Transport Asset Management Plan Summary

This Asset Management Plan Summary document presents the key information relevant to the transport assets contained in Scenic Rim Regional Council's Transport Asset Management Plan.

Transport Asset Portfolio

Council's Transport Asset Portfolio facilitates the safe, effective and efficient movement of people and goods throughout the Scenic Rim region. As at June 2020, it has a total replacement value of $822 Million and makes up over 80% of the overall infrastructure asset base which is valued at approximately $1 Billion. The composition of the transport network is summarised as follows:

Asset Sub-Class	Asset Sub-Type	Number of Assets	Approximate Length (km)	Replacement Value (June 2020)
Road Assets	Sealed Road	N/A	962	$520,057,984
	Unsealed Road	N/A	793	$69,581,222
	Minor Culvert	3,106	28.3	$39,469,538
	Floodway	261	6.2	$9,314,721
	Off-Road &On-Road Carpark	126	N/A	$8,625,731
Bridge and Major Culvert Assets	Vehicle Bridge	130	3.3	$95,121,531
	Pedestrian Bridge	15	0.5	$1,729,204
	Major Culvert	247	2.6	$21,371,215
Other Transport Assets	Kerb and Channel	N/A	228	$32,566,639
	Pathway	N/A	80	$23,981,562
	Road Furniture	16,291	N/A	$204,480
			Total	**$822,023,827**

Service Aspirations

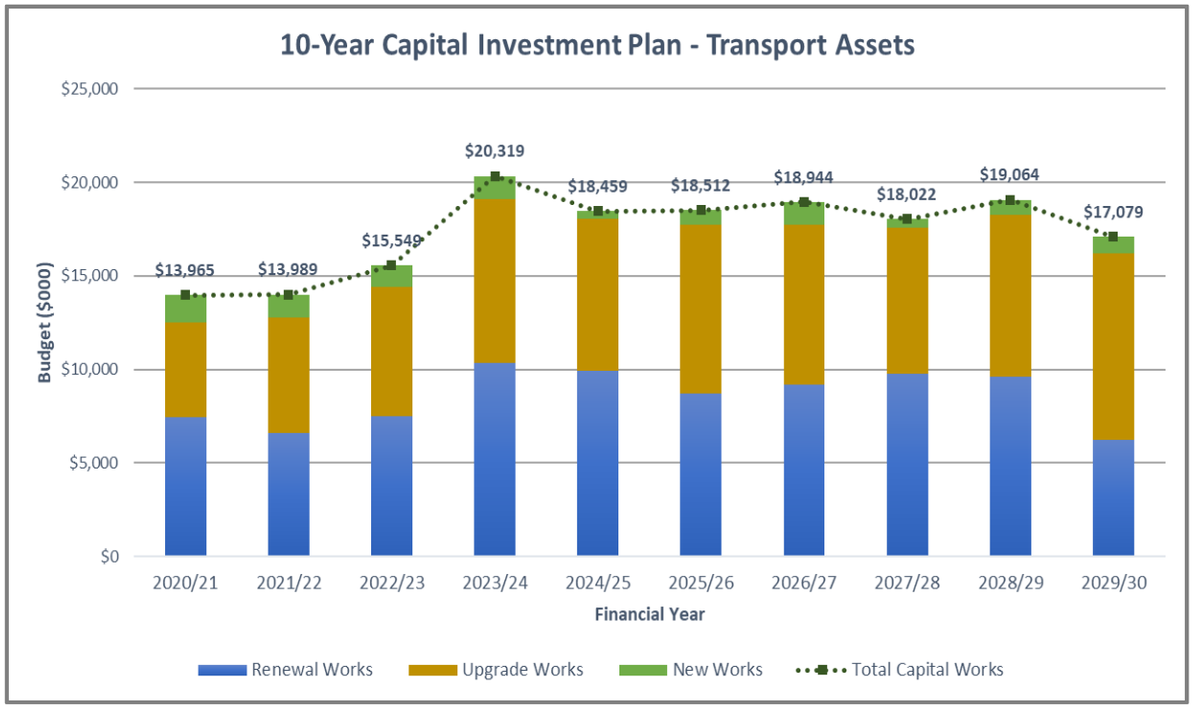
In line with the Scenic Rim Regional Council Corporate Plan 2018-2023 (Scenic Rim 2023), the Transport Asset Portfolio supports the accessibility and serviceability of the Scenic Rim region through the sustainable provision and effective management of transport assets.

