

A low-angle, upward-looking photograph of a modern building's exterior. The image shows a complex network of dark steel beams and glass panels, creating a strong geometric pattern. A large, semi-transparent red rectangle is overlaid on the left and center of the image, extending from the top left towards the bottom right. The text is positioned within this red area.

# **ASSET MANAGEMENT PLAN**

Berri Barmera Council

Road v2

<b>Document Control</b>	<b>Asset Management Plan</b>
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The entity can choose either template to write/update their plan regardless of their level of asset management maturity and in some cases may even choose to use only the Executive Summary.

The illustrated content is suggested only and users should feel free to omit content as preferred (e.g. where info is not currently available).

This Asset Management Plan may be used as a supporting document to inform an overarching Strategic Asset Management Plan.

**DISCLAIMER:** This draft report has been prepared for educational purposes only as part of undertaking a Professional Certificate in Asset Management Planning. The data and conclusions have not been reviewed for accuracy nor endorsed or adopted by the organisation. DELETE if not Applicable

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## 1.0 EXECUTIVE SUMMARY

### 1.1 The Purpose of the Plan

Asset management planning is a comprehensive process ensuring delivery of services from infrastructure is financially sustainable.

This Asset Management Plan (AM Plan) details information about infrastructure assets with actions required to provide an agreed level of service in the most cost-effective manner while outlining associated risks. The plan defines the services to be provided, how the services are provided and what funds are required to provide over the 10 year planning period. The Asset Management Plan will link to a Long-Term Financial Plan which typically considers a 10 year planning period.

This plan covers the infrastructure assets that provide transport service

### 1.2 Asset Description

The road network comprises:

Surface Type	Length (linear meter)
08 - Lane Sealed	2113.3
07 - Lane Unsealed	12633.3
06 - Township Unsealed	997.1
04 - Unformed	71156.2
03 - Rural Unsealed	109978.6
02 - Rural Seal	215545.1
01 - Township Seal	72218.3

**484641.9**

Asset Type	Length (linear meter)
Kerb	134052

The above infrastructure assets have replacement value estimated at \$82,109,461.

### 1.3 Levels of Service

Our present funding levels are sufficient to continue to provide existing services at current service levels in the medium term.

The main service consequences of the Planned Budget are:

- Maintain current road asset service level
- Upgrade unsealed road network at an affordable level.

### 1.4 Future Demand

The main demands for new services are created by:

- Demand of upgrading unsealed road
- Demand of upgrading sealed road intersections to suit larger vehicles.

These demands will be approached using a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand. Demand management practices may also include a combination of non-asset solutions, insuring against risks and managing failures.

- upgrading unsealed road to sealed road



- upgrading narrow intersections
- Widening existing sealing road or sealing shoulder.
- Maintaining the quality of existing road surface

## **1.5 Lifecycle Management Plan**

### **1.5.1 What does it Cost?**

The forecast lifecycle costs necessary to provide the services covered by this AM Plan includes operation, maintenance, renewal, acquisition, and disposal of assets. Although the AM Plan may be prepared for a range of time periods, it typically informs a Long-Term Financial Planning period of 10 years. Therefore, a summary output from the AM Plan is the forecast of 10 year total outlays, which for the road and kerbing is estimated as \$30,299,048 or \$3,029,905 on average per year.

## **1.6 Financial Summary**

### **1.6.1 What we will do**

Estimated available funding for the 10 year period is \$30247330 or \$3024733 on average per year as per the Long-Term Financial plan or Planned Budget. This is 99.83% of the cost to sustain the current level of service at the lowest lifecycle cost.

The infrastructure reality is that only what is funded in the long-term financial plan can be provided. The Informed decision making depends on the AM Plan emphasising the consequences of Planned Budgets on the service levels provided and risks.

The anticipated Planned Budget for [Enter Asset Group] leaves a shortfall of \$[[TenY\_Avg\_Funding\_Shortfall\_M1]] on average per year of the forecast lifecycle costs required to provide services in the AM Plan compared with the Planned Budget currently included in the Long-Term Financial Plan. This is shown in the figure below.

***Forecast Lifecycle Costs and Planned Budgets***

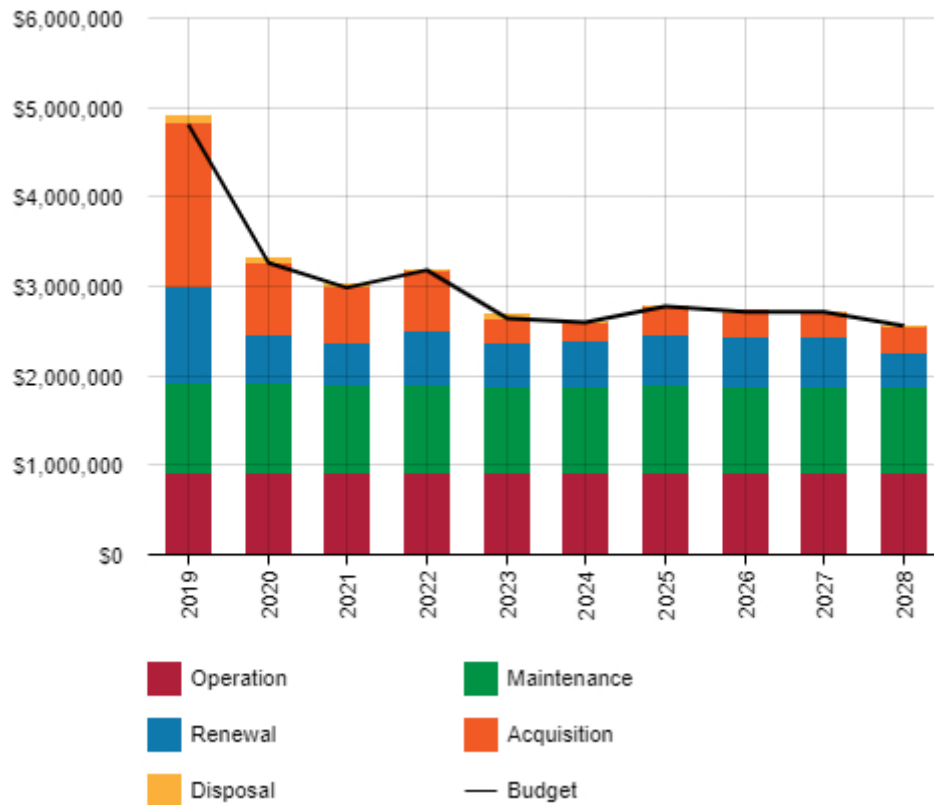


Figure Values are in current dollars.

We plan to provide road services for the following:

- Operation, maintenance, renewal and upgrade of road and kerbing to meet service levels set by in annual budgets.
- About 20 unsealed roads upgrading within the 10 year planning period.

#### 1.6.2 What we cannot do

We currently do **not** allocate enough budget to sustain these services at the proposed standard or to provide all new services being sought. Works and services that cannot be provided under present funding levels are:

- Renewal every road reaching the end of their standard useful lives.

#### 1.6.3 Managing the Risks

Our present budget levels are sufficient to continue to manage risks in the medium term.

### 1.7 Asset Management Planning Practices

Our systems to manage assets include:

- MapInfo Pro
- ConQuest 3

Assets requiring renewal/replacement are identified from either the asset register or an alternative method. These methods are part of the Lifecycle Model.

- If Asset Register data is used to forecast the renewal costs this is done using the acquisition year and the useful life,

- Alternatively, an estimate of renewal lifecycle costs is projected from external condition modelling systems (such as Pavement Management Systems) and may be supplemented with, or based on, expert knowledge.

The Alternate Method was used to forecast the renewal life cycle costs for this Asset Management Plan.

## **1.8 Monitoring and Improvement Program**

The next steps resulting from this AM Plan to improve asset management practices are:

- Developing and upgrading infrastructure condition periodic inspection standard and program.
- Developing and upgrading infrastructure upgrade, renewal and new work specification and program.
- Updating GIS and asset register.
- Improve current data collection method.



## 2.0 Introduction

### 2.1 Background

This Asset Management Plan communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the long term planning period.

The Asset Management Plan is to be read with the Road and kerbing planning documents. This should include the Asset Management Policy and Asset Management Strategy, where developed, along with other key planning documents:

- Berri Barmera Council Strategic Plan

Comment on the current status of Asset Management in the Organisation.

The infrastructure assets covered by this Asset Management Plan include sealed roads, unsealed, kerbing. The infrastructure assets covered by this Asset Management Plan **exclude** the DPTI roads (Sturt High Way, Goyder Hwy, Morgan Road and Old Sturt Hwy, and the intersections with 30m of these DPTI roads) . For a detailed summary of the assets covered in this Asset Management Plan refer to Table in Section 5.

These assets are used to provide transport and stormwater management services.

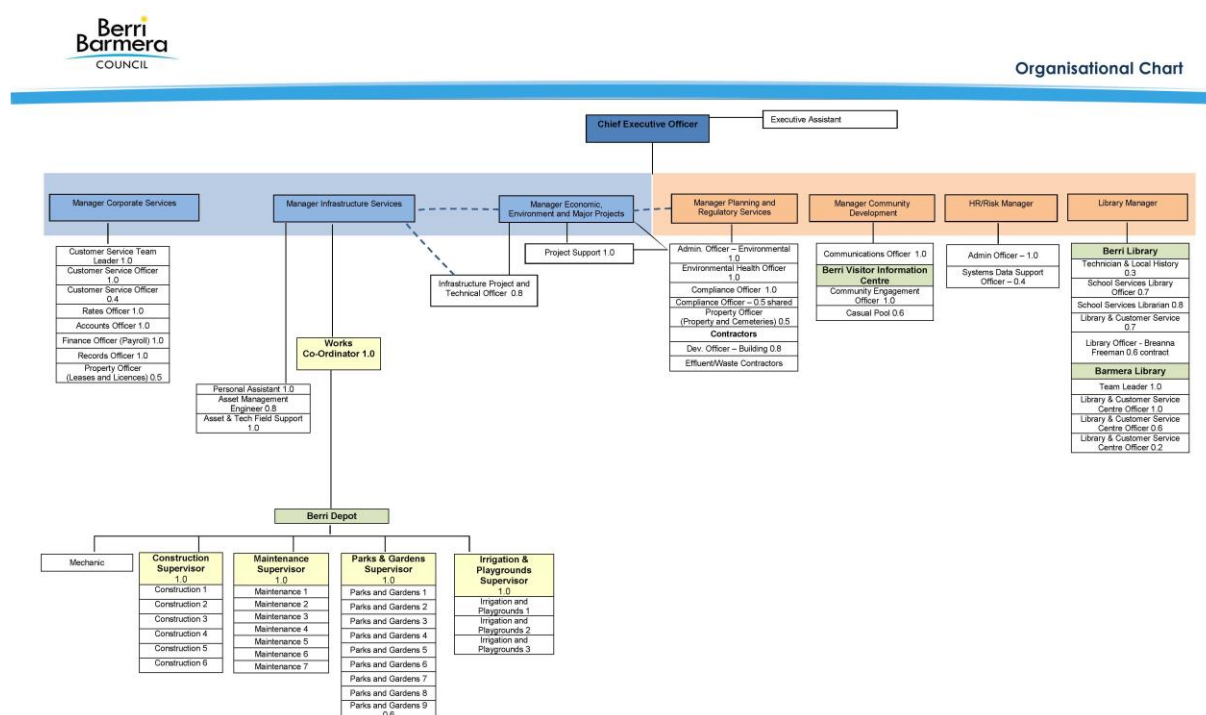
The infrastructure assets included in this plan have a total replacement value of \$82109461.

Key stakeholders in the preparation and implementation of this AM Plan are shown in Table 2.1.

**Table 2.1: Key Stakeholders in the AM Plan**

Key Stakeholder	Role in Asset Management Plan
Councillors/Board Members	<ul style="list-style-type: none"> <li>Represent needs of community/shareholders,</li> <li>Allocate resources to meet the organisation's objectives in providing services while managing risks,</li> <li>Ensure organisation is financial sustainable.</li> </ul>
CEO	<ul style="list-style-type: none"> <li>Overall management.</li> </ul>
Manager Corporate Services	<ul style="list-style-type: none"> <li>Prepare 10 year LTFP in line with statutory requirements and community needs</li> <li>Review and update assumptions in consultation with Audit Committee</li> <li>Review and amend where appropriate key financial performance targets</li> <li>Amend the LTFP to ensure consistent integration with Asset Management Plans</li> <li>Review and update existing policies in particular Contracts and Tendering Policy, Asset Management and Asset Accounting Policies.</li> <li>Develop policy regarding budget preparation, review and reporting outcomes</li> <li>Develop policy for Internal Financial Control Systems</li> <li>Develop suite of documented Internal Financial Control processes.</li> </ul>
Key Stakeholder	Role in Asset Management Plan

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



## 2.2 Goals and Objectives of Asset Ownership

Our goal for 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
- Linking to a Long-Term Financial Plan which identifies required, affordable forecast costs and how it will be allocated.

Key elements of the planning framework are

- Levels of service – specifies the services and levels of service to be provided,
- Risk Management,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Lifecycle management – how to 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 – how we manage provision of the services,
- Monitoring – how the plan will be monitored to ensure objectives are met,
- Asset management improvement plan – how we increase asset management maturity.

Other references to the benefits, fundamentals principles and objectives of asset management are:

- International Infrastructure Management Manual 2015 <sup>1</sup>
- ISO 55000<sup>2</sup>

A road map for preparing an AM Plan is shown below.

