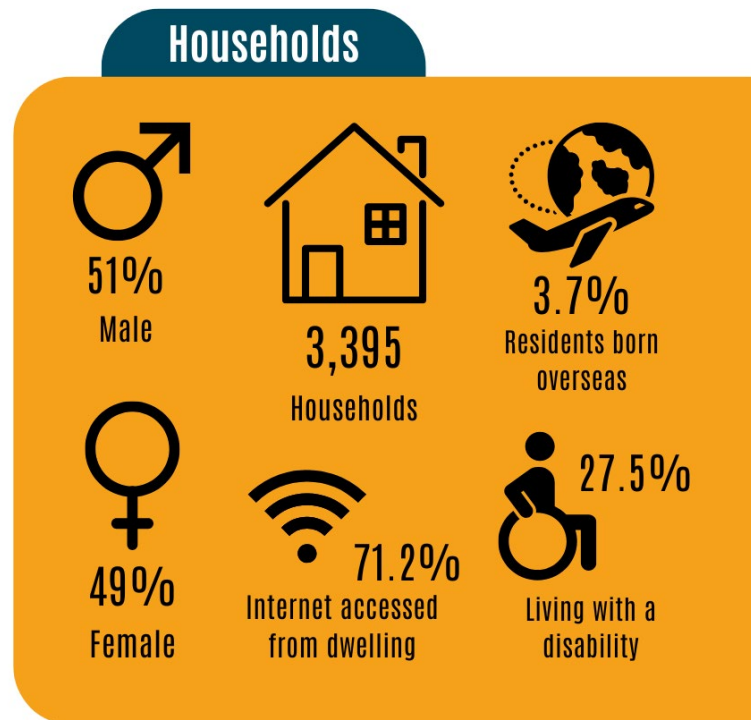
Our population

Our population is approximately 6,556 people.

Demographic shifts are presenting both opportunities and challenges for Council. Yarriambiack has an ageing population with 38.3% aged over 60 years.

Our future planning will consider the best way to meet the needs of our changing community.

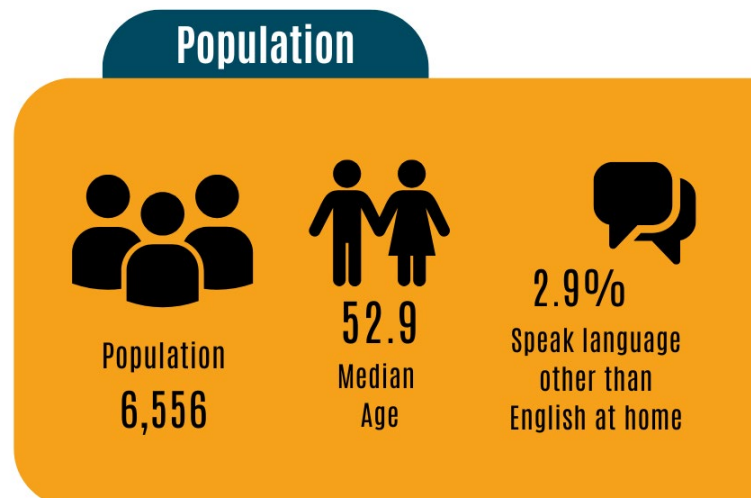
The residents of Yarriambiack come from a wide range of cultures.



Our community

The residents of Yarriambiack Shire Council come from a wide range of households and ages.

As at the 2021 Census there were 3,395 households in the Shire, with 61.7% the most common type being family households.



Yarriambiack Community

Our community enjoys relative prosperity

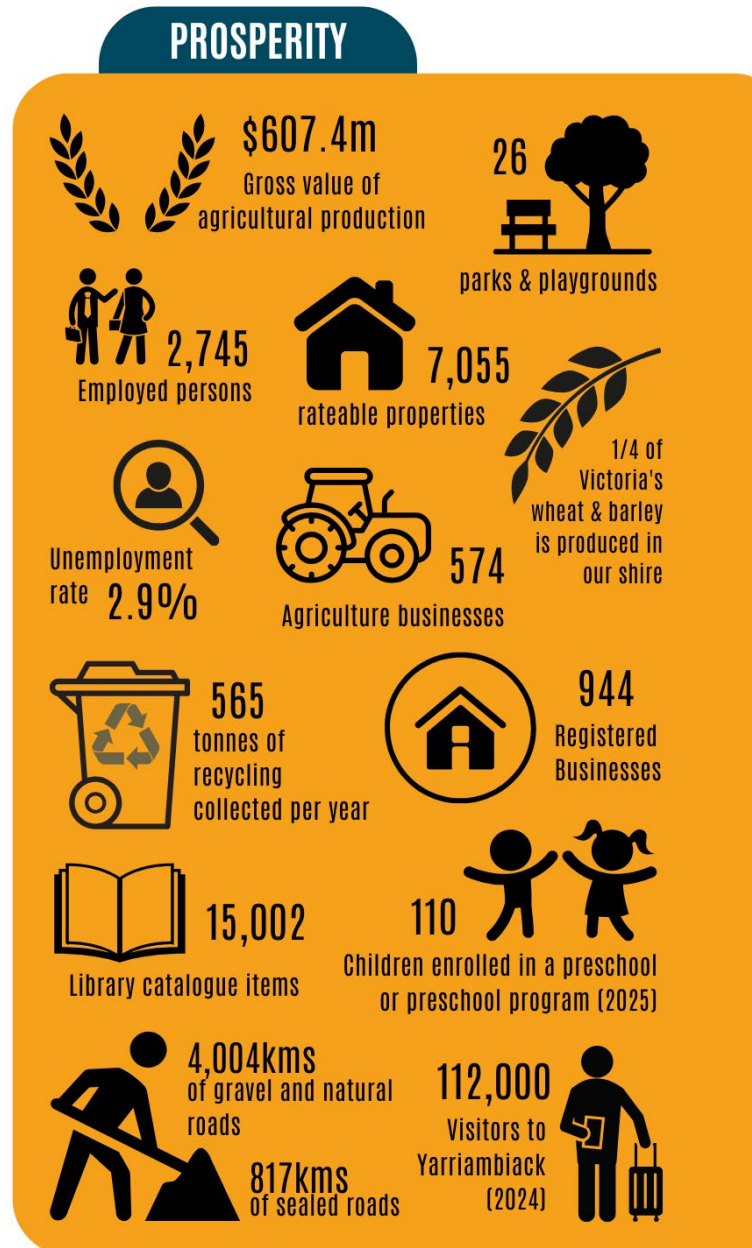
Yarriambiack Shire is the heartland of grain production and handling in the Wimmera and Mallee. The region loaded with National parks, deserts, creeks, lakes, wetlands.

Tourism is ever growing throughout our Shire.

Our main attraction The Silo Art Trail has become Australia's largest outdoor gallery. The trail stretches over 200 kilometres, linking Brim with neighbouring towns Lascelles, Murtoa, Patchewollock, Rosebery, Rupanyup and Sheep Hills.

Technology is driving rapid change across the economy and this will create many new opportunities.

Maintaining the liveability of our municipality for our ageing population presents challenges and requires council to rethink the services we deliver.



3 Introduction

An Asset Management Strategy recognises that the purpose of holding assets is to ensure council is able to deliver satisfactory services to the community now and into the future. In order for this to be achieved, Council needs to balance the management of assets and the delivery of services against its limited resources, whilst complying with legislative and regulatory requirements.

- Coordinating functions and contributions between functional units within Council
- Consistent application of asset management processes to ensure transparent governance in decision making

Yarriambiack Shire Council has developed this strategy to ensure procedural consistency and transparent governance practices in the asset management processes that are imbedded across differing functional units.

The Asset Management Strategy has been developed in conjunction with its legislative, regulatory and policy requirements as listed in References. Many of these references include guidance materials which have also been key in developing this Strategy. These include the Local Government Victoria Asset Plan Guidance 2022 and the Institute of Public Works Engineering Australasia (IPWEA) guidance material.

Council manages a number of Infrastructure assets which this Strategy covers. The below table list these asset groups and provides the values as at 30 June 2025.

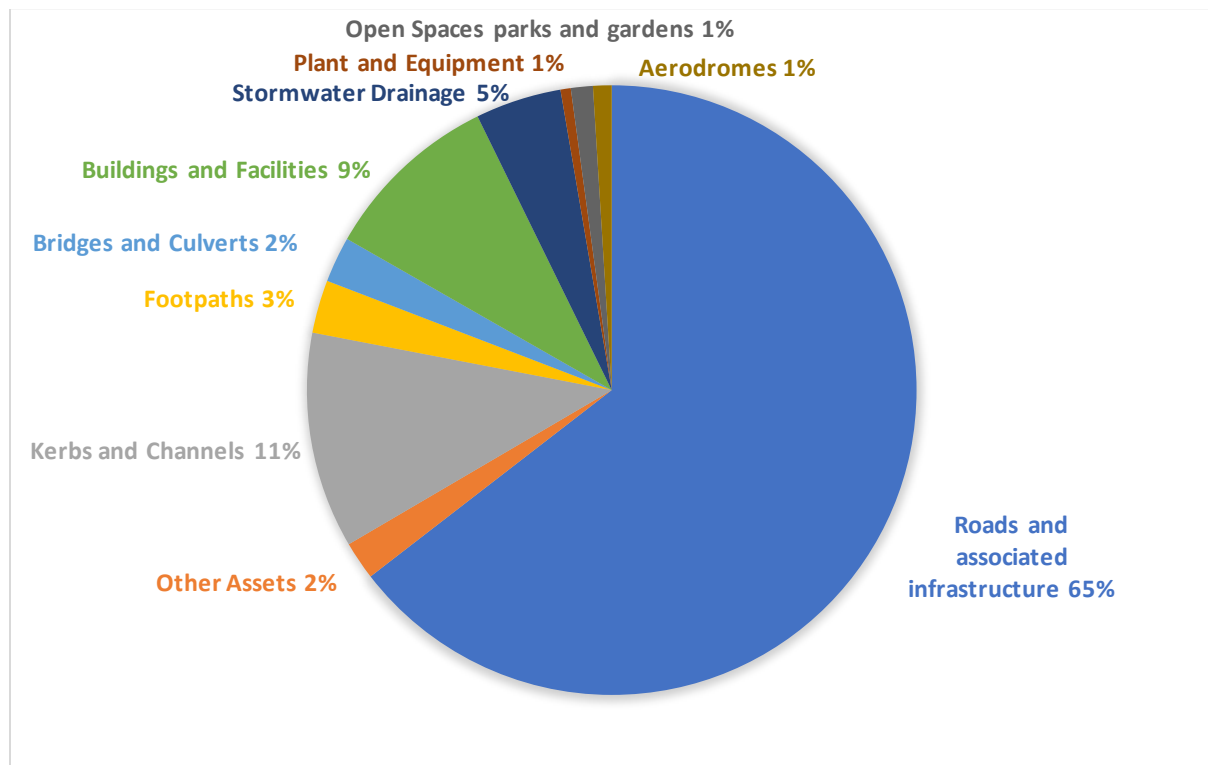
3.1 Replacement Value of Assets, by Group

Infrastructure Asset Group	Description	Replacement value as at 30 June 2025
Roads and associated infrastructure	Road and pavement, traffic control, and surfaces.	\$245,262,196
Kerbs and Channels	Kerb and Channels adjacent to part of roads network.	\$43,559,091
Footpaths	All formally constructed footpaths and dedicated tracks.	\$10,688,156
Bridges and Culverts	Bridges, major/minor culverts, footbridges.	\$9,213,958
Land*, Buildings and Facilities	Buildings, land, heritage buildings.	\$36,053,530
Plant and Equipment	Machinery and equipment, vehicles, ICT, Library materials.	\$17,339,031
Open Spaces, Parks and Gardens	Park furniture, sports ovals, play equipment, playing surfaces.	\$2,067,370
Other Assets	Bores, tanks, pumps, street furniture.	\$4,426,641
	Aerodromes - pavement, lights, pad.	\$3,740,012

Infrastructure Asset Group	Description	Replacement value as at 30 June 2025
Other Assets	Stormwater Drainage - Stormwater Pits and pipes, surface drainage.	\$7,732,117

*Land not subject to revaluation in 2025, values as at 30 June 2024.