Council's commitment to the community includes:

- Ensuring a well-maintained, safe and interconnected transport network that facilitates efficient movement of users
- Enhancing the resilience of critical transport assets to help minimise disruption to service provision during and after natural disaster events
- Provision and maintenance of an affordable infrastructure network through whole of lifecycle asset management
- Investing on prioritised transport capital programs and projects that deliver the greatest transport and accessibility benefits to the community

10-Year Capital Investment Plan and Key Projects

Capital investment in the transport network is critical to sustaining the service levels provided to the community. The 10-year forecast capital expenditure is summarised below.



A substantial portion of the capital works plan over the next 10 years is linked to the renewal of transport assets that are primarily in very poor and poor condition, as well as network upgrades triggered by the identified end-of-life renewal requirements.

Below is a summary of the 10-year capital works investment for the transport asset base:

- Road Assets: $120.6 Million
- Bridge and Major Culvert Assets: $44.6 Million
- Other Transport Assets: $8.6 Million
- **Total: $173.9 Million**

Key transport capital works projects planned to be delivered by Council in the short-term include:

- Beechmont Road Upgrade – Tucker Lane to Botan Creek Bridge
- Kerry Road Upgrade – Sections adjacent Spring Creek Bridge, Keaveny Bridge and Duck Creek Bridge
- New carpark works as part of the Beaudesert Town Centre Revitalisation Project
- Spring Creek Bridge, Keaveny Bridge and Duck Creek Bridge Replacements
- Beaudesert-Nerang Road Footpath Renewal in Beaudesert

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Managing Risks

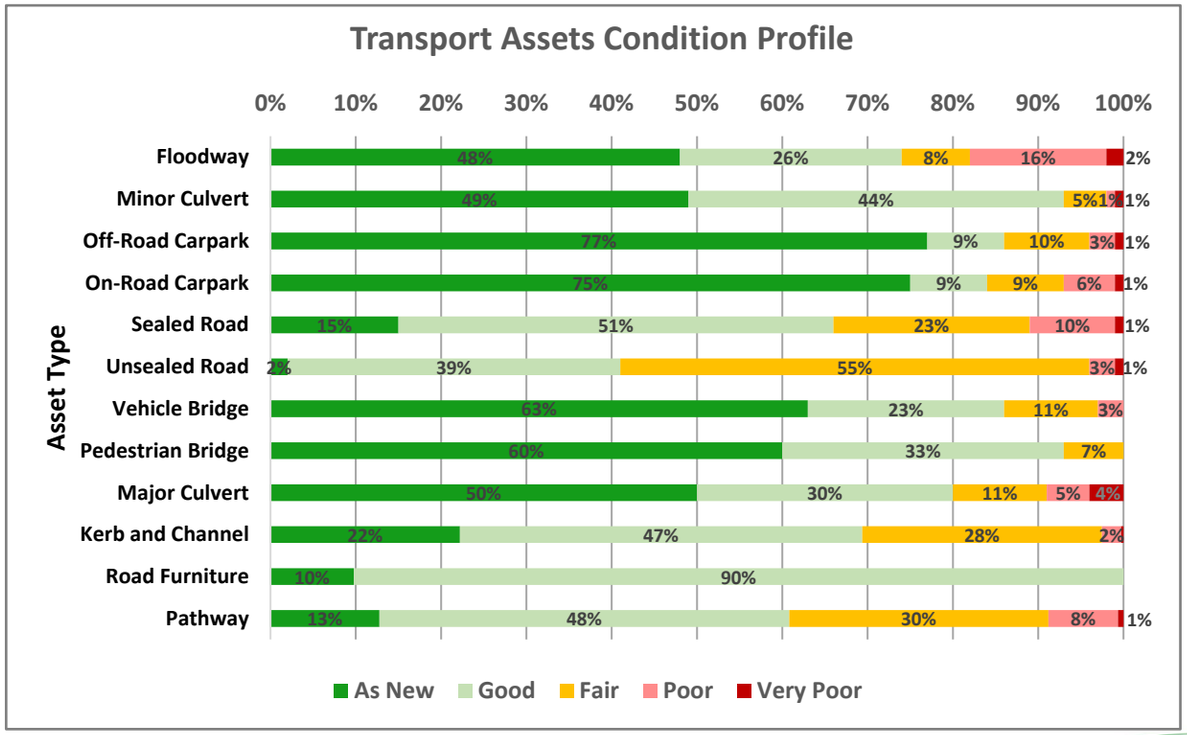
Council approaches risk management in accordance with its Risk Management Policy (CM03.09CP) which is consistent with the Risk Management Standard AS/NZS ISO 31000:2009.

Transport asset-related risks are monitored through robust condition inspections. Council continues to invest in condition assessment programs across its asset portfolio to ensure that any potential risks to the structural integrity, functionality and serviceability of assets are captured, managed and/or mitigated. The table below provides a snapshot of the transport condition assessment program.