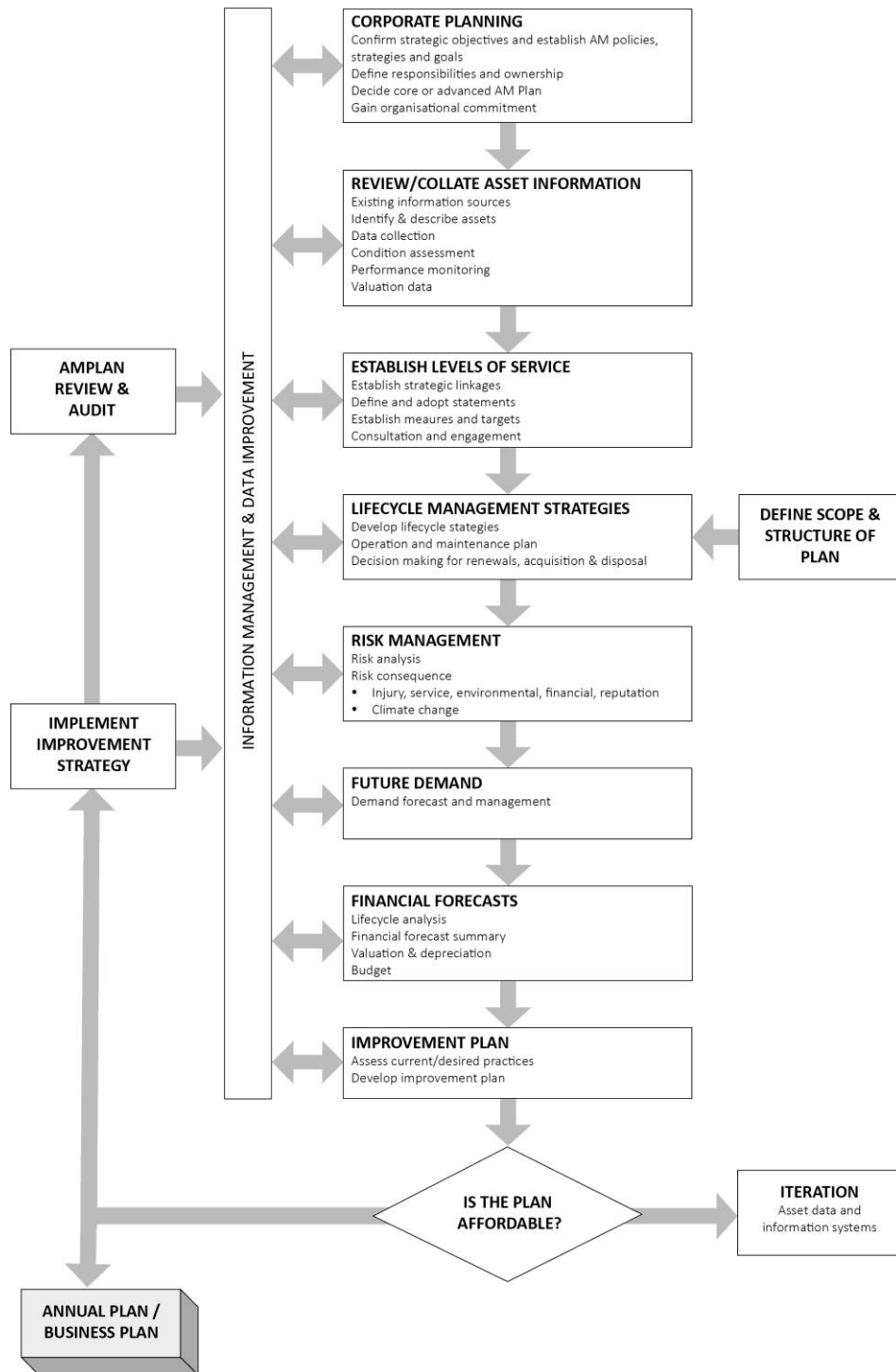
### ***Road Map for preparing an Asset Management Plan***

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

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<sup>1</sup> Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2 | 13

<sup>2</sup> ISO 55000 Overview, principles and terminology



## 3.0 LEVELS OF SERVICE

### 3.1 Customer Research and Expectations

This Asset Management Plan is prepared to facilitate consultation prior to adoption of levels of service by the Berri Barmera Council. Future revisions of the Asset Management Plan will incorporate customer consultation on service levels and costs of providing the service. This will assist the Berri Barmera Council and stakeholders in matching the level of service required, service risks and consequences with the customer's ability and willingness to pay for the service.

We currently have no research on customer expectations. This will be investigated for future updates of the Asset Management Plan.

### 3.2 Strategic and Corporate Goals

This Asset Management Plan is prepared under the direction of the Road and kerbing vision, mission, goals and objectives.

Our vision is:

*To enhance the liveability and enterprise of our community*

### 3.3 Legislative Requirements

There are many legislative requirements relating to the management of assets. Legislative requirements that impact the delivery of the [Asset Type] service are outlined in Table 3.3.

**Table 3.3: Legislative Requirements**

Legislation	Requirement
Local Government Act 1999	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.
Road Traffic Act	An Act to consolidate and amend enactments relating to road traffic; and for any other purpose. Application of Act to vehicle and road users on roads.
Occupational Health and Safety Act and Regulations	Sets out the rules and responsibilities to secure the health, safety and welfare of persons at work
Highways Act	Provides for the appointment of a Commissioner of Highways and provisions for the construction and maintenance of roads and associated assets
Australian Standards	Provides guidance for transport asset managers in use of transport services such as 1742; Manual of Uniform Traffic Control Devices
Roadside Vegetation Act	Provides incentives and assistance for landowners for preservation and enhancement of native vegetation and to control the clearance of native vegetation
Environmental Protection Act	An Act to provide for the protection of the environment; to establish the Environmental Protection Authority and define its functions and powers; and for other purpose.
Australian Road Rules	The Australian Road Rules have been made into regulations under the Road Traffic Act (SA) and came into operation throughout Australia on 1 December 1999.
Development Act	An Act to provide for planning and regulate development in the State; to regulate the use and management of land and buildings, and the design and construction of buildings; to make provision for the maintenance and conservation of land and buildings where appropriate; and for other

### 3.4 Technical Levels of Service

**Technical Levels of Service** – To deliver the customer values, and impact the achieved Customer Levels of Service, are operational or technical measures of performance. These technical measures relate to the activities and allocation of resources to best achieve the desired customer outcomes and demonstrate effective performance.

Technical service measures are linked to the activities and annual budgets covering:

- **Acquisition** – the activities to provide a higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).
- **Operation** – the regular activities to provide services (e.g. 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. Maintenance activities enable an asset to provide service for its planned life (e.g. 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 provided (e.g. road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),

Service and asset managers plan, implement and control technical service levels to influence the service outcomes.<sup>3</sup>

Table 3.6 shows the activities expected to be provided under the current Planned Budget allocation, and the Forecast activity requirements being recommended in this AM Plan.

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<sup>3</sup> IPWEA, 2015, IIMM, p 2|28.

**Table 3.6: Technical Levels of Service**

Service Attribute	ID	Job Description	Level of Service Objectives	Performance Measure Process	Current Level of Service	Desired Level of Service
Operation	-	Road condition inspection	Road and kerbing regularly inspected.	Road surface inspection (road surface condition visual inspection a, road edge, and pavement Condition assessment)	5 to 6 years	5 years
				kerbing Condition assessment	5 years	5 years
Maintenance	143411	Roadside Rubbish Pickup & Disposal	Road sides are clean and free of rubbish	Time taken to pick up roadside significant rubbish after being identified or reported to the Council	3 working days	3 working days
Maintenance	144154	Street Sweeping - Berri & Barmera	Township Road surfaces are swept, and are free of rubbish	Sweeping frequency.	CBDs of Berri and Barmera Weekly	CBDs of Berri and Barmera Weekly
					Berri, Barmera Cemeteries, Berri and Barmera, Cobdogla, Monash, and Loveday town area except CBD Monthly	Berri, Barmera Cemeteries, Berri and Barmera, Cobdogla, Monash, and Loveday town area except CBD Monthly
					Lakefront Barmera, Around Berri Hospital Fortnightly;	Lakefront Barmera, Around Berri Hospital Fortnightly;
Operation	145003	Public Lighting Other Expenditure	Streets lights all work properly	Time taken to report street light faulty to SA Power Network after being identified or reported to the Council	≤ 3 days	< 3 days
Operation	145007	Street Lighting Upgrades (Including Ahern Street Berri)	Streets light network works more efficient	Number of street light upgrading each year.	TBA	TBA
Maintenance	201101	Unsealed Road Maintenance	Repairing potholes in time;	Time taken to patch a significant pothole once it is reported or identified;	< 28 days	< 28 days



Service Attribute	ID	Job Description	Level of Service Objectives	Performance Measure Process	Current Level of Service	Desired Level of Service
			Road surfaces to be graded/maintained on time	surface grading frequency (subject to rainfall and road moisture condition and Council staff work load and budget)	once a year	once a year
Renewal	200039	Reseals	Road surfaces are in good or fair condition and renewed on time;	Area or percentage of reseal per year;	100000m2	29750m2 (2019, extra RTR funding)
				Years to get whole sealed road network renewed	23	20
Renewal	200052	Unsealed Road Re-sheeting/Re-rubble	Road surfaces are in good or fair condition and renewed on time;	Road length or percentage of re-sheeting per year;	6615m 16/17	6000m per year (total length 119719m)
				Years to get whole unsealed road network renewed	18	20
Maintenance	201001	District Sealed Maintenance	Road side verge in good or fair condition; District Sealed roads are in good or fair condition.	Time taken to patch a significant pothole once it is reported or identified in district area	< 4 working days	< 4 working days
Maintenance	201002	Towns Sealed Maintenance	Township Sealed roads are in good or fair condition.	Time taken to patch a significant pothole(20cm) once it is reported or identified in township area	< 4 working days	< 4 working days
Maintenance	201004	Grape Spillage Clean-up	Road surfaces are clean and free of grape spillage	Response time to clean up Grape Spillage	≤ 4 hrs	≤ 4 hrs
Maintenance	201110	Laneway Maintenance	Laneways are in good or fair Condition	Laneway grading period;	TBA	TBA
Renewal		Kerbing Renewal	Kerbing in good or fair condition;	Length or percentage of kerbing renewed per year;	1700m (16/17 to 20/21 average)	1700m (total length 128323m)
			Renewing whole kerbing networks on time;	Years to renewal whole kerbing network;	75	75
Maintenance	201501	Kerb Maintenance	Kerbings are safe; Kerbings are in good or fair condition	time to replace bad condition kerbing section	5 years	5 years
New/Upgrading	200303	Pram Ramps Various	Upgrade substandard pram ramps and crossovers	Renew or replace sub-standard pram ramps	TBA	18

Service Attribute	ID	Job Description	Level of Service Objectives	Performance Measure Process	Current Level of Service	Desired Level of Service
			progressively;			
Maintenance	201701	Traffic Control	Maintain clear and functional signage;	Time taken to make damaged signage safe after being identified or reported to the Council;	≤ 3 working days	< 3 working days
			Provides line marking as per standards	time taken to respond to lines marking request	≤ 28 days (subject to temperature and road surface condition and Council staff work load and budget)	≤ 28 days (subject to temperature and road surface condition and Council staff work load and budget)
Maintenance	201801	Roadside Maintenance Other	Roads and streets are free of tree obstruction and tree branch falling risk is minimized	Road side maintenance, rural tree trimming period	5 years	5 years
			Street trees are in healthy condition	Tree slashing and spraying frequency;	3 /year	3 /year
Maintenance	201802	Weed Spraying	Road side weeds are under control	Township seal road verge weeds spray frequency	4 times/year, also depending on weather condition	4 times/year
Maintenance	201803	Storm Damage	Minimize storm water damage to trees and properties and minimize on road hazard caused by stormwater.	Road damage by stormwater to be fixed in time;	≤ 7 working days	< 7 working days
				Falling street trees to be removed in time	≤ 3 working days	< 3 working days
Maintenance	201804	Other Roads Services	Roads are clean and free of dead animals	Time taken to pick up and dump dead animals after being identified or reported to the Council	≤ 2 working days	≤ 2 working days
New/Upgrading	-	Unsealed Road upgrading	Upgrade unsealed road spray sealed road when the road meet upgrading criteria and Council long term plan objective. Also subject to budget	The number or quantity of unsealed road being sealed.	8400m <sup>2</sup> and 1300m per year	8400m <sup>2</sup> and 1300m per year

Note: \* Current activities related to Planned Budget.

\*\* Forecast required performance related to forecast lifecycle costs.

It is important to monitor the service levels provided regularly as these will change. The current performance is influenced by work efficiencies and technology, and customer priorities will change over time.

## 4.0 FUTURE DEMAND

### 4.1 Demand Drivers

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

### 4.2 Demand Forecasts

The present position and projections for demand drivers that may impact future service delivery and use of assets have been identified and documented.

### 4.3 Demand Impact and Demand Management Plan

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

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 can include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this AM Plan.

**Table 4.3: Demand Management Plan**

Demand driver	Current position	Projection	Impact on services	Demand Management Plan
Heavy vehicles be more popular	Most of intersections cannot accommodate B-double or other heavy vehicle	Increasing number of B-Double permit requests	Require upgrading sections.	Intersection upgrading plan and program
Community prefers sealed road rather than unsealed roads	gradually upgrading unsealed roads to sealed roads	Total length of unsealed roads decrease and sealed road length increases.	Better service	Implement unsealed road upgrading program.

### 4.4 Asset Programs to meet Demand

The new assets required to meet demand may be acquired, donated or constructed. Additional assets are discussed in Section 5.4.

Acquiring new assets will commit the Berri Barmera Council to 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 for inclusion in the long-term financial plan (Refer to Section 5).

### 4.5 Climate Change Adaptation

The impacts of climate change may have a significant impact on the assets we manage and the services they provide. In the context of the Asset Management Planning process climate change can be considered as both a future demand and a risk.

How climate change impacts on assets will vary depending on the location and the type of services provided, as will the way in which we respond and manage those impacts.<sup>4</sup>

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<sup>4</sup> IPWEA Practice Note 12.1 Climate Change Impacts on the Useful Life of Infrastructure

As a minimum we consider how to manage our existing assets given potential climate change impacts for our region.

Risk and opportunities identified to date are shown in Table 4.5.1

**Table 4.5.1 Managing the Impact of Climate Change on Assets and Services**

Climate Change Description	Projected Change	Potential Impact on Assets and Services	Management
Longer term of drought	Less rain fall	Unsealed roads deteriorate more quickly and have less grading frequency	adpot dust bonder or upgrade unsealed road to sealed road.
Higher average temperature and peak temperature	Higher average temperature and peak temperature	Sealed roads decay more quickly, and become be damaged more easily	Adopt PMB binder for new seal and reseal.

Additionally, the way in which we construct new assets should recognise that there is opportunity to build in resilience to climate change impacts. Building resilience can have the following benefits:

- Assets will withstand the impacts of climate change;
- Services can be sustained; and
- Assets that can endure may potentially lower the lifecycle cost and reduce their carbon footprint

Table 4.5.2 summarises some asset climate change resilience opportunities.

**Table 4.5.2 Building Asset Resilience to Climate Change**

New Asset Description	Climate Change impact These assets?	Build Resilience in New Works
New sealed road.	Higher peak temperature makes the bitumen decay more quickly.	Using PMB binder for all new seal and reseal

The impact of climate change on assets is a new and complex discussion and further opportunities will be developed in future revisions of this AM Plan.

## 5.0 LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the Berri Barmera Council plans to manage and operate the assets at the agreed levels of service (Refer to Section 3) while managing life cycle costs.

### 5.1 Background Data

#### 5.1.1 Physical parameters

The assets covered by this Asset Management Plan are shown in Table 5.1.1.

**Table 5.1.1: Assets covered by this Plan**

Surface Type	Length (linear meter)
08 - Lane Sealed	2113.3
07 - Lane Unsealed	12633.3
06 - Township Unsealed	997.1
04 - Unformed	71156.2
03 - Rural Unsealed	109978.6
02 - Rural Seal	215545.1
01 - Township Seal	72218.3
<b>484641.9</b>	

Asset Type	Length (linear meter)
Kerb	134052

#### 5.1.2 Asset capacity and performance

Assets are generally provided to meet design standards where these are available. However, there is insufficient resources to address all known deficiencies. 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
Jury Road and Old Sturt Hwy	Y junction
Loveday Road	Narrow bending sections

The above service deficiencies were identified from road condition inspection and customer requests.

#### 5.1.3 Asset condition

Condition is currently monitored through Council's 5-year asset condition inspection program.

Condition is measured using a 1 – 5 grading system<sup>5</sup> as detailed in Table 5.1.3. It is important that a consistent approach is used in reporting asset performance enabling effective decision support. A finer grading system may be used at a more specific level, however, for reporting in the AM plan results are translated to a 1 – 5 grading scale for ease of communication.

**Table 5.1.3: Condition Grading System**

Condition	Description of Condition
-----------	--------------------------

<sup>5</sup> IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

Grading	
1	<b>Very Good:</b> free of defects, only planned and/or routine maintenance required
2	<b>Good:</b> minor defects, increasing maintenance required plus planned maintenance
3	<b>Fair:</b> defects requiring regular and/or significant maintenance to reinstate service
4	<b>Poor:</b> significant defects, higher order cost intervention likely
5	<b>Very Poor:</b> physically unsound and/or beyond rehabilitation, immediate action required

The condition profile of our assets is shown in Figure 5.1.3.

**Figure 5.1.3: Asset Condition Profile**

[[Asset\_Condition\_Profile\_Graph]]

Add Comment about the asset condition distribution. Reference the assets with unknown conditions (i.e. 0). Discuss the impacts to the service.