3.2 Infrastructure Asset Values



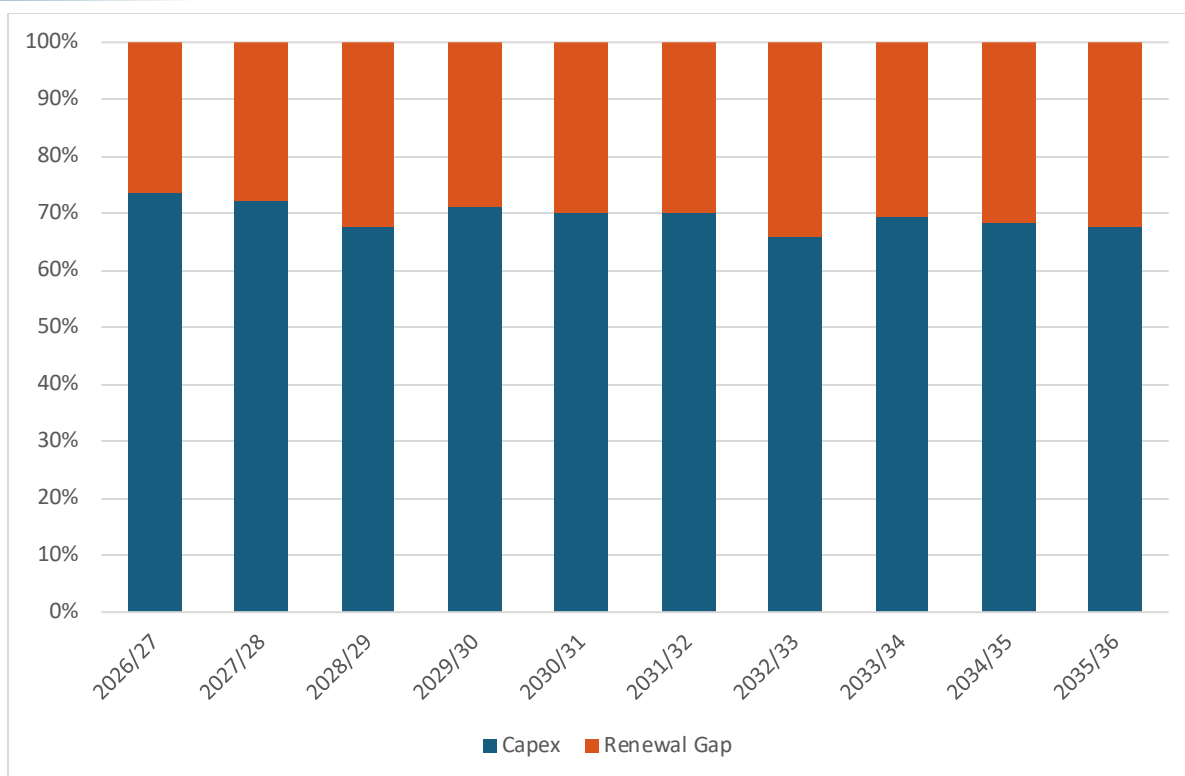
3.3 Renewal Gap

The difference between the actual amount Council spends on renewing its assets and the funds required annually for the renewal of its assets over their useful lives is called the asset renewal gap.

To reduce the renewal gap to zero the capital renewal expenditure would match the value of annual depreciation. The comparison of renewals against depreciation is represented by a renewal ratio.

The difference between the actual amount Council spends on renewal and the amount needed to ensure that assets are maintained according to the agreed service levels is called the asset renewal gap.

Over the remaining eight years of the Long Term Financial Plan the forecast of these statistics vary between asset classes. The renewal gap ranges between 5% and 20% and the renewal ratio sits at average of 86%. The below chart shows the renewal gap on an annual basis over this time.



The below table articulates the compounding impact of the renewal gap over the same period.

Year	Renewals \$'000	Depreciation \$'000	Renewal Gap (Annual) \$'000	Renewal Gap (Compounding) \$'000
2026/27	6,145	8,354	2,209	2,268
2027/28	6,145	8,502	2,357	4,625
2028/29	5,848	8,647	2,799	7,424
2029/30	6,254	8,792	2,538	9,962
2030/31	6,263	8,942	2,679	12,641
2031/32	6,376	9,093	2,717	15,358
2032/33	6,092	9,242	3,150	18,508
2033/34	6,511	9,391	2,880	21,388
2034/35	6,534	9,546	3,012	24,400
2035/36	6,561	9,702	3,141	27,541

Council must decide if to maintain, widen or decrease the asset renewal gap, adjust the service levels, actively seek further funding or a combination of these depending on risk appetite choices.

Each decision Council makes has a direct impact on asset management. Council may also make the active decision for no change and hence maintain the renewal gap.

4 Stakeholder and Community Engagement

This Asset Management Strategy has been prepared to address Section 92 of the *Local Government Act 2020*, including the various phases of the asset lifecycle as required by the Act and in accordance with the deliberative engagement principles of Council's adopted Community Engagement Policy.

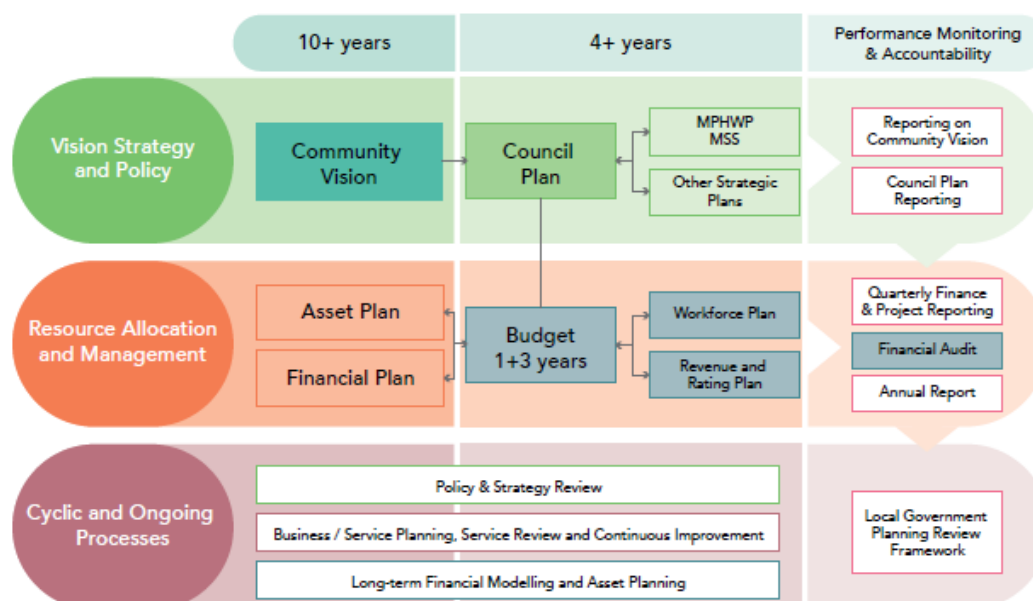
Council's key stakeholders and their role in the Asset Management Strategy are tabled below.

4.1 The Role of Key Stakeholders in the Asset Management Strategy

Key Stakeholder	Perceived Expectations
Residents and Ratepayers	Service provision, sustainable environment, good amenities, value for money
Visitors and other users of Council Services.	Availability of services, safe environment, ease of access, good ambience
Councillors / CEO / General Managers	Stewardship of service provision, representation of community issues
Government Departments / Agencies	Good infrastructure management, annual performance reporting, equitable service provision to the community
Employees and Volunteers	Continuity of employment, job satisfaction, safe work environment
Utilities and other Agencies	Sound working relationship, responsiveness, good decision-making, efficient and effective processes
Developers	Responsiveness, affordable fees and charges, efficient and effective processes.
Contractors and Suppliers	Sound working environment, continuity of work, safe work environment
Local Government Insurer	Effective management of infrastructure risks

4.2 Asset Management Planning and Accountability

The diagram below depicts the planning and accountability framework that applies to Local Government in Victoria. Each element is critical to the achievement of the Asset Management Strategy.



MPHWP MSS: in addition, the Municipal Public Health and Wellbeing Plan that identifies goals and strategies based on evidence for creating a local community in which people can achieve maximum health and wellbeing is also included in the planning and accountability framework.

5 Assets and their Management

Council manages a wide range of infrastructure assets to enable the services it provides across the municipality. This section of the Asset Management Strategy outlines the following areas:

- The quantum of each asset class
- The financial values of each class
- Responsibility areas within the organisation that manage our assets
- ICT and the record management of our assets
- An overview of condition assessments and
- our organisational maturity in asset management

5.1 Asset Quantities

The below table lists our Infrastructure Asset covered under this Asset Management Strategy and the quantity of each group and category.

Asset Group	Asset Category	Quantity	Measure
Roads and Associated Infrastructure	Roads Sealed	822	Kilometres
	Roads Unsealed	1256	Kilometres
	Roads Earthen	2526	Kilometres
	Traffic Management Devices	27	Units
Kerbs and Channels	Kerbs and Channels	86	Kilometres
Footpaths	Footpaths	102	Kilometres

Asset Group	Asset Category	Quantity	Measure
Bridges and Culverts	Bridges	2	Units
	Culverts	220	Units
	Footbridges	22	Units
Land, Buildings and Facilities	Land	2,750,220	Square Meters
	Buildings	78	Units
	Heritage Buildings	14	Units
Plant and equipment	Heavy Plant	70	Units
	Light Plant	362	Units
	Vehicle Fleet - Owned	18	Units
	Vehicle Fleet - Leased	21	Units
	Library Material	15,225	Books
	ICT	155	Devices
Open Spaces, Parks and Gardens	Open Spaces	1,314,707	Square Meters
	Playgrounds	26	Units
Other Assets	Bores	3	Units
	Tanks	126	Units
	Pumps	8	Units
	Street Furniture	399	Items
	Waste	14	Sites
	Aerodromes	3	Sites
	Stormwater Drainage- Pits	848	Units
	Stormwater Drainage – Pipes	28	Kilometres

5.2 Financial Values of our Assets

The financial values of the Councils assets as at June 30, 2025 are shown in the below table.

Infrastructure Asset Group	Replacement value as at 30 June 2025	Annual Depreciation	Written Down Value
Roads and associated infrastructure	\$245,262,196	\$6,556,201	\$139,682,499
Kerbs and Channels	\$43,559,091	\$870,347	\$22,294,943
Footpaths	\$10,688,156	\$263,390	\$5,076,967
Bridges and Culverts	\$9,213,958	\$109,623	\$4,070,529
Land*, Buildings and Facilities	\$36,053,530	\$1,093,176	\$33,931,813
Plant and Equipment	\$17,339,031	\$1,584,756	\$6,481,160
Open Spaces parks and gardens	\$2,067,370	\$35,016	\$1,492,098
Other Assets	\$4,426,641	\$63,071	\$1,430,947
Other Asset - Aerodromes	\$3,740,012	\$62,574	\$1,088,329
Other Assets - Stormwater	\$7,732,117	\$96,650	\$2,110,891

*Land not subject to revaluation in 2025, values are as at 30 June 2024. In accordance with relevant Accounting Standards land is not depreciated.

