

City of Salisbury





Transport

Asset Management Plan



April 2015

Version 5

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1. EXECUTIVE SUMMARY

Context

The City of Salisbury is located on the northern fringes of Adelaide, South Australia. It has an estimated population of 136,000¹ people and encompasses an area of 158 km². The population is forecast to grow to 146,000 (7.4%) by 2031.

A significant proportion of the City's infrastructure assets have been in existence for many years. These assets originated from a combination of Council, State and Federally funded construction programs and development approvals.

Managing services from ageing infrastructure is a challenge for many Councils and this plan focuses on the needs, challenges and risks attributed to Transport assets at the City of Salisbury.

The Transport Service

The Transportation network comprises:

- 802 km of Roads.
- 30,450 Traffic Devices
- 1,751 km of Kerb and Channelling
- 222 Footbridges and Boardwalks
- 34 Major Culverts
- 301 Bus Shelters
- 874 km of Footpaths
- 173 km of Park Paths
- 155 Car Parks

These infrastructure assets have a replacement value of \$765.75M as reported in Councils audited Financial Statements as at 30th June 2014.

The Approach

For Transportation assets, three modelling scenarios have been considered when developing these forecasts.

Scenario 1 projects future renewal timing and costs using the acquisition year (or date of last renewal) and useful life from Council's asset register. This is an important aspect as it communicates what is being stated in Council's Financial Statements and should reflect the state of the assets and remaining service potential. Instances can occur where remaining lives can be under and/or over stated which can impact valuations and subsequent depreciation allocated to the Operating Statement.

Scenario 2 is aimed at sustaining existing assets over the long term at an agreed or desired service levels. The needs are based on technical knowledge and expertise from existing systems and officers. This is the best available measure of renewal need at the present time and improvements are underway to increase the confidence in these forecasts.

Scenario 3 balances the operating, maintenance and capital renewal and upgrade/new expenditure projections identified in Scenario 2 with the available funds in the Long-term Financial Plan (LTFP) and highlights the likely service implications and risks. This latest version of the plan has the service level trade-offs included in the actual forecasts for the council.

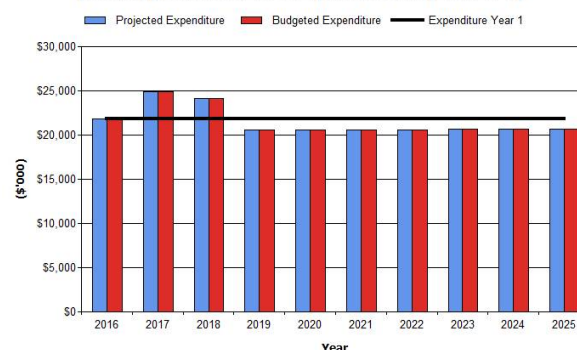
The difference between Scenario 2 and 3 represents "what we can't do". This enables a discussion about the 'gap' in service delivery and will lead to a more informed discussion about what are achievable and acceptable service levels, while giving a focus on managing risk. In time, with increased knowledge of the asset stock and future needs Council will be in a more effective position to communicate these risks to the community.

What does it Cost?

The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is \$215.1M or \$21.5M on average per year.

Estimated available funding for this period is \$215.1M or \$21.5M on average per year which is 100.0% of the cost to provide the service. Projected expenditure required to provide services in the AM Plan compared with planned expenditure currently included in the Long Term Financial Plan are shown in the graph below.

Salisbury CC - Projected and Budget Expenditure for (.Transportation_AMP_(incGrowth)_S3_V4)



¹ <http://forecast2.id.com.au>

What we will do

We plan to provide Transportation services for the following:

- Operation, maintenance, renewal and upgrade of roads, kerbing, footpaths, park paths, signage, lighting, bus shelters, traffic devices, car parks, bridges, and culverts to meet service levels set in annual budgets.

Specific capital projects include:

- Diment Road Upgrade
- City Wide Trails program
- Sports field Lighting Upgrades
- Sports field Lighting Assistance program

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. We have identified major risks as:

- Reactive soil in eastern council area can result in premature failure of road pavement.
- Increased traffic can result in shorter than anticipated life cycles.

We will endeavour to manage these risks within available funding by:

- Reduce the lifecycle of assets in reactive soil areas.
- Continued monitoring of traffic data and reappraisal of asset condition and lifecycle.

Confidence Levels

This AM Plan is based on Medium to High level of confidence information.

The Next Steps

The actions resulting from this asset management plan are:

- Implement a continuous improvement strategy to assess and report on the condition, function and capacity of council controlled assets.
- Determine and implement a rigorous assessment of the asset register ensuring it satisfies the accounting, valuation, insurance and operational requirements of the organisation.
- Develop and confirm current and desired levels of service in consultation with the community to understand sustainable levels of service.

- Develop and implement a process to ensure the currency of the data in the asset register (Confirm) remains up to date.
- Undertake a comprehensive review of its strategic management plans within 2 years after each general election of the council.

Questions you may have

What is this plan about?

This asset management plan covers the infrastructure assets that serve the City of Salisbury community's Transportation needs. These assets include roads, kerb and channel, bridges, footpaths and traffic safety devices throughout the community area that enable people to safely travel within the council boundaries.

What is an Asset Management Plan?

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

An asset management plan details information about infrastructure assets including actions required to provide an agreed level of service in the most cost effective manner. The plan defines the services to be provided, how the services are provided and what funds are required to provide the services.

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service over a 20 year planning period.

The asset management plan follows the format for AM Plans recommended in Section 4.2.6 of the International Infrastructure Management Manual².

The asset management plan is to be read with the organisation's Asset Management Policy, Asset Management Strategy and the following associated planning documents:

- City Plan
- Annual Plan
- Annual Report
- Community Land Management Plan

This infrastructure assets covered by this asset management plan are shown in Table 2.1. These assets are used to provide transport and pedestrian safety services to the community.

Table 2.1: Assets covered by this Plan

Asset category	Dimension	Replacement Value
Roads	802 km	\$394,102,581
Traffic Devices	30,450	\$18,993,668
Kerb	1751 km	\$190,022,696
Signage	30,000 (approx.)	\$4,200,000
Bridges & Major Culverts	222 Footbridges & Boardwalks 34 Major Culverts	\$5,769,382
Bus Shelters	301	\$1,100,000
Footpaths	874 km	\$124,314,851
Park Paths	173 km	\$4,171,662
Car Parks	155	\$11,362,207
Lighting & Electrical	1,500 (approx.)	\$16,000,000

Key stakeholders in the preparation and implementation of this asset management plan are: Shown in Table 2.1.1.

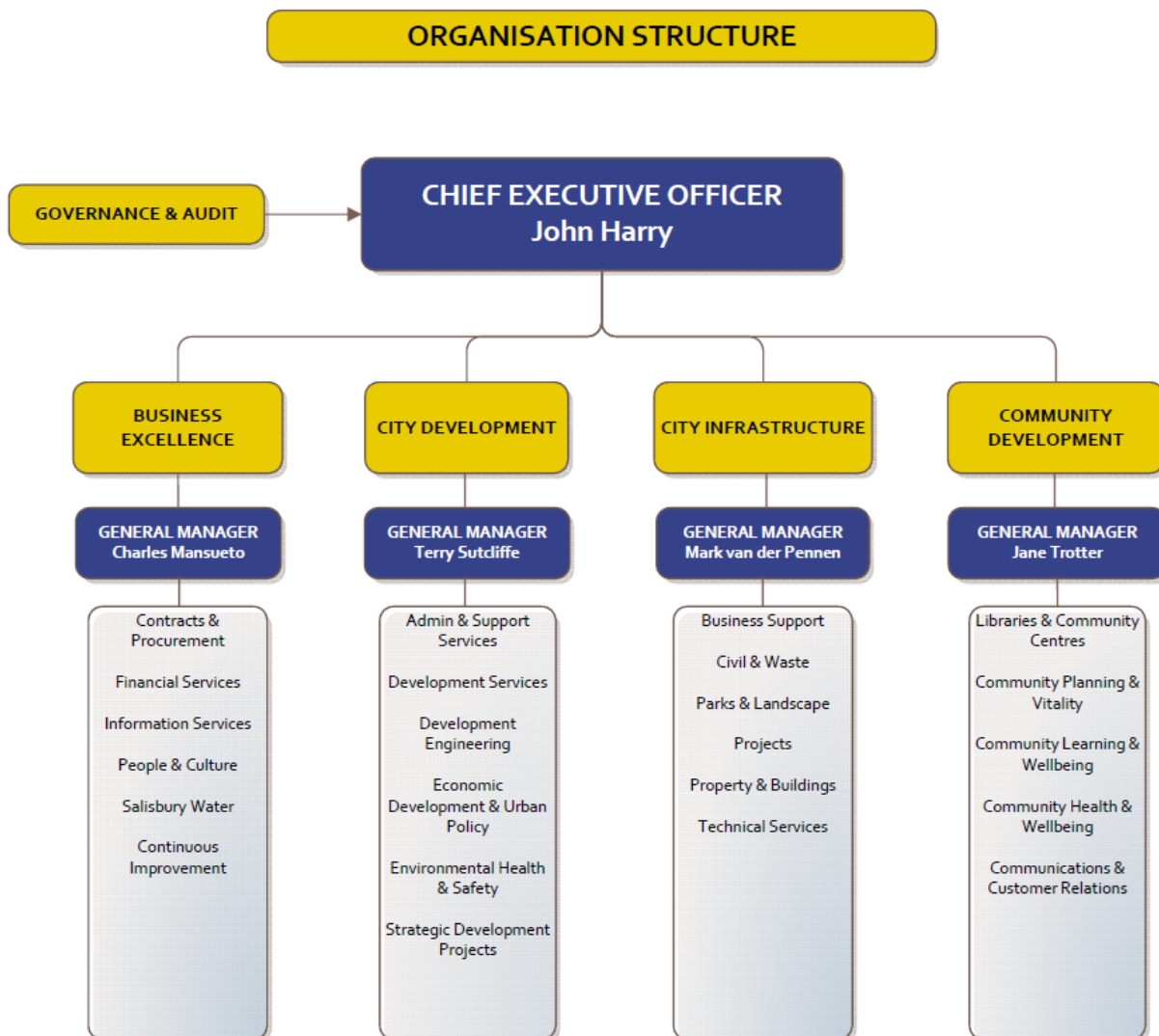
Table 2.1.1: Key Stakeholders in the AM Plan

Key Stakeholder	Role in Asset Management Plan
Councillors	<ul style="list-style-type: none"> • Represent needs of community/shareholders, • Allocate resources to meet the organisation's objectives in providing services while managing risks, • Ensure organisation is financial sustainable.
CEO/General Manager	Manage organisation operational activities and future planning strategic direction
Community & Ratepayers	End user of services
Utility Service Providers	Shared use of road corridors
Finance Department	Long Term Financial Plans and operational financial data

² IPWEA, 2011, Sec 4.2.6, *Example of an Asset Management Plan Structure*, pp 4 | 24 – 27.

Strategic Transport Planning Department	Assist in determining the long term transport network
City Infrastructure Department	Involved in the design, capital works, asset management, maintenance of assets.

Our organisational structure for service delivery from infrastructure assets is detailed below,



2.2 Goals and Objectives of Asset Management

The organisation exists to provide services to its community. Some of these services are provided by infrastructure assets. We have acquired infrastructure assets by 'purchase', by contract, construction by our staff and by donation of assets constructed by developers and others to meet increased levels of service.

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,

- Identifying, assessing and appropriately controlling risks, and
- Having a long-term financial plan which identifies required, affordable expenditure and how it will be financed.³

2.3 Plan Framework

Key elements of the plan are

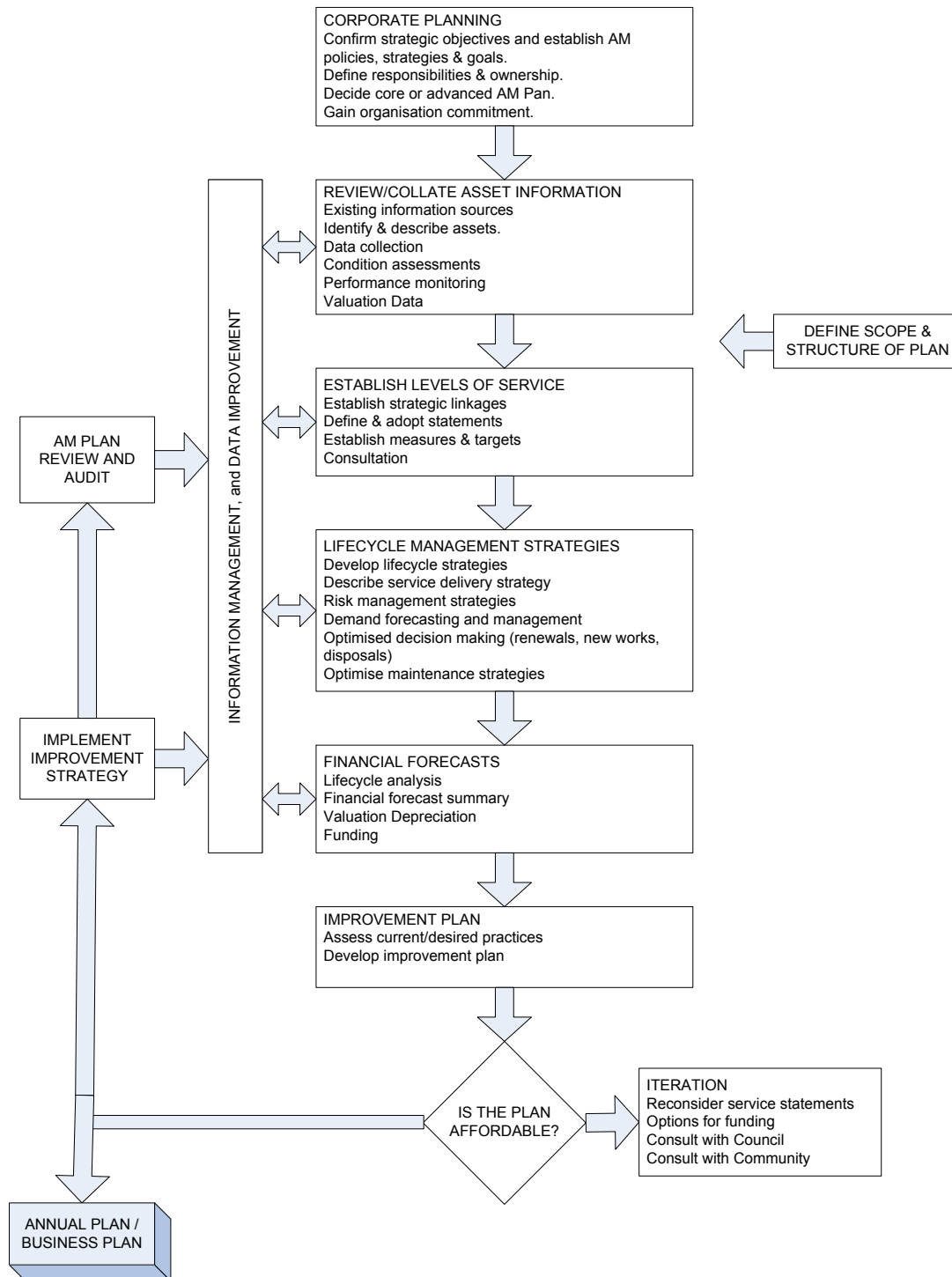
- Levels of service – specifies the services and levels of service to be provided by the organisation,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Life cycle management – how Council will manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices,
- Monitoring – how the plan will be monitored to ensure it is meeting organisation's objectives,
- Asset management improvement plan.