OR

Condition is not currently monitored in a formal way

All figure values are shown in current day dollars.

## 5.2 Operations and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include cleaning, street sweeping, asset inspection, and utility costs.

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. Examples of typical maintenance activities include pipe repairs, asphalt patching, and equipment repairs.

The trend in maintenance budgets are shown in Table 5.2.1.

**Table 5.2.1: Maintenance Budget Trends**

Year	Maintenance Budget \$
2020/2021	\$997,928
2021/2022	\$972,706

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

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

### 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 service hierarchy is shown in Table 5.2.2.



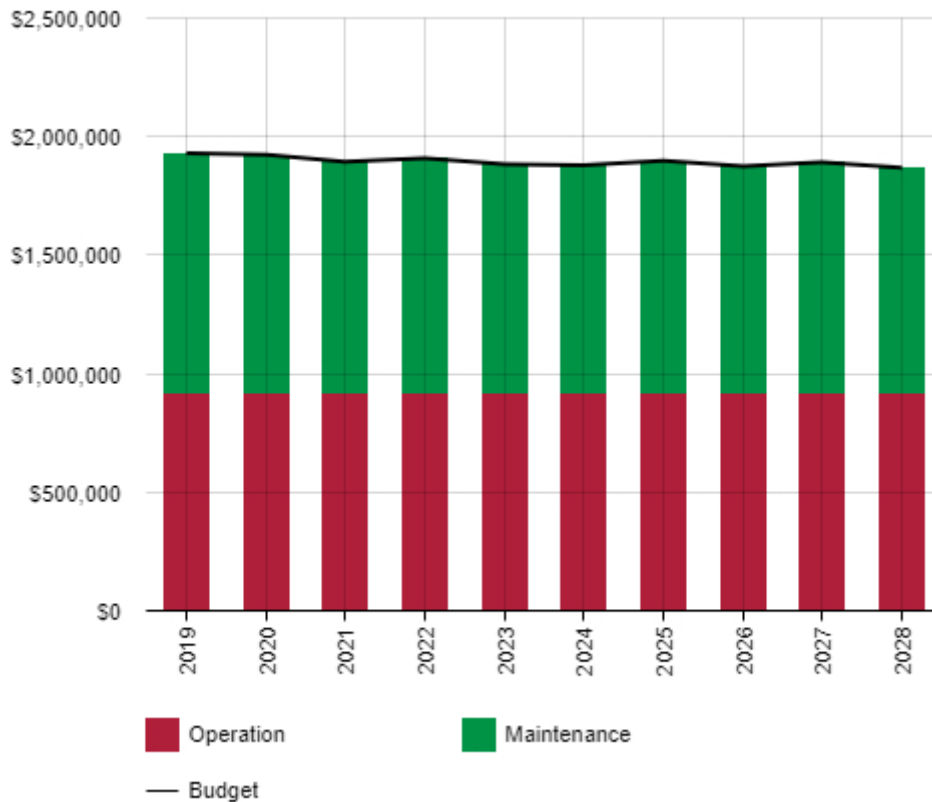
**Table 5.2.2: Asset Service Hierarchy**

Service Hierarchy	Service Level Objective
Arterial Road (Out of scope of this plan)	Sturt Hwy, Old Sturt Hwy, Goyder Highway, and Morgan Road. Arterial Roads are managed and funded by the State and / or Federal Governments and provide the main interconnecting freight and commuter road network. These are categorised as freeways (M), primary highways (A), secondary highways (B), and main roads (C). Sealed road surface.
Distributor Road	Provide access to Collector roads and allow for the movement of people and goods through town, and access to Arterial Road. Connections between local areas and arterial roads, Connections for through traffic between arterial roads. (Council Managed and Council funded) Those roads supplement the Arterial Road network by providing for through traffic movement. These are typically sealed roads linking localities/communities. Rural link roads also provide for local heavy vehicle movements. Including B-double Routes. Including town Main Street. Sealed road surface.
Collector	Collect traffic from access roads and distribute into higher order roads. Provide access to neighbourhood access roads and allow for the movement of people and goods within and through suburbs, and access to local streets. (Council Managed and Council funded). Access to hospital, major shopping centre, school and business. Sealed road surface.
Access 1 (Neighbourhood Access)	Neighbourhood access roads primarily provide access to residential buildings and local access streets (Council Managed and Council funded), No through roads those serving not less than 10 properties.
Access 2 (Local Access, Cul-de-sac, No Through Road)	Local access roads primarily provide access to single family dwellings and cul-de-sacs with limited neighbourhood traffic movement and limited through traffic. While the main function of streets is to provide vehicle access, local streets also have an open space function that residents use for other activities like walking, cycling or to simply speak with neighbours. (Council Managed and Council funded), No Through Roads in Town those serving less than 10 properties.
Laneway	Access ways carrying local traffic only, typically providing secondary access to properties with more than one street frontage. (which if being blocked, people will still be able to access their properties)

### Summary of forecast operations and maintenance costs

Forecast operations and maintenance costs are expected to vary in relation to the total value of the asset stock. If additional assets are acquired, the future operations and maintenance costs are forecast to increase. If assets are disposed of the forecast operation and maintenance costs are expected to decrease. Figure 5.2 shows the forecast operations and maintenance costs relative to the proposed operations and maintenance Planned Budget.

**Figure 5.2: Operations and Maintenance Summary**



All figure values are shown in current day dollars.

The Council is planned to keep upgrading unsealed roads to sealed roads. This will lead a decrease of maintenance cost of unsealed roads. Normally, unsealed roads have a shorter renewal period (10years compared with 20+ years of sealed road) and required higher maintenance cost (6% of the total value for unsealed road compared with sealed roads with about 1% of total value). The absolute spending on sealed road may more than the unsealed road in short term. However, it is more economic to seal a road in a long term with much better service quality.

### 5.3 Renewal Plan

Renewal is major capital work which does not significantly alter the original service provided by the asset, but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is considered to be an acquisition resulting in additional future operations and maintenance costs.

Assets requiring renewal are identified from one of two approaches in the Lifecycle Model.

- The first method uses Asset Register data to project the renewal costs (current replacement cost) and renewal timing (acquisition year plus updated useful life to determine the renewal year), or
- The second method uses an alternative approach to estimate the timing and cost of forecast renewal work (i.e. condition modelling system, staff judgement, average network renewals, or other).

The typical useful lives of assets used to develop projected asset renewal forecasts are shown in Table 5.3. Asset useful lives were last reviewed on 1/7/2016.

**Table 5.3: Useful Lives of Assets**

Asset Type	Standard Life
Township Medium Use Pavement Base	80
Rural Intersection Pavement Base	60
Township High Use Pavement Base	80
Township Low Use Pavement Base	100
Rural Normal Use Pavement Base	120
Rural High Use Pavement Base	80
Township Medium Use Pavement Sub Base	240
Rural Intersection Pavement Sub Base	180
Township High Use Pavement Sub Base	240
Township Low Use Pavement Sub Base	300
Rural Normal Use Pavement Sub Base	360
Rural High Use Pavement Sub Base	240
Rural High Use Spray Seal Upper Surface	20
Rural Normal Use Spray Seal Upper Surface	30
Township Low Use Spray Seal Upper Surface	25
Township High Use Spray Seal Upper Surface	20
Township Medium Use Spray Seal Upper Surface	20
Township Spray Seal Intersection Upper Surface	25
Rural High Use Spray Seal Lower Surface	80
Rural Normal Use Spray Seal Lower Surface	120
Township Low Use Spray Seal Lower Surface	100
Township High Use Spray Seal Lower Surface	80
Township Medium Use Spray Seal Lower Surface	80
Township Spray Seal Intersection Lower Surface	100
Rural Hotmix Bitumen Intersection Surface	20
Rural Normal Use Hotmix Bitumen Surface	30
Township High Use Hotmix Bitumen Surface	25
Township Hotmix Intersection Surface	25
Township Low Use Hotmix Bitumen Surface	25
Township Medium Use Hotmix Bitumen Surface	25
Rural Medium Use Sheeted Surface	15
Rural High Use Sheeted Surface	10
Rural Low Use Sheeted Surface	20
Township Sheeted Surface	20
Concrete Upright Kerb & Watertable	70
Concrete Upright Kerb & Stone Watertable	70
Concrete Upright Kerb & No Watertable	70
Concrete Spoon Drain	60
Concrete Rollover Kerb & Watertable	70
Concrete Rollover Kerb & Stone Watertable	70
Concrete Rollover Kerb & No Watertable	70
Concrete Median Kerb & Watertable	70
Concrete Median Kerb & Stone Watertable	70
Concrete Median Kerb & No Watertable	60
Concrete Median Kerb & Bitumen Watertable	60

The estimates for renewals in this Asset Management Plan were based on the asset register or an alternate Method.

### 5.3.1 Renewal ranking criteria

Asset renewal is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. condition of a playground).<sup>6</sup>

It is possible to prioritise renewals by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have high use and subsequent impact on users would be significant,
- Have higher than expected operational or maintenance costs, and
- Have potential to reduce life cycle costs by replacement with a modern equivalent asset that would provide the equivalent service.<sup>7</sup>

The ranking criteria used to determine priority of identified renewal proposals is detailed in Table 5.3.1.

**Table 5.3.1: Renewal Priority Ranking Criteria**

Criteria	Weighting
Asset condition	60%
Cost	20%
Fit with strategic longer-term plan objectives	20%
<b>Total</b>	<b>100%</b>

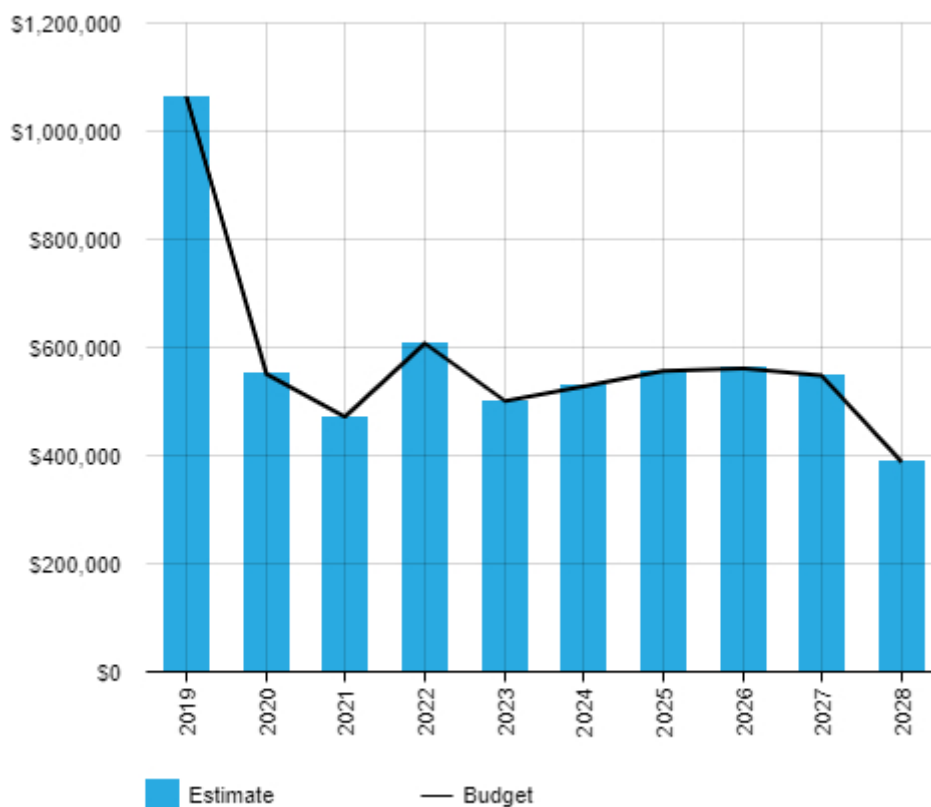
## 5.4 Summary of future renewal costs

Forecast renewal costs are projected to increase over time if the asset stock increases. The forecast costs associated with renewals are shown relative to the proposed renewal budget in Figure 5.4.1. A detailed summary of the forecast renewal costs is shown in Appendix D.

**Figure 5.4.1: Forecast Renewal Costs**

<sup>6</sup> IPWEA, 2015, IIMM, Sec 3.4.4, p 3|91.

<sup>7</sup> Based on IPWEA, 2015, IIMM, Sec 3.4.5, p 3|97.



All figure values are shown in current day dollars.

The roads of the new subdivision area in Berri (Jarvis St area) reach the first renewal in 2020. Also the town CBD main roads are due to renewal in 2020. The Council also was granted extra RTR funding for road asset renewal from the Government and the Council has to spend the fund in a short period as a condition of the funding. The combination leads a significant spending in 2020.

## 5.5 Acquisition Plan

Acquisition reflects are new assets that did not previously exist or works which will upgrade or improve an existing asset beyond its existing capacity. They may result from growth, demand, social or environmental needs. Assets may also be donated to the Berri Barmera Council.

### 5.5.1 Selection criteria

Proposed acquisition of new assets, and upgrade of existing assets, are identified from various sources such as community requests, proposals identified by strategic plans or partnerships with others. Potential upgrade and new works should be reviewed to verify that they are essential to the Entities needs. Proposed upgrade and new work analysis should also include the development of a preliminary renewal estimate to ensure that the services are sustainable over the longer term. Verified proposals can then be ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.4.1.

**Table 5.5.1: Acquired Assets Priority Ranking Criteria**

Criteria	Weighting
Fit with strategic longer-term plan objectives	50%
Cost	30%

Asset Usage and type	10%
No. of service requests	10%
<b>Total</b>	<b>100%</b>

### Summary of future asset acquisition costs

Forecast acquisition asset costs are summarised / summarized in Figure 5.4.1 and shown relative to the proposed acquisition budget. The forecast acquisition capital works program is shown in Appendix A.

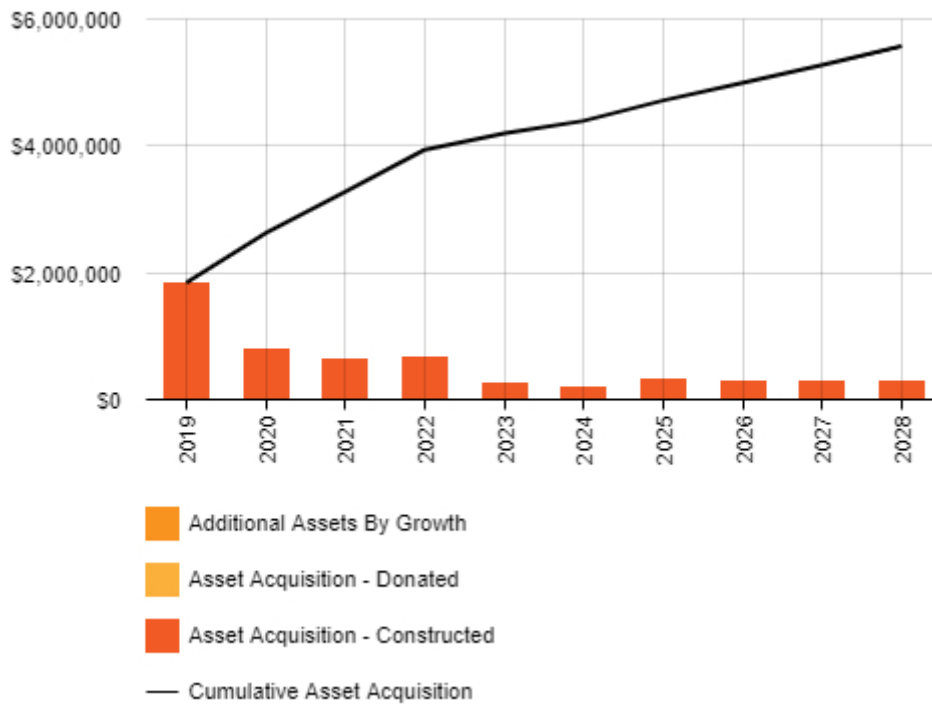
**Figure 5.5.1: Acquisition (Constructed) Summary**



All figure values are shown in current day dollars.