5.3 Responsibilities within Council

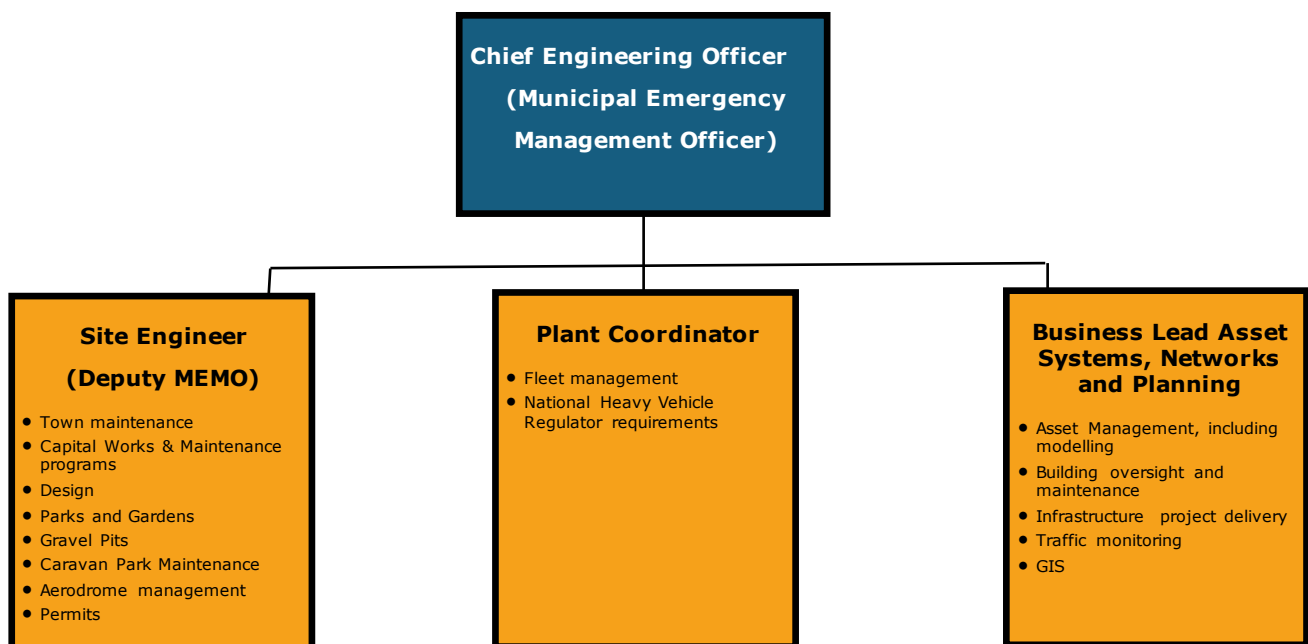
The Management of Assets is the responsibility of all Council employees, those with specific Asset Management responsibilities have these set out within their position descriptions. Together with an asset management working group the roles of specific areas within Council around Asset Management are outlined below.

5.3.1 Chief Engineering Officer

The Chief Engineering Officer is responsible for a large portion of asset management, including the engineering, management, operations and inspection of responsible assets. The technical services and Geographic Information System (GIS) functions also fit within this area of responsibility. The Chief Engineering Officer has a team of leaders and coordinators that have delegated responsibility dependant on their area of expertise.

The Chief Engineering Officer is also the Responsible Officer for this Strategy.

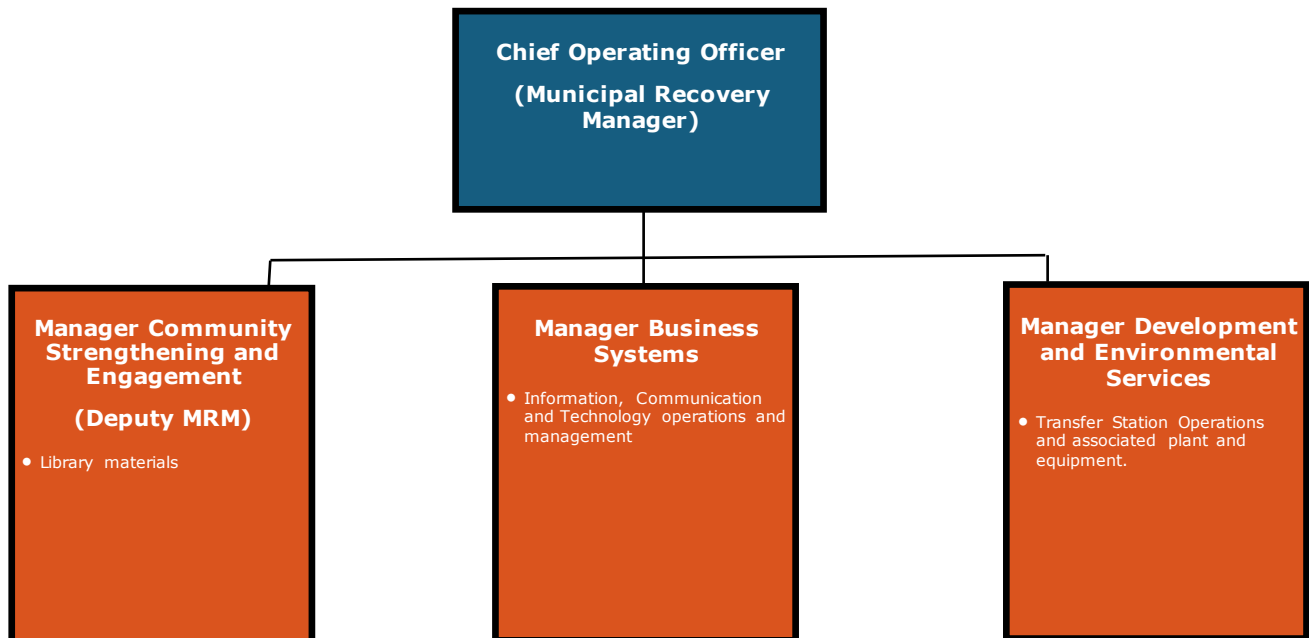
The structure of the Chief Engineering Officers team is depicted below.



5.3.2 Chief Operating Officer

The Chief Operating Officer is responsible for several areas within asset management. The Chief Operating Officer has a team of managers that have delegated responsibility dependant on their area of expertise.

The structure of the Chief Operating Officers team is depicted in the following chart (where asset management is involved).



5.3.3 Services Projects and Asset Management Working Group

An 'organisational' focus on Asset Management is provided through the Services, Projects, Assets Management Working Group (SPAMWAG). This group has been established in line with Council's Asset Management Policy and operates under its own Terms of Reference. The group includes the Leadership team and Extended Leadership Team. Other staff will be invited as required to continue the improvement of asset management.

The SPAMWG's asset management responsibilities include careful consideration of Council's asset management practices ensuring alignment with legislative framework and strategic direction. They review and report to the Leadership Team on future project options as well as progress reporting for current asset management and capital works. Internal strategy as well as external planning is considered in all reporting from the SPAMWG.

Asset Service Level Plans are reviewed annually and recommendations for improvements are made that will gain efficiency and innovation with a knowledge sharing mindset.

With the aim to achieve ongoing future sustainability for Council and across department, the SPAMWG partners with and collaborates with industry peers and the local community when making recommendations.

5.4 ICT Systems Council Uses

5.4.1 Customer Request Management System

Council uses CouncilWise as its Customer Request Management system (CRM) to capture, manage and report on complaints, comments and requests when the customer contacts Council offices. The system has a framework for assessing customer

service requests and managing the service request for the duration of the action required to complete them.

When a CRM is lodged against a Council asset, this information is linked to the Asset Management Information System (AMIS) where any associated works are monitored. Updates on works progress and resolutions are recorded against CRM items and relevant information is relayed back to the customer.

Council measures the performance of Customer Requests through the CRM system to improve decision making against the service levels in addition to the condition survey and assessments.

5.4.2 Asset Management Information Systems

All assets are registered in the Asset Management Information System (AMIS). The system records all asset information including physical properties, hierarchy, age, condition, useful life, location, and financial information. The register is also linked to other systems including GIS.

The AMIS also captures work requests associated with asset maintenance and inspection outcomes.

5.5 Condition Assessments

To ensure Council is able to deliver a level of service the community expects, regular condition assessments are critical and guide Council's assets maintenance and renewal priorities. Each asset category has inspection regimes dependant on the assets characteristics. For example, roads classified as a school bus are inspected more frequently than those with a lower criticality.

A summary of the condition grading used on our asset network is set out below.

Grade	Condition	Description	Required Actions	Comments
1	Excellent	Sound physical condition. Insignificant deterioration. No major works required for next 20 years or more	Nil	Near new or recently rehabilitated with only planned maintenance required
2	Good	Acceptable physical condition. Minor deterioration, minor defects evident. Negligible failure risk and works required 15 years plus.	Minor maintenance	The infrastructure in the system has some elements that show general signs of deterioration and minor maintenance may be required.
3	Average	Minor Components or isolated sections of the asset need replacement or repair. Major replacement likely in between 5-15 years.	Significant maintenance	The infrastructure in the system shows general sign of deterioration that requires attention, some elements of significant deficiencies requiring rectification with average to significant maintenance required
4	Poor	Significant defects present and serious deterioration, works required in 2-5 years	Significant maintenance and part renewal/ replacement	A large portion of the system exhibits significant deterioration with significant renewal or rehabilitation required.
5	Very Poor	Large Increase in asset failure, need to replace most of asset, major works required	Complete renewal/ replacement	Many components of system exhibit signs of failure which is affecting service and graded very poor, beyond repair and end of physical life

5.6 Asset Lifecycle Treatment

Planning for the long-term management of assets requires consideration of the various phases of an assets life. An informed approach to the financial treatment of assets through their phases and the Councils approach to commissioning/acquiring assets, their operations, renewal, upgrades, expansions and disposal or decommissioning is set out in the Asset Lifecycle Policy.

Planning for the long-term management of assets requires consideration of the various phases of an asset's life. These can vary significantly between asset groups. As such, Council is in development of a series of Asset Class Plans and Asset Replacement Programs that outline the financial treatment of assets through their phases. Councils approach to commissioning/acquiring assets, their operations, renewal, upgrades,

expansions and disposal or decommissioning has been enhanced utilising strategic asset management software modelling.

5.7 Transport

5.7.1 Roads

All roads within Yarriambiack Shire are managed either by Council or the delegated road manager on behalf of Head, Transport for Victoria.

Council's road network includes both urban roads within the townships and rural roads outside of the townships.

The Department of Transport, is the current delegated road manager for the main arterial roads on behalf of Head, Transport for Victoria. Some roads that lie as the Shire boundary are managed by neighbouring Councils.

The Road Register for Local Roads and Streets is a complete listing of roads managed by Council. The Road Register also lists roads within the Shire that are managed by other road managers.

This document can be found on Council's website [here](#).

5.7.1.1 Roads Demand and Capacity

The demand and capacity of each road is considered when determining priorities in the allocation of resources to achieve the necessary service level expectation for the community, now and into the future.

For roads there is a focus on:

- Priority of upgrading freight routes to a 6.6 metre-wide seal where possible.
- Maintenance levels for school bus routes.
- Preferred routes for farm machinery to be identified via the Road Management Plan and Hierarchy, to provide wider roads with a clear tree envelope.
- Resilience to major events, such as the impact of water flows in significant rain events.
- Safety on road network with improved shoulders.

Roads are constructed and maintained to an agreed service level, these are classified using a hierarchy method. The hierarchy is used to set up the framework that drives decision-making on the budgetary needs to ensure the asset provides the expected community service level.

The road hierarchy also determines how a road is constructed, inspected, maintained, and renewed. Other aspects of the hierarchy service level include, vegetation clearance, ride comfort or 'roughness', can lead to roads being considered for a safety upgrade and in some cases downgraded due to changes in community usage and expectation.