A road map for preparing an asset management plan is shown below.

³ Based on IPWEA, 2011, IIMM, Sec 1.2 p 1|7.

Road Map for preparing an Asset Management Plan

Source: IPWEA, 2006, IIMM, Fig 1.5.1, p 1.11.



2.4 Core and Advanced Asset Management

This asset management plan is prepared as an 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels in a financially sustainable manner.

2.5 Community Consultation

This asset management plan will be made available for public review and feedback on the City of Salisbury web site once Council has formally approved this plan.

3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

We participate in the City of Salisbury Community Perceptions Local Government Customer Satisfaction survey. This telephone survey polls a sample of residents on their level of satisfaction with Council's services. The most recent community satisfaction survey reported satisfaction levels for the following services

Table 3.1: Community Satisfaction Survey Levels

Performance Measure	Satisfaction Level				
	Very Satisfied	Fairly Satisfied	Satisfied	Somewhat satisfied	Not satisfied
Parks & Reserves, Walkways or Trails		√			
Access to streets & Walkways		√			
Availability of Public Transport		√			
Access to Parks & Reserves	√				
Traffic Flow			√		
Streets, Verges, Footpaths & General Cleanliness of Streets			√		
Street Maintenance			√		

The organisation uses this information in developing its Strategic Plan and in allocation of resources in the budget.

3.2 Strategic and Corporate Goals

This asset management plan is prepared under the direction of the organisation's vision, mission, goals and objectives.

Our vision is for

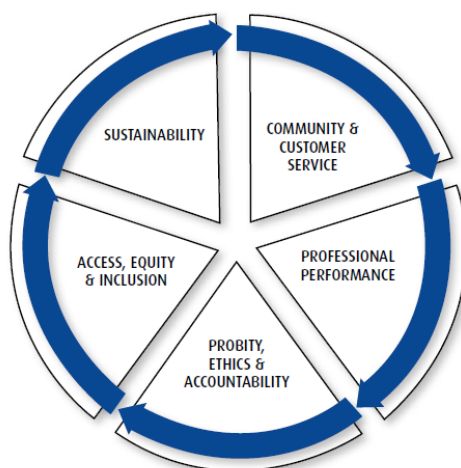
'Excellence in building a community of opportunity and spirit in a quality environment'.⁴

Our Values:

'The City Plan articulates five core organisational values. These values are the principles we use to define what is critical to the City of Salisbury, both as a community and an organisation. They influence our behaviour and provide clear guidance on what is important for service delivery at both the strategic and operational level.'⁵

⁴ City of Salisbury Annual Plan 2014/15

⁵ Sustainable Futures 2013



This is achieved via Salisbury's City Plan – Sustainable Futures and the following four Key Directions:

Key Direction 1:



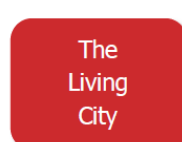
Supporting the future prosperity of our city

Key Direction 2:



Providing built and natural environments that are sustainable and resilient

Key Direction 3:



Encouraging and supporting a thriving and connected community

Key Direction 4:



Enhancing and sustaining organisational capacity

Relevant organisational goals and objectives (Key Directions) and how these are addressed in this asset management plan are:

Table 3.2: Organisational Goals and how these are addressed in this Plan

Key Direction	Objective	How Goal and Objectives are addressed in AM Plan
The Prosperous City	To deliver suitably integrated infrastructure that maximises economic efficiencies and opportunities for the community.	Planning long term sustainable infrastructure is important to enable the appropriate resources to be identified and provided.
The Sustainable City	To have sustainable and resilient built environments that contributes to quality amenity.	To ensure the service levels within the asset management plan meet community expectations.
Achieving Excellence	To ensure informed and transparent decision-making that is accountable and legally compliant.	The creation of a public document to advise the community of council's progress in complying with legislation.
	To apply business and resource management that enables excellent service delivery and financial sustainability.	To prioritise works in accordance with the transportation network hierarchy to deliver the outcomes of the asset management plan within budget provisions.
	To provide our customers with excellent service that meets their needs.	To ensure service levels are achievable and financially sustainable.

The organisation will exercise its duty of care to ensure public safety is accordance with the infrastructure risk management plan prepared in conjunction with this AM Plan. Management of infrastructure risks is covered in Section 5.2

3.3 Legislative Requirements

The organisation has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.3: Legislative Requirements

Legislation	Requirement
Local Government Act	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Local Government Act-Annual Reporting Section 428(2)(d)	(d) A report of the condition of the public works, under the control of City of Salisbury as at the end of that year together with: (i) An estimate (at current values) of the amount of money required to bring the works up to a satisfactory standard: and (ii) An estimate (at current values) of the annual expense of maintain the works at that standard; and (iii) The City of Salisbury's programme for maintenance for that year in respect of the works.
Australian Accounting Standards	Set out the financial reporting standards relating to. Inter alia, the (re)valuation and depreciation of Assets.
Work Health & Safety Act 2012	To secure the health, safety and welfare of persons at work. To eliminate, at their source, risks to the health, safety and welfare of persons at work. To protect the public against risks to health or safety arising out of or in connection with the activities of persons at work, or the use of operation of various types of plant.
Civil Liability Act, 1936	Liability of road authorities - Section 42, May 2004 inclusion in the Act to provide a replacement for the nonfeasance defence consequent to May 2001 High Court judgement.
Code of Technical Requirements for the Legal Use of Traffic Control Devices	Details the design and construction parameters to which traffic management devices installed by City of Salisbury must comply.
Highway Act 1926	Set out the Legislative framework for drainage of roads and road authorities' In SA.
Land Administration Act, 2002	Standard for land acquisition and management of land.
Road Traffic Act 1961	Contains powers for City of Salisbury to install and remove traffic control devices.
Water Resources Act 1997 (DEWNR)	Regulates Resource Management , eg requires 'Water Effecting Activities' permits for Diversions (harvesting), dams, bores etc

The organisation will exercise its duty of care to ensure public safety in accordance with the infrastructure risk management plan linked to this AM Plan. Management of risks is discussed in Section 5.2.

3.4 Levels of Service

3.4.1 Community Service Levels

Community Service levels are defined service levels in two terms, customer levels of service and technical levels of service.

Community Levels of Service measure how the community receives the service and whether the organisation is providing community value.

Community levels of service measures used in the asset management plan are:

Quality	How good is the service?
Function	Does it meet users' needs?
Capacity/Utilisation	Is the service over or under used?

3.4.2 Technical Levels of Service

Supporting the community service levels are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the organisation undertakes to best achieve the desired community outcomes and demonstrate effective organisational performance.

Technical service measures are linked to annual budgets covering:

- Operations – the regular activities to provide services such as opening hours, cleansing, mowing grass, energy, inspections, etc.
- Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition (eg road patching, unsealed road grading, building and structure repairs),
- Renewal – the activities that return the service capability of an asset up to that which it had originally (eg frequency and cost of road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),
- Upgrade – the activities to provide a higher level of service (eg widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (eg a new library).

Service and asset managers plan, implement and control technical service levels to influence the customer service levels.⁶

Table 3.5 shows the technical level of service expected to be provided under this AM Plan.

⁶ IPWEA, 2011, IIMM, p 2.22

Table 3.5: Technical Levels of Service

Service Attribute	Service Objective	Activity Measure Process	Current Performance *
TECHNICAL LEVELS OF SERVICE			
Maintenance	Footpath defects greater than 25mm repaired to reduce likelihood of falls/trips	Approximately two thirds of the footpath maintenance budget has been allocated to prioritise greater than 25mm faults over the last two years	It is anticipated that all faults greater than 25mm recorded at the latest audit will be completed by the end of the 2014/15 financial year
Maintenance	Kerbing defects greater than 50mm repaired	Maintenance activity accommodates planned and reactive works within available budget	Planned maintenance to limit of budget allocation.

Note: * Current activities and costs (currently funded).

** Desired activities and costs to sustain current service levels and achieve minimum life cycle costs (not currently funded).

*** Activities and costs communicated and agreed with the community as being sustainable (funded position following trade-offs, managing risks and delivering agreed service levels).

4. FUTURE DEMAND

4.1 Demand Drivers

Drivers affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership rates, consumer preferences and expectations, technological changes, economic factors, agricultural practices, environmental awareness, etc.

4.2 Demand Forecast

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.3.

4.3 Demand Impact on Assets

The impact of demand drivers that may affect future service delivery and utilisation of assets are shown in Table 4.3.

Table 4.3: Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Population	136,000	The population is forecast to grow from 136,000 to 146,000 by 2031.	Increased Assets and demand on existing assets will have a follow on impact on maintenance and renewal costs.
Residential & Commercial development.	Increasing in demand.	Potential for further increase in demand if development occurs west of Port Wakefield Road.	Increasing demand on services and infrastructure.
Climate Change		Potential for decrease in rainfall and increase in temperature.	Negligible impact is forecast
Road Treatment Technology	Currently trialling use of alternative techniques to full depth reconstruction.	Increased use of alternative techniques to full depth reconstruction and reduction on raw material use.	Reconstructions will not occur as often reducing the inconvenience on residents and cost of service delivery.

4. Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for the organisation to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures⁷. Examples of non-asset solutions include providing services from existing infrastructure such as aquatic centres and libraries that may be in another community area or public toilets provided in commercial premises.

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be developed in future revisions of this asset management plan.

⁷ IPWEA, 2011, IIMM, Table 3.4.1, p 3|58.

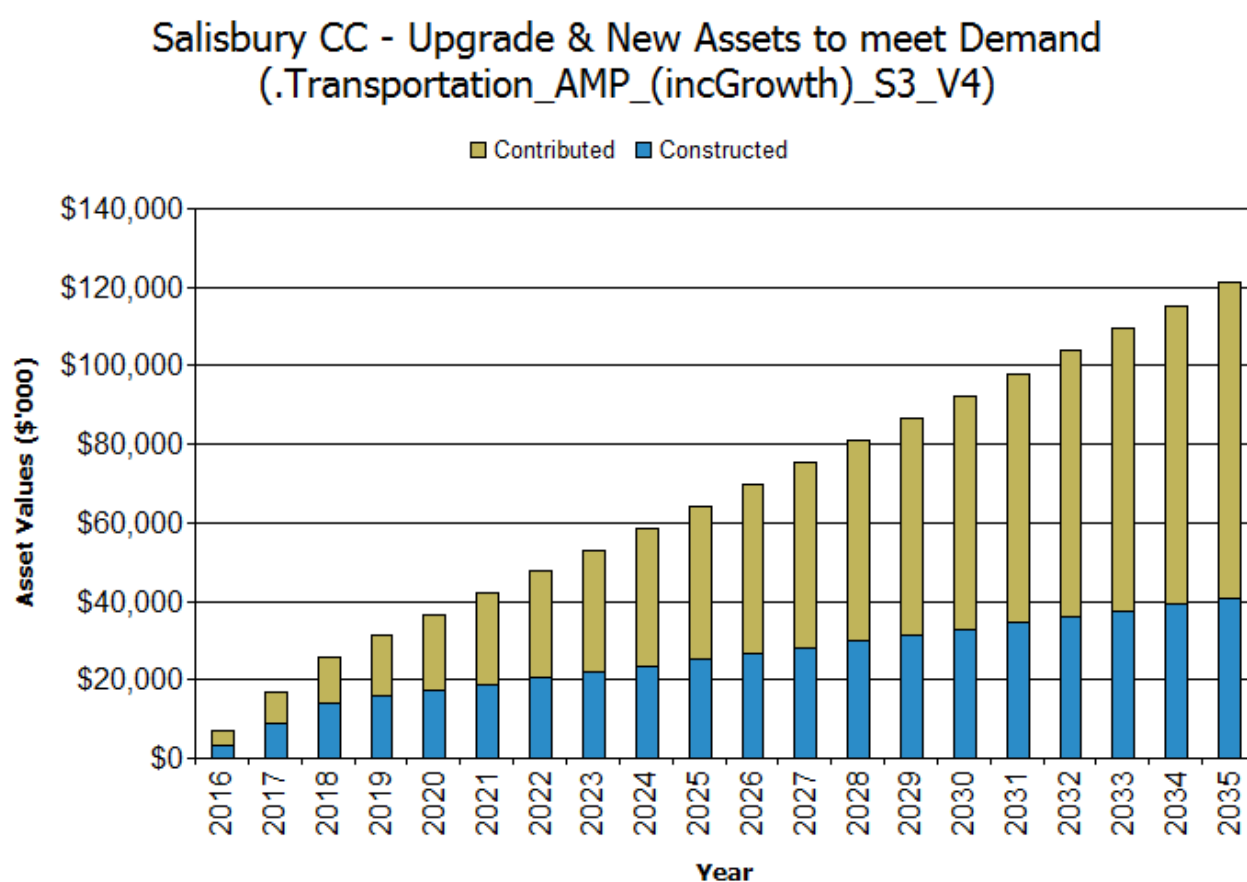
Table 4.4: Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Climate Change	Minimal	None
Population Increase	Minimal	None
Ageing Population	DDA compliance must be met	Increased budget and DDA implementation Plan
Technology		
Increased desire for public transport	Demand for stronger pavements	Regularly review pavement structure on roads affected by bus routes.

4.5 Asset Programs to meet Demand

The new assets required to meet growth will be acquired free of cost from land developments and constructed/acquired by the organisation. New assets constructed/acquired by the organisation are discussed in Section 5.5. The cumulative value of new contributed and constructed asset values are summarised in Figure 1.

Figure 1: Upgrade and New Assets to meet Demand



Acquiring these new assets will commit the organisation to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs in Section 5.

The constructed value shown as blue in the above chart represents new assets that to be constructed from Council Upgrade/New Projects outlined in Appendix B. The contributed value shown as yellow in the above chart represents new assets from growth estimated as a 0.05% annual increase of the total Transportation asset value.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the organisation plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while optimising life cycle costs.