When an Entity commits to new assets, they must be prepared to fund future operations, maintenance and renewal costs. They must also account for future depreciation when reviewing long term sustainability. When reviewing the long-term impacts of asset acquisition, it is useful to consider the cumulative value of the acquired assets being taken on by the Entity. The cumulative value of all acquisition work, including assets that are constructed and contributed shown in Figure 5.4.2.

**Figure 5.5.2: Acquisition Summary**



All figure values are shown in current dollars.

Expenditure on new assets and services in the capital works program will be accommodated in the long-term financial plan, but only to the extent that there is available funding.

The Council also was granted extra RTR funding for road asset upgrading from the Government and the Council has to spend the fund in a short period as a condition of the funding. This leads a significant spending from 2020 to 2020.

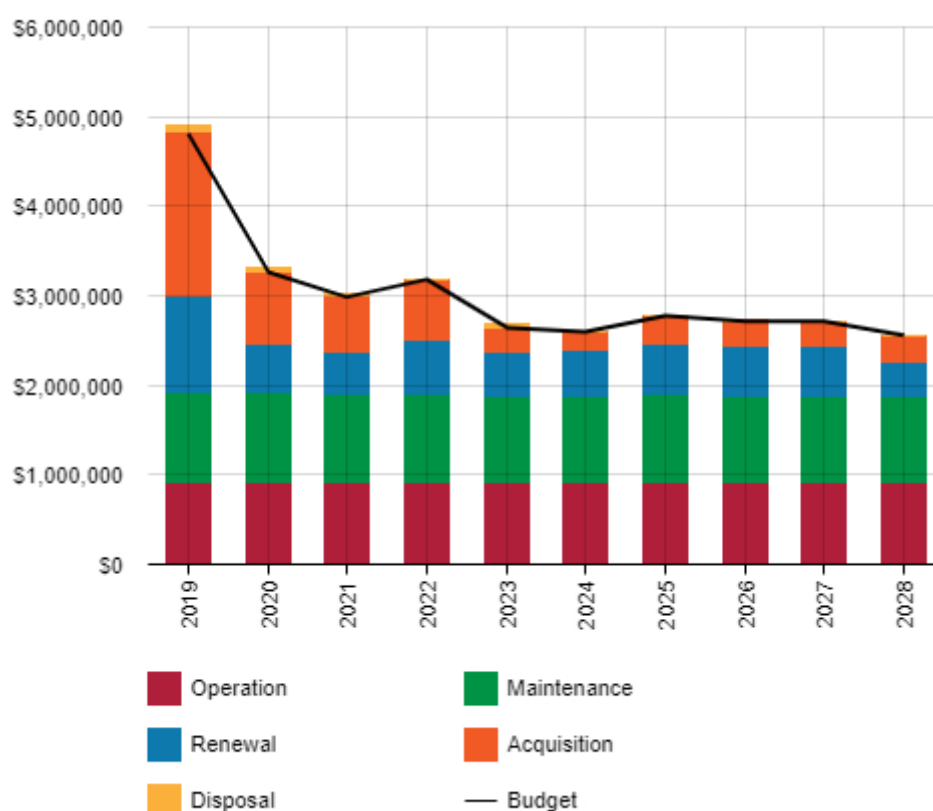
#### **Summary of asset forecast costs**

The financial projections from this asset plan are shown in Figure 5.4.3. These projections include forecast costs for acquisition, operation, maintenance, renewal, and disposal. These forecast costs are shown relative to the proposed budget.

The bars in the graphs represent the forecast costs needed to minimise the life cycle costs associated with the service provision. The proposed budget line indicates the estimate of available funding. The gap between the forecast work and the proposed budget is the basis of the discussion on achieving balance between costs, levels of service and risk to achieve the best value outcome.



**Figure 5.5.3: Lifecycle Summary**



All figure values are shown in current day dollars.

## 5.6 Disposal Plan

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6. A summary of the disposal costs and estimated reductions in annual operations and maintenance of disposing of the assets are also outlined in Table 5.6. Any costs or revenue gained from asset disposals is included in the long-term financial plan.

**Table 5.6: Assets Identified for Disposal**

Asset	Reason for Disposal	Timing	Disposal Costs	Operations & Maintenance Annual Savings
Jones Road sheeted surface	Unsealed Road Upgrading	2019	\$26,997.38	\$2,020.29
Evans Road sheeted surface	Unsealed Road Upgrading	2019	\$11,161.04	\$1,635.72
Comley Road sheeted surface	Unsealed Road Upgrading	2019	\$21,225.97	\$1,692.12
Ellis Road sheeted surface	Unsealed Road Upgrading	2019	\$13,371.15	\$1,726.63

Gillespie Road sheeted surface	Unsealed Road Upgrading	2020	\$11,916.16	\$974.96
Morrison Road sheeted surface	Unsealed Road Upgrading	2020	\$6,287.76	\$1,886.33
Telfer Road sheeted surface	Unsealed Road Upgrading	2020	\$4,410.50	\$1,984.73
Thiele Road sheeted surface	Unsealed Road Upgrading	2020	\$7,718.38	\$1,984.73
Tunkin Road sheeted surface	Unsealed Road Upgrading	2020	\$7,521.24	\$2,256.37
Morey Road sheeted surface	Unsealed Road Upgrading	2021	\$10,614.97	\$1,592.25
Swinstead Road sheeted surface	Unsealed Road Upgrading	2021	\$10,071.74	\$3,021.52
Gordon Road sheeted surface	Unsealed Road Upgrading	2021	\$1,287.20	\$386.16
Costello Road sheeted surface	Unsealed Road Upgrading	2022	\$0.00	\$3,508.35
Moritz Road sheeted surface	Unsealed Road Upgrading	2022	\$0.00	\$2,288.58
Davis Road sheeted surface	Unsealed Road Upgrading	2023	\$39,245.33	\$3,532.08
Wilkinson Road sheeted surface	Unsealed Road Upgrading	2024	\$3,141.87	\$1,413.84
Crossing Road sheeted surface	Unsealed Road Upgrading	2025	\$0.00	\$2,829.60
Woolmer Road sheeted surface	Unsealed Road Upgrading	2026	\$7,119.15	\$2,847.66
Woolmer Road sheeted surface	Unsealed Road Upgrading	2026	\$1,670.55	\$668.22
Golledge Road sheeted surface	Unsealed Road Upgrading	2027	\$0.00	\$348.60
Soderberg Road sheeted surface	Unsealed Road Upgrading	2027	\$0.00	\$1,609.92

## 6.0 RISK MANAGEMENT PLANNING

The purpose of infrastructure risk management is to document the findings and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2018 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2018 as: ‘coordinated activities to direct and control with regard to risk’<sup>8</sup>.

An assessment of risks<sup>9</sup> associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a ‘financial shock’, reputational impacts, or other consequences. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, and the consequences should the event occur. The risk assessment should also include the development of a risk rating, evaluation of the risks and development of a risk treatment plan for those risks that are deemed to be non-acceptable.

### 6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Critical assets have been identified and along with their typical failure mode, and the impact on service delivery, are summarised in Table 6.1. Failure modes may include physical failure, collapse or essential service interruption.

**Table 6.1 Critical Assets**

Critical Asset(s)	Failure Mode	Impact
Null		

By identifying critical assets and failure modes an organisation can ensure that investigative activities, condition inspection programs, maintenance and capital expenditure plans are targeted at critical assets.

### 6.2 Risk Assessment

The risk management process used is shown in Figure 6.2 below.

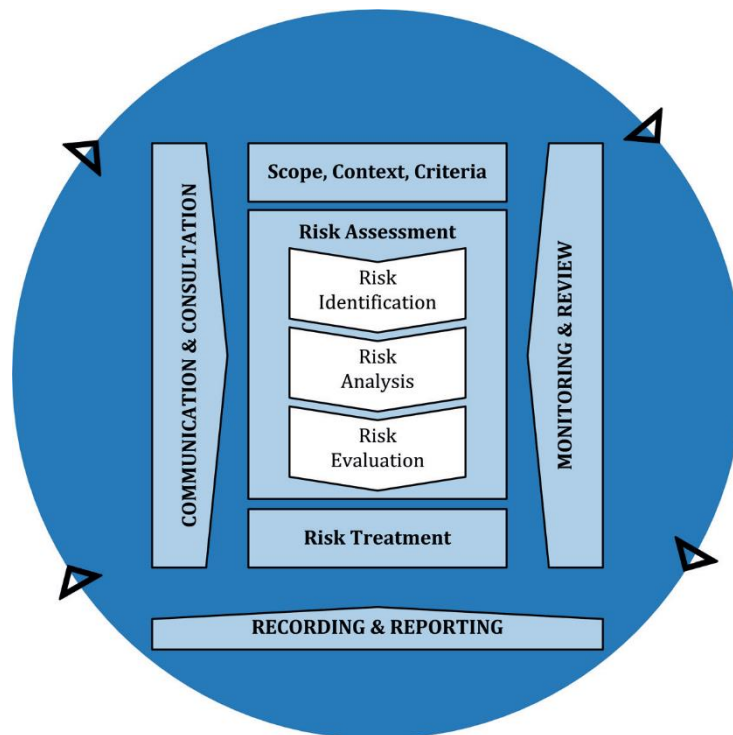
It is an analysis and problem-solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of International Standard ISO 31000:2018.

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<sup>8</sup> ISO 31000:2009, p 2

<sup>9</sup> REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote



**Fig 6.2 Risk Management Process – Abridged**  
Source: ISO 31000:2018, Figure 1, p9

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, development of a risk rating, evaluation of the risk and development of a risk treatment plan for non-acceptable risks.

An assessment of risks associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a ‘financial shock’, reputational impacts, or other consequences.

Critical risks are those assessed with ‘Very High’ (requiring immediate corrective action) and ‘High’ (requiring corrective action) risk ratings identified in the Infrastructure Risk Management Plan. The residual risk and treatment costs of implementing the selected treatment plan is shown in Table 6.2. It is essential that these critical risks and costs are reported to management and the Berri Barmera Council.

**Table 6.2: Risks and Treatment Plans**

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
TBA					

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

### 6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to the ongoing provision of services to customers. To adapt to changing conditions we need to understand our capacity to ‘withstand a given level of stress or demand’, and to respond to possible disruptions to ensure continuity of service.

Resilience recovery planning, financial capacity, climate change risk assessment and crisis leadership.

We do not currently measure our resilience in service delivery. This will be included in future iterations of the Asset Management Plan.

## **6.4 Service and Risk Trade-Offs**

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

### **6.4.1 What we cannot do**

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Renewal every road at the end of their standard useful lives.
- Renewal every road as requested by customers.
- Renewal every overdue road or roads due to renewal

## 7.0 FINANCIAL SUMMARY

This section contains the financial requirements resulting from the information presented in the previous sections of this AM Plan. The financial projections will be improved as the discussion on desired levels of service and asset performance matures.

### 7.1 Financial Sustainability and Projections

#### 7.1.1 Sustainability of service delivery

There are two key indicators of sustainable service delivery that are considered in the AM Plan for this service area. The two indicators are the:

- asset renewal funding ratio (proposed renewal budget for the next 10 years / forecast renewal costs for next 10 years), and
- medium term forecast costs/proposed budget (over 10 years of the planning period).

##### Asset Renewal Funding Ratio

Asset Renewal Funding Ratio<sup>10</sup> 100.0%

The Asset Renewal Funding Ratio is an important indicator and illustrates that over the next 10 years we expect to have 100.0% of the funds required for the optimal renewal of assets.

The forecast renewal work along with the proposed renewal budget, and the cumulative shortfall, is illustrated in Appendix D.

##### Medium term – 10 year financial planning period

This AM Plan identifies the forecast operations, maintenance and renewal costs 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.

This forecast work can be compared to the proposed budget over the first 10 years of the planning period to identify any funding shortfall.

The forecast operations, maintenance and renewal costs over the 10 year planning period is \$2472482 average per year.

The proposed (budget) operations, maintenance and renewal funding is \$2472482 on average per year giving a 10 year funding shortfall of \$0 per year. This indicates that 100.0% of the forecast costs needed to provide the services documented in this AM Plan are accommodated in the proposed budget. Note, these calculations exclude acquired assets.

Providing sustainable services from infrastructure requires the management of service levels, risks, forecast outlays and financing to achieve a financial indicator of approximately 1.0 for the first years of the AM Plan and ideally over the 10 year life of the Long-Term Financial Plan.

#### 7.1.2 Forecast Costs (outlays) for the long-term financial plan

Table 7.1.2 shows the forecast costs (outlays) for the 10 year long-term financial plan.

Forecast costs are shown in 2019/2020 dollar values.

**Table 7.1.2: Forecast Costs (Outlays) for the Long-Term Financial Plan**

Year	Acquisition	Operation	Maintenance	Renewal	Disposal
2019	1842585	922156	1007420	1063835	72756

<sup>10</sup> AIFMM, 2015, Version 1.0, Financial Sustainability Indicator 3, Sec 2.6, p 9.

Year	Acquisition	Operation	Maintenance	Renewal	Disposal
2020	789480	922156	1000520	550065	37854
2021	642436	922156	971520	471692	21974
2022	666324	922156	986520	607275	0
2023	260496	922156	960520	500780	39245
2024	192132	922156	956520	528064	3142
2025	323064	922156	975520	556105	0
2026	280008	922156	952520	561548	8790
2027	277704	922156	969520	547795	0
2028	300000	922156	947520	388000	0

## 7.2 Funding Strategy

The proposed funding for assets is outlined in the Entity's budget and Long-Term financial plan.

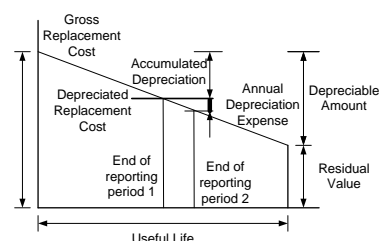
The financial strategy of the entity determines how funding will be provided, whereas the AM Plan communicates how and when this will be spent, along with the service and risk consequences of various service alternatives.

## 7.3 Valuation Forecasts

### 7.3.1 Asset valuations

The best available estimate of the value of assets included in this AM Plan are shown below. The assets are valued at fair value at cost to replace service capacity:

Replacement Cost (Current/Gross)	\$82109461
Depreciable Amount	\$82109461
Depreciated Replacement Cost <sup>11</sup>	\$51874867
Depreciation	\$12131853



### 7.3.2 Valuation forecast

Asset values are forecast to increase as additional assets are added to service.

Additional assets will generally add to the operations and maintenance needs in the longer term. Additional assets will also require additional costs due to future renewals. Any additional assets will also add to future depreciation forecasts.

It is more economic to upgrade unsealed roads to sealed road in the Berri Barmera Region. Due to the climate condition of this region, unsealed road required more maintenance work and capital renewal at a higher frequency. Even the sealed road may cost more for each capital renewal, but sealed road require much lower frequency of capital renewal.

## 7.4 Key Assumptions Made in Financial Forecasts

In compiling this AM Plan, it was necessary to make some assumptions. This section details the key assumptions made in the development of this AM plan and should provide readers with an understanding of the level of confidence in the data behind the financial forecasts.