Council's road hierarchy categories are determined by the Road Management Plan, with the following classes of roads:

5.7.1.2 Road Hierarchy

Hierarchy	Function	Classification Code	Existing Surface
Rural Link Road	A road that provides a strategic link between two towns, two districts or a combination thereof. A significant percentage of traffic is not local traffic. Also includes roads linking major industrial sites to towns or to roads of higher classification.	RL1	Sealed
Rural Collector Road	A road that provides or is part of a secondary link between two areas, two roads of a higher classification or a combination thereof. Collector roads also collect traffic from access roads and channel it to roads of higher classification. Many of these roads form a "grid" for all weather access across the shire. Traffic is usually a mix of local and non-local. This category can also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc.	RC1 RC2	Sealed Gravel
Rural Access Road (Primary)	A road that is designated primary all weather access to 1 or more occupied farm houses. (The house(s) must be the primary place of residence* of the occupant). This category may also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc. No significant through traffic.	RA1 RA2 RA3	Sealed Gravel Earth
Rural Access Road (Secondary)	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) Road but is used on a regular basis to provide access to the property for farming purposes or to a centre of business enterprise (E.g. Grain Receival/Major On Farm Storage facilities,	RA4 RA5	Gravel Earth

Hierarchy	Function	Classification Code	Existing Surface
	Major Hay Storage Facilities or Transport Company). Also includes roads maintained to a higher standard in accord with clause 5 of this hierarchy. Such roads will assume the "Target Construction Standards" of Rural Access (Primary) Roads whilst they are being provided to the higher standard.		
Rural Access Road (Minor)	A road used occasionally (but not regularly) for farm access. Any other rural road with minimal use.	RA6	Earth
Urban Commercial Centre and Collector Roads	A road in the main commercial centre of a town providing access predominately to shops and offices. Also includes major arteries linking parts of town or feeding traffic to commercial centre.	UC1	Sealed
Urban Access Road (Primary)	Local road providing primary access to residential, industrial or commercial properties or to recreational facilities.	UA1 UA2	Sealed Gravel
Urban Access Road (Secondary)	A road or laneway providing secondary access to occupied properties, or access to vacant land.	UA3 UA4	Sealed Gravel
Urban Access Road (Minor)	A road or laneway with minimal use.	UA5	Earth
Special Purpose	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) but provides an all weather surface or surfaced sections for a Special Purpose.	SP	Gravel
Parking Bays or Areas	All parking bays or areas that have deemed to be a Council Asset for the sole purpose of parking.	PB	Sealed

The main components of the Roads assets are:

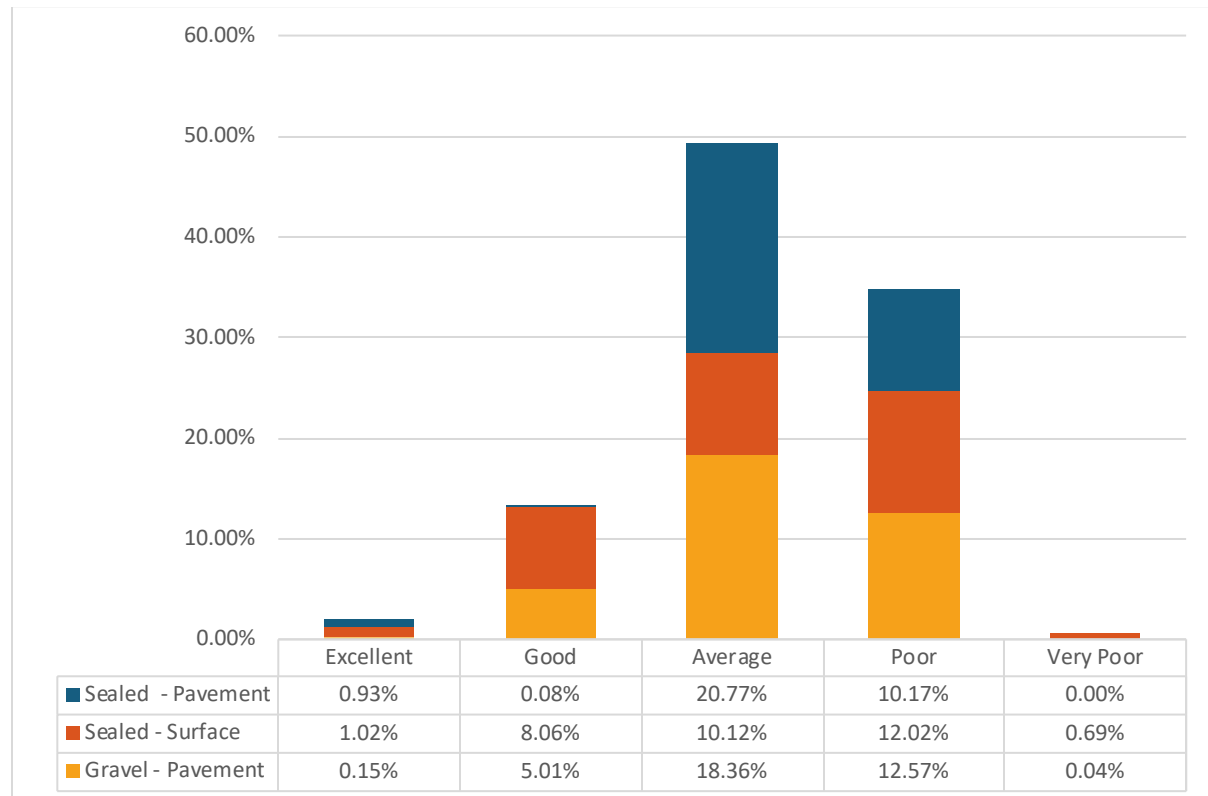
- Sealed surfaces, pavements and kerb in the urban areas
- Sealed surfaces, pavements and shoulders for the rural sealed network
- Unsealed pavements for the rural unsealed network.

Associated infrastructure in this asset class includes:

- Traffic control devices, signs, roundabouts, guideposts and line marking
- On-road and off-street car parking

The Road Management Plan provides detail on the safety inspection regime, maintenance standards, and construction standards which can be viewed [here](#).

5.7.1.3 Rated Road Network Condition Profile



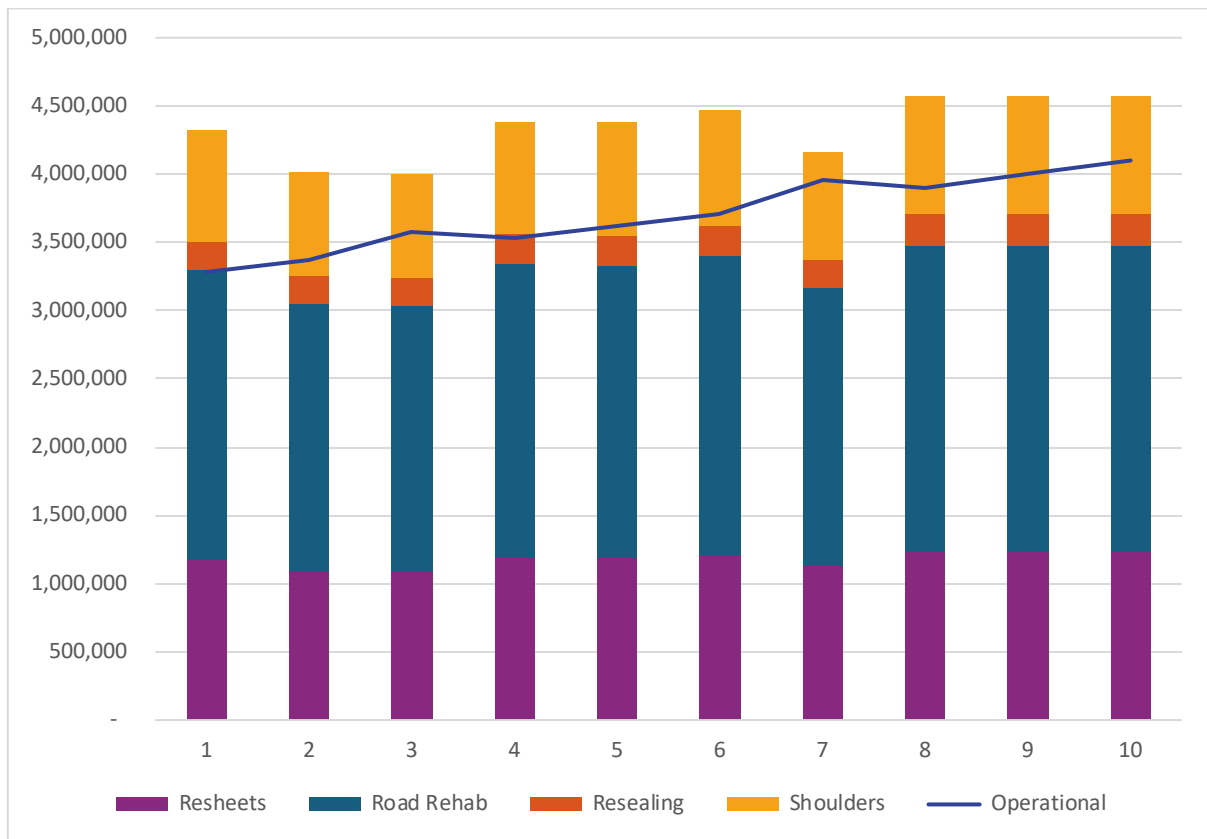
5.7.1.4 Roads Financial Summary and Impacts

Future operational and capital expenditure budgets are allocated to align with Councils Long-term Financial Plan and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets, within resource constraints.

Changes to the existing road infrastructure network are assessed on a case-by-case basis.

5.7.1.5 Future Operational and Capital Costs for Roads



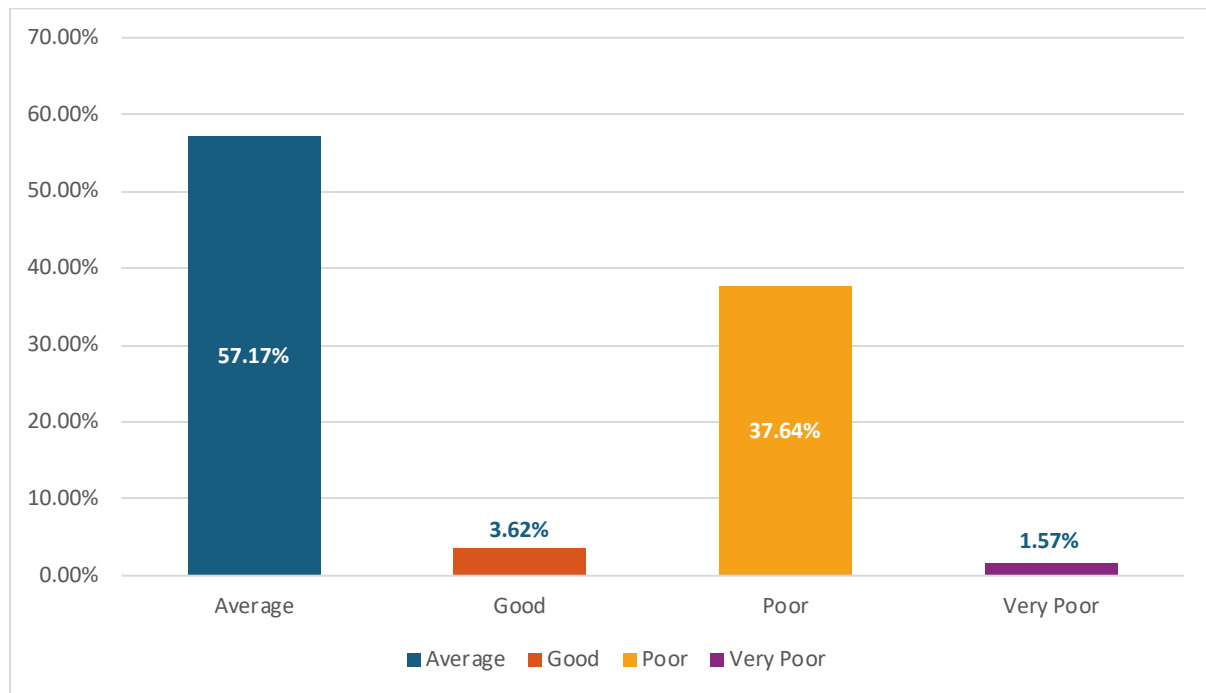
5.7.2 Kerbs and Channels

Kerbs and channels structures typically located at the edge of a road. Their purpose is to direct stormwater into drains, protect the edge of the road from erosion and to act as a barrier between the road pavement and the nature strip which aims to prevent vehicles from leaving the road carriageway.

The maintenance of kerbs and channels occur through operational activities where the objective is to sustain an appropriate service condition. Where this is no longer possible, renewal activities occur to bring an existing asset back to a serviceable level. Upgrades occur when a higher specification is required, for instance, due to development in the area.

The service levels, including inspections for kerb and channel is determined by the Road Management Plan hierarchy.