5.1 Background Data

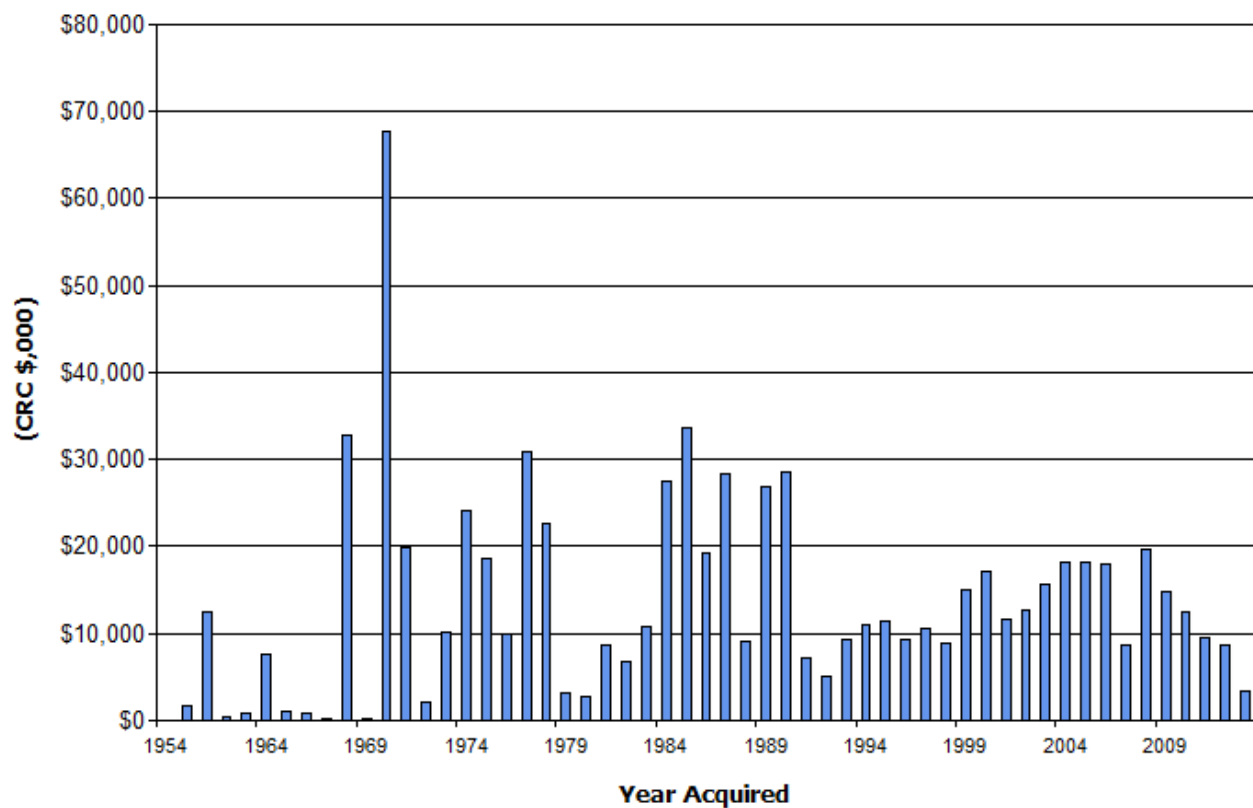
5.1.1 Physical parameters

The assets covered by this asset management plan are shown in Table 2.1.

The transport asset category comprises a complex mix of asset types, age, function and condition.

The age profile of the assets include in this AM Plan is shown in Figure 2.

Figure 2: Asset Age Profile



5.1.2 Asset capacity and performance

The organisation's services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2: Known Service Performance Deficiencies

Location	Service Deficiency
Pavements	Some pavements have failed prematurely as a result of increased traffic loading.
Kerbs	Damaged sections of kerb obstruct stormwater runoff and cause ponding and rod safety hazards. There are numerous kerb ramps which do not comply with DDA.
Sealed surfaces	Sealed surfaces damage is being managed through sufficient renewal and maintenance programs.
Traffic Devices	Growing demand for traffic control devices
Signage	Asset register is lacking accuracy and reflectivity has not been tested for compliance.
Bridges	Some bridge capacities are inadequate.
Bus Shelters	There are a number of old bus shelters which do not comply with DDA.
Footpaths	Trees are impacting on footpath faults and are contributing to a continuing increase in the number of footpath faults.
Park Paths	Maintenance of park paths has been reactive and no current program exists.
Car Parks	Some car parks are either unsealed or are of an insufficient capacity for utilisation requirements.
Lighting & Electrical	Asset register is lacking accuracy for renewal planning
Footbridges & Boardwalks	Maintenance has not sufficiently been undertaken in previous years and are now requiring significant renewal.
Reactive Soil	Highly reactive soil, resulting in reduces life of both base and seal. Most roads only achieve 1 seal with no opportunity for reseal due to the extent of base movement.

The above service deficiencies were identified from customer requests, programmed safety and asset inspections.

5.1.3 Asset condition

Condition is monitored through routine asset audits every 3-5 years dependant on the asset.

The condition profile of our assets is not available to include in a graphical format for the majority of transport subcategories. The development of this information should be a consideration for future work, but will be dependent on availability of resources to assess and record. Recent defect analysis of paths and kerb has provided condition data for these subcategories as shown below.

Figure 5.1.3.1: Road Seal Condition Profile

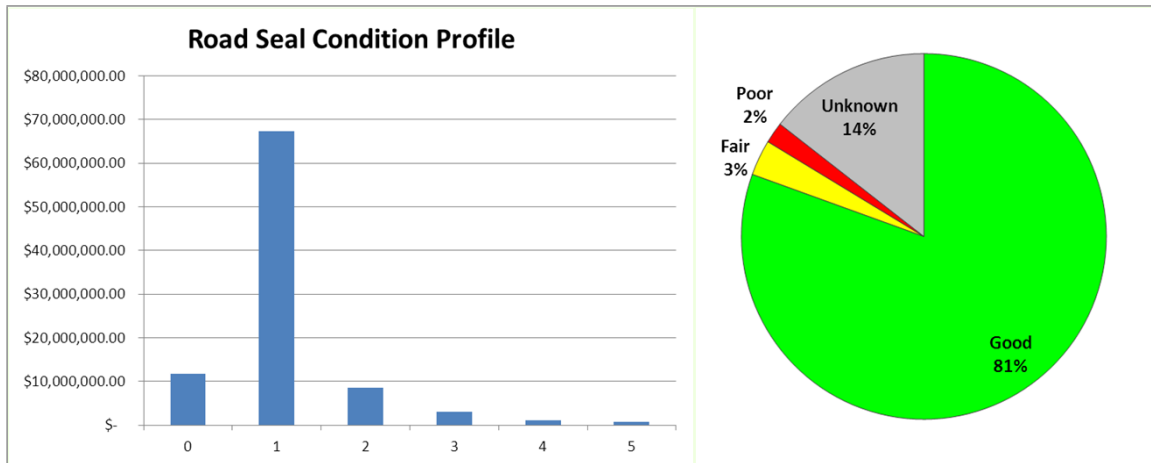


Figure 5.1.3.2: Road Pavement Condition Profile

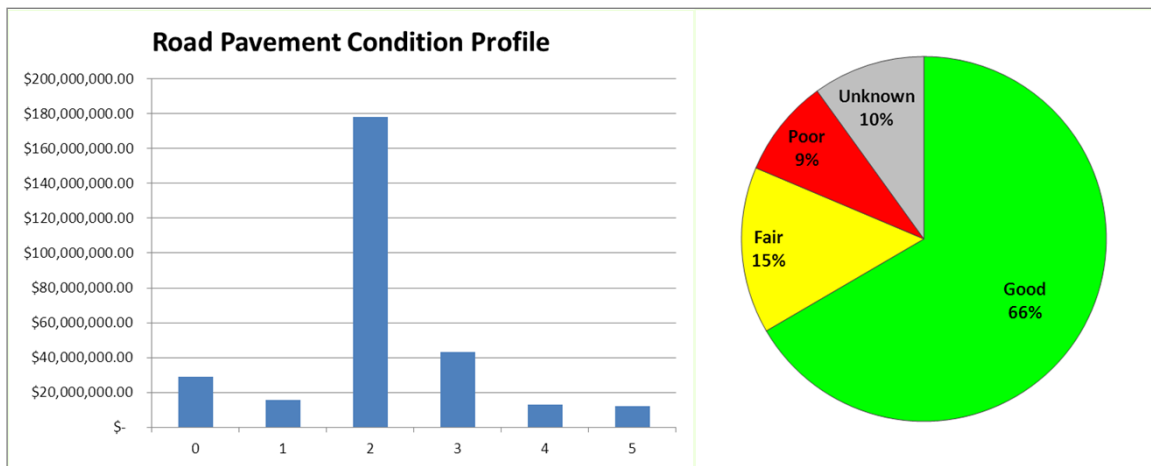


Figure 5.1.3.3: Footpath Condition Profile

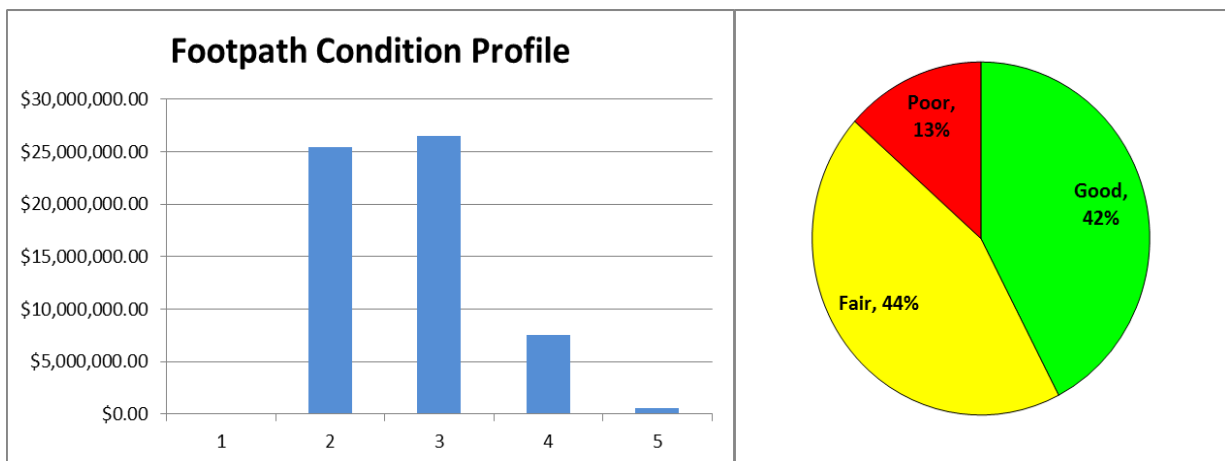
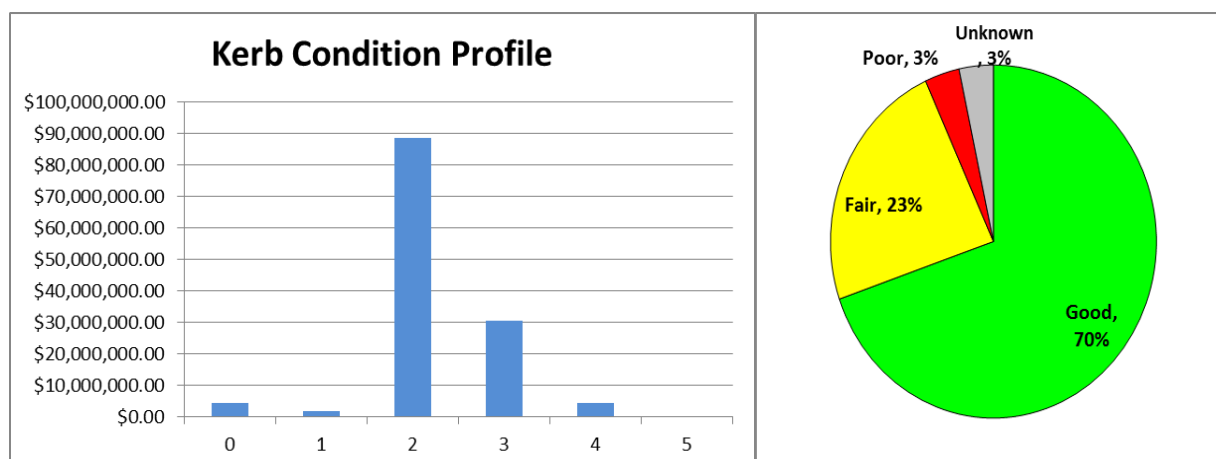


Figure 5.1.3.4: Kerb Condition Profile



Condition is measured using a 1 – 5 grading system⁸ as detailed in Table 5.1.3.

Table 5.1.3: Simple Condition Grading Model

Condition Grading	Description of Condition
1	Very Good: only planned maintenance required
2	Good: minor maintenance required plus planned maintenance
3	Fair: significant maintenance required
4	Poor: significant renewal/rehabilitation required
5	Very Poor: physically unsound and/or beyond rehabilitation

5.1.4 Asset valuations

The value of assets recorded in the asset register as at 30 June 2014 covered by this asset management plan is shown below. Assets were last revalued at 30 June 2014.

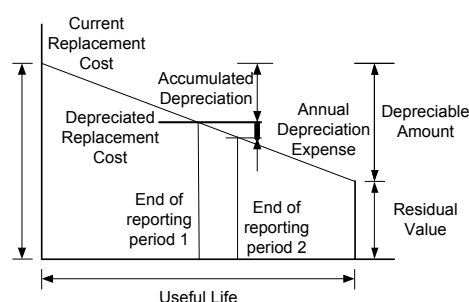
Current Replacement Cost	\$765,757,000
Depreciable Amount	\$765,757,000
Depreciated Replacement Cost ⁹	\$460,396,000
Annual Depreciation Expense	\$11,241,000

Useful lives were reviewed at 30 June 2014.

Various ratios of asset consumption and expenditure have been prepared performance and trends over time.

Rate of Annual Asset Consumption (Depreciation/Depreciable Amount)	1.50%
Rate of Annual Asset Renewal (Capital renewal exp/Depreciable amount)	1.20%

In 2015/16 the organisation plans to renew Transportation assets at 83.20% of the rate they are being consumed and will be increasing its Transportation asset stock by 0.90% in the year.



⁸ IPWEA, 2011, IIMM, Sec 2.5.4, p 2 | 79.

⁹ Also reported as Written Down Current Replacement Cost (WDCRC).

5.2 Infrastructure Risk Management Plan

An assessment of risks¹⁰ associated with service delivery from infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a 'financial shock' to the organisation. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the Infrastructure Risk Management Plan, together with the estimated residual risk after the selected treatment plan is operational are summarised in Table 5.2. These risks are reported to management and Council.

Table 5.2: Critical Risks and Treatment Plans

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs ('000's)
The Strand – Mawson Lakes (and others)	Vehicles could become trapped in the fjord if road closed signs are not activated (manually) quick enough after rain event	High	Lights and automatic Boom Gates	Medium	\$80 p.a for 5 years
Little Para & Dry Creek Share-Use Underpasses	Flooding of the existing bike & pedestrian shared-use trail can disrupt connectivity for this primary mode of transport. Staff are required to manually close gates that are located at a limited number of sites along this shared-use trail.	High	Install automated gates at all sites over 10 years, 1 per year	Low	\$80 p.a for 10 years

Note * The residual risk is the risk remaining after the selected risk treatment plan is operational.

5.3 Routine Operations and Maintenance Plan

Operations include regular activities to provide services such as public health, safety and amenity, eg street sweeping and street lighting.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Operations and Maintenance Plan

Operations activities affect service levels including quality and function through street sweeping and and spacing of street lights. Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating, eg road patching but excluding rehabilitation or renewal. Maintenance may be classified into reactive, planned and specific maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

¹⁰ Refer to Appendix D – Infrastructure Risk Management Plan

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacing air conditioning units, etc. This work falls below the capital/maintenance threshold but may require a specific budget allocation.

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including road patching, kerbing repair, footpath repair etc. This work falls below the capital/maintenance threshold but may require a specific budget allocation.

Maintenance expenditure levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. Where maintenance expenditure levels are such that will result in a lesser level of service, the service consequences and service risks have been identified and service consequences highlighted in this AM Plan and service risks considered in the Infrastructure Risk Management Plan.

