Urban Elements
Draft Asset Management Plan

CITY OF ADELAIDE

Contents

1.0 EXECUTIVE SUMMARY

1.1 The Purpose of the Plan

The City of Adelaide is responsible for an extensive and diverse asset portfolio valued at more than $2 billion, which represents a significant investment made over multiple generations. These assets play a vital role in providing essential services to our community and it is critical to ensure these assets continue to be effectively managed to enable ongoing service provision and benefits for both current and future generations.

Under South Australia's *Local Government Act 1999*, we are required to develop Asset Management Plans for a period of at least 10 years, which includes information about the operation, maintenance, renewal, acquisition, expansion, upgrade and disposal for each infrastructure asset class under our care and control. The City of Adelaide has six Asset Management Plans, which include Transportation, Park Lands & Open Space, Buildings, Water Infrastructure, Lighting & Electrical and Urban Elements.

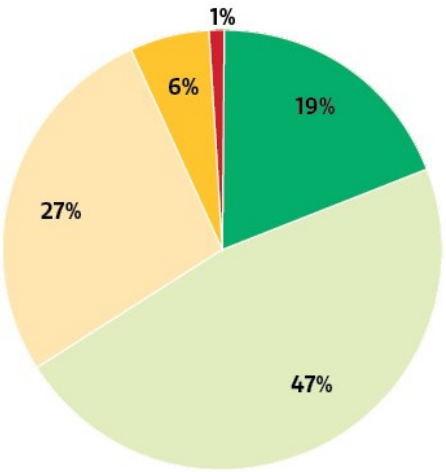
The fundamental purpose of this Urban Elements Asset Management Plan is to outline the Council's high-level asset management priorities for the operation, maintenance and renewal of our assets over the next 10 years. Additionally, it aims to improve the long-term strategic management of our urban elements, to cater for the community's required levels of service both now and into the future.

The plan defines the current state of our $105.3 million urban elements portfolio, as well as the asset management activities and associated funding requirements recommended for inclusion into the Long-Term Financial Plan to achieve our asset performance target.

1.2 Our Urban Elements

The City of Adelaide's urban elements portfolio is valued at approximately $105.3 million and provides vital services which enable the health and wellbeing of our community and support access and use to key amenities within the City and Park Lands. These assets include Public Art and Monuments, Street and Park Lands Furniture (e.g. bike racks, seat, wayfinding signage) and Urban Structures (e.g. rotundas, retaining walls and bus shelters).

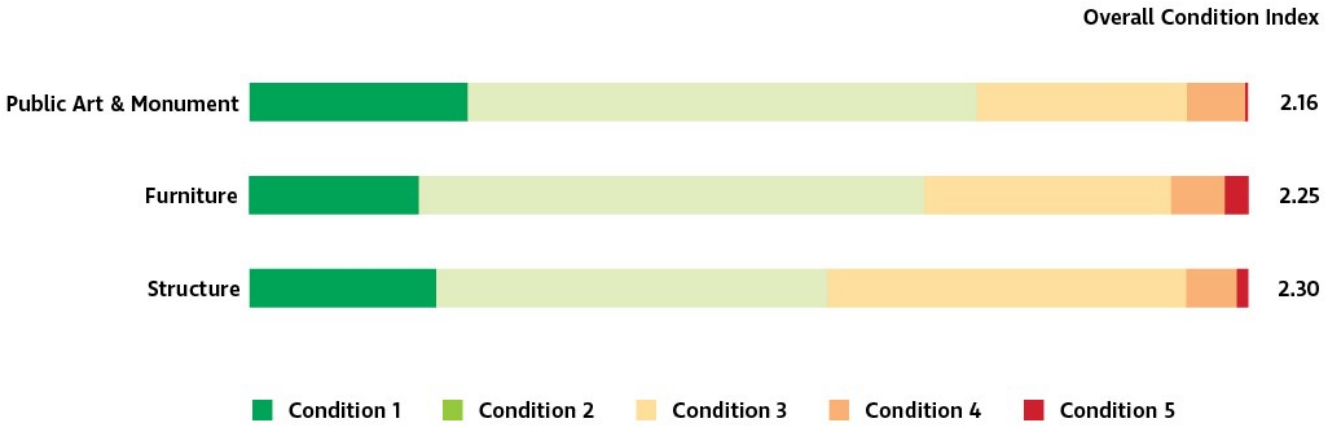
To monitor the performance of our urban elements, we undertake regular condition audits (typically every 4 years). Asset condition information is analysed with respect to technical intervention criteria to inform our maintenance and renewal programs. The current condition of our urban elements portfolio is rated in a good to fair condition, with an overall condition index rating of 2.2. 93% of assets are rated in a very good to fair condition and 7% of assets are rated in poor or very poor condition, which form the general basis of our future renewal program priorities.



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

Typical examples of each condition state for our urban elements assets are shown in Appendix E.

Overall, the majority of each of the Urban Elements sub-classes are rated in a very good to fair condition with only a small proportion of assets rated in poor and very poor condition. This is considered a healthy condition distribution, however ongoing investment will be required to ensure levels of service are maintained.



1.33 Community Engagement & Customer Satisfaction

In November 2021, we undertook an engagement process with City residents and visitors to better understand and measure levels of customer satisfaction for the services provided by our urban elements. A summary of the responses is shown below.

Category	Average Score	Very Poor (<40%)	Poor (40-54%)	Average (55-69%)	Good (70-84%)	Excellent (>85%)
Park Lands Urban Elements	94%					●
City Streets Urban Elements	88%					●

The overall feedback confirmed appropriate levels of customer satisfaction for our Urban Elements.

A Recommended Levels of Service Report was presented to Council, with the recommendations approved in August 2022. This report noted the community consultation undertaken and the associated benchmarking of current user satisfaction. Additionally, Council also approved the development of the Urban Elements Asset Management Plan based on the planning principles and recommended management strategies presented within the report and its attachments.

1.4 Current and Future Demands

It is anticipated that City of Adelaide will be subject to considerable change over the next ten years. This will result in our urban elements being subject to new demands that have the potential to impact future service delivery and the requirements of our existing assets.

Key demand drivers and future challenges will include:

- City growth
- Changing demographic
- Tourism & event growth
- Climate change and carbon neutrality
- Emerging technology
- Legislation & regulation

Demand for new services will be managed through a combination of managing existing assets, upgrading existing assets, providing new assets and demand management. Demand management practices can include non-asset solutions, such as educating the community around alternative options, which facilitates service provision without the need to invest in new or upgraded infrastructure.

Demand management will include:

- Continuing to engage with our community through annual City User Profile surveys
- Delivering priority upgrade/new projects identified within the Strategic Plan and strategic documents
- Ensuring climate risk mitigation and adaptation is a key focus for strategic planning, asset management and project delivery
- Continuing to review and update design standards and technical specifications to ensure our assets transition towards having a lower carbon footprint with improved circular economy outcomes through increased usage of recycled materials
- Continuing to partner with industry, to monitor and evaluate new and emerging technologies, with trials of new materials, approaches, and methodologies to inform appropriate changes to standards and practices
- Continuing to monitor changes to legislation and ensure appropriate adaptation into asset management practices

1.5 Strategic Planning

Under the *Local Government Act (SA) 1999*, we are legislatively required to establish a suite of Strategic Management Plans, which guide Council's future planning, asset management and financial sustainability. An overview of these strategic management plans are shown below:

Strategic Plan ***Community***	Long term with a four year delivery focus. *Planning for the vision and aspirations of the Adelaide Capital City.*
Long-Term Financial Plan ***Financial***	Ten year Plan, revised annually to ensure a ten year view is maintained. Planning for the long-term financial sustainability of the City of Adelaide.
Asset Management Plans ***Infrastructure***	Suite of ten year Plans. *Planning for the sustainable renewal and maintenance of Council assets.*
City Plan ***Development / Built Form***	Ten year Spatial Plan. *Planning for the future land uses and built form of the Adelaide Capital City.*

Through the City of Adelaide Draft Strategic Plan 2024 – 2028, Council's vision is:

Our Adelaide. Bold. Aspirational. Innovative.

To ensure we can build on this vision for the future, our aspirations will guide our focus and delivery:

Our Community: Vibrant, connected and inclusive
Our Environment: Resilient, protected and sustainable
Our Economy: Growing, innovative and responsive
Our Places: Interesting, purposeful and safe
Our Corporation: High performing, customer-centric and bold