5.7.2.1 Rated Kerb Network Condition Profile



5.7.2.2 Kerb Demand and Capacity

To ensure the necessary service levels for our community are met, the demand and capacity of Kerbs and Channels is used to determine the current and future funding priorities with a focus on:

- To resolve a drainage issue in urban areas
- Where kerbs and channels are requirements in urban parking bays
- As required by new residential construction

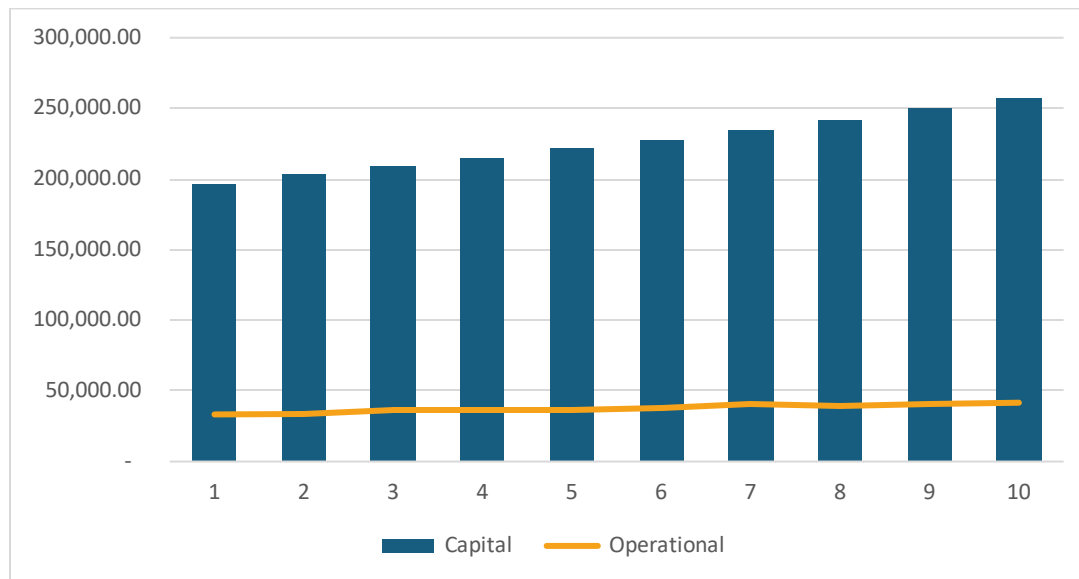
5.7.2.3 Kerb and Channel Financial Summary and Impacts

Future operational and capital expenditure budgets are allocated to align with Council's Long-term Financial Plan and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets.

Changes to the existing kerb and channel infrastructure network are assessed on a case-by-case basis.

5.7.2.4 Future Operational and Capital Costs for Kerbs and Channels



5.7.3 Footpaths

Footpaths provide a passage for people to access areas within the Municipality by means of walking, and in recent times, an increase in mobility assistance vehicles (gophers) and bicycles has occurred. Shared pathways are also found in some open space areas and parklands.

Footpaths in urban areas are typically concrete, pavers, crushed rock or asphalt surfaces. In determining the pathways around the Shire, Council considers factors such as:

- Access requirements to public services, for instance schools and health services.
- Key routes to areas like parks or shopping precincts.
- Whether a footpath is required on one or both sides of the street.

Council will endeavour to provide footpaths of a suitable standard for the pedestrian and other traffic that uses them. Within the funding available, Council will formulate programs that over time will provide footpaths which meet the minimum standards as per the Footpath Hierarchy.

The age and condition of footpaths continues to be a challenge for Council. The Footpath Hierarchy and Implementation Plan 2023-2028 outlines how council will address this challenge and strive to deliver the footpath network at the necessary service levels.

5.7.3.1 Footpaths Demand and capacity

The demand and capacity of each footpath is considered when determining priorities in the allocation of resources to achieve the necessary service level expectation for the community, now and into the future.

For footpaths, there is a focus on:

- An ageing population.
- Opportunities for shared pathways to improve health outcomes from pedestrian activity.
- Access to services for all our community members.
- Delivery of the Footpath Hierarchy and Implementation Plan.

Footpath management is similar to road management in that the construction and maintenance to agreed service levels are determined using a hierarchy method. The hierarchy is used as a framework that drives decision-making on the budgetary needs to ensure the asset provides the expected community service level.

The footpath hierarchy also determines how it is constructed, inspected, maintained, and renewed. Considerations for safety upgrades are also determined through hierarchical classification and reviews.

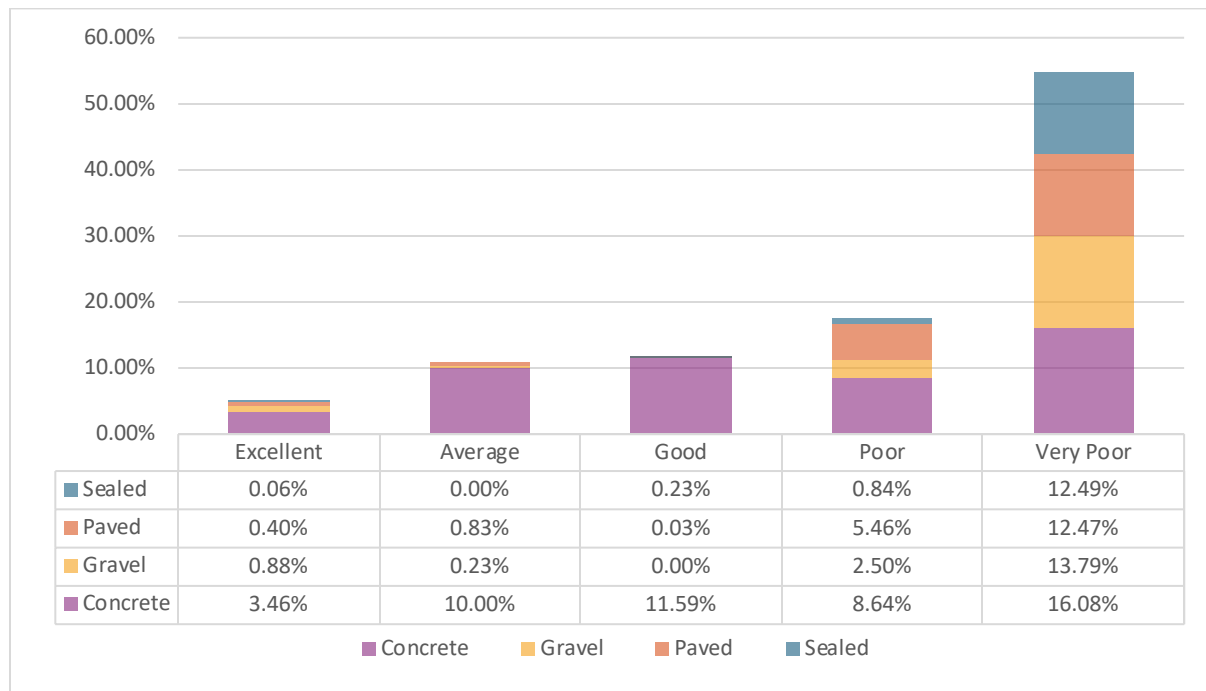
Council's footpath hierarchy is determined by the Road Management Plan, with the following classes of footpaths:

Classification	Description
Category 1	These are the footpaths with the greatest amount of use and typically include: • High use by general public and/or vulnerable users • Main routes between key destinations such as shopping areas, medical centres, schools, recreation facilities • Pathways in CBD/commercial precincts and in the vicinity of schools, tourist areas or attractions, hospitals, medical centre, aged care facilities and public transport terminals/stops • Typically wider paths suitable for more than one person with excellent separation or clearance from traffic lanes Typically located on both sides of a street
Category 2	These are in high density residential areas and are less used: • Medium use by general public and/or vulnerable users • Paths providing a networking function between other destinations and category 1 paths • If associated with arterial and link roads are located on both sides of a street • Pathways in courts, low density, fringe residential streets and industrial areas within minimal through traffic Typically located on one side of a street only
Category 3	All other paths in use (many are not constructed). Also includes primarily paths used for recreational purposes. Eg. Beside Yarriambiack Creek and around Lake Marma at Murtoa

The Road Management Plan provides detail on the safety inspection regime, maintenance standards, and construction standards of footpaths and can be viewed [here](#).

The below chart shows the current conditions of the footpath network for all rated assets. Pathways that constructed of a material other than the natural earthen surface are rated and included below.

5.7.3.2 Rated Footpath Network Condition Profile



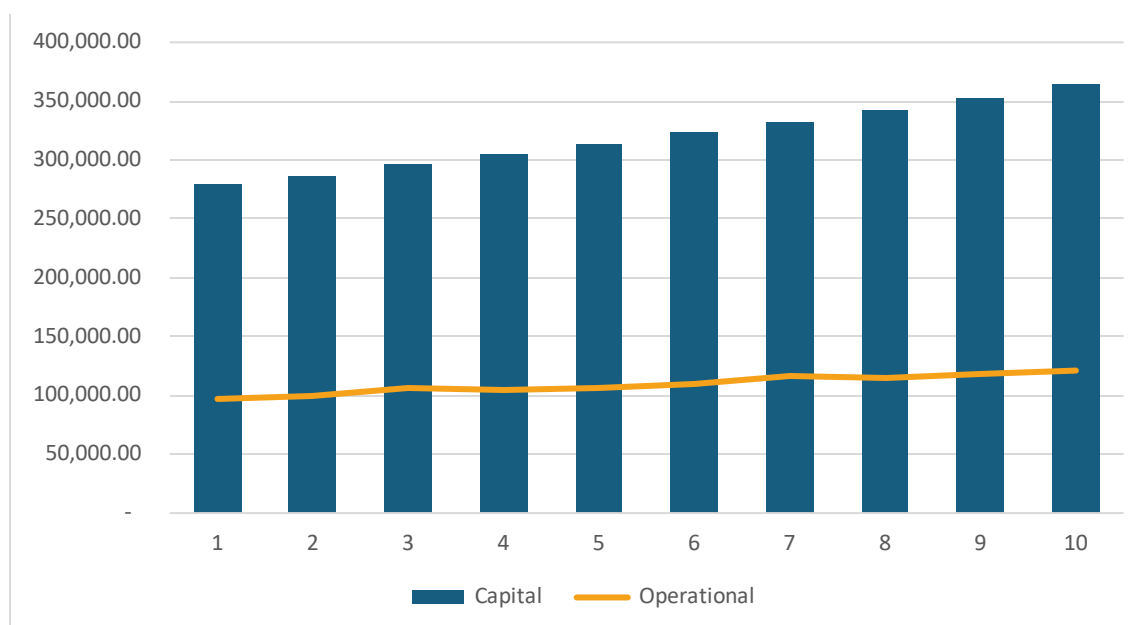
5.7.3.3 Footpath Financial Summary and Impacts

Future operational and capital expenditure budgets are allocated to align with Councils Long-term Financial Plan and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets.

Changes to the existing footpath infrastructure network are assessed on a case-by-case basis.

5.7.3.4 Future Operational and Capital Costs for Footpaths



5.7.4 Bridges and Culverts

Within the road network there are major structures that cross waterways these are:

- Bridges
- Major Culverts (greater than 3.5 square metre catchment area)
- Box Culverts
- Footbridges
- Boardwalks

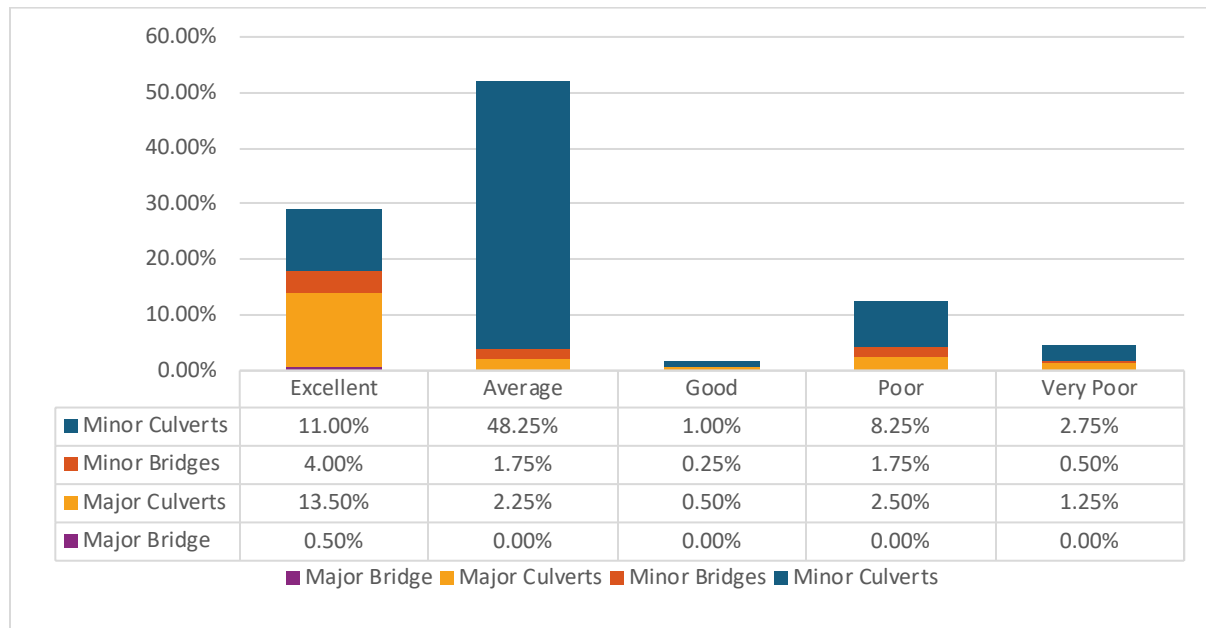
In some cases where bridges or culverts may not have the capacity to cater to larger, heavier trucks that are becoming more common across the Shire, Council may set load limits on these until priorities allow for upgrades to occur.