Key assumptions made in this AM Plan are:

- Asset Year Acquired = current Year – Standard Life

<sup>11</sup> Also reported as Written Down Value, Carrying or Net Book Value.

- The years of Pavement Base acquired are not earlier than the acquired year of Pavement Sub Base
- Any unknown asset acquired years will be assumed to be the same of acquired year of neighbouring asset
- The year of Lower Surface acquired is not earlier than the acquired year of Pavement Base
- Spray seal lower surface acquired year should not be earlier than pavement base, at least should be the same year of pavement. If it is earlier than pavement base, the its acquired year will be assumed to be the same of pavement base acquired year
- As some acquired years of asset were missing during the Asset Componentisation processing, these asset acquired years were recovered from 2014 asset register.
- Asset acquired years are later than 1911. If asset acquired years are earlier than 1911 in asset register by some reason, the acquired years of these asset will assumed to be 1911.
- For sealed road, if future sealing type is unknown at this stage, the type will be assumed to be 10mm single coat for budget calculation purpose only.
- Non asset road, such as internal road, car parks, are not covered by this Plan
- Loan and Loan interest associated to road asset are not included in this Plan
- FCA Distributed are classified as Management (Operation) cost.



## 8.0 PLAN IMPROVEMENT AND MONITORING

### 8.1 Status of Asset Management Practices<sup>12</sup>

#### 8.1.1 Accounting and financial data sources

This Asset Management Plan utilises accounting and financial data. The source of the data is the Synergysoft, ConQuest 3 and the Council GIS.

#### 8.1.2 Asset management data sources

This Asset Management Plan also utilises asset management data. The source of the data is ConQuest 3.

### 8.2 Improvement Plan

It is important that an entity recognise areas of their AM Plan and planning process that require future improvements to ensure effective asset management and informed decision making. The improvement plan generated from this AM Plan is shown in Table 8.2.

**Table 8.2: Improvement Plan**

Task	Task	Responsibility	Resources Required	Timeline
1	Developing infrastructure condition periodic inspection standard and program.	Infrastructure services	Multi Resources	Every 2 and 3 years
2	Developing and finalising infrastructure upgrade, renewal and new work specification and program.	Infrastructure services	Multi Resources	One off
3	Updating GIS and asset register.	GIS and Asset Management Staff	Multi Resources	Every year
4	Improve current data collection method	Asset Management Staff	Multi Resources	Every year
5				
6				
7				
8				
9				
10				

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<sup>12</sup> ISO 55000 Refers to this as the Asset Management System

### **8.3 Monitoring and Review Procedures**

This AM Plan will be reviewed during the annual budget planning process and revised to show any material changes in service levels, risks, forecast costs and proposed budgets as a result of budget decisions.

The AM Plan will be reviewed and updated annually to ensure it represents the current service level, asset values, forecast operations, maintenance, renewals, acquisition and asset disposal costs and planned budgets. These forecast costs and proposed budget are incorporated into the Long-Term Financial Plan or will be incorporated into the Long-Term Financial Plan once completed.

The AM Plan has a maximum life of 4 years and is due for complete revision and updating within 2 years of each Council election.

This Plan will be upgraded and reviewed every two years while taking consideration of complains and town development.

### **8.4 Performance Measures**

The effectiveness of this AM Plan can be measured in the following ways:

- The degree to which the required forecast costs identified in this AM Plan are incorporated into the long-term financial plan,
- The degree to which the 1-5 year detailed works programs, budgets, business plans and corporate structures consider the 'global' works program trends provided by the AM Plan,
- The degree to which the existing and projected service levels and service consequences, risks and residual risks are incorporated into the Strategic Planning documents and associated plans,
- The Asset Renewal Funding Ratio achieving the Organisational target (this target is often 90 – 100%).

## 9.0 REFERENCES

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- ISO, 2014, ISO 55000:2014, Overview, principles and terminology
- ISO, 2018, ISO 31000:2018, Risk management – Guidelines
- Strategic Plan 2020-2025
- Annual Plan and Budget

## 10.0 APPENDICES

### Appendix A Acquisition Forecast

#### A.2 – Acquisition Project Summary

The project titles included in the lifecycle forecast are included here.

**Table A3 - Acquisition Forecast Summary**

Year	Constructed	Donated	Growth
2019	1842585	0	0
2020	789480	0	0
2021	642436	0	0
2022	666324	0	0
2023	260496	0	0
2024	192132	0	0
2025	323064	0	0
2026	280008	0	0
2027	277704	0	0
2028	300000	0	0

Year	Project	
2019	200003 - Sealing Laneway - Dickerson/Farmer Barmera	
2019	200004 - Sealing Laneway Manuel Street Barmera	
2019	Sealing - Berriman Road	
2019	200006 - Sealing - Jones Road Barmera	
2019	200007 - Sealing - Evans Road Loveday	
2019	200010 - Sealing - Comley Road Loveday (RTR)	
2019	200033 - Sealing - Ellis Road	
2019	200037 - Sealing - McIntosh Avenue Glossop	
2019	200061 - Jury Road Upgrade	
2019	200029 - Madison Avenue Monash Upgrade (DCP)	
2020	Gillespie Road _ Upgrading_ from DeFontenay Rd to Tunkin Road_BBC	
2020	Morrison Road _ Upgrading_ from Ritcher Rd to Brown Rd_RTR	
2020	Morrison Road _ Upgrading_ from Ritcher Rd to Brown Rd_RTR	
2020	Telfer Road _ Upgrading_ from Johansen Road to LH Maddern Rd_RTR	
2020	Thiele Road _ Upgrading_ from Rawnsley Road to Schramm Drive_BBC	
2020	Tunkin Road _ Upgrading_ from end seal to Gillespie Rd_BBC	
2021	Graham Street Upgrading_ from Sharps St to end of new sheeting	
2021	Sharps Street Upgrading_ from Morris Street to Graham Street	
2021	Morey Road _ Upgrading_ from end seal to Lower Winkie Rd_BBC	
2021	Swinstead Road _ Upgrading_ from Thiele Road to Gordon Road_RTR	

2022	Costello Road _ Upgrading_ from Thiele Rd to Caddy Rd_RTR	
2022	Moritz Road _ Upgrading_ from Jellett Rd to Hoskin Rd_BBC	
2023	Davis Road _ Upgrading_ from Chapple Road to Dalziel Rd_BBC	
2024	Wilkinson Road _ Upgrading_ from Hunt Rd to Thiele Rd_BBC	
2025	Crossing Road _ Upgrading_ from Sturt Highway to Hoskin Road_BBC	
2026	Woolmer Road _ Upgrading_ from end formed section to Macgillivray Road_BBC	
2026	Woolmer Road _ Upgrading_ from Old Sturt Highway to end formed section_BBC	
2027	Golledge Road _ Upgrading_ from Soderberg Rd to Nixon Road_BBC	
2027	Soderberg Road _ Upgrading_ from Mortimer Dr to Golledge Rd_BBC	
2028	Unsealed Road upgrading	

## Appendix B      Operation Forecast

**Table B2 - Operation Forecast Summary**

Year	Operation Forecast	Additional Operation Forecast	Total Operation Forecast
2019	922156	0	922156
2020	922156	0	922156
2021	922156	0	922156
2022	922156	0	922156
2023	922156	0	922156
2024	922156	0	922156
2025	922156	0	922156
2026	922156	0	922156
2027	922156	0	922156
2028	922156	0	922156

Year	Project	Estimate
2019	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2020	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2021	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2022	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2023	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2024	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2025	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2026	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2027	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
2028	120001700 - KERBING FCA CAPITAL DISTRIBUTED	\$ 9,053.00
		\$ 90,530.00
2019	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2020	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2021	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2022	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2023	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2024	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2025	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2026	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2027	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
2028	120001800 - ROADS FCA CAPITAL DISTRIBUTED	\$ 266,402.00
		\$ 2,664,020.00
2019	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2020	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2021	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2022	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2023	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2024	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00

2025	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2026	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2027	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
2028	120101900 - ROAD MAINTENANCE FCA DISTRIBUTED	\$ 306,701.00
		\$ 3,067,010.00
2019	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2020	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2021	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2022	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2023	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2024	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2025	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2026	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2027	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
2028	144154 - Street Sweeping - Berri & Barmera	\$ 170,000.00
		\$ 1,700,000.00
2019	145003 - Street Lighting Expenditure	\$ 170,000.00
2020	145003 - Street Lighting Expenditure	\$ 170,000.00
2021	145003 - Street Lighting Expenditure	\$ 170,000.00
2022	145003 - Street Lighting Expenditure	\$ 170,000.00
2023	145003 - Street Lighting Expenditure	\$ 170,000.00
2024	145003 - Street Lighting Expenditure	\$ 170,000.00
2025	145003 - Street Lighting Expenditure	\$ 170,000.00
2026	145003 - Street Lighting Expenditure	\$ 170,000.00
2027	145003 - Street Lighting Expenditure	\$ 170,000.00
2028	145003 - Street Lighting Expenditure	\$ 170,000.00
		\$ 1,700,000.00

## Appendix C      Maintenance Forecast

**Table C2 - Maintenance Forecast Summary**

Year	Maintenance Forecast	Additional Maintenance Forecast	Total Maintenance Forecast
2019	1007420	0	1007420
2020	1000520	0	1000520
2021	971520	0	971520
2022	986520	0	986520
2023	960520	0	960520
2024	956520	0	956520
2025	975520	0	975520
2026	952520	0	952520
2027	969520	0	969520
2028	947520	0	947520

Year	Project	Estimate
2019	201101 - Unsealed Road Maintenance	\$ 198,900.00
2020	201101 - Unsealed Road Maintenance	\$ 192,000.00
2021	201101 - Unsealed Road Maintenance	\$ 183,000.00
2022	201101 - Unsealed Road Maintenance	\$ 178,000.00
2023	201101 - Unsealed Road Maintenance	\$ 172,000.00
2024	201101 - Unsealed Road Maintenance	\$ 168,000.00
2025	201101 - Unsealed Road Maintenance	\$ 167,000.00
2026	201101 - Unsealed Road Maintenance	\$ 164,000.00
2027	201101 - Unsealed Road Maintenance	\$ 161,000.00
2028	201101 - Unsealed Road Maintenance	\$ 159,000.00
		\$ 1,742,900.00
2019	146175 - Aerial Photography of District	\$ 20,000.00
2020	146175 - Aerial Photography of District	\$ 20,000.00
2022	146175 - Aerial Photography of District	\$ 20,000.00
2025	146175 - Aerial Photography of District	\$ 20,000.00
2027	146175 - Aerial Photography of District	\$ 20,000.00
		\$ 100,000.00
2019	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2020	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2021	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2022	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2023	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2024	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2025	201001 - Sealed Road Maintenance - District	\$ 183,800.00



2026	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2027	201001 - Sealed Road Maintenance - District	\$ 183,800.00
2028	201001 - Sealed Road Maintenance - District	\$ 183,800.00
		\$ 1,838,000.00
2019	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2020	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2021	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2022	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2023	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2024	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2025	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2026	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2027	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
2028	201002 - Sealed Road Maintenance - Towns	\$ 170,320.00
		\$ 1,703,200.00
2019	201004 - Grape Spillage Cleanup	\$ 2,500.00
2020	201004 - Grape Spillage Cleanup	\$ 2,500.00
2021	201004 - Grape Spillage Cleanup	\$ 2,500.00
2022	201004 - Grape Spillage Cleanup	\$ 2,500.00
2023	201004 - Grape Spillage Cleanup	\$ 2,500.00
2024	201004 - Grape Spillage Cleanup	\$ 2,500.00
2025	201004 - Grape Spillage Cleanup	\$ 2,500.00
2026	201004 - Grape Spillage Cleanup	\$ 2,500.00
2027	201004 - Grape Spillage Cleanup	\$ 2,500.00
2028	201004 - Grape Spillage Cleanup	\$ 2,500.00
		\$ 25,000.00
2019	201031 - Native Vegetation Management	\$ 30,000.00
2020	201031 - Native Vegetation Management	\$ 30,000.00
2021	201031 - Native Vegetation Management	\$ 30,000.00
2022	201031 - Native Vegetation Management	\$ 30,000.00
2023	201031 - Native Vegetation Management	\$ 30,000.00
2024	201031 - Native Vegetation Management	\$ 30,000.00
2025	201031 - Native Vegetation Management	\$ 30,000.00
2026	201031 - Native Vegetation Management	\$ 30,000.00
2027	201031 - Native Vegetation Management	\$ 30,000.00
2028	201031 - Native Vegetation Management	\$ 30,000.00
		\$ 300,000.00
2019	201110 - Laneway Maintenance	\$ 20,000.00
2020	201110 - Laneway Maintenance	\$ 20,000.00
2021	201110 - Laneway Maintenance	\$ 20,000.00
2022	201110 - Laneway Maintenance	\$ 20,000.00
2023	201110 - Laneway Maintenance	\$ 20,000.00
2024	201110 - Laneway Maintenance	\$ 20,000.00
2025	201110 - Laneway Maintenance	\$ 20,000.00
2026	201110 - Laneway Maintenance	\$ 20,000.00

2027	201110 - Laneway Maintenance	\$ 20,000.00
2028	201110 - Laneway Maintenance	\$ 20,000.00
		\$ 200,000.00
2019	201501 - Kerb Maintenance	\$ 68,900.00
2020	201501 - Kerb Maintenance	\$ 68,900.00
2021	201501 - Kerb Maintenance	\$ 68,900.00
2022	201501 - Kerb Maintenance	\$ 68,900.00
2023	201501 - Kerb Maintenance	\$ 68,900.00
2024	201501 - Kerb Maintenance	\$ 68,900.00
2025	201501 - Kerb Maintenance	\$ 68,900.00
2026	201501 - Kerb Maintenance	\$ 68,900.00
2027	201501 - Kerb Maintenance	\$ 68,900.00
2028	201501 - Kerb Maintenance	\$ 68,900.00
		\$ 689,000.00
2019	201801 - Roadside Maintenance	\$ 135,000.00
2020	201801 - Roadside Maintenance	\$ 135,000.00
2021	201801 - Roadside Maintenance	\$ 135,000.00
2022	201801 - Roadside Maintenance	\$ 135,000.00
2023	201801 - Roadside Maintenance	\$ 135,000.00
2024	201801 - Roadside Maintenance	\$ 135,000.00
2025	201801 - Roadside Maintenance	\$ 135,000.00
2026	201801 - Roadside Maintenance	\$ 135,000.00
2027	201801 - Roadside Maintenance	\$ 135,000.00
2028	201801 - Roadside Maintenance	\$ 135,000.00
		\$ 1,350,000.00
2019	201802 - Weed Spraying	\$ 128,000.00
2020	201802 - Weed Spraying	\$ 128,000.00
2021	201802 - Weed Spraying	\$ 128,000.00
2022	201802 - Weed Spraying	\$ 128,000.00
2023	201802 - Weed Spraying	\$ 128,000.00
2024	201802 - Weed Spraying	\$ 128,000.00
2025	201802 - Weed Spraying	\$ 128,000.00
2026	201802 - Weed Spraying	\$ 128,000.00
2027	201802 - Weed Spraying	\$ 128,000.00
2028	201802 - Weed Spraying	\$ 128,000.00
		\$ 1,280,000.00
2019	201803 - Storm Damage	\$ 30,000.00
2020	201803 - Storm Damage	\$ 30,000.00
2021	201803 - Storm Damage	\$ 30,000.00
2022	201803 - Storm Damage	\$ 30,000.00
2023	201803 - Storm Damage	\$ 30,000.00
2024	201803 - Storm Damage	\$ 30,000.00
2025	201803 - Storm Damage	\$ 30,000.00
2026	201803 - Storm Damage	\$ 30,000.00
2027	201803 - Storm Damage	\$ 30,000.00

2028	201803 - Storm Damage	\$ 30,000.00
		\$ 300,000.00
2019	201804 - Other Roads Services	\$ 20,000.00
2020	201804 - Other Roads Services	\$ 20,000.00
2021	201804 - Other Roads Services	\$ 20,000.00
2022	201804 - Other Roads Services	\$ 20,000.00
2023	201804 - Other Roads Services	\$ 20,000.00
2024	201804 - Other Roads Services	\$ 20,000.00
2025	201804 - Other Roads Services	\$ 20,000.00
2026	201804 - Other Roads Services	\$ 20,000.00
2027	201804 - Other Roads Services	\$ 20,000.00
2028	201804 - Other Roads Services	\$ 20,000.00
		\$ 200,000.00

## Appendix D      Renewal Forecast Summary

### D.2 – Renewal Project Summary

The project titles included in the lifecycle forecast are included here.