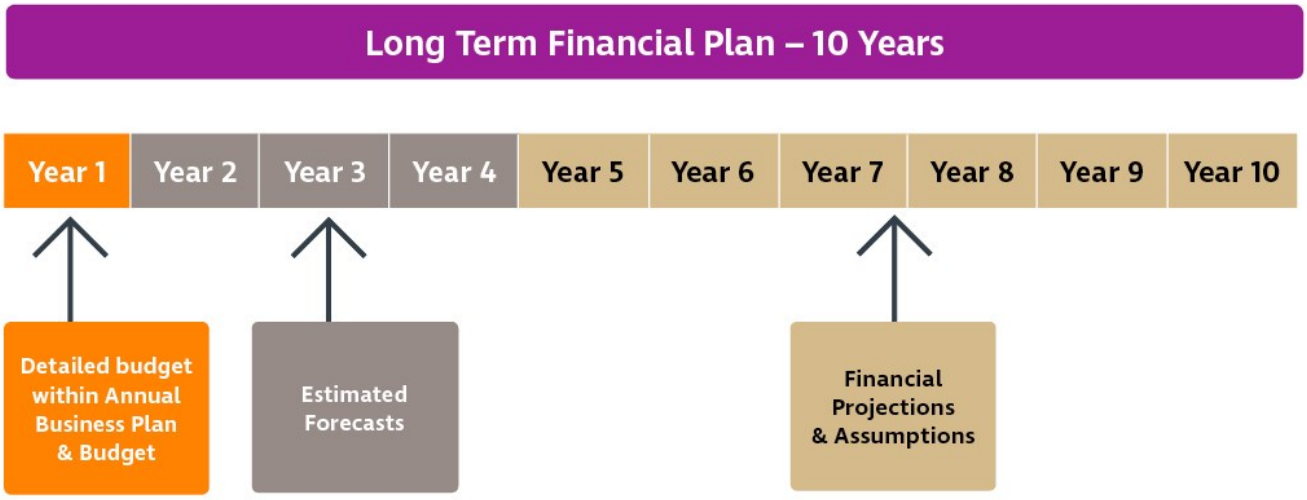
As Adelaide grows, we will need to consider economic vitality, social connectivity and wellbeing, distinctive precincts, environmental and financial sustainability, asset management and service delivery. To ensure we maintain our liveability and to support growth, these principles will underpin everything we do:

- Exceptional Amenity - Be bold and courageous in our pursuit of excellence for our city
- Quality Housing - Strive for liveability and affordability to attract and retain residents
- Community Connection - Strengthen connection, accessibility, diversity and inclusivity by putting people first
- Unique Experiences - Create interesting experiences for our residents, workers and visitors
- Climate Resilience - Embed climate resilience in all that we do
- Economic Growth - Encourage innovation, investment and development in current and emerging sectors
- Budget Repair - Provide quality services and ensure long-term financial sustainability

The Strategic Plan is supported by a suite of long and short-term strategies and action plans as well as a Resource Plan. The Resource Plan provides a four-year view of new and upgrade projects, resources, and budget requirements to deliver our Strategic Plan aspirations and objectives.

Integrated Delivery Planning ensures that prudent and efficient decisions are made, with line-of-sight between Council's Strategic Plan objectives and the major infrastructure projects we deliver. While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, it does ensure required asset renewals are aligned (where practical) with key new and upgrade projects specified within the Resource Plan.

Each year our annual business plan and budget formalises funding allocations to continue providing services and progress new projects. It enables existing projects to move from one delivery stage to the next (e.g. progress concept design to detailed design and detailed design to construction) as well as consider emerging risks and opportunities that may result from Council decisions, community requests or other external factors.



1.6 Lifecycle Management

In order to effectively manage our assets, it is important to understand the relationship between all stages of the asset lifecycle. Effective asset management and sustainable financial planning requires a balance between the maintenance, renewal and disposal of existing assets and the delivery of new and upgraded assets.

Our goal is to provide assets that service the needs of the community, providing the agreed levels of service at the lowest lifecycle cost. To enable this, it is important to understand:

- How our assets are performing
- How our assets should be operated and maintained
- When our assets should be renewed
- When we should consider upgrading existing assets or constructing new assets
- How funding for new and upgraded assets is prioritised
- When we should consider disposing underperforming or underutilised assets

This Asset Management Plan's renewal strategy aims to minimise the number of assets that deteriorate into a poor condition and prohibit assets reaching a very poor condition. This strategy ensures we can continue to provide services in line with the community's expectations, appropriately manage risk and optimise whole-of-life costs. Renewal requirements have been identified through a combination of condition audits, engineering recommendations and predictive modelling.

Operational and Maintenance activities are generally evaluated and prioritised with respect to budget provisions within the Long-Term Financial Plan and Annual Business Plan and Budget. Following the completion of this Asset Management Plan, we will be reviewing operations and maintenance standards for transportation assets, with a view to develop more structured and proactive maintenance regimes which provide an acceptable balance between cost, risk, and customer expectations. The associated financial impacts will need to be further considered in future revisions of this Asset Management Plan and the Long-Term Financial Plan.

This Asset Management Plan does not identify financial forecasts associated with asset disposal, however where recommended, significant assets will be identified for decommissioning and disposal through Council Reports, to then be considered within the Long-Term Financial Plan and Business Plan and Budget.

1.7 Financial Summary

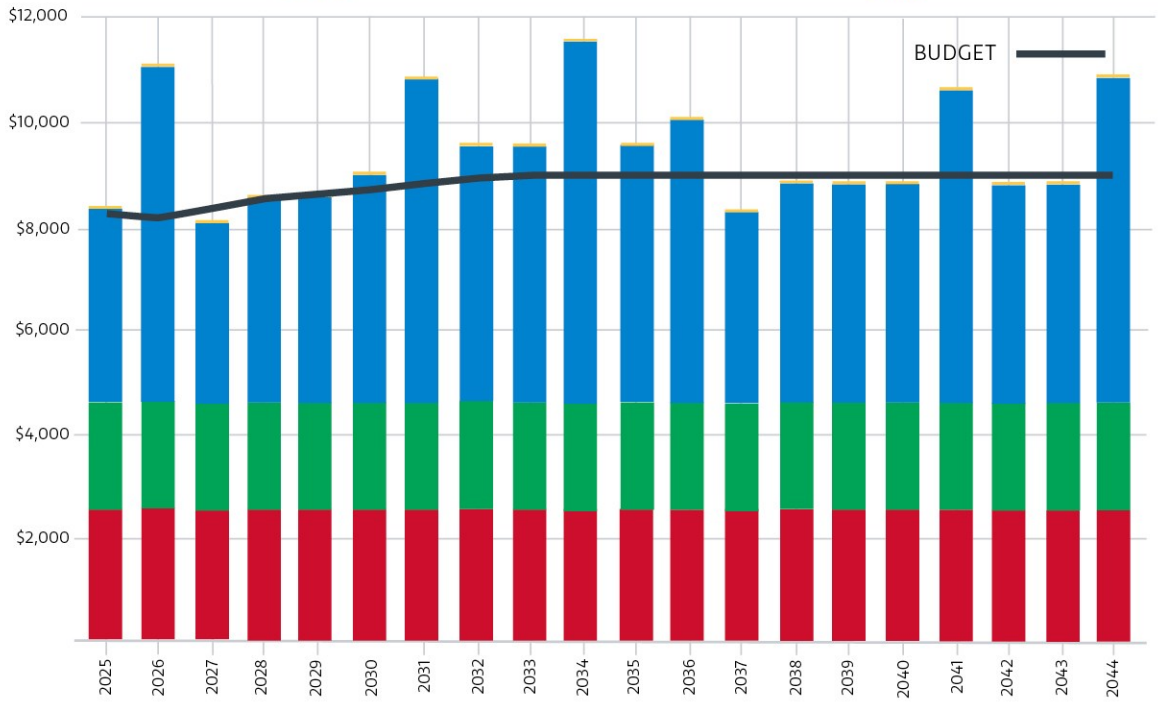
This Asset Management Plan defines the asset management activities and associated funding requirements recommended for inclusion into the Long-Term Financial Plan to achieve our asset performance targets. The lifecycle costs necessary to operate, maintain and renew our assets as outlined within this Asset Management Plan is approximately $9.49 million on average each year across the 10-year planning period. The associated 10-year annual average financial forecasts for renewal, maintenance and operation are presented below for each asset class.

Public Art & Monuments	Furniture	Structure	Total
$0.45 M Renewal Cost	**$2.85 M** Renewal Cost	**$1.58 M** Renewal Cost	**$4.88 M** Renewal Cost
$0.36 M Maintenance Cost	**$1.40 M** Maintenance Cost	**$0.32 M** Maintenance Cost	**$2.08 M** Maintenance Cost
$0.05 M Operation Cost	**$2.45 M** Operation Cost	**$0.02 M** Operation Cost	**$2.52 M** Operation Cost
$0.86 M Lifecycle Cost	**$6.70 M** Lifecycle Cost	**$1.92 M** Lifecycle Cost	**$9.49 M** Lifecycle Cost

Currently, the lifecycle budget allocation within the Long-Term Financial Plan is only $8.61 million on average each year. This leaves a funding shortfall of $0.88 million on average each year and means we currently only have 91% of the costs (Lifecycle Financial Ratio) to deliver the required activities to sustain current levels of service.

10-year Asset Renewal Funding Ratio
82%

10-year Lifecycle Financial Ratio
91%



LIFECYCLE SUMMARY
Annual Average first 10 years

Lifecycle Forecast	$9,493,661
Planned Budget	$8,608,408
Shortfall	-$885,253

MAINTENANCE
Annual Average first 10 years

Maintenance Forecast	$2,084,675
Planned Budget	$2,084,675

OPERATION
Annual Average first 10 years

Operation Forecast	$2,526,802
Planned Budget	$2,526,802

RENEWAL
Annual Average first 10 years

Renewal Forecast	$4,882,184
Planned Budget	$3,996,932

Noting that this Asset Management Plan has not forecast any additional operational and maintenance requirements, the identified lifecycle funding shortfall is associated with the revised asset renewal forecasting. Each urban elements asset class generally requires additional renewal funding across the 10-year planning period.

The Asset Renewal Funding Ratio indicates that over the next 10 years our current budgets within the Long-Term Financial Plan account for 82% of the forecast funding required for the optimal renewal of our urban elements. Contributing factors for the gap between the forecast renewal costs and current budgets within the Long-Term Financial Plan include:

- Not achieving our Asset Renewal Funding Ratio targets over the past 4 financial years as a result of covid-19 resourcing impacts and project delays associated with post-pandemic market saturation.
- Utilising advanced predictive modelling within this Asset Management Plan, that analyses asset condition information to better recognise the changing asset investment needs over time to maintain service levels.
- Ensuring we accurately recognise asset replacement costs, utilising current unit rates that take into consideration increasing costs associated with inflation and industry escalations (we have experienced significant increases in project unit rates, noting that the Local Government Association (LGA) have indicated that costs and materials have increased up to 25% post pandemic).