Asset Sub-Class/Type	Frequency	Schedule of Next Condition Assessment
Sealed Roads, Kerb and Channel and Road Furniture	Every 3 Years	FY2023-24
Unsealed Road Network	Annually	FY2021-22
Bridges & Major Culverts	Annually	FY2021-22
Floodways	Every 5 Years	FY2024-25
Footpath Network	Annually	FY2021-22
Minor Culverts	Annually	FY2021-22

Asset Condition Profile

The condition and performance of the various assets within the transport network are continually monitored and analysed to enable Council make informed decisions in relation to infrastructure investments. The condition profile of the transport assets are presented below.



Asset Data Confidence Levels

Central to Council's data confidence level assessment is the integrity and reliability of the asset register with respect to the two fundamental parameters:

- Physical Attribute Data - allows assets to be identified and involves details such as the asset description, location, type, material and size. This also considers the degree of completeness of the asset register and whether all relevant assets are captured and known to the organisation.

- Financial Valuation Data - allows assets to be financially valued and may involve the assets' replacement value, useful life, written down value, depreciation profile and condition. This also factors in direct linkage of financial asset data to the physical attribute data.

The data confidence levels relevant to the transport assets are summarised as follows:

Asset Sub-Class	Asset Type	% of Total Asset Base by Replacement Value	Data Confidence Level (%)
Road Assets	Sealed Road	63%	90% (High)
	Unsealed Road	8%	90% (High)
	Minor Culvert	5%	60% (Medium)
	Floodway	1%	80% (High)
	Off-Road &On-Road Carpark	1%	80% (High)
Bridge and Major Culvert Assets	Vehicle Bridge	12%	90% (High)
	Pedestrian Bridge	<1%	60% (Medium)
	Major Culverts	3%	70% (Medium)
Other Transport Assets	Kerb and Channel	4%	80% (High)
	Pathway	3%	85% (High)
	Road Furniture	<1%	60% (Medium)

The overall data confidence level for the Transport Asset Class is **87%** (High).

It is important to highlight that the data confidence levels for assets that make up a significant portion of the transport asset base such as the sealed road, vehicular bridge and unsealed road networks have been assessed to be at the top of the High Level range (90%).

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Key Opportunities

- Continue existing and pursue new partnership and funding agreements with the Federal and State Governments to deliver prioritised transport network infrastructure works.

  Key examples include:
  - Heavy Vehicle Safety and Productivity Program (Federal)
  - Bridges Renewal Program (Federal)
  - Transport Infrastructure Development Scheme (State)
  - Roads to Recovery Program (Federal)
  - Black Spot Program (Federal)

- Increased infrastructure planning, programming and delivery efficiencies through further advancement in Asset Management and Maintenance Management capabilities across the organisation.

- As part of the planned infrastructure strategy reviews, engage and consult with the Scenic Rim community to further understand, develop and agree on sustainable levels of service across the transport network infrastructure activities.

- Improved coordination and implementation of the infrastructure standards and specifications in the Scenic Rim Planning Scheme 2020 to ensure third-party contributed assets are fit for purpose, sustainable and will not lead to premature capital and/or maintenance intervention works.

- Implementation and performance monitoring of the Local Government Infrastructure Plan (LGIP) to ensure that the infrastructure network continues have adequate capacity to support growth in the region.

- Undertake a detailed review of transport network-related financial data and valuation methodologies as part of the Comprehensive Financial Revaluation of transport assets scheduled in FY2021-2022.

Key Improvement Actions

Key asset management improvement actions for the Transport Asset Portfolio to be progressed in the in the next 24 months include the following:

- Determine critical transport assets that are likely to be frequently impacted by natural disasters and develop a suite of potential infrastructure intervention options to increase asset resilience.

- Undertake a comprehensive review of the existing road hierarchy and ensure alignment with the Scenic Rim Planning Scheme 2020.

- Undertake a comprehensive review of the existing Local Roads of Regional Significance network and ensure alignment with the Scenic Rim Planning Scheme 2020 and guidelines provided by the Department of Transport and Main Roads and the Scenic Valleys Regional Roads and Transport Group.

- Further develop the technical levels of service for maintenance works as part of Council's overarching Service Level Catalogue development.

- Progress the reconciliation and integration of Council's asset registers (financial asset register, operational/GIS asset register, stand-alone asset maintenance spreadsheet registers) to help establish a "single source of truth" of Council's asset information.

- Implement the Asset Design and As-Constructed (ADAC) standard as Council's as-constructed data delivery mechanism for developer contributed assets and infrastructure assets delivered through external contractors.

- Implement the Enterprise Asset Management and Maintenance Management System (TechnologyOne EAM) platform.