The service levels for Bridges and Culverts follows the road hierarchy by way of location and treatment, including inspections, which is determined by the Road Management Plan hierarchy with a minimum structural integrity inspection of bridges carried out by a suitably qualified engineer at least every five years.

The Road Management Plan provides detail on the safety inspection regime, maintenance standards, and construction standards of bridges and culverts and can be viewed [here](#).

As part of Council's ongoing asset maturity program, a Bridges and Culvert Asset Class Plan will be developed and provide detail on the maintenance standards and construction standards.

5.7.4.1 Rated Bridge and Culvert Network Condition Profile



5.7.4.2 Bridges and Culverts Demand and Capacity

The demand and capacity of each bridge and culvert is considered when determining the priorities when allocating resources to achieve the necessary service level expectations for the community, now and into the future.

For bridges and culverts the focus is on:

- Priority to freight routes and ability to cater for increased load limits.
- Resilience to major events such as water capacity during significant rain events.
- Increased use of wider farm machinery.

- Increased use of larger, heavier trucks.

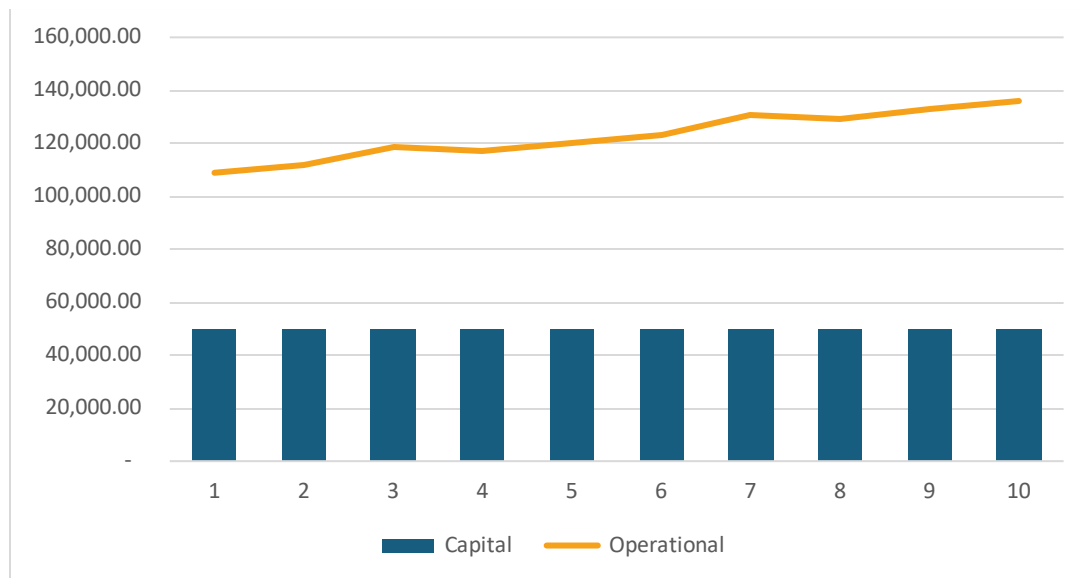
5.7.4.3 Bridges and Culverts Financial summary and impacts

Future operational and capital expenditure budgets are allocated to align with Councils Long-term Financial Plan and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets.

Changes to the existing bridges and culverts network are assessed on a case-by-case basis.

5.7.4.4 Future Operational and Capital Costs for Bridges and Culverts



5.8 Land Building and Facilities

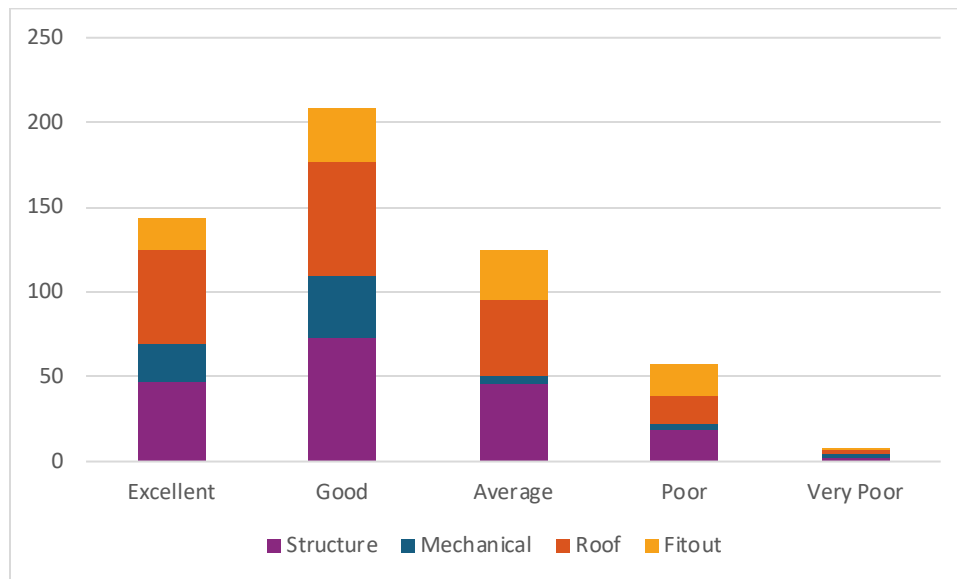
Council's Building and other asset class includes:

- Land
- Buildings
- Heritage buildings

Buildings range from halls, libraries, museum, kindergarten, clubrooms through to the Warracknabeal Livestock Exchange. Buildings are maintained to be fit for purpose for their allocated service. This ensures that the specific needs of the service they deliver are met. This can mean very different maintenance needs and schedules with buildings such as Kindergartens having to meet a number of Early Years Quality Frameworks whilst a seasonal sporting clubroom may only have minimum standards of presentation. Buildings and other structures are constructed and maintained to an agreed service level.

As part of the ongoing commitment to improving Asset Management at Council, a specific Buildings and other structures asset class plan will be produced in the 2025/26 year.

5.8.1 Rated Building Network Condition Profile



5.8.2 Buildings Demand and Capacity

To ensure the necessary service levels for our community are met, the demand and capacity of Buildings is used to determine the current and future funding priorities with a focus on:

- Increasing utilisation, especially for single use facilities.
- Rationalisation Plans for redundant or decommissioned buildings.
- Equity across the townships in relation to Buildings maintenance and renewal.

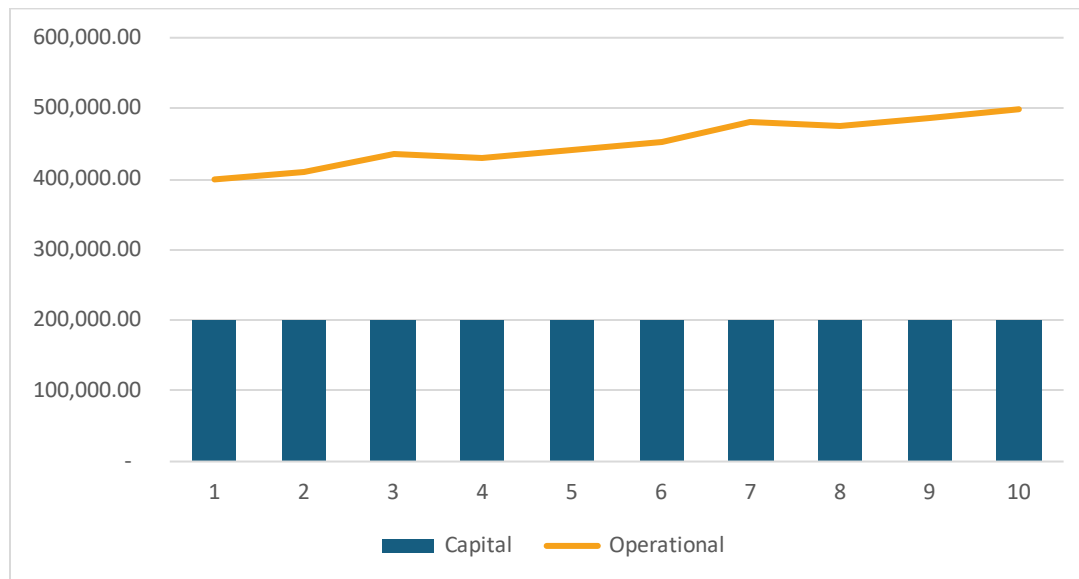
5.8.3 Buildings Financial Summary and Impacts

Future operational and capital expenditure budgets are allocated to align with Councils Long-term Financial Plan and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets.

Changes to the existing buildings network are assessed on a case-by-case basis.

5.8.4 Future Operational and Capital Costs for Buildings



5.9 Plant and Equipment

Council's Plant and Equipment asset class includes:

- Heavy and Medium Machinery
- Light plant including mowers and tools
- Vehicles
- Information Communication Technology
- Library materials

The Shire does not currently have a condition assessment regime for Plant and Equipment assets. Rather assessments by Council employees are undertaken when using these assets. Activities like vehicle prestart check and routine servicing are relied upon when determining the suitability of these assets for use.

Renewal and replacement programs for Plant and Equipment assets are maintained by asset class owners and are based on variables dependant on the asset type. Some of these factors include run time hours for larger plant items, kilometres travelled for commuter type vehicles, and supportability for ICT equipment.

Council has recently implemented software program PowerApps a customised Microsoft product to manage and record all maintenance works.

The Plant and Equipment Asset Class Plan is currently being developed and details the systems and activities used to manage this asset class.

5.9.1 Plant and Equipment Demand and Capacity

Council's fundamental role is to provide services to its community and stakeholders. Plant and Equipment assist in the delivery of many of services. Predicting future changes to service demand is an important element of the organisation's assessment practices.

For plant and equipment the focus is on:

- Changes to the current maintenance practices e.g. mowing frequency.
- Changes in the policy that plant and equipment are renewed more or less frequently.
- Other economic factors such as staff number changes, council financial, sustainability, asset life expectancy, energy and costs.

Information Communication Technology (ICT) systems and infrastructure are managed in an environment which ensure continued alignment with the business requirements of the organisation. Due for renewal in January 2026, The ICT Business Transformation Strategy identifies a series of strategic actions for delivering program:

- Asset Management and GIS,
- Community and Economic Development,
- Digital and Customer services, and
- Financial, Property and Regulatory (includes Planning and Building services).