Only what is funded within the Long-Term Financial Plan and approved through the Annual Business Plan and Budget can be delivered. Should the Long-Term Financial Plan be unable to accommodate the revised asset renewal forecasts recommended within this Asset Management Plan, there will be associated service and risk impacts.

Continuing to leverage off external funding opportunities will allow us to maintain and enhance the quality of the service we provide, while reducing financial pressures through the efficiencies in an increased revenue. We will continue to work in partnership with both the State and Federal Governments to pursue these opportunities for both renewal and significant new and upgrade projects.

1.8 Potential Service and Risk Impacts

If the forecast activities outlined within this Asset Management Plan (operations, maintenance, renewal) are unable to be accommodated into the Long-Term Financial Plan, there will be potential service consequences for users. These service consequences include:

- Reduced levels of service for the urban elements portfolio (maintenance and renewal backlog)
- Reduced customer satisfaction levels associated with the management of our existing assets
- Intergenerational inequity (burdening future generations)

The associated risk consequences include:

- Increased safety risks associated with assets deteriorating beyond recommended intervention levels
- Increased reputational risks associated with services not aligning with community expectations
- Increased financial risks associated with additional maintenance requirements that cannot be accommodated within existing budgets
- Increased financial risks associated with higher renewal and/or rehabilitation treatments as asset renewals are not funded at the optimal point in time
- Increased economic risk associated with reduced business activity, events and tourism
- Intergenerational inequity (passing on costs and risk to future generations)

If the forecast activities outlined within this Asset Management Plan are unable to be accommodated into the Long-Term Financial Plan, we will endeavour to manage these risks within available funding by:

- Continuing to undertake regular asset condition and maintenance inspections
- Prioritising all asset renewal and maintenance activities with respect to available budget
- Revising our levels of service to establish an acceptable balance between cost, level of service and risk
- Developing a communication strategy to manage expectations and educate the community around affordable levels of service
- Continuing to seek out external funding opportunities
- Prioritisation of the delivery of key actions from the Improvement Plan

1.9 Monitoring and Improvement Program

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

	Improvement Plan Actions
1	Finalise a 4-year Resource Plan to identify key upgrade/new projects to deliver Council's Strategic Plan objectives. Once key projects are recognised within the Long Term Financial Plan, Asset Management Plans will be updated to ensure associated acquisition costs (upgrade/new) and ongoing operational and maintenance costs are appropriately recognised, in conjunction with any scheduling adjustments required for asset renewal programs.
2	Continue to work in partnership with both the State and Federal Governments to pursue external funding opportunities for both renewal and significant upgrade/new projects.
3	Review and update operations and maintenance standards, to develop more structured and proactive maintenance regimes which provide an acceptable balance between cost, risk, and customer expectations. Include changes into future revisions of this Asset Management Plan and Long Term Financial Plan.
4	Continue to undertake regular condition audits and revaluation for all our urban elements assets within the nominated 4-year cycles, including regular review of asset useful lives.
5	Continue to review our technical standards and their application across the City and Park Lands with respect to climate resilience, circular economy, recycled materials, durability and performance, whole-of-life cost, amenity, and heritage requirements.
6	Continue to monitor forecast climate change impacts to ensure we remain resilient through proactively implementing appropriate mitigation and adaptation controls.
7	Improve the capture of carbon emission data for technical standards and project procurement to support lower carbon decision making.
8	Review of corporate performance measure targets for customer satisfaction, to assist with performance gap analysis.
9	Review and standardise asset hierarchies for all asset classes within Streets and Park Lands.
10	Review customer service requests codes to better align with Level of Service reporting and operational and maintenance sub-activities.
11	Further develop processes to ensure asset data is updated following the completion of contracted maintenance work and emergency asset replacement resulting from vandalism or knockdowns.

2.0 Introduction

2.1 Background

First shaped by the Kaurna People of the Adelaide Plains, then by Colonel William Light, Adelaide is a dynamic, accessible and safe city, that offers an enviable quality of life. The physical layout of the city enhances the attributes that make Adelaide unique. From the Nationally Heritage Listed Park Lands that surround our city, to the compact layout that makes the city walkable and cyclable, to our unique neighbourhoods and precincts, all these factors place Adelaide on the path to being one of the most liveable cities in the world. Despite our small footprint, the City of Adelaide is home to over 26,000 residents, 12,000 businesses and accommodates over 300,000 visitors daily, contributing close to 18% of the State's economic value.

The City of Adelaide's Urban Elements Portfolio is valued at approximately $105.3 million and has been developed over time through major investment across multiple generations. The Urban Element Portfolio includes assets such as Public Art, monuments, wayfinding signage, bus stops, street furniture, bicycle racks, parking machines and sensors, and minor structures. These assets provide services which enable the health and wellbeing of our community and support access and use to key amenities within the City and Park Lands.

With projected City and metropolitan growth, a changing climate and advancements in technology, it is anticipated that higher demand will be placed on our existing assets and there will be increasing requirements for new and upgraded infrastructure.

With Council's strategic objectives to create a City that is welcoming, inclusive and accessible to all, it is critical to ensure that our urban elements continue to be appropriately managed, ensuring we provide appropriate services and benefits for both current and future generations.

This Urban Elements 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 planning period. The infrastructure assets covered by this Asset Management Plan, including their quantities and replacement costs are shown in Table 2.1 below.

Table 2.1: Infrastructure Assets covered by the Urban Elements Asset Management Plan

Asset Class	Asset Type	Quantity	Replacement Value
Public Art & Monuments	Public Art & Monuments	664	$39,281,152
Street and Park Lands Furniture	BBQ	49	$1,098,141
	Bike Rack	1420	$846,884
	Bin	1157	$3,168,900
	Bollard	1396	$3,345,673
	Custom Sign	63	$115,081
	Drinking Fountain	146	$857,895
	Parking Machine	292	$1,682,520
	Smart Parking Solution	2964	$3,242,187
	Picnic Table	142	$577,537
	Planter Box	703	$3,698,829
	Seat	1855	$11,835,415
	Wayfinding Signage	565	$1,168,287
Urban Structure	Boat Landing	11	$5,063,043
	Boat Ramp	1	$116,878
	Bus Shelter	134	$3,278,877
	Fence	908	$11,463,070
	Flagpole	71	$314,659
	Gate	356	$248,256
	Other Structure	120	$6,612,695
	Retaining Wall	248	$7,298,775
Total		**13,265**	**$105,314,754**

This Asset Management Plan is to be read in conjunction with the Asset Management Policy, Strategic Asset Management Plan and the following key planning documents:

- City of Adelaide Strategic Plan (2024-2028)
- Active City Strategy (2013-2023)
- Adelaide Park Lands Management Strategy (2014-2025)
- Carbon Neutral Strategy (2015-2025)
- Climate Change Risk Adaptation Action Plan (2021-2026)
- Community Land Management Plans
- Cultural Strategy (2017-2023)
- Disability Access and Inclusion Plan (2019-2022)
- Heritage Strategy and Action Plan (2021-2036)
- Park Land and Precinct Master Plans
- Public Art Action Plan (2019-2022)
- Public Health and Wellbeing Plan (2020-2025)
- Smart Move Transport and Movement Strategy (2012-2022)
- The 30-Year Plan for Greater Adelaide (2017) - State Government

As existing planning documents are updated and new planning documents are approved by Council, Asset Management Plans will be reviewed and updated as required.

Infrastructure projects will reference the Adelaide Design Manual for transformational projects supported by upgrade/new funding allocated with the Business Plan and Budget and Long Term Financial Plan.

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:

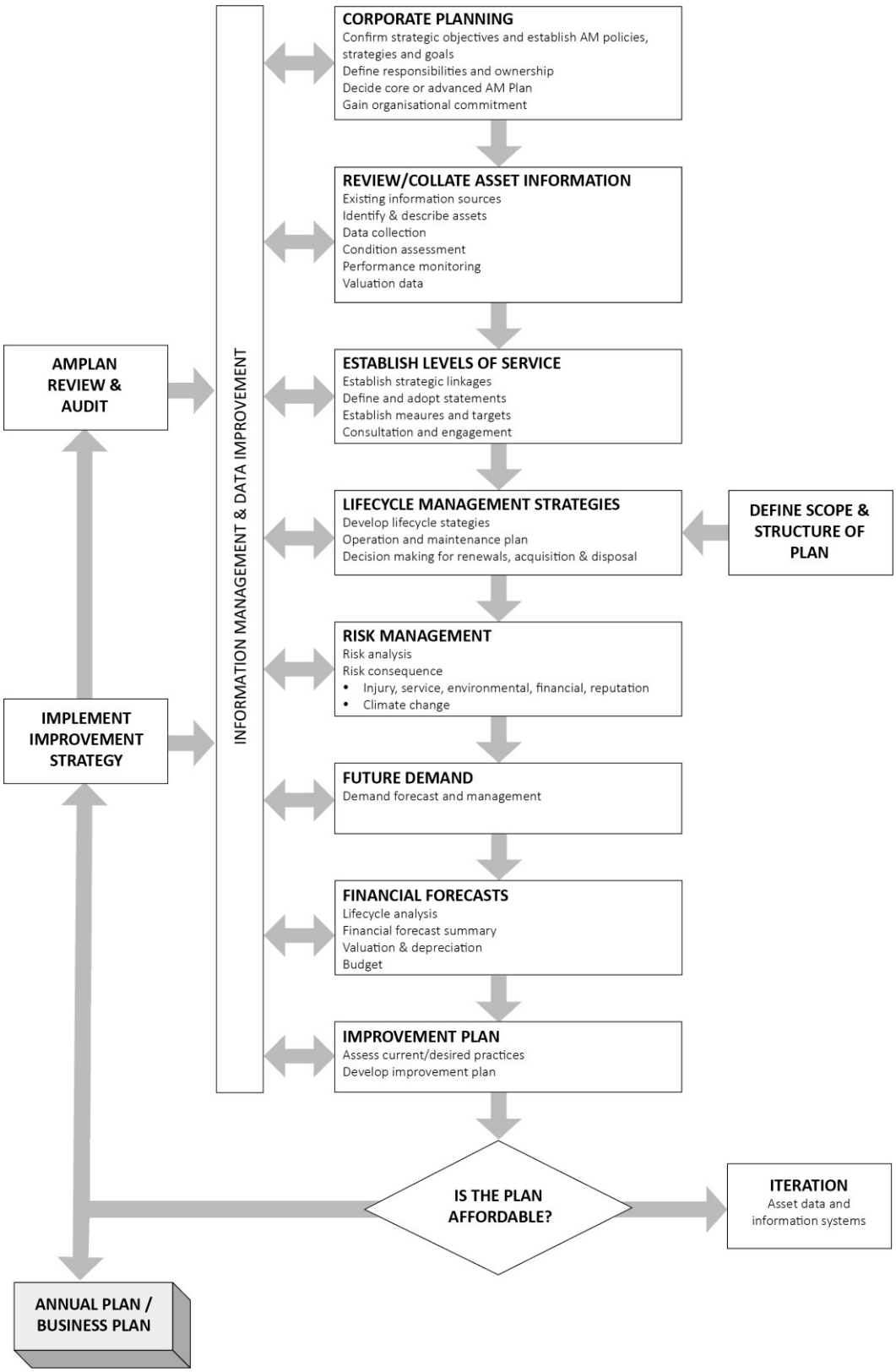
- International Infrastructure Management Manual 2015 [1]
- ISO 550002

[1] Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2| 13
[2] ISO 55000 Overview, principles and terminology

A road map for preparing an Asset Management Plan is shown below:

Figure 2.2: Road Map for preparing an Asset Management Plan

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



2.3 Key Stakeholders & Organisational Responsibilities

Key stakeholders in the preparation and implementation of this Asset Management Plan are shown in Table 2.3

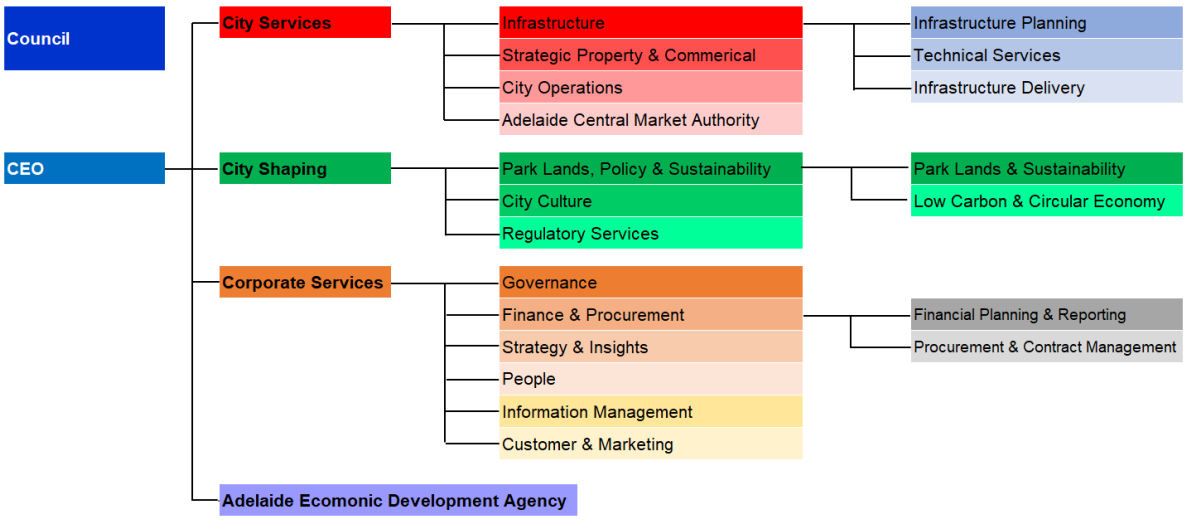
Table 2.3: Key Stakeholders in the Asset Management Plan

Key Stakeholder	Role in Asset Management Plan
Residents, Ratepayers & Businesses	Provide feedback on current and desired levels of service, which is considered in the development of Asset Management Plans.
Workers, Visitors, Tourists and Students	
Capital City Committee (CCC)	Intergovernmental body established under the City of Adelaide Act (1998) which initiates new projects to enhance and promote the development of the City of Adelaide as the capital city of the state.
Lord Mayor & Elected Members	Represent and advocate for the needs of the community and set high level direction through the development of asset management principles in the Strategic Plan. Approve the Asset Management Plan and Long-Term Financial Plan, to ensure the organisation maintains financial sustainability over the short, medium and long terms, with consideration of community needs/expectations and corporate risk management requirements.
Chief Executive Officer & Executive Leadership Team	Responsible for the allocation of resources and development of sound asset management practice across the organisation as well as ensuring that all asset management activities are consistent with the objectives of Council's Strategic Plan, the Business Plan and Budget process and the Long-Term Financial Plan. Responsible for ensuring the financial projections in the adopted Asset Management Plans are reflected in the Long-Term Financial Planning and include sustainable maintenance, operations, renewal, and upgrade costs of current and future assets.
Associate Director Infrastructure	Responsible for providing leadership and direction for Council's Asset Management Framework and Project Delivery.
Infrastructure Planning	Responsible for the lifecycle management of Council's Infrastructure Assets and the development of Asset Management Plans, ensuring alignment with the Strategic Management Framework and principles and objectives outlined in the Strategic Plan and other relevant corporate planning documents.
City Culture	Responsible for developing Public Art Action Plan, assessing and initiating new Public Art assets as well as providing technical advice for Public Art refurbishment and maintenance issues.
Park Lands & Sustainability	Responsible for developing the Adelaide Park Lands Management Strategy, Park Lands and Square Master Plans and initiating priority Park Lands & Open Space upgrade/new project initiatives. Responsible for facilitating the identification of climate change risks and potential impacts to infrastructure assets.

Key Stakeholder	Role in Asset Management Plan
Low Carbon & Circular Economy	Responsible for facilitating the identification of opportunities to improve environmental and circular economy outcomes within infrastructure standards and specifications.
Strategy & Insights	Responsible for the Strategic Management Framework, including the development of the Strategic Plan in consultation with the Executive Leadership Team, Elected Members and key strategic stakeholders.
Technical Services	Responsible for technical design documentation to facilitate construction of infrastructure projects, review and update infrastructure technical standards to ensure they are fit-for-purpose as well as the provision of general engineering and technical advice.
Infrastructure Delivery	Responsible for delivering Capital Works Projects identified in the Asset Management Plan and Annual Business Plan and Budget.
Financial Planning & Reporting	Responsible for the development and currency of the Asset Accounting Policy, Fixed Asset Guideline, as well as the preparation of asset sustainability and financial reports, which incorporate depreciation and asset revaluations in compliance with Australian accounting standards.
Procurement & Contract Management	Responsible for ensuring appropriate procedures are in place to enable efficient and effective procurement and contract management that demonstrates value for money and ensure public money is appropriately spent in accordance with the Local Government Act.
City Operations	Responsible for delivering day-to-day maintenance and operational activities, ensuring works are prioritised, planned and delivered consistently with operational and maintenance plans.
Regulatory Services	Responsible for issuing permits with conditions to enable external parties to undertake works on Council Infrastructure as well as enforcing rectification for works that are not compliant with CoA construction standards.
Department of Infrastructure and Transport (DIT)	Collaborative partner for major projects.
Service Authorities (e.g. SA Water, South Australian Power Networks)	Service authorities will continue to be consulted to coordinate any works planned by either Council or the service authority, so asset investment is not compromised.

Our organisational structure for service delivery associated with infrastructure assets is shown in Figure 2.3.

Figure 2.3: Organisational Structure



3.0 LEVELS OF SERVICE

3.1 Customer Research and Expectations

In November 2021, the City of Adelaide undertook an engagement process with City residents and visitors to better understand and measure levels of customer satisfaction for users who utilise the services provided by our Urban Elements. The engagement was advertised on signage in City Streets as well as through the City of Adelaide's social media platforms.

The insights from the Survey are intended to be used to identify where current levels of service are not meeting the community's expectation. This will enable recommendations to be made to Council regarding future resourcing requirements for specific services.

The engagement process was primarily undertaken through questionnaire surveys (113 total respondents), where information was collected online using the YourSay platform (61 respondents), as well as through on street intercepts at various locations across the City (52 respondents). Additional information and feedback relating to CoA's infrastructure assets was also collected through the 2021 Resident Survey (318 comments) and engagement with the Disability Access and Inclusion Panel (44 comments).