**Table D3 - Renewal Forecast Summary**

Year	Renewal Forecast	Renewal Budget
2019	1063835	1063835
2020	550065	550065
2021	471692	471692
2022	607275	607275
2023	500780	500780
2024	528064	528064
2025	556105	556105
2026	561548	561548
2027	547795	547795
2028	388000	388000

Year	Project	
2019	200014 - Road Renewals - Heavy Vehicle Road Audit Outcomes	
2019	200032 - Road Renewal Coneybeer Street Berri	
2019	200035 - Road Renewal Crawford Terrace Berri	
2019	200039 - Reseals - Town and District (Thiele Road, Gilmour Road, Hunt Road, Gaskell Road, Spiller Road, Loveday Road, Mckenzie Road,)	
2019	200052 - Unsealed Road Resheeting/Rerubbling	
2019	200252 - Kerbing Asset Replacement & Renewal	
2019	200271 - Kerbing Renewal - Nookamka Terrace Barmera	
2019	200282 - Kerbing Upgrade - Derrick Street Traffic Island	
2020	200039 _ Ahern Street_Re-Sealing from Riverview Dr to Kay Ave	
2020	200039 _ Antony Street_Re-Sealing from Jarvis St to end	
2020	200039 _ Cawse Drive_Re-Sealing from Fenwick Rd to Jarvis St	
2020	200039 _ Edward Street_Re-Sealing from Kay Ave to McLean St	
2020	200039 _ Fenwick Road_Re-Sealing from 150E Cawse Dr to Riverview Dr	
2020	200039 _ Fenwick Road_Re-Sealing from Kay Ave to 150E Cawse Dr	
2020	200039 _ Hart Street_Re-Sealing from Fenwick Rd to Magarey St	
2020	200039 _ Hughes Street_Re-Sealing from Tipper St to Zante Rd	
2020	200039 _ Jarvis Street_Re-Sealing from Antony Street to Cawse Drv	
2020	200039 _ Jarvis Street_Re-Sealing from McLean St to Antony Street	
2020	200039 _ Kay Avenue_Hotmix Bitument and Profiling from Roundabout to Roundabout	
2020	200039 _ Konidaris Court_Re-Sealing from Fenwick Rd to End (N)	
2020	200039 _ Magarey Street_Re-Sealing from Hart Street to Padman Crt	
2020	200039 _ Magarey Street_Re-Sealing from Mclean Stree to Hart Street	

2020	200039 _ Magarey Street_Re-Sealing from Padman Crt to End (E)	
2020	200039 _ McGregor Street_Re-Sealing from Grenache Ave to Todd St	
2020	200039 _ Mclean Street_Re-Sealing from Edward St to End	
2020	200039 _ Mclean Street_Re-Sealing from Magarey St to Edward St	
2020	200039 _ Padman Court_Re-Sealing from Magarey St to End (N)	
2020	200039 _ Shaddock Street_Re-Sealing from McGregor St to Mortimer Rd	
2020	200039 _ Stratman Road_Re-Sealing from Central Road to Telfer Road	
2020	200039 _ Tregenza Drive_Re-Sealing from Jarvis to McLean St	
2020	200039 _ Un-named Road_Re-Sealing from Jones Street to End	
2020	200039 _ Vaughan Terrace East_Hotmix Bitument and Profiling from Kay Ave to Wade Street	
2020	200039 _ Vaughan Terrace West_Hotmix Bitument and Profiling from Denny St to Wilson St roundabout	
2020	200039 _ Vaughan Terrace West_Hotmix Bitument and Profiling from Wilson Street roundabout to roundabout	
2020	200039 _ Wade Street_Hotmix Bitument and Profiling from Ahern St to 90E Ahern St	
2020	200039 _ Xanadu Court_Re-Sealing from Fenwick Rd to End (W)	
2020	200052 _ Fundak Road _ Re-sheeting from Thiele Rd to End	
2020	200052 _ Bottrill Road _ Re-sheeting from Monash Distillery Rd to End	
2020	200052 _ Brooke Street _ Re-sheeting from Sturt Hwy to Hill St	
2020	200052 _ Grosser Road _ Re-sheeting from Penway Road to West Road	
2020	200052 _ Grosser Road _ Re-sheeting from The Causeway to Penway Road	
2020	200052 _ Penway Road _ Re-sheeting from Grosser Road to End	
2020	200052 _ Pfeiffer Road _ Re-sheeting from Thiele Rd to Caddy Road	
2020	200252_Ahern Street_Kerbing Renewal (near the third carpark from Riverview )	
2020	200252_Aitken Street_Kerbing Renewal (No 22 Aitken St )	
2020	200252_Aitken Street_Kerbing Renewal (No 5 Aitken Street )	
2020	200252_Aitken Street_Kerbing Renewal (No11 Aitken Street )	
2020	200252_Aitken Street_Kerbing Renewal (No22 Aitken St )	
2020	200252_Arndt Street_Kerbing Renewal (No4 )	
2020	200252_Bahnisch Street_Kerbing Renewal (Laneway near No7 )	
2020	200252_Barfield Street_Kerbing Renewal (side of No8 McGilton Rd )	
2020	200252_Coneybeer Street_Kerbing Renewal (Near Council carpark )	
2020	200252_Corney Street_Kerbing Renewal (No14 )	
2020	200252_Corney Street_Kerbing Renewal (No14 )	
2020	200252_Corney Street_Kerbing Renewal (No5 )	
2020	200252_Delatour Terrace_Kerbing Renewal (side of No1 Angove Tce )	
2020	200252_Delatour Terrace_Kerbing Renewal (side of No1 Angove Tce )	
2020	200252_Delatour Terrace_Kerbing Renewal (side of No1 Corney St )	
2020	200252_Derrick Street_Kerbing Renewal (No 43 Derrick Street )	
2020	200252_Derrick Street_Kerbing Renewal (No52 )	

2020	200252_Derrick Street_Kerbing Renewal (No64 )	
2020	200252_Derrick Street_Kerbing Renewal (No76 )	
2020	200252_Derrick Street_Kerbing Renewal (on Derrick St, side of No1 Aitken St )	
2020	200252_Derrick Street_Kerbing Renewal (Tree near 39 Derrick St )	
2020	200252_Derrick Street_Kerbing Renewal (Tree near No 36 Derrick St )	
2020	200252_Derrick Street_Kerbing Renewal (tree near No15 Derrick St )	
2020	200252_Eitzen Street_Kerbing Renewal (side of No34 Gilbert St )	
2020	200252_Fiedler Street_Kerbing Renewal (near driveway of No13 Kay Ave )	
2020	200252_Fiedler Street_Kerbing Renewal (side of No19 Merritt Ave )	
2020	200252_Gilbert Street_Kerbing Renewal (No20 )	
2020	200252_Gilbert Street_Kerbing Renewal (No20 )	
2020	200252_Gilbert Street_Kerbing Renewal (No26 )	
2020	200252_Gilbert Street_Kerbing Renewal (No32 )	
2020	200252_Gilbert Street_Kerbing Renewal (No32 )	
2020	200252_Jackson Street_Kerbing Renewal (No16 )	
2020	200252_Jackson Street_Kerbing Renewal (No25 )	
2020	200252_Jackson Street_Kerbing Renewal (side of vacant land )	
2020	200252_Jackson Street_Kerbing Renewal (tree near school driveway )	
2020	200252_Jones Street_Kerbing Renewal (Harris Street )	
2020	200252 Loader Street_Kerbing Renewal (No14 )	
2020	200252 Loader Street_Kerbing Renewal (No18 )	
2020	200252 Loader Street_Kerbing Renewal (No30 )	
2020	200252_Madison Road (East)_Kerbing Renewal (oppo the laneway )	
2020	200252_Madison Road (West)_Kerbing Renewal (No16 )	
2020	200252_Malaga Terrace_Kerbing Renewal (No19 )	
2020	200252_Malaga Terrace_Kerbing Renewal (No23 )	
2020	200252_Manifold Crescent_Kerbing Renewal (No17 )	
2020	200252_Manifold Crescent_Kerbing Renewal (No27 )	
2020	200252_Marshall Street_Kerbing Renewal (Gordo St )	
2020	200252_Marshall Street_Kerbing Renewal (No13 )	
2020	200252_Marshall Street_Kerbing Renewal (No13 Marshall St )	
2020	200252_Ohanez Street_Kerbing Renewal (near No1 driveway )	
2020	200252_Ohanez Street_Kerbing Renewal (Near No7 driveway )	
2020	200252_Ohanez Street_Kerbing Renewal (No3 Ohanez St )	
2020	200252_Powell Street_Kerbing Renewal (Near No1 driveway )	
2020	200252_Powell Street_Kerbing Renewal (No27 Powell St )	
2020	200252_Powell Street_Kerbing Renewal (No33 Powell St )	
2020	200252_Powell Street_Kerbing Renewal (No35 Powell St )	
2020	200252_Randell Terrace_Kerbing Renewal (No28 )	
2020	200252_Randell Terrace_Kerbing Renewal (No30 )	
2020	200252_Randell Terrace_Kerbing Renewal (No32 )	

2020	200252_Randell Terrace_Kerbing Renewal (No36 )	
2020	200252_Randell Terrace_Kerbing Renewal (No38 )	
2020	200252_Randell Terrace_Kerbing Renewal (Oppo No2, the corner )	
2020	200252_Randell Terrace_Kerbing Renewal (vacant land )	
2020	200252_Randell Terrace_Kerbing Renewal (vacant land )	
2020	200252_Spriggs Street_Kerbing Renewal (Tree oppo No27 Spriggs St )	
2020	200252_Strawbridge Street_Kerbing Renewal (No5 vacant land )	
2020	200252_Strawbridge Street_Kerbing Renewal (No6 )	
2020	200252_Strawbridge Street_Kerbing Renewal (No6 )	
2020	200252_Strawbridge Street_Kerbing Renewal (side of No14 Conneybeer St )	
2020	200252_Trenaman Crescent_Kerbing Renewal (No15 )	
2020	200252_Vaughan Terrace East_Kerbing Renewal (near the Bank driveway )	
2020	200252_Vaughan Terrace west_Kerbing Renewal (near ANZ )	
2020	200252_Vaughan Terrace_Kerbing Renewal (Near No1 Kealley St driveway )	
2020	200252_Vaughan Terrace_Kerbing Renewal (neat big tree at corner of Ohanez St )	
2020	200252_Wishart Street_Kerbing Renewal (No1 )	
2021	200039 _ Bottom Road_Re-Sealing from Old Sturt Hwy to MacGillivray Rd	
2021	200039 _ Bullpitt Road_Re-Sealing from Winkie Road to Katarapko Crescent	
2021	200039 _ Dalziel Road_Re-Sealing from Winkie Rd to Slaven Road	
2021	200039 _ Denby Street_Re-Sealing from Turnbull Tce to Anderson Tce	
2021	200039 _ Gilmour Road_Re-Sealing from Dunstone Rd to Hunt Road	
2021	200039 _ Hunt Road_Re-Sealing from Bassham Rd to Gordon Road	
2021	200039 _ Morey Road_Re-Sealing from Winkie Rd to end seal	
2021	200039 _ Spendiff Road_Re-Sealing from Chapple Rd to Dalziel Rd	
2021	200039 _ Streeter Avenue_Re-Sealing from Mitchell Tce to Anderson Tce	
2021	200039 _ Thiele Road_Re-Sealing from Puddletown Rd to Bassham Road	
2021	200039 _ Trenaman Road_Re-Sealing from Battams Rd to Jury Rd	
2021	200052 _ Gillespie Road _ Re-sheeting from Tunkin Road to McDonald Rd	
2021	200052 _ Graham Street _ Re-sheeting from Sharpe St to Bland Road	
2021	200052 _ Mcdonald Road _ Re-sheeting from Sturt Highway to Gillespie Rd	
2021	200052 _ Sharpe Street _ Re-sheeting from Morris Street to Graham Street	
2021	200252_Amy Street_Kerbing Renewal (No5 )	
2021	200252_Bice Street_Kerbing Renewal (side of No28 Lake Ave )	
2021	200252_Bice Street_Kerbing Renewal (side of No28 Lake Ave near tree )	
2021	200252_Chennell Crescent_Kerbing Renewal (No1 )	
2021	200252_Chennell Crescent_Kerbing Renewal (No3 )	
2021	200252_Chennell Crescent_Kerbing Renewal (No6 )	
2021	200252_Chennell Crescent_Kerbing Renewal (No7 )	
2021	200252_Dean Drive_Kerbing Renewal (4th parking space from the toilet )	
2021	200252_Dean Drive_Kerbing Renewal (middle section )	



2021	200252_Dean Drive_Kerbing Renewal (Nookamka Tce corner )	
2021	200252_Dean Drive_Kerbing Renewal (oppo the hotel )	
2021	200252_Dean Drive_Kerbing Renewal (tall tree )	
2021	200252_Dickerson Street_Kerbing Renewal (No11 )	
2021	200252_Dolan Street_Kerbing Renewal (Oppo No34 )	
2021	200252_Hardwick St_Kerbing Renewal (No19 )	
2021	200252_Hardwick St_Kerbing Renewal (No3 )	
2021	200252_Hardwick St_Kerbing Renewal (No4 )	
2021	200252_Joyce Street_Kerbing Renewal	
2021	200252_Macgillivray Street_Kerbing Renewal (No3 )	
2021	200252_Mcleod Street_Kerbing Renewal (No15 )	
2021	200252_Nookamka Terrace_Kerbing Renewal (No18 )	
2021	200252_Nookamka Terrace_Kerbing Renewal (No20 )	
2021	200252_Nookamka Terrace_Kerbing Renewal (No32 )	
2021	200252_Park Terrace East_Kerbing Renewal (No4 )	
2021	200252_Pascoe Tce West_Kerbing Renewal (Nookamka Tce corner )	
2021	200252_Pascoe Terrace_Kerbing Renewal (Laneway crossover )	
2021	200252_Pascoe Terrace_Kerbing Renewal (no14 )	
2021	200252_Pascoe Terrace_Kerbing Renewal (No16 )	
2021	200252_Pascoe Terrace_Kerbing Renewal (No18 )	
2021	200252_Pascoe Terrace_Kerbing Renewal (Ritchle St and Pascoe Tce corner )	
2021	200252_Payne Street_Kerbing Renewal (oppo the lane )	
2021	200252_Ritchie Street_Kerbing Renewal (laneway )	
2021	200252_Ritchie Street_Kerbing Renewal (side of new development )	
2021	200252_Ritchie Street_Kerbing Renewal (side of No13 Laffer St )	
2021	200252_Rowe Street_Kerbing Renewal (Oppo No3 )	
2021	200252_Short Street_Kerbing Renewal (No10 )	
2021	200252_Short Street_Kerbing Renewal (No10 )	
2021	200252_Short Street_Kerbing Renewal (No8 )	
2021	200252_Shueard Road_Kerbing Renewal (No3 )	
2021	200252_Shueard Road_Kerbing Renewal (No3 )	
2021	200252_Shueard Road_Kerbing Renewal (Oppo No17 )	
2021	200252_Sturt Street (east)_Kerbing Renewal (side of No7 Scott Ave )	
2021	200252_Tonkin Avenue_Kerbing Renewal (No15 )	
2021	200252_Tonkin Avenue_Kerbing Renewal (No21 )	
2021	200252_Tonkin Avenue_Kerbing Renewal (No3 )	
2021	200252_Tonkin Avenue_Kerbing Renewal (No9 )	
2022	200039 _ Amy Street_Re-Sealing from Park Tce to Rowe Street	
2022	200039 _ Central Road_Re-Sealing from 140 N Angove Tce to Hallam Rd	
2022	200039 _ Dolan Street_Re-Sealing from Shueard Rd to McLeod St	