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

5.3.2 Operations and Maintenance Strategies

The organisation will operate and maintain assets to provide the defined level of service to approved budgets in the most cost-efficient manner. The operation and maintenance activities include:

- Scheduling operations activities to deliver the defined level of service in the most efficient manner,
- Undertaking maintenance activities through a planned maintenance system to reduce maintenance costs and improve maintenance outcomes. Undertake cost-benefit analysis to determine the most cost-effective split between planned and unplanned maintenance activities (50 – 70% planned desirable as measured by cost),
- Maintain a current infrastructure risk register for assets and present service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council,
- Review current and required skills base and implement workforce training and development to meet required operations and maintenance needs,
- Review asset utilisation to identify underutilised assets and appropriate remedies, and over utilised assets and customer demand management options,
- Maintain a current hierarchy of critical assets and required operations and maintenance activities,
- Develop and regularly review appropriate emergency response capability,
- Review management of operations and maintenance activities to ensure Council is obtaining best value for resources used.

Asset hierarchy

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy includes the asset class and component used for asset planning and financial reporting and service level hierarchy used for service planning and delivery.

The organisation's service hierarchy is shown in Table 5.3.2.

Table 5.3.2: Asset Service Hierarchy

Service Hierarchy	Service Level Objective
Bridges	Bridges are part of the overall road network and provide access to communities and other services, supports economic growth and development, and improve safety.
Footpaths	The footpath network provides accessible communities; provide access to other services and supports health and lifestyle.
Regional Roads	The regional road network provides regional access for communities; provides access to a broad range of services and supports economic growth and development. Regional roads carry heavy traffic and need higher levels of expenditure on resurfacing and pavement reconstruction.
Local Roads	The local road network provides access within local communities; provides access to services and supports local growth and development.
Signs	Provides directional, regulatory, information advice as part of the transport network.

Critical Assets

Critical assets are those assets which have a high consequence of failure but not necessarily a high likelihood of failure. By identifying critical assets and critical failure modes, organisations can target and refine investigative activities, maintenance plans and capital expenditure plans at the appropriate time.

Operations and maintenance activities may be targeted to mitigate critical assets failure and maintain service levels. These activities may include increased inspection frequency, higher maintenance intervention levels, etc. Critical assets failure modes and required operations and maintenance activities are detailed in Table 5.3.2.1.

Table 5.3.2.1: Critical Assets and Service Level Objectives

Critical Assets	Critical Failure Mode	Operations & Maintenance Activities
To be developed in future revisions of the Asset Plan.		

Standards and specifications

Maintenance work is carried out in accordance with the following Standards and Specifications.

- Relevant engineering Australian Standards
- Relevant technical standards and specifications for road, drainage and works

5.3.3 Summary of future operations and maintenance expenditures

Future operations and maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Figure 4. Note that all costs are shown in current 2015 dollar values (i.e. real values).

Figure 4: Projected Operations and Maintenance Expenditure

Salisbury CC - Projected Operations & Maintenance Expenditure (.Transportation_AMP_(incGrowth)_S3_V4)

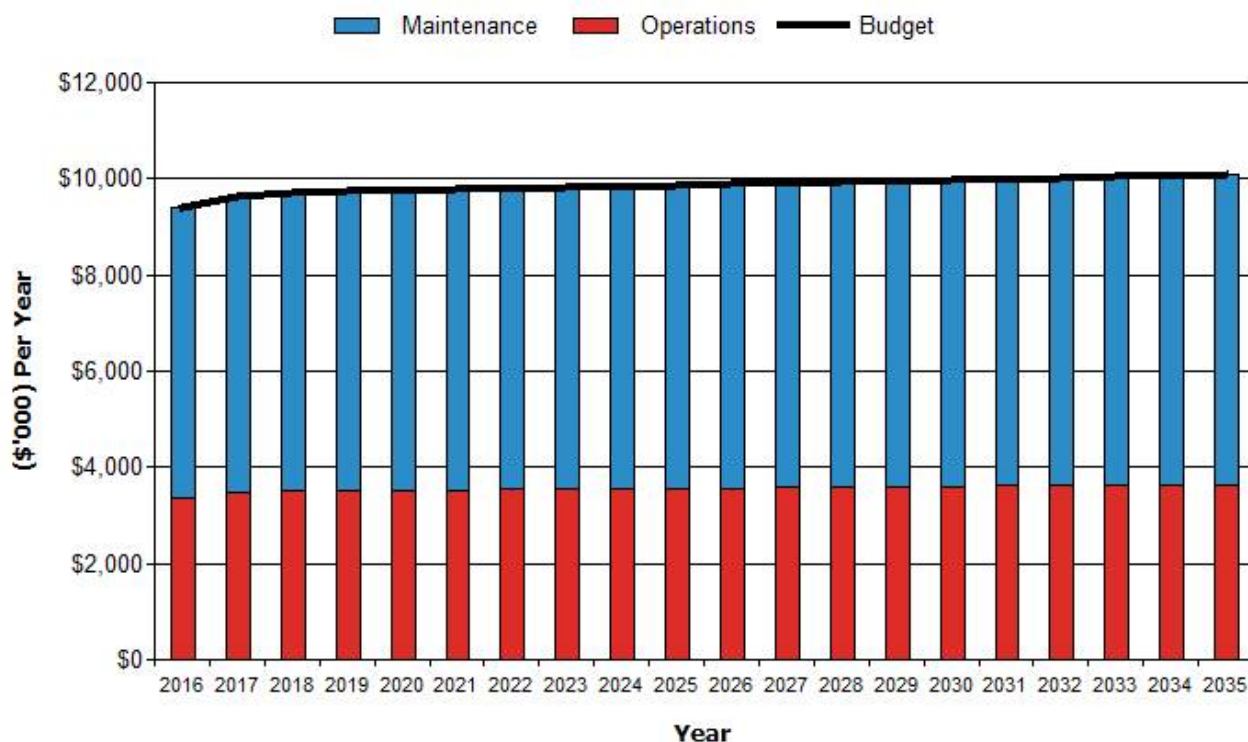


Table 5.3.3.1: 2015/16 Maintenance & Operating Budget by Sub-Category

Sub Category	2015/16 Maintenance Budget ('000's)	2015/16 Operating Budget ('000's)
Footpaths	\$1,399.83	\$0
Bridges	\$223.30	\$0
Roads	\$2,393.02	\$295.49
Kerb and Gutter	\$1,286.40	\$0
Lighting & Electrical	\$199.50	\$2,426.40
Road Signs	\$494.50	\$0
Other	\$0	\$630.08
Total	\$5,996.55	\$3,351.97

Deferred maintenance, ie works that are identified for maintenance and unable to be funded are to be included in the risk assessment and analysis in the infrastructure risk management plan.

Maintenance is funded from the operating budget where available. This is further discussed in Section 6.2.

5.4 Renewal/Replacement Plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original or lesser required service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.4.1 Renewal plan

Assets requiring renewal/replacement are identified from one of three methods provided in the 'Expenditure Template'.

- Method 1 uses Asset Register data to project the renewal costs using acquisition year and useful life to determine the renewal year, or
- Method 2 uses capital renewal expenditure projections from external condition modelling systems (such as Pavement Management Systems), or
- Method 3 uses a combination of average *network renewals* plus *defect repairs* in the *Renewal Plan* and *Defect Repair Plan* worksheets on the 'Expenditure template'.

A combination of method 1 and method 2 was used for this asset management plan.

The useful lives of assets used to develop projected asset renewal expenditures are shown in Table 5.4.1. Asset useful lives were last reviewed on 30 June 2014.

Table 5.4.1: Useful Lives of Assets

Asset (Sub)Category	Useful life
Road Pavement	40 - 80 years
Road Seal	5 – 70 years
Traffic Devices	10 – 50 years
Kerb	40 – 100 years
Signage	1 – 50 years
Bridges & Major Culverts	80 years
Bus Shelters	20-40 years
Footpaths	5 – 100 years
Park Paths	5 – 100 years
Car Parks	20 – 80 years
Lighting and Electrical	5-15 years

5.4.2 Renewal and Replacement Strategies

The organisation will plan capital renewal and replacement projects to meet level of service objectives and minimise infrastructure service risks by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner,
- Undertaking project scoping for all capital renewal and replacement projects to identify:
 - the service delivery 'deficiency', present risk and optimum time for renewal/replacement,
 - the project objectives to rectify the deficiency,
 - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,

- and evaluate the options against evaluation criteria adopted by the organisation, and
- select the best option to be included in capital renewal programs,
- Using 'low cost' renewal methods (cost of renewal is less than replacement) wherever possible,
- Maintain a current infrastructure risk register for assets and service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council,
- Review current and required skills base and implement workforce training and development to meet required construction and renewal needs,
- Maintain a current hierarchy of critical assets and capital renewal treatments and timings required ,
- Review management of capital renewal and replacement activities to ensure Council is obtaining best value for resources used.

Renewal ranking criteria

Asset renewal and replacement is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (eg replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (eg roughness of a road).¹¹

It is possible to get some indication of capital renewal and replacement priorities by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have a high utilisation and subsequent impact on users would be greatest,
- The total value represents the greatest net value to the organisation,
- Have the highest average age relative to their expected lives,
- Are identified in the AM Plan as key cost factors,
- Have high operational or maintenance costs, and
- Where replacement with modern equivalent assets would yield material savings.¹²

The ranking criteria used to determine priority of identified renewal and replacement proposals is detailed in Table 5.4.2.

Table 5.4.2: Renewal and Replacement Priority Ranking Criteria

Criteria	Weighting
Community - Function	TBD
Community – Quality	TBD
Technical – Condition	TBD
Technical – Risk of Failure	TBD
Technical – Operating/Maintenance and lifecycle costs	TBD
Total	100%

Renewal and replacement standards

Renewal work is carried out in accordance with the following Standards and Specifications.

- Relevant engineering Australian Standards
- Relevant technical standards and specifications for road, drainage and works
- Council codes and design standards.

¹¹ IPWEA, 2011, IIMM, Sec 3.4.4, p 3|60.

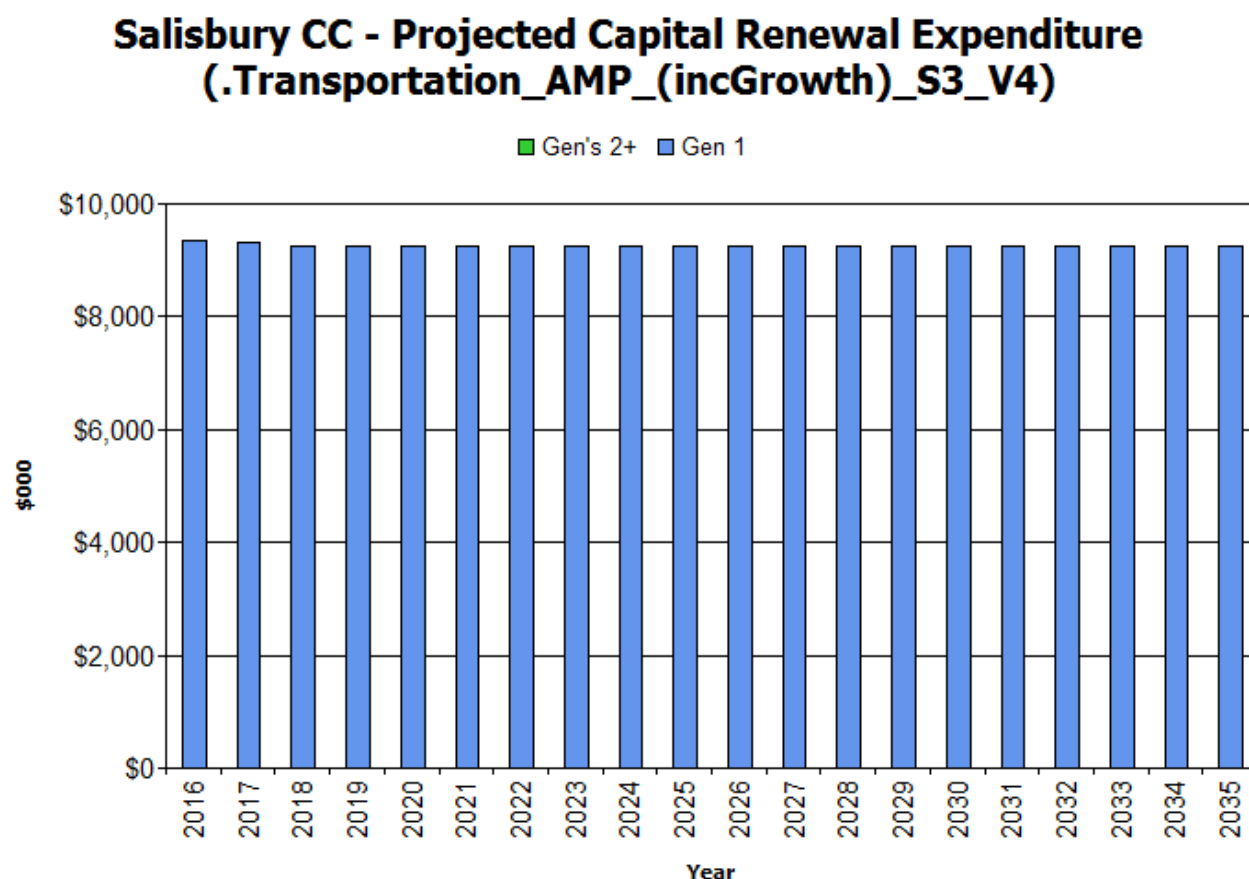
¹² Based on IPWEA, 2011, IIMM, Sec 3.4.5, p 3|66.

5.4.3 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time as the asset stock increases from growth. The expenditure is summarised in Fig 5. Note that all amounts are shown in real values.

The projected capital renewal and replacement program is shown in Appendix A.

Fig 5: Projected Capital Renewal and Replacement Expenditure



Deferred renewal and replacement, ie those assets identified for renewal and/or replacement and not scheduled in capital works programs are to be included in the risk analysis process in the risk management plan.

Renewals and replacement expenditure in the organisation's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the organisation from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor/director or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked

by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed below.