The demographic distribution of respondents who provided feedback is presented across Figures 3.1.1 to 3.1.3. There were significantly more survey responses received from visitors compared to residents and a very even balance across genders.

Figure 3.1.1 - Respondent Distribution

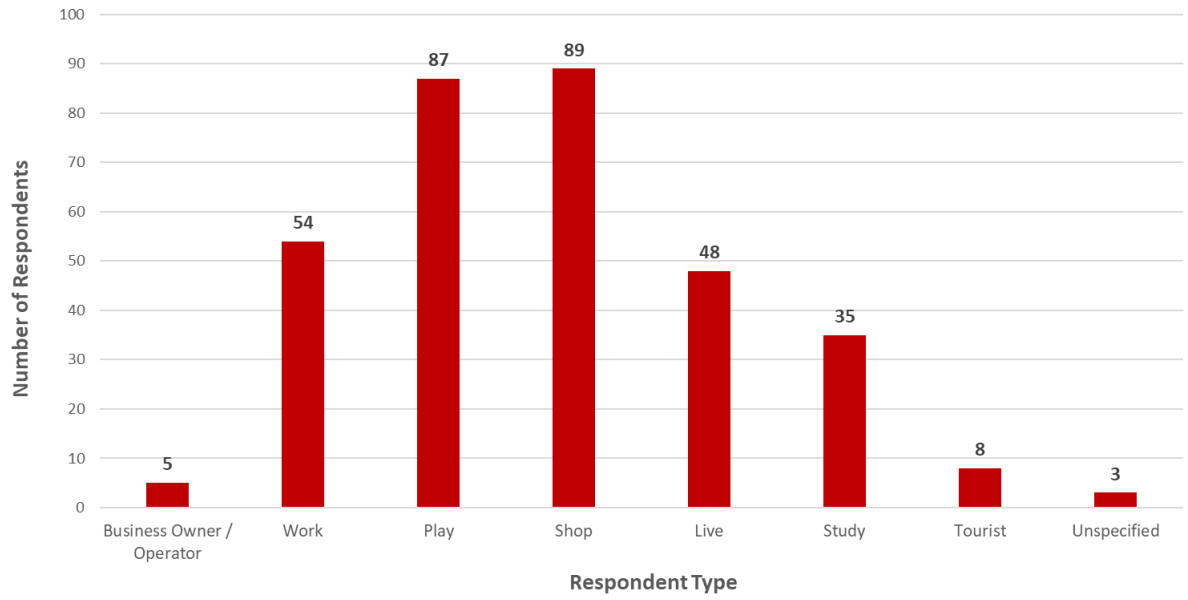


Figure 3.1.2 - Respondent Distribution (Residents v Visitors)

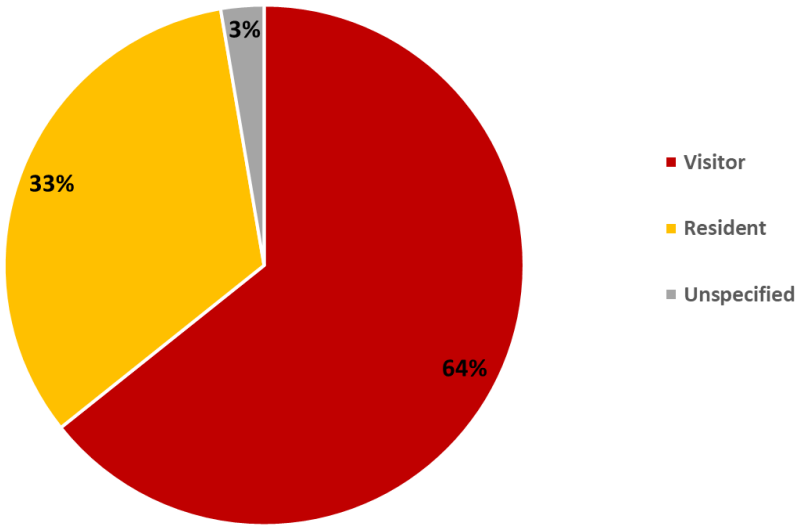
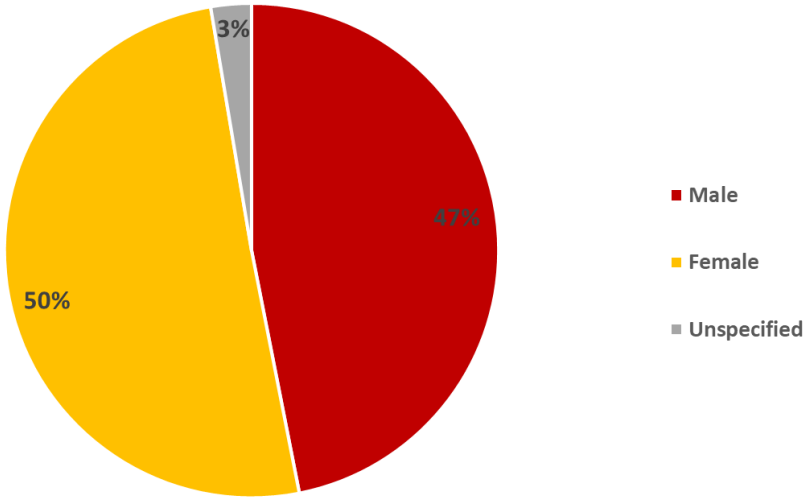


Figure 3.1.3 - Respondent Distribution (Gender)



To ensure that data was collected to enable a clear line of sight for decision making purposes, the questionnaire was structured to differentiate responses relating to City's streets Urban Elements and Park Lands Urban Elements.

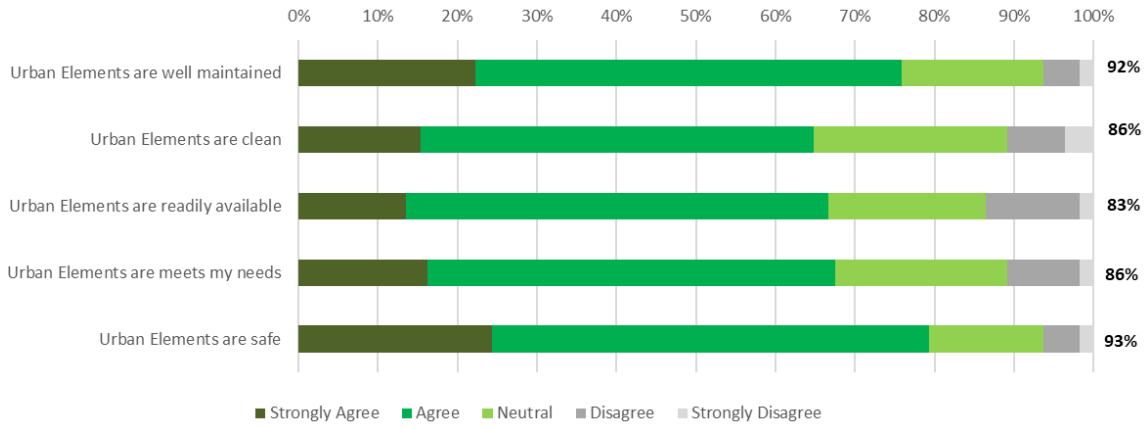
For each performance measure question, a customer satisfaction indicator was calculated which represents the percentage of respondents who were satisfied with the service (neutral responses were omitted from the calculation). These figures can then be compared against CoA's organisation scorecard target of 70% satisfaction to identify where our services are not being delivered in line with community expectations.

The results for City Streets and Park Lands Urban Elements assets are presented and discussed below.

City Streets

Majority of respondents were satisfied with the overall performance of our Urban Elements located on city streets. Each of the-performance measures had satisfaction indicators exceeding CoA's 70% target, as shown in Figure 3.1.4 below.

Figure 3.1.4 - City Streets Urban Elements



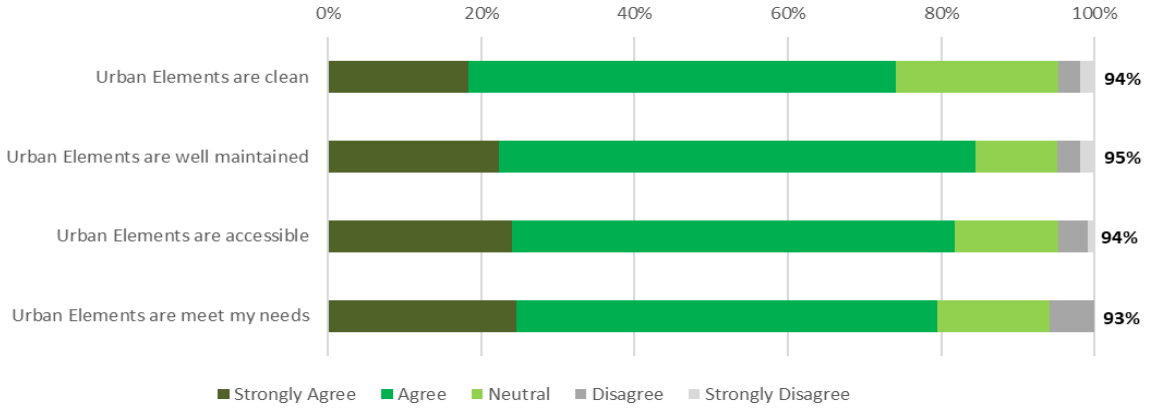
Where respondents stated that they were not satisfied, general themes of the written feedback received are as summarised below:

- Desire for additional seating with shade or shelter
- Desire for additional bins located on city streets, with increased frequency for emptying
- Desire to see more public art in the City
- Not enough drinking fountains located outside of the Park Lands and squares

Park Lands

Majority of respondents were satisfied with the overall performance of our Urban Elements located in the Park Lands. Each of the-performance measures had satisfaction indicators exceeding CoA's 70% target, as shown in Figure 3.1.5 below.