5.10 Open Space

Council's Open Space Asset class includes:

- Playing courts
- Park and land
- Playgrounds
- Swimming Pools

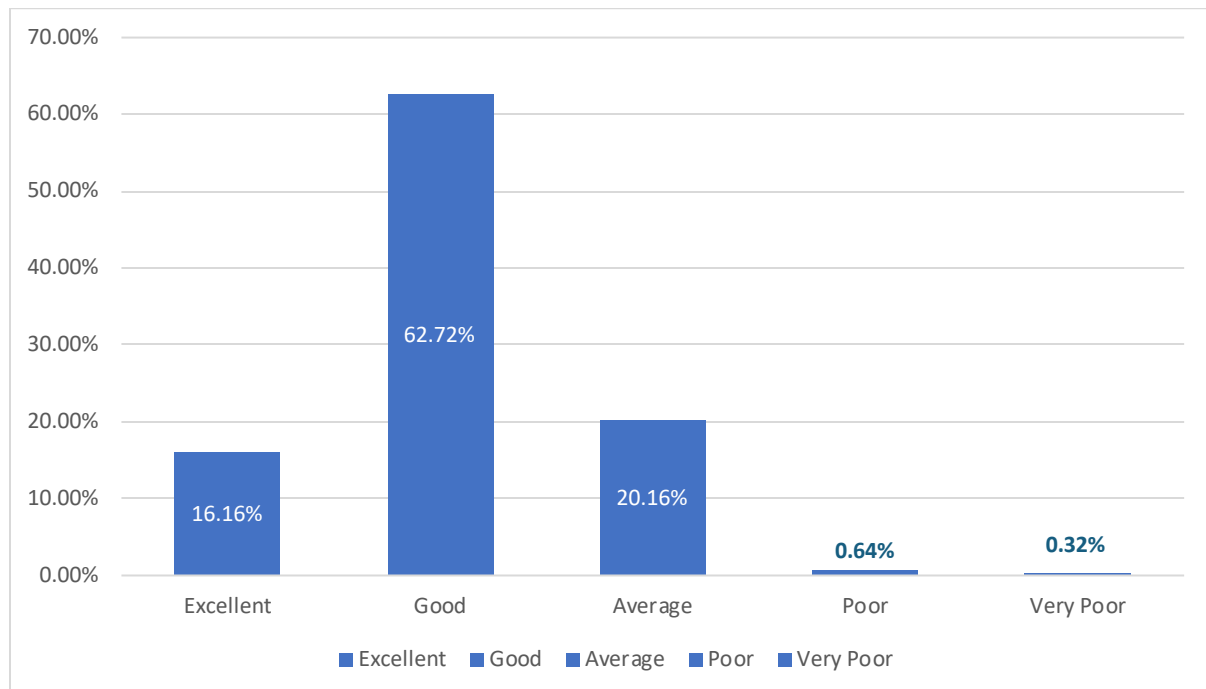
These items are exclusive of associate buildings.

The open space portfolio includes BBQs, floodlights, irrigation, playgrounds, sign panels and post, and soft and hard surfacing. The majority of open space assets are not assessed but are monitored to ensure expected service levels are able to be provided by the renewal program, upgrading or routine maintenance.

Council owns one swimming pool in Hopetoun which is subject to an annual external safety audit. Audit actions are currently being completed following receipt of the most recent audit report.

As part of Councils ongoing asset maturity program, an Open Space Asset Class Plan will be developed and provide detail on the maintenance and construction standards.

5.10.1 Playground Network Condition Profile



5.10.2 Open Space Demand and Capacity

To ensure the necessary service levels for our community are met, the demand and capacity of Open Spaces is used to determine the current and future funding priorities with a focus on:

- Patronage usage
- Functionality for all age cohorts
- Active recreation opportunities
- Increased utilisation

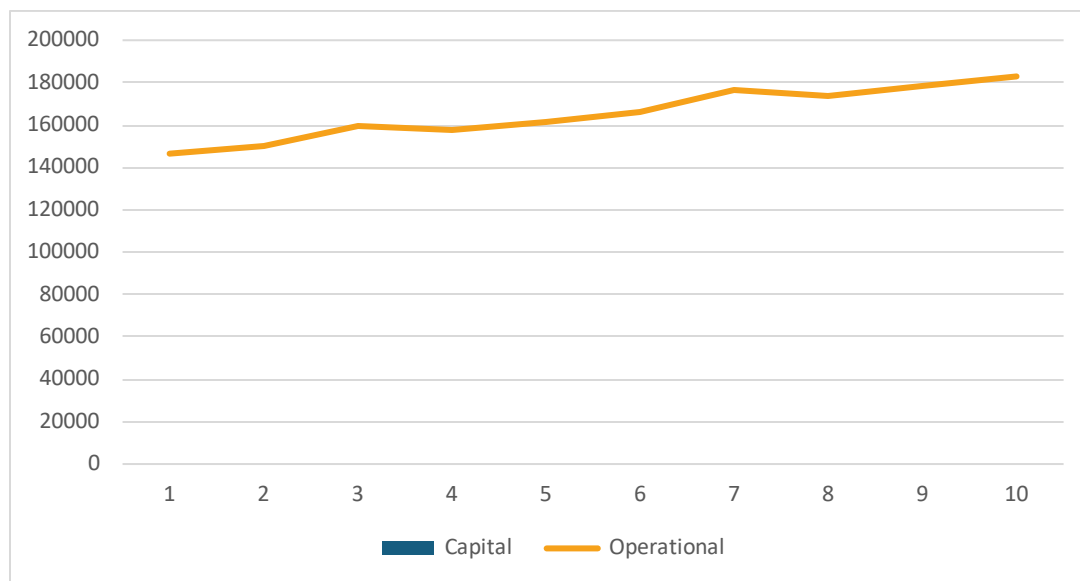
5.10.3 Open Space Financial Summary and Impacts

Future operational and capital expenditure budgets are allocated to align with Council's Long-term Financial Plan and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets.

Changes to the existing open space network are assessed on a case-by-case basis.

5.10.4 Future Operational and Capital Costs for Open Space



5.11 Other Assets

Council's Other asset class includes:

- Aerodromes
- Stormwater drainage
- Waste
- Bores
- Hydrants
- CFA tanks
- Street furniture

5.11.1 Aerodromes

Council has three aerodromes. Warracknabeal and Hopetoun which cater to emergency services aircraft like fire fighting, air ambulance and Royal Flying Doctors Service, light recreational aircraft activity and other business activities like crop dusting and spraying. There is also a small gravel airstrip in Patchewollock which is used on rare occasions.

The aerodrome's runway safety and condition details are currently monitored by a qualified Council officer (CASA approved persons under CASA 139.320) Council has an independent external consultant survey the two registered aerodromes as per CASA regulations. Council's asset condition is assessed by an ARO qualified officer in the Engineering department.

The Land and Buildings utilised for aerodromes is classified under Land, Buildings and Facilities.

5.11.2 Stormwater Drainage

The urban stormwater drainage network includes underground pipes, open drains, pits and drainage structures such as retention basins.

Stormwater drainage is necessary to remove excess water, especially from rain, directing it away from properties, roads and other areas like open spaces. Stormwater drainage in urban areas does not have an asset hierarchy, however the pipe diameter is determined by the required flow capacity based on the catchment area serviced. The sub-surface drainage network starts out with smaller pipes at the outer reaches of catchment areas, and as the system moves towards the water basins, the pipes tend to increase in size to manage with the larger capacity requirements.

In rural areas, roads require table drains to protect the road pavement from degradation due to waterlogging. These roadside drains are generally not intended to provide drainage for neighbouring paddocks.

5.11.3 Waste

Council's waste assets include a number of bins, skip bins and associated cages for containment of waste products. Earthmoving equipment is classified under Plant and Equipment assets and landfill or transfer station structures fall under Land, Buildings and Facilities.

5.11.4 Other Assets Demand and Capacity

The demand and capacity of each asset within the Other Assets group is considered when determining the priorities and allocating resources to achieve the necessary service level expectations for the community, now and into the future.

For stormwater drainage, consideration of any new developments and impacts of frequency of flooding due to climate change influence decision making.

In relation to the Aerodromes consideration of safety including for fixed wing ambulance and firefighting aircraft and commercial use opportunities are made in determining funding priorities.

5.11.5 Other Assets Financial Summary and Impacts

Future operational and capital expenditure budgets are allocated to align with Councils Long-term Financial Plan, these vary significantly between asset groupings and based on forecasted available resources.

Council understands the importance of ensuring existing assets and infrastructure are maintained, repaired and replaced as appropriate to levels suitable to service the community's needs. Work priorities are set to maximise the possible service delivery of our assets.

Changes to the existing network for other assets are assessed on a case-by-case basis with specific project works forecast in line with the Long-term Financial Plan.

6 Where We Want to Be

Council recognises that Asset Management is a major part of delivering the services in which it sets out to achieve. Balancing resources and risk with the expectations and needs of the community allows Council to manage long term sustainability. In this comes a set of Strengths and Challenges that the Council Plan acknowledges.

Strengths	Challenges
- Housing affordability - Agricultural diversity and opportunities for value adding - Innovative communities through volunteerism - Recreational water (Lakes & Weir Pools) - Silo Art Trail - Iconic tourist attractions; such as the Stick shed - Nature based tourism; fishing, bird watching, national parks - Lifestyle and natural environment - Community resilience - Sporting clubs and community services - Connected communities - Emergency management preparedness	- Rising costs, lack of funding further compounding financial sustainability pressures - Divided communities from proposed renewable energy and mining projects - State Government Agenda, and the uncertainty it brings with it - Lack of housing, and diversity of options - Police presence, and increases in vandalism - Ageing infrastructure (pools, halls, community centres, sporting facilities) - Deteriorating roads - Ageing volunteers who are retiring outside of our Shire - Attracting younger volunteers to sustain community groups - Access to child care - Climate variability - High cost of recycling and waste management on rural communities - Rising cost of insurance on Council and community groups, with increased likelihood of under insurance - Access to transport - Ageing population - Digital connectivity and mobile coverage - Workforce attraction and retention - Rise in mental health issues

All of these strengths and challenges effect how Council manages its assets. Each having it's own impacts on the community's needs and how council prioritises its operational and capital programs.

This Asset Management Strategy is prepared in accordance with Council's Community Vision and Strategic Objectives.

6.1 Community Vision

A strong and connected community prioritising sustainability and innovative approach to support the wellbeing of our people, economy and environment

6.2 Strategic Objectives

Council has identified four Strategic Objects, which are detailed in the Council Plan to help work towards the aims of the community vision. The details of each of these objectives follows.

6.2.1 Objective 1. An Innovative and Diversified Economy

The following strategic priority that addresses this objective in relation to asset management is:

- Advocate for continued and enhanced funding to enable strategic investment in our roads, footpaths, and associated assets to support tourism, economic development and social inclusion and connection across our Shire.

The below table highlights the indicators and measures that council has committed to in order to achieve this priority and how the management of assets can assist in this.

Indicator	Measure
Proactively advocate for funding, and support Council practices that enhance economic development activities across our Shire.	Apply for all available road and connecting infrastructure funding opportunities to improve our road and associated networks.
Apply for funding opportunities as they arise to enhance community assets that create connection and enhance accessibility	Support funding submissions and revenue allocations for the redevelopment and/or upgrade of public and staff amenities.

A number of major projects/initiatives have been set in the Council Plan 2025-2029. In addition to these, this Asset Management Strategy commits to the following activities;

- Seeking efficiency gains to enhance the road maintenance program.
- A well-maintained footpath network the allows pedestrians safe access around townships.
- Ensure maintenance on designated bus and truck routes fulfils traffic requirements.
- Ensure roadside vegetation is maintained to allow for safe passage of machinery whilst adhering to the Victorian native vegetation regulations.

6.2.2 Objective 2. A Healthy and Inclusive Community

The following strategic priorities that address this objective in relation to asset management are:

- Develop and/or maintain strong partnerships to deliver high quality services and sustainable infrastructure to enhance the social health and wellbeing outcomes for all our residents.

- Advocate, prioritise, and invest in infrastructure that supports an accessible, inclusive, and socially connected community to improve liveability.

The below table highlights the indicators and measures that council has committed to in order to achieve this priority and how the management of assets can assist in this.

Indicator	Measure
Services and partnerships that inspire greater health, educational and wellbeing outcomes for our community.	Improved/enhanced Kindergarten service delivery across our Shire.
Capital works planning and delivery that includes infrastructure that is accessible and inclusive.	Annual capital works program that includes infrastructure delivery that enhances accessibility, social connection and inclusion at our kindergartens, libraries and senior citizens buildings.
Enhance Council's library service to be an embedded community service that enhances community engagement and social connection.	Support Library infrastructure funding applications to enhance services across our Shire.
Advocate, partner and seek funding for increased housing across our Shire.	Apply for and secure funding to construct connecting and trunk infrastructure. Seek out opportunities to develop Council owned land across the Shire.

A number of major projects/initiatives have been set in the Council Plan 2025-2029. In addition to these, this Asset Management Strategy commits to the following activities;

- Providing suitable facilities to support early years learning.
- Utilise predictive asset management modelling to support the annual capital works program.