Table 5.5.1: New Assets Priority Ranking Criteria

Criteria	Weighting
Alignment with Asset Management Plan and Annual Plan Priorities	30%
Funding within 10 Year Financial Plan	20%
Current Service Level	30%
Legislative OHS&W	20%
Total	100%

5.5.2 Capital Investment Strategies

The organisation will plan capital upgrade and new projects to meet level of service objectives by:

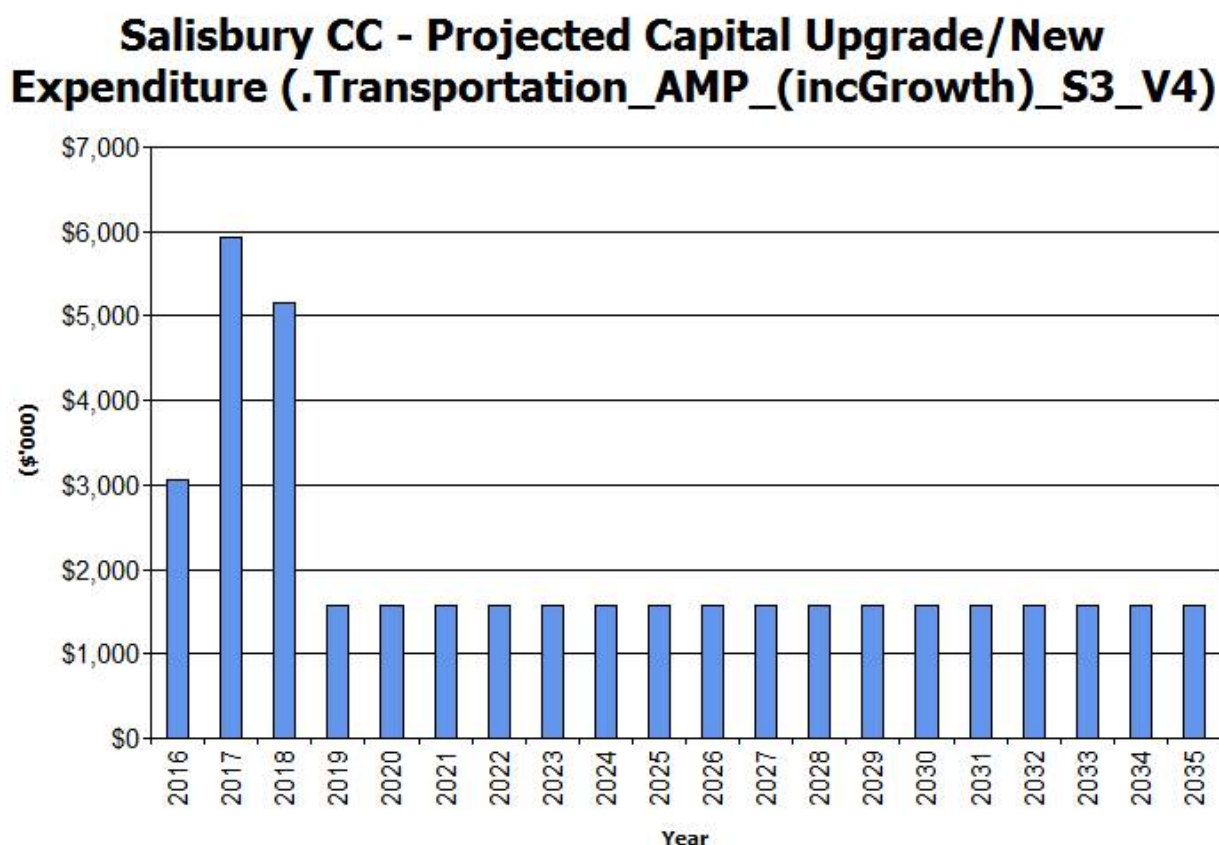
- Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner,
- Undertake project scoping for all capital upgrade/new projects to identify:
 - the service delivery 'deficiency', present risk and required timeline for delivery of the upgrade/new asset,
 - the project objectives to rectify the deficiency including value management for major projects,
 - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
 - management of risks associated with alternative options,
 - and evaluate the options against evaluation criteria adopted by Council, and
 - select the best option to be included in capital upgrade/new programs,
- Review current and required skills base and implement training and development to meet required construction and project management needs,
- Review management of capital project management activities to ensure Council is obtaining best value for resources used.

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

5.5.3 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures are summarised in Fig 6. The projected upgrade/new capital works program is shown in Appendix B. All amounts are shown in real values.

Fig 6: Projected Capital Upgrade/New Asset Expenditure



Expenditure on new assets and services in the organisation's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

5.6 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6, together with estimated annual savings from not having to fund operations and maintenance of the assets. These assets will be further reinvestigated to determine the required levels of service and see what options are available for alternate service delivery, if any. Any revenue gained from asset disposals is accommodated in Council's long term financial plan.

Where cashflow projections from asset disposals are not available, these will be developed in future revisions of this asset management plan.

Table 5.6: Assets Identified for Disposal

Asset	Reason for Disposal	Timing	Disposal Expenditure	Operations & Maintenance Annual Savings
No Assets Identified for Disposal				

5.7 Service Consequences and Risks

The organisation has prioritised decisions made in adopting this AM Plan to obtain the optimum benefits from its available resources. Decisions were made based on the development of 3 scenarios of AM Plans.

Scenario 1 - What we would like to do based on asset register data

Scenario 2 – What we should do with existing budgets and identifying level of service and risk consequences (ie what are the operations and maintenance and capital projects we are unable to do, what is the service and risk consequences associated with this position). This may require several versions of the AM Plan.

Scenario 3 – What we can do and be financially sustainable with AM Plans matching long-term financial plans.

The development of scenario 1 and scenario 2 AM Plans provides the tools for discussion with the Council and community on trade-offs between what we would like to do (scenario 1) and what we should be doing with existing budgets (scenario 2) by balancing changes in services and service levels with affordability and acceptance of the service and risk consequences of the trade-off position (scenario 3).

5.7.1 What we cannot do

Council can continue to maintain current levels of service in the short to medium term.

5.7.2 Service consequences

Operations and maintenance activities and capital projects that cannot be undertaken will maintain or create service consequences for users. These include:

- Footpath Defects to be repaired on a reactive basis with no future planned defect.
- No future prioritised kerb ramp construction.
- New Footpath construction will be scaled back to prioritise customer requests with limited planned footpaths.

5.7.3 Risk consequences

The operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences for the organisation. These include:

- Potential for increased footpath tripping complaints.
- DDA compliance issues for footpath connectivity.

These risks have been included with the Infrastructure Risk Management Plan summarised in Section 5.2 and risk management plans actions and expenditures included within projected expenditures.

6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 7 for projected operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets). Note that all costs are shown in real values.

Fig 7: Projected Operating and Capital Expenditure

Salisbury CC - Projected Operating and Capital Expenditure (.Transportation_AMP_(incGrowth)_S3_V4)

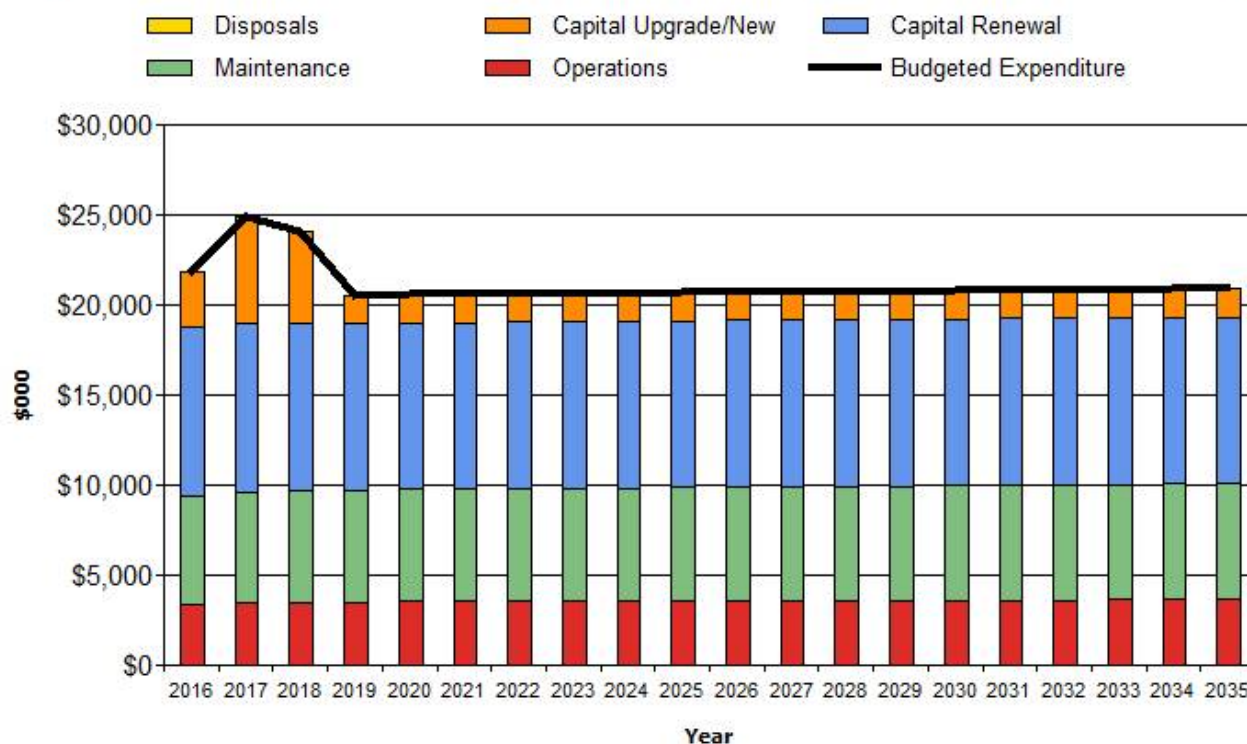


Table 6.1: 2015/16 Operating and Capital Expenditure by Sub Category

Sub Category	Maintenance Budget ('000's)	Operating Budget ('000's)	Renewal Expenditure ('000's)	Capital Upgrade/New Expenditure ('000's)
Footpaths	\$1,399.83	\$0	700.00	1,340.00
Bridges	\$223.30	\$0	143.00	-
Roads	\$2,393.02	\$295.49	8,063.00	50.00
Kerb and	\$1,286.40	\$0	-	-
Lighting &	\$199.50	\$2,426.40	-	668.00
Road Signs	\$494.50	\$0	-	58.00
Other	\$0	\$630.08	450.00	952.00
Total	\$5,996.55	\$3,351.97	9,356.00	3,068.00

*Shown in renewal not in maintenance

6.1.1 Sustainability of service delivery

There are four key indicators for service delivery sustainability that have been considered in the analysis of the services provided by this asset category, these being the asset renewal funding ratio, long term life cycle costs/expenditures and medium term projected/budgeted expenditures over 5 and 10 years of the planning period.

Asset Renewal Funding Ratio

Asset Renewal Funding Ratio ¹³	100%
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The Asset Renewal Funding Ratio is the most important indicator and reveals that over the next 10 years, Council is forecasting that it will have 100% of the funds required for the optimal renewal and replacement of its assets.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the asset life cycle. Life cycle costs include operations and maintenance expenditure and asset consumption (depreciation expense). The life cycle cost for the services covered in this asset management plan is \$20.9M per year (average operations and maintenance expenditure plus depreciation expense projected over 10 years).

Life cycle costs can be compared to life cycle expenditure to give an initial indicator of affordability of projected service levels when considered with age profiles. Life cycle expenditure includes operations, maintenance and capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure over the 10 year planning period is \$18.9M per year (average operations and maintenance plus capital renewal budgeted expenditure in LTFP over 10 years).

A shortfall between life cycle cost and life cycle expenditure is the life cycle gap. The life cycle gap for services covered by this asset management plan is -\$2M per year (-ve = gap, +ve = surplus).

Life cycle expenditure is 91% of life cycle costs.

The life cycle costs and life cycle expenditure comparison highlights any difference between present outlays and the average cost of providing the service over the long term. If the life cycle expenditure is less than that life cycle cost, it is most likely that outlays will need to be increased or cuts in services made in the future.

Knowing the extent and timing of any required increase in outlays and the service consequences if funding is not available will assist organisations in providing services to their communities in a financially sustainable manner. This is the purpose of the asset management plans and long term financial plan.

Medium term – 10 year financial planning period

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

These projected expenditures may be compared to budgeted expenditures in the 10 year period to identify any funding shortfall. In a core asset management plan, a gap is generally due to increasing asset renewals for ageing assets.

The projected operations, maintenance and capital renewal expenditure required over the 10 year planning period is \$18.99M on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is \$18.99M on average per year giving a 10 year funding shortfall of \$0.00 per year. This indicates that Council expects to have 100% of the projected expenditures needed to provide the services documented in the asset management plan.

Medium Term – 5 year financial planning period

The projected operations, maintenance and capital renewal expenditure required over the first 5 years of the planning period is \$18.93M on average per year.

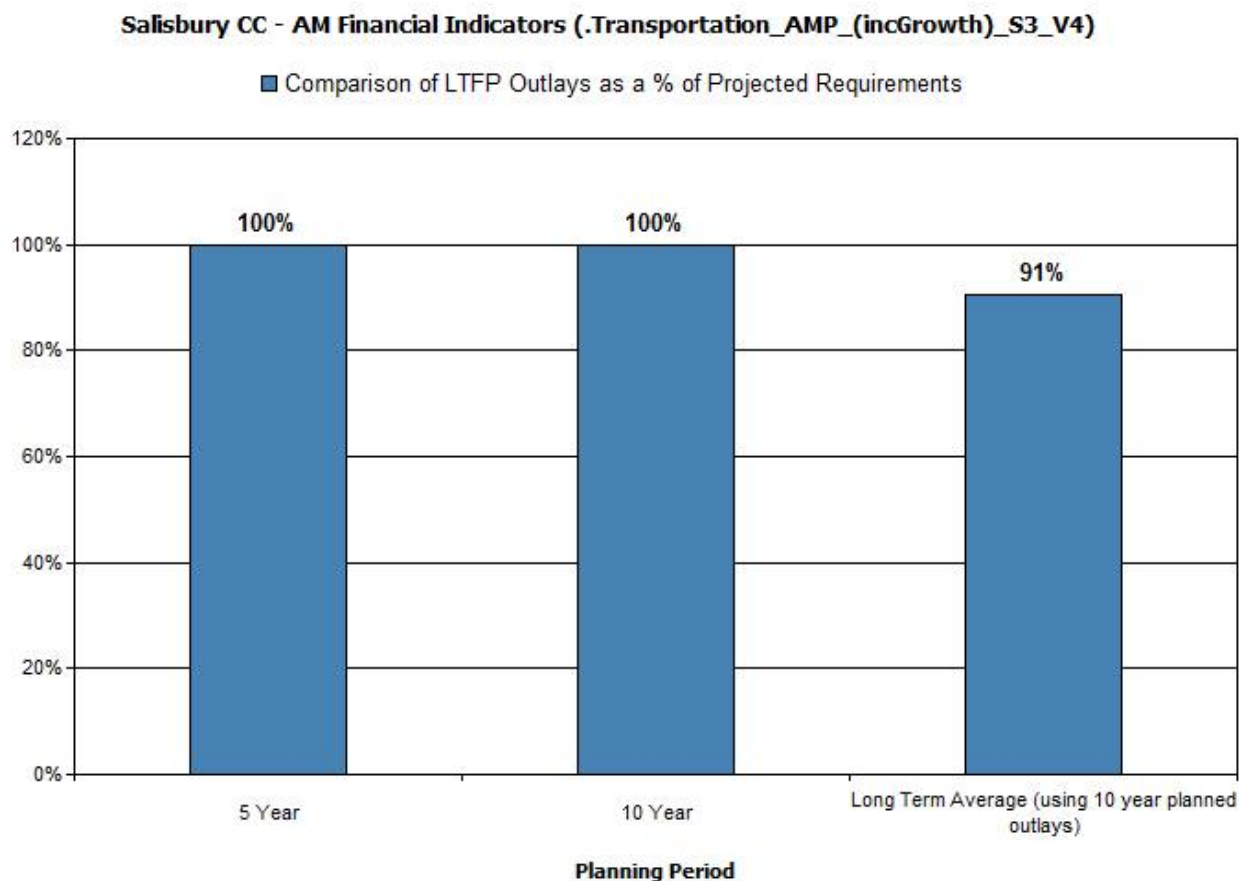
¹³ AIFMG, 2012, Version 1.3, Financial Sustainability Indicator 4, Sec 2.6, p 2.16

Estimated (budget) operations, maintenance and capital renewal funding is \$18.93M on average per year giving a 5 year funding shortfall of \$0.00. This indicates that Council expects to have 100.0% of projected expenditures required to provide the services shown in this asset management plan.