Figure 3.1.5 – Park Lands Urban Elements



Where respondents stated that they were not satisfied, general themes of the written feedback received are as summarised below:

- Desire for more seating and picnic tables in the Park Lands
- Desire for more shade and seating within Squares
- Desire for additional bins located in the Park Lands, with increased frequency for emptying

Summary

The individual satisfaction indicators calculated for City Streets and Park Lands have been grouped, averaged and presented in Table 3.1 below to provide a high-level summary of the community's feedback with respect to our urban elements assets.

Table 3.1: Consultation Summary Table

Category	Average Score	Very Poor (<40%)	Poor (40-54%)	Average (55-69%)	Good (70-85%)	Excellent (>85%)
Park Lands Urban Elements	94%					●
City Streets Urban Elements	88%					●

The overall feedback confirmed appropriate levels of customer satisfaction for all Urban Elements assets.

A Recommended Levels of Service Report was presented to Council, with the recommendations approved in August 2022. This report noted the community consultation undertaken and the associated benchmarking of current user satisfaction. Additionally, Council also approved the development of the Urban Elements Asset Management Plan based on the planning principles and recommended management strategies presented within the report and its attachments.

For the next revision of this Asset Management Plan, it is recommended that questions asked through community engagement align with the three key Urban Element groups (Public Art & Monument, Street and Park Lands Furniture and Urban Structures). This has been recognised as an action within the Improvement Plan (Chapter 8).

3.2 Strategic Planning

Under the Local Government Act (SA) 1999, we are legislatively required to establish a suite of Strategic Management Plans, which guide Council's future planning, asset management and financial sustainability. An overview of these strategic management plans are shown below in Table 3.2.1:

Table 3.2.1: Strategic Management Documents

Strategic Plan Community	Long term with a four year delivery focus. Planning for the vision and aspirations of the Adelaide Capital City.
Long-Term Financial Plan Financial	Ten year Plan, revised annually to ensure a ten year view is maintained. Planning for the long-term financial sustainability of the City of Adelaide.
Asset Management Plans Infrastructure	Suite of ten year Plans. Planning for the sustainable renewal and maintenance of Council assets.
City Plan Development / Built Form	Ten year Spatial Plan. Planning for the future land uses and built form of the Adelaide Capital City.

Through the City of Adelaide Draft Strategic Plan 2024-2028, Council's vision is:

Our Adelaide. Bold in our approach. Proud of who we are.

To ensure we can build on this vision for the future, our aspirations will guide our focus and delivery:

Our Community: **Vibrant, connected and inclusive**
Our Environment: **Resilient, protected and sustainable**
Our Economy: **Growing, innovative and responsive**
Our Places: **Interesting, purposeful and safe**

Our Corporation: **High performing, customer-centric and bold**

As Adelaide grows, we will need to consider economic vitality, social connectivity and wellbeing, distinctive precincts, environmental and financial sustainability, asset management and service delivery. To ensure we maintain our liveability and to support growth, these principles will underpin everything we do:

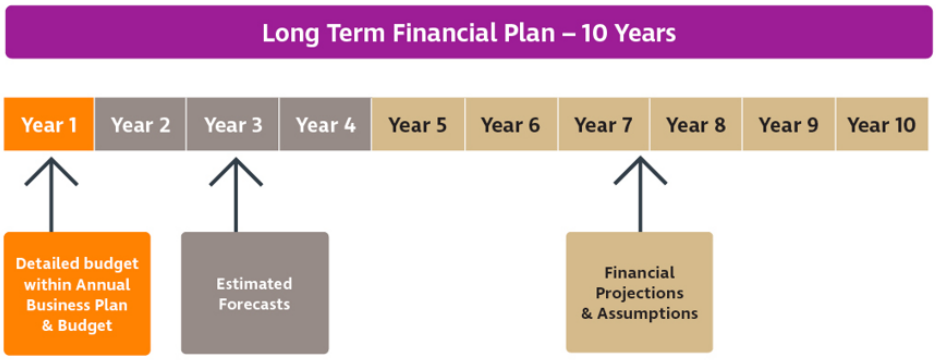
- Exceptional Amenity - Be bold and courageous in our pursuit of excellence for our city.
- Quality Housing - Strive for liveability and affordability to attract and retain residents.
- Community Connection - Strengthen connection, accessibility, diversity and inclusivity by putting people first.
- Unique Experiences - Create interesting experiences for our residents, workers and visitors.
- Climate Resilience - Embed climate resilience in all that we do.
- Economic Growth - Encourage innovation, investment and development in current and emerging sectors.
- Budget Repair - Provide quality services and ensure long-term financial sustainability

The Strategic Plan is supported by a suite of long and short-term strategies and action plans as well as a Resource Plan. The Resource Plan will provide a 4-year view of the projects, resources, and budgets required to deliver our Strategic Plan objectives. It informs the Long-Term Financial Plan (as shown in Figure 3.2.1) and acts as the key link between the Strategic Plan and Annual Business Plan & Budget, providing transparency between our vision and the key projects we deliver.

Integrated Delivery Planning ensures that prudent and efficient decisions are made, with line-of-sight between Council's Strategic Plan objectives and the major infrastructure projects we deliver. While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, it does ensure required asset renewals are aligned (where practical) with key new and upgrade projects specified within the Resource Plan. Infrastructure projects will reference the Adelaide Design Manual for transformational projects supported by upgrade/new funding allocated with the Resource Plan and Long-Term Financial Plan.

Each year our annual business plan and budget formalises funding allocations to continue providing services and progress new projects. It enables existing projects to move from one delivery stage to the next (e.g. progress concept design to detailed design and detailed design to construction) as well as consider emerging risks and opportunities that may result from Council decisions, community requests or other external factors.

Figure 3.2.1: Long-Term Financial Plan



The relevant aspirations and objectives of the City of Adelaide Draft 2024-2028 Strategic Plan and how they are considered within this Asset Management Plan are summarised in Table 3.2.2

Table 3.2.2: Strategic aspirations, objectives and outcomes and how these are considered in this Plan

Aspirations	Objectives	Outcomes	Asset Management Alignment
Our Communities *Vibrant, connected and inclusive*	Support our communities thrive Create fun, lively and interesting experiences Celebrate and honour community and cultures	Drive housing outcomes that attract and retain residents in our city Foster connection, learning and wellbeing, making Adelaide an interesting and comfortable place to live and visit Be an inclusive and welcoming community	• Create welcoming civic infrastructure that enables City growth and fosters community connections through the adoption of universal and sustainable design principles • Create enabling infrastructure to support world class events, festivals and activation • Support the development of new cultural and civic infrastructure • Deliver key infrastructure projects and programs outlined within the Disability Access and Inclusion Plan • Deliver asset renewal and asset maintenance programs to ensure our assets are safe for people of all ages and abilities
Our Environment *Resilient, protected and sustainable*	Be climate conscious and resilient Prioritise sustainability in our decisions for the future Protect, enhance, and activate our Park Lands and open space	Lead as a Low Carbon Emissions City Be a sustainable climate resilient city and embed climate resilience in all that we do Be active in the promotion of the status, attributes and character of our green spaces and the Park Lands by protecting and strengthening their integrity and value	• Increase the use of recycled or sustainable materials • Implement sustainable, renewable and green systems, infrastructure, practices and materials in our projects and services • Adapt to climate change and enhancing our climate resilience through upgrading our existing assets and creating new assets • Ensure all asset investment (design, construct and maintenance) considers and embeds appropriate climate resilience measures • Enhance the environmental value, productivity, quality and biodiversity of the Park Lands, squares, open space and streetscapes • Protect and restore native habitat in our city • Increase in tree canopy cover and green spaces
Our Economy *Growing, innovative and responsive*	Continue to grow our economy in alignment with the Community Support existing businesses to be agile and responsive to change Create strong skilled workforces	Adelaide's unique experiences and opportunities attract visitors to our city Grow the economy to achieve a critical mass of jobs, investment and attract and retain businesses Create new Council driven development opportunities for our community via diverse commercial activities	• Deliver infrastructure upgrade projects to attract increased visitation into the City and promote business development and economic growth • Explore project partnership opportunities with State Government, developers and other third-parties
Our Places *Interesting, purposeful and safe*	Manage assets to meet the needs of our community Encourage bold, interesting and purposeful development Facilitate and activate our places in a safe and accessible way for our community	Our community assets are adaptable and responsibly maintained Encourage bold, interesting and purposeful development Responsibly deliver regulatory services and work with partners to create safe, inclusive and healthy places for our community	• Deliver asset renewal and asset maintenance programs to ensure our assets are safe for people of all ages and abilities • Ongoing review of asset management strategies and technical standards to optimise whole-of-life costs • Continue to undertake regular condition audits and revaluation for all our urban elements within the nominated 4-year cycles, including regular review of asset useful lives. • Deliver Main Street and precinct revitalisation upgrades • Deliver Park Land and Streetscape improvements to cater for emerging community needs • Preserve and promote heritage assets • Maintain and improve disability access and inclusion

3.3 Legislative Requirements

There are many legislative requirements relating to the management of infrastructure assets including Australian Legislation, State Legislation and State Regulations. Legislative requirements relevant to the Urban Elements Asset Management Plan are outlined in Table 3.3.