6.2.3 Objective 3. A resilient and sustainable natural environment

The following strategic priorities that address this objective in relation to asset management are:

- Advocate for responsible land use, with consideration for the natural environment.
- Embed climate change action into everything we do with a focus on decreased emissions, heat reduction and emergency management preparedness.
- Provide innovative solutions that meet the specific requirements of our community to enable compliance with the State Government Circular Economy policy.
- Support community groups to deliver on the Sport and Recreation Strategy and Recreation Reserve Master Plan initiatives, in alignment with Council's policies.

The following table highlights the indicators and measures that council has committed to in order to achieve this priority and how the management of assets can assist in this.

Indicator	Measure
Improve access, quality and safety of our recreation and open spaces, including sporting grounds and parklands.	Increased utilisation of public places and infrastructure. Community satisfaction with recreation and open spaces is maintained or increased. Deliver on Council's Sport and Recreation Strategy initiatives.
Implementation of priority actions under the Master Environment Strategy and Action Plan.	Plant more trees for public amenity and diversity. Maintain and develop Council's drainage to mitigate flood impacts.
Implement the circular economy policy initiatives to meet our unique community requirements	Implement food and organic waste services that meet the needs of our Community, whilst complying with legislative requirements. Improve the operation of transfer stations to maximise efficiency and service value

A number of major projects/initiatives have been set in the Council Plan 2025-2029. In addition to these, this Asset Management Strategy commits to the following activities;

- Actively work with Victorian State Government Departments to limit the impact of native vegetation on our asset network and users.

6.2.4 Objective 4. A Council that serves its community

The following strategic priorities that address this objective in relation to asset management are:

- Undertake robust and transparent planning and risk management to ensure our organisation is sustainable now and into the future.
- Embed good governance practices into all decision making.
- Advocate for our community, on matters that are important to the entire municipal district.
- Build trust through engaging with our community, delivering quality services and outcomes.
- Consider a broad base of evidence before making decisions, ensuring value for money and responsive, innovative services and solutions are provided.

The below table highlights the indicators and measures that council has committed to in order to achieve this priority and how the management of assets can assist in this.

Indicator	Measure
Community engagement in Council planning, projects, and decision-making	All engagement activities are in alignment with the Community Engagement Policy and Guidelines. Maintain or improve community satisfaction with our engagement.
Council proactively advocates for community priorities.	Awareness of our advocacy priorities among stakeholders and the community is enhanced.
Cost-effective, customer-focused, and responsive services.	Overall community satisfaction measures are maintained or improved. Customer Request Management system is responsive to community requests.
Well-informed decision making, and ethical governance which builds trust.	Community satisfaction with decisions made by Council in their interests is maintained or improved. Fully compliant with Public Transparency Policy requirements under the Local Government Act 2020.
Information, communication and technology that supports the enhancement of good governance and legislative compliance.	Implementation of key priorities identified in Council's ICT and Business Transformation Strategy.
Embed sound risk management practices into Council activities.	Embedded strategic and operational risk register and frameworks.
Sound strategic financial decision making for now and into the future.	Legislative compliant and best practice asset management systems and practices. Service level planning and business case development that informs the budget process that addresses financial sustainability, social, environmental and economic impacts.

A number of major projects/initiatives have been set in the Council Plan 2025-2029. In addition to these, this Asset Management Strategy commits to the following activities;

- Improve the functionality and accessibility of customer service to our community both online and in person and ensure it remains contemporary.
- Provide a range of communications aligned to our residents and stakeholders needs.

7 How We Will Get There

Council is committed to a number of activities to ensure we deliver this Asset Management Strategy to the best possible standard, whilst providing the needs of the community.

These activities fall within seven categories:

- Funding opportunities
- Resource management
- Facility and asset improvement
- Systems, processes and data management
- Community satisfaction
- Policies and procedures
- Professional development

7.1 Funding Opportunities

The Council is committed to seek all available funding opportunities to enhance the asset networks that service out communities. We will do this by;

- Applying for all available funding opportunities to improve our roads and connecting infrastructure with the aim of securing funding to enhancing and construct connecting and trunk infrastructure.
- Supporting funding applications and submissions to enhance services across our shire, including Library infrastructure and public and staff amenity redevelopments.

7.2 Resource Management

The balance of resources available to Council is ever challenging, to ensure we manage our resources effectively we will;

- Implement maintenance programs on our road network that deliver efficiency gains, fulfils traffic requirements and allows safe passage.
- Plan our capital works program with the enhancement to accessibility, social connection and inclusion to our services.

7.3 Facility and Asset Improvement

Council acknowledges that the facilities we provide and the assets in our network play an important role in ensuring we can continue to deliver the services that our community needs. We will continue to drive improvement by:

- Work with early learning and kindergarten service providers to ensure suitable facilities and services are available to meet our community requirements.
- Maintain and develop asset networks to mitigate the impact of floods particularly on our drainage network.
- Seek to improve the utilisation of our open and recreational spaces by planting trees, improving our footpath network, and delivery of Council's Sport and Recreation Strategy
- Mitigating flood impacts through drainage development and maintenance
- Seek out opportunities to develop council assets, particular our land across the Shire.

- Remain compliant with Victorian State Government requirements around native vegetation to limit the impact on our asset network, as well as the provision of waste services.
- The operational efficiency of our transfer stations is maximised as is service value.

7.4 Systems, Processes and Data Management

For successful asset management the use of systems, processes and well maintained data management tools is required. To ensure our success we will:

- Implement the key priorities from the ICT Business Transformation Strategy.
- Utilise predictive modelling tools to develop our capital programs and budget processes for continuing Council sustainability.
- Improve functionality of Asset Management programs including linkages to geospatial information and mapping, remaining compliant with legislation and aligning to best practices.
- Be responsive to community requests through well-functioning Customer Request Management system.

7.5 Community Satisfaction

Asset Management focuses on utilising our assets to deliver services to meet the needs of our community. To deliver these services to the satisfaction of our community:

- We will use feedback from community engagement and implement our decisions to best serve their needs, with the aim to maintain or improve community satisfaction.
- Our open spaces, public places, recreational facilities and infrastructure will see an increase utilisation due to the improvements we implement.
- Improvements in our functionality and accessibility of customer service and communications remains contemporary and aligns with residents and stakeholders needs.

7.6 Policies and Procedures

Council commits to implement policies and procedures that not only comply with external policy, regulation and legislation but also manage our assets to meet the delivery requirements of our services. We commit to:

- Alignment to all external requirements in relation to Asset Management.
- Embedding strategic and operational risk register and framework.
- Development of Asset Class Plans for large infrastructure asset classes with longer lives and where appropriate replacement programs for asset class where replacements are more frequent.

7.7 Professional Development

In order to manage assets efficiently and effectively, Council staff need to ensure they continually develop themselves. We do this by:

- Undertake formal training to upskill existing practices, learn new skills and implement effective succession planning.
- Attend meetings with other councils to understand industry best practice.

7.8 Delivering this Strategy

This Asset Management Strategy is developed to demonstrate how Council assets will continue to meet service delivery needs of the community into the future. By integrating the management of assets into the Strategic Planning Framework, this

Strategy, together with asset class plans will enable the delivery of the services our community needs.

The aim of Council's Asset Management Strategy is to ensure its long term financial sustainability whilst balancing community expectations for the services we provide. By investing appropriately in asset maintenance and renewals over the life of assets is how Council will achieve the balance.

7.9 Monitoring

The Asset Management Strategy will be reviewed and updated on a four-yearly basis.

An assessment of the delivery of this Asset Management Strategy will be undertaken annually with outcomes presented to Council.

8 References

8.1 Technical and Legislative References

- Local Government Act 2020
- Road Management Act 2004
- Australian Accounting Standards
- IPWEA, Institute of Public Works Engineering Australia, www.ipwea.org
- Rail maintenance guidelines, Victorian Rail Track Corporation.
- Local Government Asset Management Better Practice Guide, Local Government Victoria
- Asset Plan Guidance 2022, Local Government Victoria
- Asset Management Accountability Framework, Department of Treasury and Finance

8.2 Yarriambiack Shire Council References

- Council Plan
- Annual Reports
- Long-Term Financial Plan
- Asset Management Policy
- Road Management Plan
- Asset Lifecycle Policy
- Asset Revaluation Report
- Footpath Hierarchy and Implementation Plan

9 Review Period

The Asset Management Strategy spans 10 years, but it must be reviewed every four years by 31 October in the year following a general election, as mandated by section 92(4) of the *Local Government Act 2020*.

From time to time, circumstances may require minor administrative changes to be made to this Policy. Where an update does not materially alter this Policy, such a change may be made administratively and need not be considered and adopted by Council.

Where any change or update may materially change the intent of this policy, or the legal responsibilities of any member of the community, it must be considered and adopted by Council, or by the Chief Executive Officer in reliance on delegated authority.

10 Legislative Context

This Plan has been developed to meet the requirements of the *Local Government Act 2020*.

Council Approved Plan

Plan Adopted:	Ordinary Meeting 29 June 2022	Minute Page 37 Item 15.3
Plan Reviewed:	Ordinary Meeting 29 October 2025	Minute Page 30 Item 15.2

Appendix A - Assets That Are Not the Shire's Responsibility

There are a number of assets that are within the Shire boundaries that do not fall within the responsibility of Council. The below listing covers assets where responsibility is often queried.

Roads Not Listed on the Council's Road Register

The Council accepts no responsibility for roads that are not registered on the Council's Road Register.

The Road Management Act s.40 (4) (a) states that *the statutory duty to inspect does not apply to a road which is not a Public Road*. This section also covers road reserves and

The Road Management Act outlines the process required once Council decides to declare a road as a public road. This decision is made in accordance with the Council's Road Management Plan and Road Hierarchy.

Road Reserves

The Code of Practice for Operational Responsibility for Public Roads, established under the Road Management Act 2004, provides practical guidance on the operational responsibility for different parts of a road reserve.

Yarriambiack Shire Council follows this code of practice with further details outlined in the Road Management Plan.

Rail Level Crossings

Any road pavement which extends 3.0 metres either side from the outside running rail of the track at level crossing is the responsibility of relevant rail authority (VicTrack, V-Line and ARTC).

Street Lighting

The maintenance and renewal of standard streetlights and poles in a road reserve is the responsibility of the electricity distributor. The Shire contributes to the operational costs of street lighting- Road Management Act 2004, Section 7A, clause 3(2)(b).

Stormwater Drainage Connections

Property stormwater drainage connections that are constructed from the property boundary to the point of discharge into kerb or drain and is the responsibility of the property owner.

Footbridges

The respective committee of management for the waterways in which a footbridge crosses is responsible for the footbridge and associated infrastructure.

Funded assets where council is intermediary

Council can, in some instances, undertake an intermediary role in the funding of community assets. The ownership and responsibility of these assets is not that of the Council.

Assets Not Controlled by Council

Council is not responsible for the continuous maintenance and upgrade of assets that are constructed on land that is not controlled and/or owned by Council.

Council does not accept legal liability and/or risk for assets constructed on land that is not controlled and/or owned by Council, even if it undertakes inspections of those assets on behalf of appointed land managers and/or committees of management.

Appendix B – Asset Class Plans

Yarriambiack Shire acknowledges the importance of Asset Class Plans, with each to provide a targeted class overview. Council currently has a number of Asset Class Plans that are being developed. These cover the following asset classes:

- Roads
- Kerbs and Channels
- Footpaths
- Bridges and Culverts
- Land, Buildings and Facilities
 - Land
 - Buildings and Facilities
- Open Spaces
 - Playgrounds
 - Playing courts
 - Parks and land
 - Swimming Pools
- Other Assets
 - Aerodromes
 - Storm water drainage
 - Bores, Hydrants and Tanks

These asset plans will provide a overview of the current position and a 10 year forecast into the future.

For assets with a shorter life cycle or those with replacement likely to be less than 10 years, replacement programs will be developed. These replacement programs will cover:

- Street furniture
- Plant and Equipment
 - Machinery and equipment
 - Vehicles
 - ICT equipment
 - Library materials

The suite of Asset Class Plans and Replacement Programs will become a subset of this Asset Management Strategy. As such Council will make these available for viewing on their website.



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