Asset management financial indicators

Figure 7A shows the asset management financial indicators over the 10 year planning period and for the long term life cycle.

Figure 7A: Asset Management Financial Indicators



Providing services from infrastructure in a sustainable manner requires the matching and managing of service levels, risks, projected expenditures and financing to achieve a financial indicator of approximately 1.0 for the first years of the asset management plan and ideally over the 10 year life of the Long Term Financial Plan.

Figure 8 shows the projected asset renewal and replacement expenditure over the 20 years of the AM Plan. The projected asset renewal and replacement expenditure is compared to renewal and replacement expenditure in the capital works program, which is accommodated in the long term financial plan

Figure 8: Projected and LTFP Budgeted Renewal Expenditure (Scenario 3)

Salisbury CC - Projected & LTFP Budgeted Renewal Expenditure (.Transportation_AMP_(incGrowth)_S3_V4)

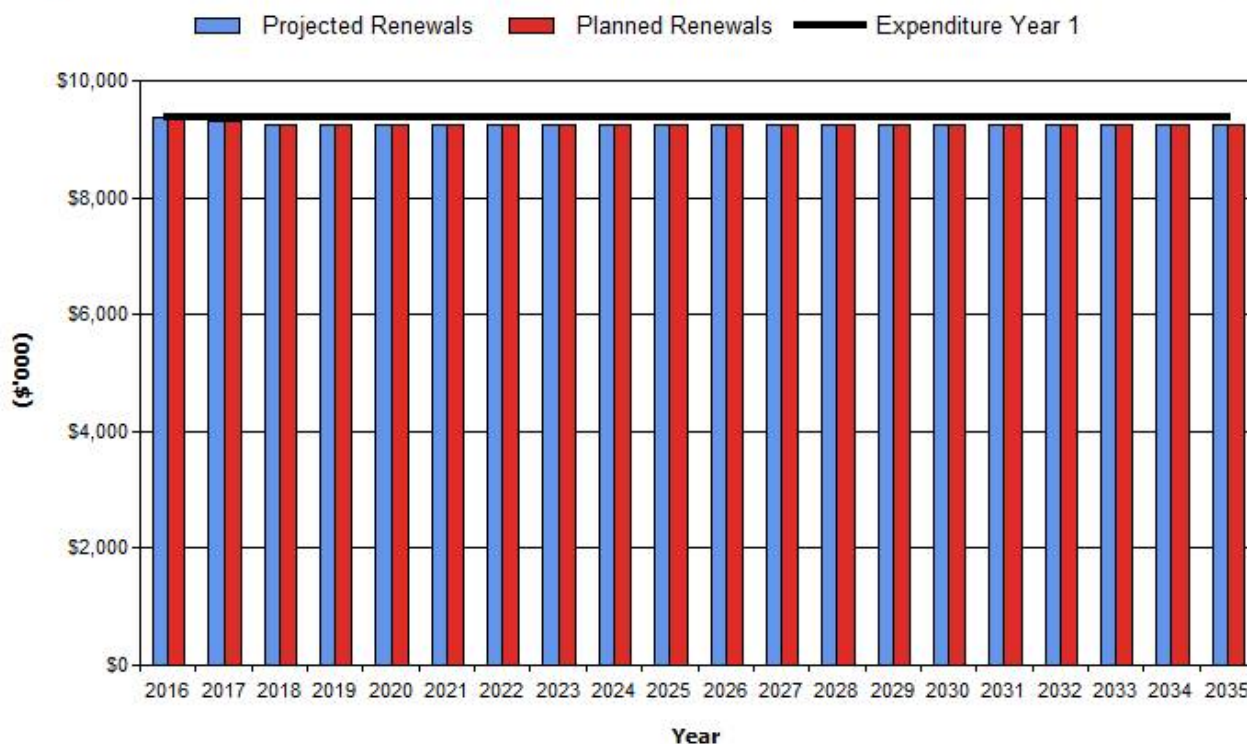


Table 6.1.1 shows the shortfall between projected renewal and replacement expenditures and expenditure accommodated in long term financial plan. Budget expenditures accommodated in the long term financial plan or extrapolated from current budgets are shown in Appendix C.

Table 6.1.1: Projected and LTFP Budgeted Renewals and Financing Shortfall

Year	Projected Renewals (\$'000)	LTFP Renewal Budget (\$'000)	Renewal Financing Shortfall (\$'000) (-ve Gap, +ve Surplus)	Cumulative Shortfall (\$'000) (-ve Gap, +ve Surplus)
2016	\$9,356	\$9,356	\$0	\$0
2017	\$9,318	\$9,318	\$0	\$0
2018	\$9,251	\$9,251	\$0	\$0
2019	\$9,251	\$9,251	\$0	\$0
2020	\$9,251	\$9,251	\$0	\$0
2021	\$9,251	\$9,251	\$0	\$0
2022	\$9,251	\$9,251	\$0	\$0
2023	\$9,251	\$9,251	\$0	\$0
2024	\$9,251	\$9,251	\$0	\$0
2025	\$9,251	\$9,251	\$0	\$0
2026	\$9,251	\$9,251	\$0	\$0
2027	\$9,251	\$9,251	\$0	\$0
2028	\$9,251	\$9,251	\$0	\$0
2029	\$9,251	\$9,251	\$0	\$0

2030	\$9,251	\$9,251	\$0	\$0
2031	\$9,251	\$9,251	\$0	\$0
2032	\$9,251	\$9,251	\$0	\$0
2033	\$9,251	\$9,251	\$0	\$0
2034	\$9,251	\$9,251	\$0	\$0
2035	\$9,251	\$9,251	\$0	\$0

Note: A negative shortfall indicates a financing gap, a positive shortfall indicates a surplus for that year.

6.1.2 Projected expenditures for long term financial plan

Table 6.1.2 shows the projected expenditures for the 10 year long term financial plan.

Expenditure projections are in 2015 real values.

Table 6.1.2: Projected Expenditures for Long Term Financial Plan (\$000)

Year	Operations (\$000)	Maintenance (\$000)	Projected Capital Renewal (\$000)	Capital Upgrade/ New (\$000)	Disposals (\$000)
2016	\$3,365.03	\$6,019.49	\$9,356.00	\$3,068.00	\$0.00
2017	\$3,482.16	\$6,152.36	\$9,318.00	\$5,932.00	\$0.00
2018	\$3,508.28	\$6,198.24	\$9,251.00	\$5,161.00	\$0.00
2019	\$3,516.27	\$6,212.25	\$9,251.00	\$1,562.00	\$0.00
2020	\$3,524.25	\$6,226.27	\$9,251.00	\$1,562.00	\$0.00
2021	\$3,532.24	\$6,240.28	\$9,251.00	\$1,562.00	\$0.00
2022	\$3,540.22	\$6,254.30	\$9,251.00	\$1,562.00	\$0.00
2023	\$3,548.20	\$6,268.32	\$9,251.00	\$1,562.00	\$0.00
2024	\$3,556.19	\$6,282.33	\$9,251.00	\$1,562.00	\$0.00
2025	\$3,564.17	\$6,296.35	\$9,251.00	\$1,562.00	\$0.00
2026	\$3,572.16	\$6,310.36	\$9,251.00	\$1,562.00	\$0.00
2027	\$3,580.14	\$6,324.38	\$9,251.00	\$1,562.00	\$0.00
2028	\$3,588.12	\$6,338.40	\$9,251.00	\$1,562.00	\$0.00
2029	\$3,596.11	\$6,352.41	\$9,251.00	\$1,562.00	\$0.00
2030	\$3,604.09	\$6,366.43	\$9,251.00	\$1,562.00	\$0.00
2031	\$3,612.07	\$6,380.45	\$9,251.00	\$1,562.00	\$0.00
2032	\$3,620.06	\$6,394.46	\$9,251.00	\$1,562.00	\$0.00
2033	\$3,628.04	\$6,408.48	\$9,251.00	\$1,562.00	\$0.00
2034	\$3,636.03	\$6,422.49	\$9,251.00	\$1,562.00	\$0.00
2035	\$3,644.01	\$6,436.51	\$9,251.00	\$1,562.00	\$0.00

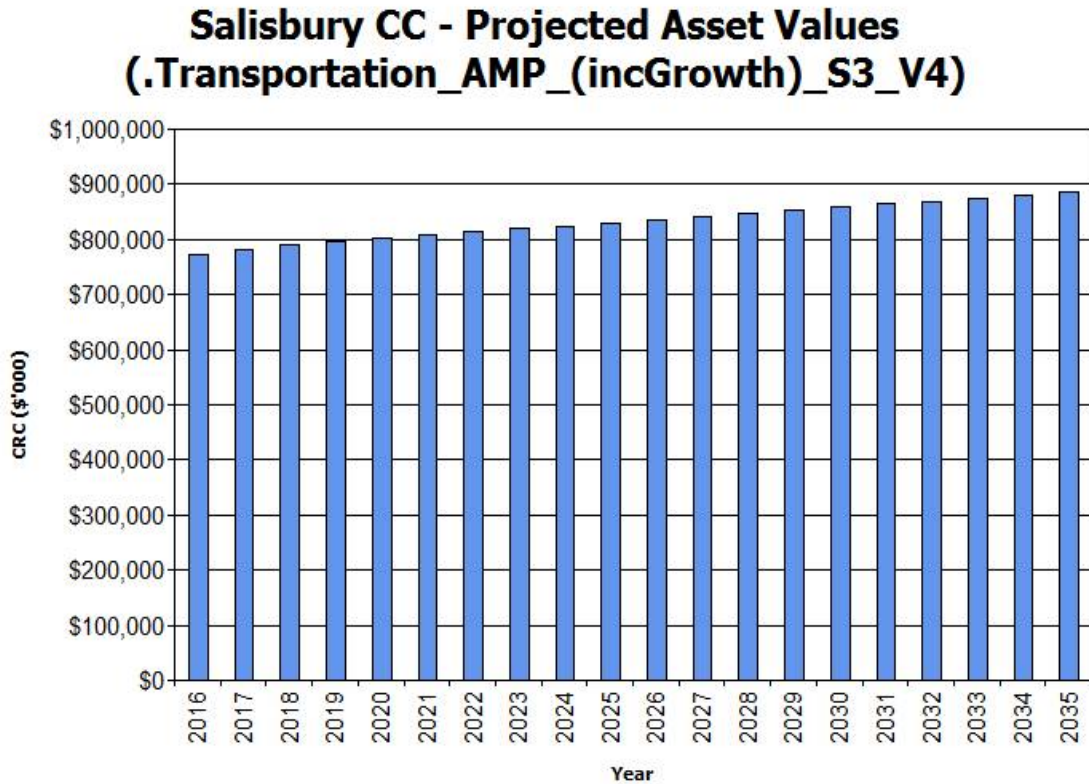
6.2 Funding Strategy

After reviewing service levels, as appropriate to ensure ongoing financial sustainability projected expenditures identified in Section 6.1.2 will be accommodated in the Council's 10 year long term financial plan.

6.3 Valuation Forecasts

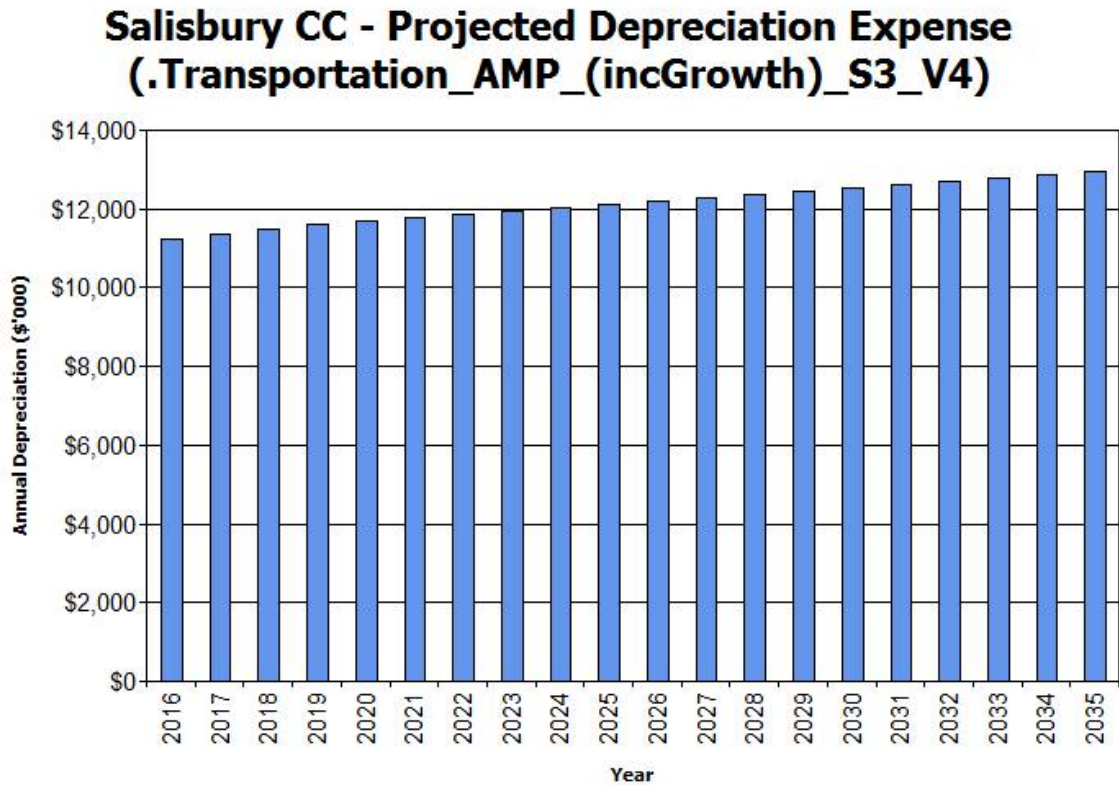
Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Figure 9 shows the projected replacement cost asset values over the planning period in real values.

Figure 9: Projected Asset Values



Depreciation expense values are forecast in line with asset values as shown in Figure 10.

Figure 10: Projected Depreciation Expense



The depreciated replacement cost will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Figure 11. The depreciated replacement cost of contributed and new assets is shown in the darker colour and in the lighter colour for existing assets.

Figure 11: Projected Depreciated Replacement Cost

Salisbury CC - Projected Depreciated Replacement Cost (.Transportation_AMP_(incGrowth)_S3_V4)



6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan and risks that these may change are shown in Table 6.4.

Table 6.4: Key Assumptions made in AM Plan and Risks of Change

Key Assumptions	Risks of Change to Assumptions
That Transport assets will remain in Council's ownership throughout the planning period and that levels of service remain unchanged.	Low
Required maintenance is assumed to take place in accordance with relevant guidelines/standards	Low
Natural disasters, accidents and other unplanned events are not considered in the asset lifecycles	Medium
That assets will actually be replaced at the end of their respective useful lives	High
All expenditure is stated in 2014/15 dollar values.	Low

Maintenance expenditure is based on historical expenditure and assumes there will no significant change.	Low
Maintenance and operations allocations are based on maintaining current service levels and utilisation.	Medium
It is assumed that regulations/standards relating to Transport infrastructure will remain the same over the planning period	Low
It is assumed that the basic mix of Transport infrastructure will not alter significantly over the planning period.	Low

6.5 Forecast Reliability and Confidence

The expenditure and valuations projections in this AM Plan are based on best available data. Currency and accuracy of data is critical to effective asset and financial management. Data confidence is classified on a 5 level scale¹⁴ in accordance with Table 6.5.