Table 3.3: Legislative Requirements

Legislation	Requirement
Aboriginal Heritage Act 1988	An Act to provide for the protection and preservation of the Aboriginal heritage
Adelaide Park Lands Act 2005	An Act and Framework that promotes the special status, attributes, and character of the Adelaide Park Lands; to provide for the protection of those Park Lands and their management as a world class asset to be preserved as an urban park for the benefit of present and future generations
Australian Accounting Standards	Standards that set out the financial reporting standards relating to the revaluation and depreciation of assets
Australian Standards	All of Council's infrastructure projects are undertaken in accordance with Australian Standards, or in the absence of, best practice techniques.
Australian Road Rules 1999	The Australian Road Rules have been made into regulations under the Road Traffic Act (South Australia) and came into operation throughout Australia on 1 December 1999
City of Adelaide Act 1998	An Act to establish mechanisms to enhance the role of the city of Adelaide as the capital city of South Australia; to make special provision in relation to the local governance of the city of Adelaide; and for other purposes
Civil Liability Act 1936	An Act to outline liability of road authorities under Section 42
Development Act 1993	An Act to provide for planning and regulate development in the state; to regulate the use of management of land and building; and for other purposes
Disability Discrimination Act 1992	An Act to provide protection for everyone in Australia against discrimination based on disability. It encourages everyone to be involved in implementing the Act and to share in the overall benefits to the community and the economy that flow from participation by the widest range of people
Environmental Protection Act 1993	An Act to provide for the protection of the environment: to establish the Environmental Protection Authority and define functions and powers and for other purposes

Linear Parks Act 2006	An Act to provide the protection of the River Torrens Linear Park, as world-class assets to be preserved as public parks for the benefit of present and future generations
Local Government Act 1999	An Act to set out the 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
State Records Act 1997	An Act to ensure Local Government's record and store all relevant information as set out by the State Government of South Australia
Work Health and Safety Act 2012	Provides minimum standards for health and safety of individuals performing works

3.4 Customer Levels of Service

Customer Levels of Service measure how the community receives a service and whether the organisation is providing community value. Levels of service are monitored and adjusted from the public consultation process, customer satisfaction surveys and customer service centre feedback.

The Customer Levels of Service are considered in terms of:

Quality How good is the service … what is the condition or quality of the service?

Function Is it suitable for its intended purpose …. Is it the right service?

Capacity Is the service over or under used … do we need more or less of these assets?

In Table 3.5, under each of the service measures types (Quality, Function, Capacity) there is a summary of the performance measure being used, the current performance, and the expected performance based on the current budget allocation.

These are measures of fact related to the service delivery outcome (e.g. number of occasions when service is not available or proportion of replacement value by condition %'s) to provide a balance in comparison to the customer perception that may be more subjective.

Table 3.4.1: Customer Level of Service Measures (Public Art & Monuments)

Type of Measure	Level of Service	Performance Measure	Current Performance	Expected Trend Based on Current Budget
Quality	Condition – Public Art & Monument are well maintained and in an appropriate condition	Customer service requests relating to reported hazards and maintenance of Public Art & Monument	2022 - 29 requests Past 4 years –32 average /year	Customer service requests are expected to increase as Public Art & Monument deteriorate
		Customer satisfaction survey results relating to art work and monument maintenance	City Streets - 92% (across all UE assets) Park Lands - 95% (across all UE assets)	Customer satisfaction ratings are expected to decrease as Public Art & Monument deteriorate
	Confidence levels		**High**	**Medium**
	Amenity - Public Arts and monuments are clean	Customer service requests relating to the cleanliness of Public Art & Monument	2022 – 7 requests * Past 4 years – 6 average/year * * Assume 1% of graffiti requests related to Public Art and monument assets	Customer service requests are expected to remain the same
		Customer satisfaction survey results relating to the cleanliness of Public Art & Monument	City Streets - 86% (across all UE assets) Park Lands – 94% (across all UE assets)	Customer satisfaction ratings are expected to stay the same
	Confidence levels		**Medium**	**Medium**
Function	Fit for Purpose - Public Art & Monument represent the intended purpose, easily understood and meets community needs	Customer satisfaction surveys results relating to Public Art & Monument meeting community needs	City Streets – 86% (across all UE assets) Park Lands – 93% (across all UE assets)	Subject to Council adoption of upgrade/new projects through Business Plan and Budget
	Confidence levels		**High**	**Medium**
Capacity	Capacity – There are an appropriate number of Public Arts and monuments to meet demand	Customer service requests relating to new Public Arts and monuments	Not currently measured	Subject to Council adoption of upgrade/new projects through Business Plan and Budget, noting the Council decision to ensure a minimum of 1.3% of the annual capital works budget is allocated to Public Art works (new, renewal, refurbishment)
		Ongoing investment in new public art in accordance with Public Art Action Plan	Delivery of adopted annual capital works program (minimum 1.3% of the Capital Works Program contribution to public art)	
	Confidence levels		**High**	**Medium**

Table 3.4.2: Customer Level of Service Measures (Street and Park Lands Furniture)

Type of Measure	Level of Service	Performance Measure	Current Performance	Expected Trend Based on Planned Budget
Quality	Condition – Street and Park Lands furniture are free from hazards and in a condition appropriate for use	Customer service requests relating to reported hazards and maintenance requirements for Street and Park Lands furniture.	2022 - 2316 requests Parking machine faults – 2063 Other furniture - 253 Past 4 years – 2801 average /year Parking machine faults – 2635 Other furniture - 166	Customer service requests are expected to increase as furniture deteriorates
		Customer satisfaction survey results relating to Street and Park Land furniture maintenance	City Streets - 92% (across all UE assets) Park Lands - 95% (across all UE assets)	Customer satisfaction ratings are expected to decrease as furniture deteriorates
	Confidence Level		***High***	***Medium***
	Amenity - Street and Park Lands furniture are clean	Customer service requests relating to the cleanliness of Street and Park Lands furniture	2022 – 26 requests Past 4 years – 58 average /year	Customer service requests are expected to stay the same
		Customer satisfaction survey results relating to the cleanliness of Street and Park Lands furniture	City Streets - 86% (across all UE assets) Park Lands – 94% (across all UE assets)	Customer satisfaction ratings are expected to stay the same
	Confidence Level		***High***	***Medium***
Function	Fit for Purpose - Street and Park Lands furniture provides adequate facilities to meet community needs	Customer satisfaction surveys results relating to Street and Park Lands furniture meeting community needs	City Streets – 86% (across all UE assets) Park Lands – 93% (across all UE assets)	Subject to Council adoption of upgrade/new projects through Business Plan and Budget
	Confidence Level		***High***	***Medium***
Capacity	Capacity – There are an appropriate number of Street and Park Lands furniture to meet demand	Customer service requests relating to new Street and Park Lands furniture	2022 – 61 requests Past 4 years – 74 average /year	Subject to Council adoption of upgrade/new projects through Business Plan and Budget
	Confidence Level		***High***	***Medium***

Table 3.4.3: Customer Level of Service Measures (Urban Structure)

Type of Measure	Level of Service	Performance Measure	Current Performance	Expected Trend Based on Planned Budget
Quality	Condition – Urban Structures are free from hazards and are in a condition appropriate for use	Customer service requests relating to reported hazards and maintenance requirements of urban structures	2022 – 20 requests Past 4 years – 20 average /year	Customer service requests are expected to increase as urban structures deteriorate
		Customer satisfaction survey results relating to urban structures maintenance	City Streets - 92% (across all UE assets) Park Lands - 95% (across all UE assets)	Customer satisfaction ratings are expected to decrease as urban structures deteriorate
	Confidence Level		***High***	***Medium***
	Amenity – Urban structures are clean and free of debris and rubbish	Customer service requests relating to the cleanliness of urban structures	2022 – 6 requests Past 4 years – 6 average /year	Customer service requests are expected to stay the same
		Customer satisfaction survey results relating to the cleanliness of urban structures	City Streets - 86% (across all UE assets) Park Lands – 94% (across all UE assets)	Customer satisfaction ratings are expected to stay the same
	Confidence Level		***High***	***Medium***
Function	Fit for Purpose – Urban structures provide adequate facilities to meet community needs	Customer satisfaction surveys results relating to urban structures meeting community needs	City Streets – 86% (across all UE assets) Park Lands – 93% (across all UE assets)	Subject to Council adoption of upgrade/new projects through Business Plan and Budget
	Confidence Level		***High***	***Medium***
Capacity	Capacity - Appropriate number of urban structures to meet demand	Customer service requests relating to new urban structures	2022 – 2 requests Past 4 years – 2 average /year	Subject to Council adoption of upgrade/new projects through Business Plan and Budget
	Confidence Level		***Medium***	***Medium***

3.5 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 stormwater pipe 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, stormwater pipe replacement and building component replacement)
- **Disposal** – the activities to remove and/or dispose of an asset that may be considered as underperforming, underutilised or obsolete

Service and asset managers plan, implement and control technical service levels to influence the service outcomes.[3]

Table 3.6 show the activities expected to be provided under the current 10 year Planned Budget allocation, and the Forecast activity requirements being recommended in this Asset Management Plan.

It is important to monitor the service levels regularly as circumstances can and do change. Current performance is based on existing resource provision and work efficiencies. It is acknowledged changing circumstances such as technology and customer priorities will change over time.

[3] IPWEA, 2015, IIMM, p 2|28.