2022	200039 _ Fenwick Terrace_Re-Sealing from Sturt Highway to Nielsen Rd	
2022	200039 _ Hoskin Road_Re-Sealing from Old Sturt Hwy to Minnis Road	
2022	200039 _ Kealley Street_Re-Sealing from Vaughan Tce to End	
2022	200039 _ Madison Avenue (East)_Re-Sealing from Angove Tce to Jackson St	
2022	200039 _ Mcleod Street_Re-Sealing from Shueard Rd to Dolan St	
2022	200039 _ Nixon Road_Re-Sealing from Sturt Hwy to 750NW Mortimer Dve	
2022	200039 _ Trussell Terrace_Re-Sealing from Park Terrace to Sutton Street	
2022	200039 _ Vaughan Terrace East_Hotmix Bitument and Profiling from Wade St to Riverview Dr	
2022	200039 _ Vaughan Terrace East_Re-Sealing from Merritt Ave to Kay Ave	
2022	200039 _ Vaughan Terrace East_Re-Sealing from OHanez Street to Merritt Avenue	
2022	200039 _ Vaughan Terrace East_Re-Sealing from Old Sturt Highway to OHanez Street	
2022	200039 _ Vaughan Terrace West_Hotmix Bitument and Profiling from Riverview Dr to Denny St	
2022	200039 _ Vaughan Terrace West_Re-Sealing from Coneybeer St to Verran Tce	
2022	200039 _ Vaughan Terrace West_Re-Sealing from Verran Tce to Worman Street	
2022	200039 _ Vaughan Terrace West_Re-Sealing from Wilson St to Coneybeer St	
2022	200052 _ Brand Road _ Re-sheeting from Sturt Highway to Mcfarlanes Lane	
2022	200052 _ Draper Road _ Re-sheeting from end of seal to Un-named Road - 0187001	
2022	200052 _ Mcfarlanes Lane _ Re-sheeting from Morgan Road to Arnold Coats Road	
2022	200252_Amy Street_Kerbing Renewal	
2022	200252_Bahnisch Street_Kerbing Renewal	
2022	200252_Bahnisch Street_Kerbing Renewal	
2022	200252_Bahnisch Street_Kerbing Renewal	
2022	200252_Collins Street_Kerbing Renewal	
2022	200252_Dennis Street_Kerbing Renewal	
2022	200252_Dickerson Street_Kerbing Renewal	
2022	200252_Dickerson Street_Kerbing Renewal	
2022	200252_Dickerson Street_Kerbing Renewal	
2022	200252_Dickerson Street_Kerbing Renewal	
2022	200252_Dickerson Street_Kerbing Renewal	
2022	200252_Dickerson Street_Kerbing Renewal	
2022	200252_Farmer Street_Kerbing Renewal	
2022	200252_Farmer Street_Kerbing Renewal	
2022	200252_Farmer Street_Kerbing Renewal	
2022	200252_Hague Street_Kerbing Renewal	
2022	200252_Harris Street_Kerbing Renewal	
2022	200252_Hawdon Street_Kerbing Renewal	

2022	200252_Hawdon Street_Kerbing Renewal	
2022	200252_Hawdon Street_Kerbing Renewal	
2022	200252_Hawdon Street_Kerbing Renewal	
2022	200252_Hawdon Street_Kerbing Renewal	
2022	200252_Hepworth Street_Kerbing Renewal	
2022	200252_Hepworth Street_Kerbing Renewal	
2022	200252_Hepworth Street_Kerbing Renewal	
2022	200252_Hepworth Street_Kerbing Renewal	
2022	200252_Hood Street_Kerbing Renewal	
2022	200252_Hughes Street_Kerbing Renewal	
2022	200252_Jones Street_Kerbing Renewal	
2022	200252_Jones Street_Kerbing Renewal	
2022	200252_Joyce Street_Kerbing Renewal	
2022	200252_Joyce Street_Kerbing Renewal	
2022	200252_Laffer Street_Kerbing Renewal	
2022	200252_Langdon Terrace_Kerbing Renewal	
2022	200252_Minocks Street_Kerbing Renewal	
2022	200252_Minocks Street_Kerbing Renewal	
2022	200252_Minocks Street_Kerbing Renewal	
2022	200252_Minocks Street_Kerbing Renewal	
2022	200252_Queen Elizabeth Drive_Kerbing Renewal (Cocksedge Road )	
2022	200252_Ritchie Street_Kerbing Renewal	
2022	200252_Tonkin Avenue_Kerbing Renewal	
2022	200252_Vasey Street_Kerbing Renewal	
2022	200252_Verrall Crescent_Kerbing Renewal	
2022	200252_Verrall Crescent_Kerbing Renewal	
2022	200252_Wishart Street_Kerbing Renewal	
2022	200252_Worman Street_Kerbing Renewal	
2022	200252_Worman Street_Kerbing Renewal	
2022	200252_Worman Street_Kerbing Renewal	
2022	200252_Zante Road East_Kerbing Renewal	
2022	200252_Zante Road East_Kerbing Renewal	
2022	200252_Zante Road East_Kerbing Renewal	
2023	200039 _ Amy Street_Re-Sealing from Scott Ave to Anderson St	
2023	200039 _ Anderson Street_Re-Sealing from Amy St to Appleton Terrace	
2023	200039 _ Anderson Street_Re-Sealing from Sims St to Amy St	
2023	200039 _ Appleton Terrace_Re-Sealing from Scott Avenue to Brooke Street	
2023	200039 _ Bice Street_Re-Sealing from Barwell Ave to Sturt St	
2023	200039 _ Danvers Road_Re-Sealing from Links Crescent to end parcel 28	
2023	200039 _ Dean Drive_Re-Sealing from Pascoe Tce to Whitmore Ave	
2023	200039 _ Elliot Drive_Re-Sealing from Rumbold Drive to end seal	

2023	200039 _ Hawdon Street_Re-Sealing from Hague St to Scott Ave	
2023	200039 _ Hawdon Street_Re-Sealing from Nookamka Tce to Hague St	
2023	200039 _ Herons Bend Road_Re-Sealing from Old Coach Road to end seal	
2023	200039 _ Jury Road_Re-Sealing from Lobban Rd to Sturt Highway	
2023	200039 _ Middleton Lane_Re-Sealing from Queen Elizabeth Drive to Kelly Avenue	
2023	200039 _ Old Coach Road_Re-Sealing from Goyder Hwy (W) to Goyder Hwy (E)	
2023	200039 _ Pascoe Terrace (east)_Re-Sealing from Dean Dr to Nookamka Tce	
2023	200039 _ Ritchie Street_Re-Sealing from Langdon Terrace to Nookamka Tce	
2023	200039 _ Ritchie Street_Re-Sealing from Langdon Terrace to Nookamka Tce	
2023	200039 _ Ritchie Street_Re-Sealing from Tonkin Ave to Langdon Terrace	
2023	200039 _ Rumbold Drive_Re-Sealing from Appleton St to Elliot Drive	
2023	200039 _ Rumbold Drive_Re-Sealing from Appleton St to Elliot Drive	
2023	200039 _ Rumbold Drive_Re-Sealing from Rumbold Drive to Elliot Drive	
2023	200039 _ Whitmore Avenue (west)_Re-Sealing from Nookamka Tce to Dean Dve	
2023	200052 _ Clements Road _ Re-sheeting from Wutke Rd to Chambers Creek	
2023	200052 _ Dansie Road _ Re-sheeting from Morgan Road to Arnold Road	
2023	200052 _ Golledge Road _ Re-sheeting from Nixon Rd to Ellis Road	
2023	200052 _ Hodson Road _ Re-sheeting from Lower Winkie Rd to End formed section	
2023	200052 _ Mulga Road _ Re-sheeting from Lobban Rd to end	
2023	200052 _ Whateley Road _ Re-sheeting from Thiele Road to end	
2023	200252_Derrick Street_Kerbing Renewal	
2023	200252_Fiedler Street_Kerbing Renewal	
2023	200252_Pearson Court_Kerbing Renewal	
2023	200252_Pearson Court_Kerbing Renewal	
2023	200252_Spriggs Street_Kerbing Renewal	
2023	200252_Spriggs Street_Kerbing Renewal	
2023	200252_Spriggs Street_Kerbing Renewal	
2023	200252_Trenaman Crescent_Kerbing Renewal	
2024	200039 _ Barfield Street_Re-Sealing from Gilbert St to McGilton Rd	
2024	200039 _ Coneybeer Street_Re-Sealing from Crawford Tce to Vaughan Tce	
2024	200039 _ Derrick Street_Re-Sealing from Derrick St South end of court to Derrick St North end of court	
2024	200039 _ Eitzen Street_Re-Sealing from Trenaman Cres to Gilbert St	
2024	200039 _ Fiedler Street_Re-Sealing from Gilbert St to Berri Oval	
2024	200039 _ Fiedler Street_Re-Sealing from Kay Ave to Gilbert St	
2024	200039 _ Gilbert Street_Re-Sealing from Ahern St to Trenaman Crescent	
2024	200039 _ Gilbert Street_Re-Sealing from Trenaman Crescent to McGilton Road	
2024	200039 _ Kay Avenue (South)_Re-Sealing from Kay Ave to McGilton Rd	
2024	200039 _ Kay Avenue_Re-Sealing from 140 SE Edward St to Old Sturt Hwy	

2024	200039 _ Kay Avenue_Re-Sealing from McGilton Rd to 140 SE Edward St	
2024	200039 _ Knight Street_Re-Sealing from Powell St to Loader St	
2024	200039 _ lane_Re-Sealing from Fiedler St to Gilbert St	
2024	200039 _ lane_Re-Sealing from Kunoth St west to Kunoth St east	
2024	200039 _ Madeira Street_Re-Sealing from Powell St to Loader St	
2024	200039 _ McGilton Road_Re-Sealing from Kay Ave to Trenaman Crescent	
2024	200039 _ McGilton Road_Re-Sealing from Trenaman Crescent to Clarke Rd	
2024	200039 _ Merritt Avenue_Re-Sealing from Fiedler St to Kunoth St	
2024	200039 _ Merritt Avenue_Re-Sealing from Vaughan Tce to Fiedler St	
2024	200039 _ Minocks Street_Re-Sealing from Zante Rd to End	
2024	200039 _ Ohanez Street_Re-Sealing from Vaughan Tce to Fiedler St	
2024	200039 _ Powell Street_Re-Sealing from Sandercock St to End (NW)	
2024	200039 _ Powell Street_Re-Sealing from Vaughan Tce to Fiedler St	
2024	200039 _ Skellon Road_Re-Sealing from Shiell Rd to End (N)	
2024	200039 _ Spriggs Street_Re-Sealing from Derrick St to Viviancock St	
2024	200039 _ Strawbridge Street_Re-Sealing from Coneybeer St to Verran Tce	
2024	200039 _ Trenaman Crescent_Re-Sealing from Gilbert St to McGilton St	
2024	200039 _ Zante Road East_Re-Sealing from Seekamp St to 100N Coombe St	
2024	200039 _ Zante Road East_Re-Sealing from Zante Rd to Seekamp St.	
2024	200039 _ Zante Road_Re-Sealing from 100N Coombe St to Seekamp St.	
2024	200039 _ Zante Road_Re-Sealing from Seekamp Street to Hughes St.	
2024	200039 _ lane _Re-Sealing from Barfield St to Fiedler St	
2024	200039 _ lane _Re-Sealing from Gilbert St to lane - 0768001	
2024	200052 _ Bland Road _Re-sheeting from Morris Street to Schell Road	
2024	200052 _ Elliot Drive _Re-sheeting from end seal to Maple St	
2024	200052 _ Migga Road _Re-sheeting from Lower Winkie Road to lagoon	
2024	200252_Aldenhoven Street_Kerbing Renewal	
2024	200252_Aldenhoven Street_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Grenache Avenue_Kerbing Renewal	
2024	200252_Guy Street_Kerbing Renewal	
2024	200252_Hobbs Street_Kerbing Renewal	
2024	200252_Leonard Crescent_Kerbing Renewal	
2024	200252_Mahoney Street_Kerbing Renewal	
2024	200252_Mahoney Street_Kerbing Renewal	

2024	200252_Mcnamee Street_Kerbing Renewal	
2024	200252_Mcnamee Street_Kerbing Renewal	
2024	200252_Mcnamee Street_Kerbing Renewal	
2024	200252_Mcnamee Street_Kerbing Renewal	
2024	200252_Mcnamee Street_Kerbing Renewal	
2024	200252_Mcnamee Street_Kerbing Renewal	
2024	200252_Mortimer Road_Kerbing Renewal	
2024	200252_Muscat Avenue_Kerbing Renewal	
2024	200252_Muscat Avenue_Kerbing Renewal	
2024	200252_Muscat Avenue_Kerbing Renewal	
2024	200252_Obst Street_Kerbing Renewal	
2024	200252_Obst Street_Kerbing Renewal	
2024	200252_Paddick Street_Kerbing Renewal	
2024	200252_Peacock Street_Kerbing Renewal	
2024	200252_Phillips Road_Kerbing Renewal	
2024	200252_Phillips Road_Kerbing Renewal	
2024	200252_Roberts Street_Kerbing Renewal	
2024	200252_Shiraz Street_Kerbing Renewal	
2024	200252_Tipper Street_Kerbing Renewal	
2024	200252_Tipper Street_Kerbing Renewal	
2024	200252_Tipper Street_Kerbing Renewal	
2024	200252_Todd Street_Kerbing Renewal	
2025	200039 _ Affleck Court_Re-Sealing from Bosman Dve to End	
2025	200039 _ Aldenhoven Street_Re-Sealing from Mortimer Rd to Tipper St	
2025	200039 _ Berriview Court_Re-Sealing from Old Sturt Hwy to End (S)	
2025	200039 _ Bosman Drive_Re-Sealing from Fisher Rd to End	
2025	200039 _ Chapple Road_Re-Sealing from Dalziel Road to Spendiff Road	
2025	200039 _ Chapple Road_Re-Sealing from Davis Road to Bill Hunt Rd	
2025	200039 _ Chapple Road_Re-Sealing from Spendiff Rd to Davis Road	
2025	200039 _ Cooper Street_Re-Sealing from Maddern Ave to Jellett Rd	
2025	200039 _ Curren Road_Re-Sealing from Jury Rd to Phillips Rd	
2025	200039 _ Curren Road_Re-Sealing from Phillips Rd to Scott Rd	
2025	200039 _ Curren Street_Re-Sealing from Wilkinson St to Wishart St	
2025	200039 _ Fisher Drive_Re-Sealing from Bosman Drive to Sultana Street	
2025	200039 _ Gillespie Street_Re-Sealing from Mortimer Rd to Hobbs St	
2025	200039 _ Halliday Court_Re-Sealing from Rosenthal Drive to end	
2025	200039 _ Hobbs Street_Re-Sealing from Tipper St to Paddick St	
2025	200039 _ Huckstepp Court_Re-Sealing from Rosenthal DV to End (S)	
2025	200039 _ Jones Street_Re-Sealing from Zante Rd to Cooper St	
2025	200039 _ lane_Re-Sealing from Zante Rd to Grenache Av	
2025	200039 _ Leonard Crescent_Re-Sealing from Philips Road to Grenache	