Table 6.5: Data Confidence Grading System

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$
B Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm 10\%$
C Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm 25\%$
D Very Uncertain	Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy $\pm 40\%$
E Unknown	None or very little data held.

The estimated confidence level for and reliability of data used in this AM Plan is shown in Table 6.5.1.

Table 6.5.1: Data Confidence Assessment for Data used in AM Plan

Data	Confidence Assessment	Comment
Demand drivers	C Uncertain	Based on current expert judgement and supporting data
Growth projections	B Reliable	Based on current expert judgement and supporting data
Operations expenditures	B Reliable	Based on current expert judgement and supporting data
Maintenance expenditures	B Reliable	Based on current expert judgement and supporting data
Projected Renewal exps. - Asset values	B Reliable	Based on current expert judgement and supporting data
- Asset residual values	B Reliable	Currently under review
- Asset useful lives	C Uncertain	Revaluation completed pending implementation
- Condition modelling	B - Reliable	Condition surveys recently completed
- Network renewals	B - Reliable	From recent completed audits
- Defect repairs	B - Reliable	From recent completed audits
Upgrade/New expenditures	B Reliable	Based on current expert judgement
Disposal expenditures	B Reliable	Based on current expert judgement

Over all data sources the data confidence is assessed as high confidence level for data used in the preparation of this AM Plan.

¹⁴ IPWEA, 2011, IIMM, Table 2.4.6, p 2|59.

7. PLAN IMPROVEMENT AND MONITORING

7.1 Status of Asset Management Practices

7.1.1 Accounting and financial systems

Council uses 'Finance One' as its corporate financial system which is administered through the Finance Department. No changes are proposed to accounting / financial systems as part of this AMP.

Accountabilities for financial systems

The General Manager Business Excellence is responsible for all financial systems within the City of Salisbury. They have a team of staff to assist in the process that is also subject to internal and external audits.

Accounting standards and regulations

Guidance in recognising and reporting on assets is provided by Australian Accounting Standards

Capital/maintenance threshold

Council's capital threshold is \$10,000 for road construction and reconstruction and \$5,000 for Paving & footpaths, Kerb & Gutter.

7.1.2 Asset management system

The City of Salisbury uses 'Confirm' as the corporate Asset Management System.

Linkage from asset management to financial system

Confirm is linked to 'Finance One,' Councils corporate finance system via a manual batch process.

Accountabilities for asset management system and data maintenance

Confirm is administered through the City Infrastructure Departments Business Support division and has a full time coordinator responsible for its implementation. Data entry on a job by job (maintenance) basis is handled via several staff within Councils Business Support division.

Required changes to asset management system arising from this AM Plan

It is suggested that it would be appropriate to review the use of the Asset Management System processes for Capital Works as well as maintenance works for which the system is currently predominantly deployed. This will enable capture of as constructed capital renewal works at the time of renewal.

7.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 7.2.

Table 7.2: Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Implement a continuous improvement strategy to assess and report on the performance of council controlled assets. This will include current system and process improvements to determine planned/unplanned expenditure, rates and ratios.			Ongoing
2	Review risk management plan			Ongoing
3	Improve street lighting data and determine lighting ownership and condition			2015/2016
4	Undertake a signage audit to check accuracy of the asset register and condition			2014/2015
5	Undertake a road condition assessment for developing future works program			2016/2017
6	Undertake a kerb condition assessment for developing future works program			2015/2016
7	Undertake a footpath condition assessment for developing future works program			2014/2015
8				
9				
10				

7.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget planning processes and amended to recognise any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The AM Plan will be updated annually to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values incorporated into the organisation's long term financial plan.

The AM Plan has a life of 4 years (Council election cycle) and is due for complete revision and updating on an annual basis to align with the budget process and review of the Long Term Financial Plan.

7.4 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required projected expenditures identified in this asset management plan are incorporated into Council's long term financial plan,
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan,
- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the Council's Strategic Plan and associated plans,
- The Asset Renewal Funding Ratio achieving the target of 1.0.

8. REFERENCES

- IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM
- IPWEA, 2008, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/namsplus.
- IPWEA, 2009, 'Australian Infrastructure Financial Management Guidelines', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/AIFMG.
- IPWEA, 2011, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM
- City of Salisbury, 'Salisbury City Plan 2020',
- City of Salisbury, '2014/15 Annual Plan and Budget'.

9. APPENDICES

Appendix A Projected 10 year Capital Renewal and Replacement Works Program

Appendix B Projected 10 year Capital Upgrade/New Works Program

Appendix C LTFP Budgeted Expenditures Accommodated in AM Plan

Appendix D Infrastructure Risk Management Plan

Appendix E Abbreviations

Appendix F Glossary

Appendix A Projected 10 year Capital Renewal and Replacement Works Program

Year	Item	Description	Estimate
2016		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$143
	4	Council Traffic Signals Replacement Program	\$67
	5	Kerb Ramp Construction/Upgrade Program	\$300
	6	Carpark Renewal Program (exc Sports Courts)	\$200
	7	Transportation Program Area - Program Planning	\$138
	8	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	9	Bus Shelter Renewal Program	\$45
2016		Total	\$9,356

2017		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Council Traffic Signals Replacement Program	\$67
	5	Kerb Ramp Construction/Upgrade Program	\$300
	6	Carpark Renewal Program (exc Sports Courts)	\$200
	7	Transportation Program Area - Program Planning	\$138
	8	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	9	Bus Shelter Renewal Program	\$45
2017		Total	\$9,318

(\$000)

Year	Item	Description	Estimate
2018		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2018		Total	\$9,251

2019		Network Renewals	Estimate
------	--	-------------------------	----------

	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2019		Total	\$9,251

(\$000)

Year	Item	Description	Estimate
2020		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2020		Total	\$9,251

2021		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2021		Total	\$9,251

(\$000)

Year	Item	Description	Estimate
2022		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200

	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2022		Total	\$9,251

2023		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2023		Total	\$9,251

(\$000)

Year	Item	Description	Estimate
2024		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2024		Total	\$9,251

2025		Network Renewals	
	1	Road Reseal / Reconstruction Program	\$8,063
	2	Bicycle Network Improvements Program	\$200
	3	Bridge Asset Renewal	\$105
	4	Kerb Ramp Construction/Upgrade Program	\$300
	5	Carpark Renewal Program (exc Sports Courts)	\$200
	6	Transportation Program Area - Program Planning	\$138
	7	Asphalt Footpaths and Shared-Use Paths - Reseal Program	\$200
	8	Bus Shelter Renewal Program	\$45
2025		Total	\$9,251

Appendix B Projected Upgrade/Exp/New 10 year Capital Works Program

Year	Item	Description	Estimate
2016	1	Minor Traffic Improvements Program \$200k + Traffic Management Devices Program \$600k	\$800
	2	Diment Road, Burton/Direk - Upgrade	\$50
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$58
	6	City Wide Trails Program	\$1,040
	7	Sportsfield Lighting Upgrades	\$371
	8	Public Lighting Program \$122k + Sportsfield Lighting Assistance Program \$100k	\$222
	9	Developer Funded Program	\$80
	10	Play Space Lighting	\$75
2016		Total	\$3,068

(\$000)

Year	Item	Description	Estimate
2017	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$600
	3	Diment Road, Burton/Direk - Upgrade	\$3,470
	4	School Zones and Pedestrian Crossings Program	\$72
	5	Council Funded New Footpath Program	\$300
	6	Information Signage - Parks & Reserves	\$52
	7	City Wide Trails Program	\$1,040
	8	Public Lighting Program \$93k + Sportsfield Lighting Assistance Program \$100k	\$193
	9	Developer Funded Program	\$80
	10	Play Space Lighting	\$25
2017		Total	\$5,932

(\$000)

Year	Item	Description	Estimate
2018	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$195
	3	Diment Road, Burton/Direk - Upgrade	\$3,470
	4	School Zones and Pedestrian Crossings Program	\$72
	5	Council Funded New Footpath Program	\$300
	6	Information Signage - Parks & Reserves	\$52
	7	City Wide Trails Program	\$700

	8	Public Lighting Program	\$92
	9	Sportsfield Lighting Assistance	\$100
	10	Developer Funded Program	\$80
2018		Total	\$5,161

(\$000)

Year	Item	Description	Estimate
2019	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52
	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92
	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2019		Total	\$1,562

(\$000)

Year	Item	Description	Estimate
2020	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52
	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92
	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2020		Total	\$1,562

(\$000)

Year	Item	Description	Estimate
2021	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52
	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92

	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2021		Total	\$1,562

(\$000)

Year	Item	Description	Estimate
2022	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52
	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92
	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2022		Total	\$1,562

(\$000)

Year	Item	Description	Estimate
2023	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52
	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92
	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2023		Total	\$1,562

(\$000)

Year	Item	Description	Estimate
2024	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52

	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92
	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2024		Total	\$1,562

(\$000)			
Year	Item	Description	Estimate
2025	1	Minor Traffic Improvements Program	\$100
	2	Traffic Management Devices Program	\$166
	3	School Zones and Pedestrian Crossings Program	\$72
	4	Council Funded New Footpath Program	\$300
	5	Information Signage - Parks & Reserves	\$52
	6	City Wide Trails Program	\$600
	7	Public Lighting Program	\$92
	8	Sportsfield Lighting Assistance Program	\$100
	9	Developer Funded Program	\$80
2025		Total	\$1,562

Appendix C Budgeted Expenditures Accommodated in LTFF

.Transportation_AMP_(incGrowth)_S3_V4 Form 3 Data

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Asset Values (\$000)	
CRC	765,757
Depreciable Amt	765,757
DRC	460,396
Annual Depreciation	11,241

Operations and Maintenance Costs from New Assets	
Additional Ops	0 %
Additional Maint	0 %
Additional Depreciation	1.47 %
Renewal Ratio	1.22 %

Edit Growth Details

View, Edit or Add Register

» Scroll right for more »

Financial Year ending 30 June	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Expenditure Outlays included in Long Term Financial Plan (in current \$ values)										
Operations	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Operations Budget	3,352	3,352	3,352	3,352	3,352	3,352	3,352	3,352	3,352	3,352
Management Budget	0	87	87	87	87	87	87	87	87	87
AM Systems Budget	13	43	69	77	85	93	101	109	117	125
TOTAL OPERATIONS	3,365	3,482	3,508	3,516	3,524	3,532	3,540	3,548	3,556	3,564
Maintenance										
Reactive Maintenance Budget	5,997	5,997	5,997	5,997	5,997	5,997	5,997	5,997	5,997	5,997
Planned Maintenance Budget	0	80	80	80	80	80	80	80	80	80
Specific Maintenance Items Budget	23	76	122	136	150	164	178	192	206	220
TOTAL MAINTENANCE	\$ 6,019	\$ 6,152	\$ 6,198	\$ 6,212	\$ 6,226	\$ 6,240	\$ 6,254	\$ 6,268	\$ 6,282	\$ 6,296
Capital										
Planned Renewal Budget	9,356	9,318	9,251	9,251	9,251	9,251	9,251	9,251	9,251	9,251
Planned Upgrade/New Budget	3,068	5,932	5,161	1,562	1,562	1,562	1,562	1,562	1,562	1,562
Non-growth contributed asset value	0	0	0	0	0	0	0	0	0	0
Asset Disposals										
Est. cost to dispose of assets	0	0	0	0	0	0	0	0	0	0
Carrying value (DRC) of disposed assets	0	0	0	0	0	0	0	0	0	0
Additional Expenditure Outlays Requirements (e.g from Infrastructure Risk Management Plan)										
Additional Expenditure Outlays required and not included above	2016 \$000	2017 \$000	2018 \$000	2019 \$000	2020 \$000	2021 \$000	2022 \$000	2023 \$000	2024 \$000	2025 \$000
Operations	0	0	0	0	0	0	0	0	0	0
Maintenance	0	0	0	0	0	0	0	0	0	0
Capital Renewal	to be incorporated into Register (where Method 1 is used) OR Defect Repairs (where Method 2 or 3 is used)									
Capital Upgrade	0	0	0	0	0	0	0	0	0	0
Forecasts for Capital Renewal using Methods 2 & 3 (Form 2A & 2B) & Capital Upgrade (Form 2C)										
Forecast Capital Renewal from Form 2A & Form 2B	2016 \$000	2017 \$000	2018 \$000	2019 \$000	2020 \$000	2021 \$000	2022 \$000	2023 \$000	2024 \$000	2025 \$000
Forecast Capital Upgrade/New from Form 2C	9,356	9,318	9,251	9,251	9,251	9,251	9,251	9,251	9,251	9,251
	3,068	5,932	5,161	1,562	1,562	1,562	1,562	1,562	1,562	1,562

Appendix D Transport Risk Management Plan

Risk No.	Asset providing the Service	What can happen?	Existing controls	Risk Rating	Treatment option	Est. Cost \$000	Options Residual Risk	Risk Treatment Plan	Residual Risk
1	Footpaths	Pedestrians can trip over misaligned pavers	Footpath maintenance program- 60% of program allocated for planned maintenance on repairing large faults	High	A Undertake footpath condition survey to drive maintenance program to assess critical risks within pre-planning budget	\$40	Medium	Option A	Medium
2	The Strand - Mawson Lakes (and others)	Vehicles could become trapped in the fjord if road closed signs are not activated (manually) quick enough after rain event	Inspected after rainfall and signs operated as appropriate	High	A Raise culverts so road is above flood height	\$1,200	Medium	Option B	Medium
					B Lights and automatic Boom Gates	80 p,a	Medium		
					C				
					D				
3	Pavements in the area feeding Greater Edinburgh Parks	Potential for excessive wear and tear, rutting, cracking potholes and road failures	Increased pavement rehab funding in this area	High	A Seek additional money for road reconstruction in this area pa for 10 years	\$400 p.a.	Low	Option A	Low
					B Road restrictions	\$1	High		
					C				
					D				
4	Land use zone change	Increase in heavy vehicle traffic. Roads may not be designed or structurally suitable for heavy vehicles.	National Heavy Vehicle Regulator (NHVR) controls RAV access	High	A Evaluate land use changes which may impact on the local roads network, submit new initiative bids when required.		Medium	Option A	Medium
					B				
					C				
					D				
5	Bus Routes & Bus Shelters	PTSD can change bus routes annually with very short notification to Council and new bus route roads may not be designed or structurally suitable for heavy vehicles.	Road reseal program monitors and adjusts program accordingly	High	A Maintain Liason with PTSD to ensure communication occurs regarding changes to bus routes		Medium	Option A	Medium
					B				
					C				

					D					
6	DDA Compliance Bus Stops	Legislation requirement under DDA Act for all bus stops to be DDA Compliant by 2022. All new bus stops are required to be compliant. Council has decided not to continue with requirements on the basis that many bus routes are likely to change in the future and will manage the demand going forward at specific sites. Existing infrastructure may need to be upgraded to accommodate needs of patrons/pedestrian activity.	Council to upgrade bus shelters at specific sites. At present, almost 25% have been upgraded.	High	A	Upgrade of bus stops based on requests from residents or bus boarding patronage numbers.	\$50	Medium	Option A	Medium
					B	Seek additional internal funding to meet milestone requirements of the DDA Act.	\$750	Low		
					C					
					D					
7	Diment Road	At present, this road alignment is in poor condition and requires a significant upgrade to cater for larger heavy vehicles. As a consequence, this is impeding development within this area of GEP.	Upgrade planned over the 14/15, 15/16 & 16/17 financial years.	Medium	A	Major upgrade of this section of rural road, to be continued.	\$7,500	Low	Option A	Low
					B					
					C					
					D					
8	St. Kilda Road	Remedial works required to undertake minor repairs to the road due to regular heavy vehicle loadings by SA Water Vehicles. Also flood mitigation works required due to local flooding issues within the St. Kilda area.	Temporary load limit introduced	High	A	Constant monitoring of St Kilda Road for road and drainage deterioration		High	Option A	High
					B					
					C					
					D					
9	Maxwell Road	At present, this section of road is carrying significant traffic flow and therefore is not "fit for purpose" in its present condition. Considered as a weak link for east-west traffic flow to and from Elder Smith Road. No signalisation at the Bridge Road T-Junction to improve safety for through and turning traffic during peak times.	None	High	A	Liaise with DPTI to install traffic signals		Low	Option A	Low
					B					
					C					
					D					
10	Martins Road	At present, this section of sub-arterial roadway is carrying significant traffic flow and therefore may require duplication of this road alignment.	None	High	A	Upgrade (widen) road to accommodate increased traffic flow	\$6,000	Low	Option A	Low
					B					
					C					
					D					

11	Council Roads that intersect with DPTI roads (eg Maxwell Rd/Bridge Rd etc)	Competing priorities between Council and DPTI can result in postponement of desirable traffic management improvements/upgrades.	Regular liaison between Council and DPTI	High	A	Lobby DPTI to prioritise upgrades		High	Option A	High
					B					
					C					
					D					
12	Little Para & Dry Creek Shared-Use Underpasses	Flooding of the existing bike & pedestrian shared-use trail can disrupt connectivity for this primary mode of transport. Staff are required to manually close gates that are located at a limited number of sites along this shared-use trail.	Restricted entry with manual gates, and regular cleaning.	High	A	Install automated gates at all sites over 10 years, 1 per year	\$80 pa	Low	Option A	Low
					B					
					C	Engineering solution to increase capacity	\$10,000	Low		
					D	Install manual gates at other sites	\$80	Medium		
13	Para Hills West Industrial Precinct (area bounded by Kesters Road, MNR, McIntyre Road and Ceafield Road)	Created a demand for larger heavy vehicles to use these roads which originally serviced light-industry. Existing road network is not suitable or "fit for purpose" for these types of large heavy vehicles.	None	High	A	Upgrade existing road network to service this area	\$50	Low	Option A	Low
					B					
					C					
					D					
14					A					
					B					
					C					
					D					
15	Pauls Drive Road Bridge, Valley View	Existing box-culvert size is too small and is unable to cater for local flooding event. Also causing significant damage to the downstream banks requiring annual remedial costs of up to \$100k	Road is closed during minor flooding events.	High	A	Upgrade bridge structure to cater for higher flows	\$600	Low	Option A	Low
					B	Automated gates for a temporary road closure	\$500	Medium		
					C					
					D					

16	Pavement Marking	Quality of pavement marking may be below standard in terms of durability and reflectivity.	18 month program to complete local roads network.	High	A	Research better quality products with greater durability		Medium	Option A & B	Medium
					B	Revised contracts specification for service providers. Develop a prioritised program.		Medium		
					C					
					D					
17	Signage	This asset is susceptible to theft, frequent vandalism, loss of reflectivity and general damage over time.	Removal of graffiti and replacement of missing/damaged signage.	High	A	Contract for the auditing of all signage every 4 years and use results to update asset register	\$100	Medium	Option A, B & C	Medium
					B	Internal resources for the monitoring of regulatory & advance warning signage.		High		
					C	Anti-graffiti products for high-risk signage.	\$10	Medium		
					D					
18	Kerb & Gutter	Kerbing can become displaced due causing water to pool and require kerbing sections to be replaced.	Proactive & reactive maintenance is undertaken to replace kerbing where water is pooling. In addition new technology such as tree inlets have been trialled to prevent water pooling	High	A	Undertake routine kerbing assessments and prioritise works accordingly within pre-planning budget	\$30	Medium	Option A	Medium
					B					
					C					
					D					
19	Council Maintained Street Lighting	Poor street lighting can lead to injuries to pedestrians, traffic accidents at traffic control devices and provide an unsafe environment	Maintenance programs, SAPN maintain some lights	High	A	Undertake analysis of poor lighting areas and develop an upgrade program	\$50 + \$100 pa	Medium	Option A	Medium
					B					
					C					
					D					
20	Reserve Lighting	Poor lighting in reserves can lead to injuries to pedestrians, undesirable	Reserve Lighting program,	High	A	Develop budget bid for reserve lighting upgrade program	\$150 pa.	Medium	Option A	Medium

		activity and provide an unsafe environment	Maintenance programs, SAPN maintain some lights		B					
					C					
					D					
21	Town Centre Streets	Upgrade of existing streets to improve pedestrian access & traffic management around the town centre as a result of development	none	High	A	Develop and implement a strategic traffic/pedestrian study of the town centre (implementation to be part of "Streets for People" program)	\$50	Low	Option A	Low
					B					
					C					
					D					

Appendix E Abbreviations

AAAC	Average annual asset consumption
AM	Asset management
AM Plan	Asset management plan
ARI	Average recurrence interval
ASC	Annual service cost
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DRC	Depreciated replacement cost
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
LTFP	Long term financial plan
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SoA	State of the Assets
SS	Suspended solids
vph	Vehicles per hour
WDCRC	Written down current replacement cost

Appendix F Glossary

Annual service cost (ASC)

- 1) Reporting actual cost
The annual (accrual) cost of providing a service including operations, maintenance, depreciation, finance/opportunity and disposal costs less revenue.
- 2) For investment analysis and budgeting
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operations, maintenance, depreciation, finance/opportunity and disposal costs, less revenue.

Asset

A resource controlled by an entity as a result of past events and from which future economic benefits are expected to flow to the entity. Infrastructure assets are a sub-class of property, plant and equipment which are non-current assets with a life greater than 12 months and enable services to be provided.

Asset category

Sub-group of assets within a class hierarchy for financial reporting and management purposes.

Asset class

A group of assets having a similar nature or function in the operations of an entity, and which, for purposes of disclosure, is shown as a single item without supplementary disclosure.

Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset hierarchy

A framework for segmenting an asset base into appropriate classifications. The asset hierarchy can be based on asset function or asset type or a combination of the two.

Asset management (AM)

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Asset renewal funding ratio

The ratio of the net present value of asset renewal funding accommodated over a 10 year period in a long term financial plan relative to the net present value of projected capital renewal expenditures identified in an asset management plan for the same period [AIFMG Financial Sustainability Indicator No 8].

Average annual asset consumption (AAAC)*

The amount of an organisation's asset base consumed during a reporting period (generally a year). This may be calculated by dividing the depreciable amount by the useful life (or total future economic benefits/service potential) and totalled for each and every asset OR by dividing the carrying amount (depreciated replacement cost) by the remaining useful life (or remaining future economic benefits/service potential) and totalled for each and every asset in an asset category or class.

Borrowings

A borrowing or loan is a contractual obligation of the borrowing entity to deliver cash or another financial asset to the lending entity over a specified period of time or at a specified point in time, to cover both the initial capital provided and the cost of the interest incurred for providing this capital. A borrowing or loan provides the means for the borrowing entity to finance outlays (typically physical assets) when it has insufficient funds of its own to do so, and for the lending entity to make a financial return, normally in the form of interest revenue, on the funding provided.

Capital expenditure

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital expenditure - expansion

Expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is discretionary expenditure, which increases future operations and maintenance costs, because it increases the organisation's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure - new

Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operations and maintenance expenditure.

Capital expenditure - renewal

Expenditure on an existing asset or on replacing an existing asset, which returns the service capability of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it generally has no impact on revenue, but may reduce future operations and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.

Capital expenditure - upgrade

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operations and maintenance expenditure in the future because of the increase in the organisation's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility.

Capital funding

Funding to pay for capital expenditure.

Capital grants

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure

See capital expenditure definition

Capitalisation threshold

The value of expenditure on non-current assets above which the expenditure is recognised as capital expenditure and below which the expenditure is charged as an expense in the year of acquisition.

Carrying amount

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets

See asset class definition

Component

Specific parts of an asset having independent physical or functional identity and having specific attributes such as different life expectancy, maintenance regimes, risk or criticality.

Core asset management

Asset management which relies primarily on the use of an asset register, maintenance management systems, job resource management, inventory control, condition assessment, simple risk assessment and defined levels of service, in order to establish alternative treatment options and long-term cashflow predictions. Priorities are usually established on the basis of financial return gained by carrying out the work (rather than detailed risk analysis and optimised decision-making).

Cost of an asset

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, including any costs necessary to place the asset into service. This includes one-off design and project management costs.

Critical assets

Assets for which the financial, business or service level consequences of failure are sufficiently severe to justify proactive inspection and rehabilitation. Critical assets have a lower threshold for action than non-critical assets.

Current replacement cost (CRC)

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Deferred maintenance

The shortfall in rehabilitation work undertaken relative to that required to maintain the service potential of an asset.

Depreciable amount

The cost of an asset, or other amount substituted for its cost, less its residual value.

Depreciated replacement cost (DRC)

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.

Depreciation / amortisation

The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life

See useful life definition.

Expenditure

The spending of money on goods and services. Expenditure includes recurrent and capital outlays.

Expenses

Decreases in economic benefits during the accounting period in the form of outflows or depletions of assets or increases in liabilities that result in decreases in equity, other than those relating to distributions to equity participants.

Fair value

The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Financing gap

A financing gap exists whenever an entity has insufficient capacity to finance asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current financing gap means service levels have already or are currently falling. A projected financing gap if not addressed will result in a future diminution of existing service levels.

Heritage asset

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss

The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets

Physical assets that contribute to meeting the needs of organisations or the need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no separate market value.

Investment property

Property held to earn rentals or for capital appreciation or both, rather than for:

- (a) use in the production or supply of goods or services or for administrative purposes; or
- (b) sale in the ordinary course of business.

Key performance indicator

A qualitative or quantitative measure of a service or activity used to compare actual performance against a standard or other target. Performance indicators commonly relate to statutory limits, safety, responsiveness, cost, comfort, asset performance, reliability, efficiency, environmental protection and customer satisfaction.

Level of service

The defined service quality for a particular service/activity against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental impact, acceptability and cost.

Life Cycle Cost *

1. **Total LCC** The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
2. **Average LCC** The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises average operations, maintenance expenditure plus asset consumption expense, represented by depreciation expense projected over 10 years. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure

The Life Cycle Expenditure (LCE) is the average operations, maintenance and capital renewal expenditure accommodated in the long term financial plan over 10 years. Life Cycle Expenditure may be compared to average Life Cycle Cost to give an initial indicator of affordability of projected service levels when considered with asset age profiles.

Loans / borrowings

See borrowings.

Maintenance

All actions necessary for retaining an asset as near as practicable to an appropriate service condition, including regular ongoing day-to-day work necessary to keep assets operating, eg road patching but excluding rehabilitation or renewal. It is operating expenditure required to ensure that the asset reaches its expected useful life.

- **Planned maintenance**

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

- **Reactive maintenance**

Unplanned repair work that is carried out in response to service requests and management/supervisory directions.

- **Specific maintenance**

Maintenance work to repair components or replace sub-components that needs to be identified as a specific maintenance item in the maintenance budget.

- **Unplanned maintenance**

Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

Maintenance expenditure *

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality

The notion of materiality guides the margin of error acceptable, the degree of precision required and the extent of the disclosure required when preparing general purpose financial reports. Information is material if its omission, misstatement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial report or affect the discharge of accountability by the management or governing body of the entity.

Modern equivalent asset

Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and, improvements and efficiencies in production and installation techniques

Net present value (NPV)

The value to the organisation of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from eg the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

Non-revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operations

Regular activities to provide services such as public health, safety and amenity, eg street sweeping, grass mowing and street lighting.

Operating expenditure

Recurrent expenditure, which is continuously required to provide a service. In common use the term typically includes, eg power, fuel, staff, plant equipment, on-costs and overheads but excludes maintenance and depreciation. Maintenance and depreciation is on the other hand included in operating expenses.

Operating expense

The gross outflow of economic benefits, being cash and non cash items, during the period arising in the course of ordinary activities of an entity when those outflows result in decreases in equity, other than decreases relating to distributions to equity participants.

Operating expenses

Recurrent expenses continuously required to provide a service, including power, fuel, staff, plant equipment, maintenance, depreciation, on-costs and overheads.

Operations, maintenance and renewal financing ratio

Ratio of estimated budget to projected expenditure for operations, maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

Operations, maintenance and renewal gap

Difference between budgeted expenditures in a long term financial plan (or estimated future budgets in absence of a long term financial plan) and projected expenditures for operations, maintenance and renewal of assets to achieve/maintain specified service levels, totalled over a defined time (e.g. 5, 10 and 15 years).

Pavement management system (PMS)

A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

PMS Score

A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption *

The ratio of annual asset consumption relative to the depreciable amount of the assets. It measures the amount of the consumable parts of assets that are consumed in a period (depreciation) expressed as a percentage of the depreciable amount.

Rate of annual asset renewal *

The ratio of asset renewal and replacement expenditure relative to depreciable amount for a period. It measures whether assets are being replaced at the rate they are wearing out with capital renewal expenditure expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade/new *

A measure of the rate at which assets are being upgraded and expanded per annum with capital upgrade/new expenditure expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Recoverable amount

The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operations and maintenance expenditure.

Recurrent funding

Funding to pay for recurrent expenditure.

Rehabilitation

See capital renewal expenditure definition above.

Remaining useful life

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining useful life is useful life.

Renewal

See capital renewal expenditure definition above.

Residual value

The estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life.

Revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment

A self-contained part or piece of an infrastructure asset.

Service potential

The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset. A measure of service potential is used in the not-for-profit sector/public sector to value assets, particularly those not producing a cash flow.

Service potential remaining

A measure of the future economic benefits remaining in assets. It may be expressed in dollar values (Fair Value) or as a percentage of total anticipated future economic benefits. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (Depreciated Replacement Cost/Depreciable Amount).

Source: IPWEA, 2009, Glossary

Additional and modified glossary items shown *

Specific Maintenance

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Strategic Longer-Term Plan

A plan covering the term of office of councillors (4 years minimum) reflecting the needs of the community for the foreseeable future. It brings together the detailed requirements in the Council's longer-term plans such as the asset management plan and the long-term financial plan. The plan is prepared in consultation with the community and details where the Council is at that point in time, where it wants to go, how it is going to get there, mechanisms for monitoring the achievement of the outcomes and how the plan will be resourced.

Sub-component

Smaller individual parts that make up a component part.

Useful life

Either:

- (a) the period over which an asset is expected to be available for use by an entity, or
- (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council.

Value in Use

The present value of future cash flows expected to be derived from an asset or cash generating unit. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate net cash inflows, where the entity would, if deprived of the asset, replace its remaining future economic benefits.