	Avenue	
2025	200039 _ Malaga Terrace_Re-Sealing from Sultana St to Muscat Ave	
2025	200039 _ Marina Drive_Re-Sealing from Riverview Drive to End	
2025	200039 _ Napier Court_Re-Sealing from Dennis St (S) to Dennis St (N)	
2025	200039 _ Obst Street_Re-Sealing from McGregor St to Mortimer Rd	
2025	200039 _ Phillips Road_Re-Sealing from Leonard Cres to RL Gambling Street	
2025	200039 _ Phillips Road_Re-Sealing from RL Gambling St to Curren Rd	
2025	200039 _ Rawnsley Road_Re-Sealing from Loveday Road to Thiele Road	
2025	200039 _ Roberts Street_Re-Sealing from Tipper St to Gillespie St	
2025	200039 _ Rosenthal Drive_Re-Sealing from Bosman Dve to End	
2025	200039 _ service Road_Re-Sealing from Old Sturt Highway South to Old Sturt Highway North	
2025	200039 _ Sunrise Court_Re-Sealing from Sturt Highway to Curran Road	
2025	200039 _ Tipper Street_Re-Sealing from Mortimer Rd to Hobbs St	
2025	200039 _ Waye Street_Re-Sealing from Wishart St to Cornwall St	
2025	200039 _ Wilkinson Street_Re-Sealing from Zante Rd to Sturt (Alt) Hwy	
2025	200039 _ Wishart Street_Re-Sealing from Zante Rd to Old Sturt Hwy	
2025	200039 _ lane _ Re-Sealing from Wishart St to Wilkinson St	
2025	200052 _ Caddy Road _ Re-sheeting from Costello Rd to 90 bend	
2025	200052 _ Wilksch Road _ Re-sheeting from Spendiff Road to end	
2025	200252_Baynes Street_Kerbing Renewal	
2025	200252_Bonnar Street_Kerbing Renewal	
2025	200252_Bonnar Street_Kerbing Renewal	
2025	200252_Bruce Road_Kerbing Renewal	
2025	200252_Bruce Road_Kerbing Renewal	
2025	200252_Dean Drive_Kerbing Renewal	
2025	200252_Fairway Avenue_Kerbing Renewal	
2025	200252_Fowles Street_Kerbing Renewal	
2025	200252_Fowles Street_Kerbing Renewal	
2025	200252_Fowles Street_Kerbing Renewal	
2025	200252_Fowles Street_Kerbing Renewal	
2025	200252_Fowles Street_Kerbing Renewal	
2025	200252_Garrard Street_Kerbing Renewal	
2025	200252_Garrard Street_Kerbing Renewal	
2025	200252_Gow Avenue_Kerbing Renewal	
2025	200252_Kelly Avenue_Kerbing Renewal	
2025	200252_Morris Street_Kerbing Renewal	
2025	200252_Morris Street_Kerbing Renewal	
2025	200252_Morris Street_Kerbing Renewal	
2025	200252_Short Street_Kerbing Renewal	
2026	200039 _ Bawden Road_Re-Sealing from Sturt Hwy to Gaskell Rd	



2026	200039 _ Chabrel Road_Re-Sealing from Old Sturt Highway to West Road	
2026	200039 _ Collins Street_Re-Sealing from Amy St to Hawdon St	
2026	200039 _ Collins Street_Re-Sealing from Hawdon St to Appleton St	
2026	200039 _ Eyre Lane_Re-Sealing from Eyre St to end	
2026	200039 _ Eyre Street_Re-Sealing from Lake Ave to Hawdon St	
2026	200039 _ Fowles Street_Re-Sealing from Farmer St to Pascoe Terrace	
2026	200039 _ Fowles Street_Re-Sealing from Tonkin Ave to Farmer St	
2026	200039 _ Gow Avenue_Re-Sealing from Garrard Street to Hardwick Street	
2026	200039 _ Hardwick Street_Re-Sealing from Gow Avenue to McBride Avenue	
2026	200039 _ Hardwick Street_Re-Sealing from Gow Avenue to McBride Avenue	
2026	200039 _ Hawdon Street_Re-Sealing from Scott Ave to Anderson Street	
2026	200039 _ Hawdon Street_Re-Sealing from Scott Ave to Anderson Street	
2026	200039 _ Hawdon Street_Re-Sealing from Scott Ave to Anderson Street	
2026	200039 _ Lake Avenue_Re-Sealing from Hague St to Scott Ave	
2026	200039 _ Langdon Terrace_Re-Sealing from Fowles St to Sims St	
2026	200039 _ Lock 3 Road_Re-Sealing from Goyder Highway to Lock 3	
2026	200039 _ Macgillivray Road_Re-Sealing from Old Sturt Highway to Slaven Road	
2026	200039 _ Macgillivray Road_Re-Sealing from Slaven Road to Puddletown Rd	
2026	200039 _ Maple Street_Re-Sealing from Appleton Terrace to Pike Rd	
2026	200039 _ McBride Avenue_Re-Sealing from Garrard Street to Hardwick Street	
2026	200039 _ Pike Road_Re-Sealing from Sturt Hwy to Germein Rd	
2026	200039 _ Scott Avenue_Re-Sealing from Appleton Street to Seal End	
2026	200039 _ Sims Street_Re-Sealing from Dickerson St to Scott Ave	
2026	200039 _ Vasey Street_Re-Sealing from Amy St to Hawdon St	
2026	200039 _ Vasey Street_Re-Sealing from Hawdon St to Appleton Terrace	
2026	200039 _ Wamsley Road_Re-Sealing from Brooke St to Pike Road	
2026	200052 _ Old Lyrup Road _ Re-sheeting from Council Bdry to Sturt Highway	
2026	200052 _ Old Lyrup Road _ Re-sheeting from Lyrup Road to Council Bdry	
2026	200252_Scott Avenue_Kerbing Renewal	
2026	200252_Sturt Street_Kerbing Renewal	
2027	200039 _ Bassham Road_Re-Sealing from Hunt Rd to Thiele Rd	
2027	200039 _ Coates Road_Re-Sealing from Loveday Road to Renfrey Road	
2027	200039 _ Coates Road_Re-Sealing from Renfrey Road to McKenzie Rd	
2027	200039 _ Comley Road_Re-Sealing from Gordon Road to Gilmour Road	
2027	200039 _ Gordon Road_Re-Sealing from Dunstone Rd to 30N Hunt Rd	
2027	200039 _ Gordon Road_Re-Sealing from Hunt Rd to Thiele Rd	
2027	200039 _ Gordon Road_Re-Sealing from Sturt Hwy to Dunstone Rd	
2027	200039 _ Hunt Road_Re-Sealing from Puddletown Rd to Bassham Road	
2027	200039 _ Pommy Avenue_Re-Sealing from Gaskell Rd to Loveday Rd	
2027	200039 _ Thiele Road_Re-Sealing from 700E Gordon Rd to Gilmour Road	

2027	200039 _ Thomas Road_Re-Sealing from Caddy Rd to McKenzie Rd	
2027	200039 _ Tipper Street_Re-Sealing from Hobbs St to Hughes St	
2027	200052 _ Eckerts Road _ Re-sheeting from Lower Winkie Road to Draper Road	
2027	200052 _ Renfrey Road _ Re-sheeting from Evans Rd to Thomas Rd	
2027	200052 _ Renfrey Road _ Re-sheeting from Gaskell Rd to Evans Rd	
2027	200052 _ Renfrey Road _ Re-sheeting from Thomas Rd to Coates Rd	
2027	200252_Bice Street_Kerbing Renewal	
2027	200252_Campbell Street_Kerbing Renewal (where brown fence is opp no 6 )	
2027	200252_Giles Street_Kerbing Renewal	
2027	200252_Giles Street_Kerbing Renewal	
2027	200252_Giles Street_Kerbing Renewal	
2027	200252_Lake Avenue_Kerbing Renewal	
2027	200252_Lake Avenue_Kerbing Renewal	
2027	200252_Lake Avenue_Kerbing Renewal	
2027	200252_Lake Avenue_Kerbing Renewal	
2027	200252_Mackay Street_Kerbing Renewal	
2027	200252_Streeter Avenue_Kerbing Renewal	
2027	200252_Streeter Avenue_Kerbing Renewal	
2027	200252_Streeter Avenue_Kerbing Renewal	
2027	200252_Streeter Avenue_Kerbing Renewal	
2027	200252_Sturt Street (east)_Kerbing Renewal	
2027	200252_Turnbull Terrace_Kerbing Renewal	
2027	200252_Woodhouse Crescent_Kerbing Renewal	
2027	200252_Woodhouse Crescent_Kerbing Renewal	
2027	200252_Woodhouse Crescent_Kerbing Renewal	
2028	200039 _ Sealed Road Renewal	
2028	200052_Unsealed Road ReSheeting	
2028	200252_Kerbing Renewal	



## Appendix E Disposal Summary

### E.2 – Disposal Project Summary

The project titles included in the lifecycle forecast are included here.

**Table E3 – Disposal Activity Summary**

Year	Disposal Forecast	Disposal Budget
2019	72756	0
2020	37854	0
2021	21974	0
2022	0	0
2023	39245	0
2024	3142	0
2025	0	0
2026	8790	0
2027	0	0
2028	0	0

Year	Project	\$CRC	\$DA	\$DRC	Estimate	Location	Reason	Mainteinace saving
2019	Jones Road sheeted surface disposal as a result of road upgrading	\$33,671.50	\$33,671.50	\$26,997.38	\$26,997.38	Jones Road sheeted surface	Unsealed Road Upgrading	\$2,020.29
2019	Evans Road sheeted surface disposal as a result of road upgrading	\$27,261.98	\$27,261.00	\$11,161.04	\$11,161.04	Evans Road sheeted surface	Unsealed Road Upgrading	\$1,635.72
2019	Comley Road sheeted surface disposal as a result of road upgrading	\$28,202.00	\$28,202.00	\$21,225.97	\$21,225.97	Comley Road sheeted surface	Unsealed Road Upgrading	\$1,692.12
2019	Ellis Road sheeted surface disposal as a result of road upgrading	\$28,777.17	\$28,777.17	\$13,371.15	\$13,371.15	Ellis Road sheeted surface	Unsealed Road Upgrading	\$1,726.63
2020	Gillespie Road sheeted surface disposal as a result of road upgrading	\$16,249.31	\$16,249.31	\$13,027.00	\$11,916.16	Gillespie Road sheeted surface	Unsealed Road Upgrading	\$974.96
2020	Morrison Road sheeted surface disposal as a result of road upgrading	\$31,438.82	\$31,438.82	\$8,388.18	\$6,287.76	Morrison Road sheeted surface	Unsealed Road Upgrading	\$1,886.33
2020	Telfer Road sheeted surface disposal as a result of road upgrading	\$33,078.77	\$33,078.77	\$18,624.55	\$4,410.50	Telfer Road sheeted surface	Unsealed Road Upgrading	\$1,984.73

2020	Thiele Road sheeted surface disposal as a result of road upgrading	\$33,078.77	\$33,078.77	\$18,624.55	\$7,718.38	Thiele Road sheeted surface	Unsealed Road Upgrading	\$1,984.73
2020	Tunkin Road sheeted surface disposal as a result of road upgrading	\$37,606.18	\$37,606.18	\$10,033.69	\$7,521.24	Tunkin Road sheeted surface	Unsealed Road Upgrading	\$2,256.37
2021	Morey Road sheeted surface disposal as a result of road upgrading	\$26,537.42	\$26,537.42	\$14,134.90	\$10,614.97	Morey Road sheeted surface	Unsealed Road Upgrading	\$1,592.25
2021	Swinstead Road sheeted surface disposal as a result of road upgrading	\$50,358.68	\$50,358.68	\$18,431.38	\$10,071.74	Swinstead Road sheeted surface	Unsealed Road Upgrading	\$3,021.52
2021	Gordon Road sheeted surface disposal as a result of road upgrading	\$6,436.00	\$6,436.00	\$2,355.64	\$1,287.20	Gordon Road sheeted surface	Unsealed Road Upgrading	\$386.16
2022	Costello Road sheeted surface disposal as a result of road upgrading	\$58,472.50	\$58,472.50	\$13,181.13	\$0.00	Costello Road sheeted surface	Unsealed Road Upgrading	\$3,508.35
2022	Moritz Road sheeted surface disposal as a result of road upgrading	\$38,143.00	\$38,143.00	\$11,098.67	\$0.00	Moritz Road sheeted surface	Unsealed Road Upgrading	\$2,288.58
2023	Davis Road sheeted surface disposal as a result of road upgrading	\$58,868.00	\$58,868.00	\$54,946.00	\$39,245.33	Davis Road sheeted surface	Unsealed Road Upgrading	\$3,532.08
2024	Wilkinson Road sheeted surface disposal as a result of road upgrading	\$23,564.00	\$23,564.00	\$11,942.00	\$3,141.87	Wilkinson Road sheeted surface	Unsealed Road Upgrading	\$1,413.84
2025	Crossing Road sheeted surface disposal as a result of road upgrading	\$47,160.00	\$47,160.00	\$11,370.00	\$0.00	Crossing Road sheeted surface	Unsealed Road Upgrading	\$2,829.60
2026	Woolmer Road sheeted surface disposal as a result of road upgrading	\$47,461.00	\$47,461.00	\$47,461.00	\$7,119.15	Woolmer Road sheeted surface	Unsealed Road Upgrading	\$2,847.66
2026	Woolmer Road sheeted surface disposal as a result of road upgrading	\$11,137.00	\$11,137.00	\$5,932.00	\$1,670.55	Woolmer Road sheeted surface	Unsealed Road Upgrading	\$668.22
2027	Golledge Road sheeted surface disposal as a result of road upgrading	\$5,810.00	\$5,810.00	\$1,307.00	\$0.00	Golledge Road sheeted surface	Unsealed Road Upgrading	\$348.60
2027	Soderberg Road sheeted surface disposal as a result of road upgrading	\$26,832.00	\$26,832.00	\$13,598.00	\$0.00	Soderberg Road sheeted surface	Unsealed Road Upgrading	\$1,609.92

## Appendix F      Budget Summary by Lifecycle Activity

The Council was granted extra RTR funding in the early stage of the planning period.

***Table F1 – Budget Summary by Lifecycle Activity***

Year	Acquisition	Operation	Maintenance	Renewal	Disposal	Total
2019	1812585	922156	1007420	1063835	0	4805996
2020	789480	922156	1000520	550065	0	3262221
2021	620700	922156	971520	471692	0	2986068
2022	666342	922156	986520	607275	0	3182293
2023	260496	922156	960520	500780	0	2643952
2024	192132	922156	956520	528064	0	2598872
2025	323064	922156	975520	556105	0	2776845
2026	280008	922156	952520	561548	0	2716232
2027	277704	922156	969520	547795	0	2717175
2028	300000	922156	947520	388000	0	2557676