Table 3.5.1: Technical Levels of Service (Public Art & Monuments)

Lifecycle Category	Lifecycle Activity	Purpose of Activity	Activity Measure	Current Performance	Recommended Performance
Acquisition (upgrade/new)	Upgrade / New Projects	To create new Public Art & Monument to meet the needs of the community	Delivery of key upgrade/new projects, in line with the Council decision to ensure a minimum of 1.3% of the annual capital works budget is allocated to Public Art works (new, renewal, refurbishment)	Upgrade/new projects aligned to Strategic Plan objectives and the Public Art Action plan are initiated through the Business Plan and Budget process on an annual basis, where projects are evaluated and prioritised based on strategic alignment and financial capacity.	Upgrade/new projects aligned to Strategic Plan objectives are informed by City Plan, with financial requirements accommodated into the Long Term Financial Plan. Initiatives are confirmed to proceed annually through the Business Plan and budget process
			Budget	As adopted annually in BP&B	To be developed
Operation	Condition Audits	To collect asset condition data to inform capital renewal planning and asset revaluation	Condition audit frequency of all Public Art and monument assets	Every 4 years	Every 4 years
	Cleansing	To ensure art and monument assets are clean and free of graffiti	Cleansing frequency	Cleansing and graffiti removal works are delivered based on priority (location and severity) with consideration of available budget	To be reviewed with planned updates to operations and maintenance standards
			Budget	Condition Audits - $50,000 (every 4 years) Cleansing: $50,000	To be reviewed with planned updates to operations and maintenance standards
Maintenance	Maintenance Audits	To ensure defects are proactively identified and prioritised	Frequency of asset maintenance audits	Monuments and Public Art - Every 6 months Fountain Public Art – Daily	To be reviewed with planned updates to operations and maintenance standards
	Maintenance Activities	To ensure assets are maintained in an appropriate condition free of hazards	Completion of planned and reactive maintenance	Maintenance works are delivered based on priority (location and severity) with consideration of available budget	To be reviewed with planned updates to operations and maintenance standards
			Budget	Maintenance - $364,000	To be reviewed with planned updates to operations and maintenance standards
Renewal	Renewal Projects	To ensure assets are renewed, providing service in line with community expectations at lowest lifecycle costs	% of assets in condition 4 or 5	Condition 4 - 9% Condition 5 – 1%	Condition 4 – less than 5% Condition 5 – 0%
			Asset renewal funding ratio	90% (existing Asset Management Plan)	100%
			Budget	$376,000	$450,000 (10 Year Average)
Disposal	Disposal Projects	To ensure that assets that may be underperforming, underutilised or obsolete are removed from service	Disposal of assets	Major assets are recommended for disposal through Council decision, with financial requirements identified and incorporated through the Business Plan and Budget Process.	Assets are recommended for disposal through Council decision, with financial requirements identified and incorporated through the Business Plan and Budget Process.
			Budget	As adopted annually in BP&B	As adopted annually in BP&B

Table 3.5.2: Technical Levels of Service (Street and Park Lands Furniture)

Lifecycle Category	Lifecycle Activity	Purpose of Activity	Activity Measure	Current Performance	Recommended Performance
Acquisition (upgrade/new)	Upgrade / New Projects	To provide new or upgraded street and park lands furniture to ensure assets are safe, fit for purpose and service the needs of the community	Delivery of key upgrade/new projects	Upgrade/new projects aligned to Strategic Plan objectives are initiated through the Business Plan and Budget process on an annual basis, where projects are evaluated and prioritised based on strategic alignment and financial capacity.	Upgrade/new projects aligned to Strategic Plan objectives are informed by City Plan, with financial requirements accommodated into the Long Term Financial Plan. Initiatives are confirmed to proceed annually through the Business Plan and budget process
			Budget	As adopted annually in BP&B	To be developed
Operation	Condition Audits	To collect asset condition data to inform capital renewal planning and asset revaluation	Condition audit frequency of all urban elements	Every 4 years	Every 4 years
			Budget	Condition Audits – $100	Condition Audits – $100k every 4 years
	Cleaning	To ensure furniture assets are clean and free of debris and graffiti	Cleaning Frequency	BBQ Cleaning – Daily Street Bin Emptying – Daily Park Bin Emptying - Weekly Other furniture assets -if graffiti presents cleaned in two days	To be reviewed with planned updates to operations and maintenance standards
			Budget	Furniture Cleansing: $532,753 Public Litter Bin Emptying: $1,920,477	To be reviewed with planned updates to operations and maintenance standards
Maintenance	Maintenance Audits	To ensure defects are proactively identified and prioritised	Frequency of asset maintenance audits	Parking Machine – Monthly BBQ – Quarterly Other Furniture Assets – Every 6 months	To be reviewed with planned updates to operations and maintenance standards
	Maintenance Activities	To ensure assets are maintained in an appropriate condition free of hazards	Completion of planned and reactive maintenance	Maintenance works are delivered based on priority (location and severity) with consideration of available budget	To be reviewed with planned updates to operations and maintenance standards
			Budget	Furniture Maintenance - $1,398,000	To be reviewed with planned updates to operations and maintenance standards
Renewal	Renewal Projects	To ensure assets are renewed, providing service in line with community expectations at lowest lifecycle costs	% of assets in condition 4 & 5	Condition 4 - 5% Condition 5 – 2 %	Condition 4 – less than 10% Condition 5 – 0%
			Asset renewal funding ratio	90% (existing Asset Management Plan)	100% (assuming budget is adopted)
			Budget	$1,750,000	$3,050,184 (10 Year Average)
Disposal	Disposals Projects	To ensure that assets that may be underperforming, underutilised or obsolete are removed from service.	Disposal of assets	Major assets are recommended for disposal through Council decision, with financial requirements identified and incorporated through the Business Plan and Budget	Major assets are recommended for disposal through Council decision, with financial requirements identified and incorporated through the Business Plan and Budget
			Budget	As adopted annually in BP&B	As adopted annually in BP&B

Table 3.5.3: Technical Levels of Service (Urban Structure)

Lifecycle Category	Lifecycle Activity	Purpose of Activity	Activity Measure	Current Performance	Recommended Performance
Acquisition (upgrade/new)	Upgrade / New Projects	To provide new or upgraded urban structures to ensure assets are safe, fit for purpose and service the needs of the community	Delivery of key upgrade/new projects	Upgrade/new projects aligned to Strategic Plan objectives are initiated through the Business Plan and Budget process on an annual basis, where projects are evaluated and prioritised based on strategic alignment and financial capacity.	Upgrade/new projects aligned to Strategic Plan objectives are informed by City Plan, with financial requirements accommodated into the Long Term Financial Plan. Initiatives are confirmed to proceed annually through the Business Plan and budget process
			Budget	As adopted annually in BP&B	To be developed
Operation	Condition Audits	To collect asset condition data to inform capital renewal planning and asset revaluation	Condition audit frequency of all urban elements	Every 4 years	Every 4 years
			Budget	Condition Audits - $100,000	Condition Audits – $100k every 4 years
	Cleaning	To ensure structures are clean and free of debris and graffiti	Cleaning Frequency	If graffiti presents cleaned in two days	To be reviewed with planned updates to operations and maintenance standards
			Budget	Structure Cleansing: $25,000	To be reviewed with planned updates to operations and maintenance standards
Maintenance	Maintenance Audits	To ensure defects are proactively identified and prioritised	Frequency of asset maintenance audits	Inspected every 6 months	To be reviewed with planned updates to operations and maintenance standards
	Maintenance Activities	To ensure assets are maintained in an appropriate condition free of hazards	Completion of planned and reactive maintenance	Maintenance works are delivered based on priority (location and severity) with consideration of available budget	To be reviewed with planned updates to operations and maintenance standards
			Budget	Urban structures - $323,000	Determined on an annual basis
Renewal	Renewal Projects	To ensure assets are renewed, providing service in line with community expectations at lowest lifecycle costs	% of assets in condition 4 & 5	Condition 4 - 5% Condition 5 - 1%	Condition 4 – less than 5% Condition 5 – 0%
			Asset renewal funding ratio	90% (existing Asset Management Plan)	100% (assuming budget is adopted)
			Budget	$1,176,000	$1,780,000 (10 Year Average)
Disposal	Disposals Projects	To ensure that assets that may be underperforming, underutilised or obsolete are removed from service.	Disposal of assets	Major assets are recommended for disposal through Council decision, with financial requirements identified and incorporated through the Business Plan and Budget	Major assets are recommended for disposal through Council decision, with financial requirements identified and incorporated through the Business Plan and Budget
			Budget	As adopted annually in BP&B	As adopted annually in BP&B

4.0 FUTURE DEMAND

4.1 Demand Drivers

The drivers affecting demand on assets include population change, regulations, changes in demographics, seasonal factors, vehicle ownership rates, consumer preferences and expectations, technological changes, economic factors, and environmental impacts.

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 also include non-asset solutions with a focus on providing the required service without the need for the organisation to invest in new or upgraded infrastructure. Management actions could include reducing the demand for the service or educating users around alternative options. It is important to ensure that these strategies consider the associated risks and consequences.

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

Table 4.3: Demand Management Plan

Demand driver	Current position	Projection	Impact on services	Demand Management Plan
City Growth	2021 Statistics: Residents - 25,551 Businesses – 11,519 Daily Visitors – 321,500	2041 Forecast: Residents - 46,000 Anticipated ongoing business growth in line with residential city growth projections. Anticipated daily visitor growth in line with Metropolitan Adelaide growth	City growth will place higher demands on our urban elements, with increasing level of service expectations. This will likely result in the need to install additional assets to service community needs.	Delivery of prioritised upgrade/new projects identified in the Strategic Plan and key Corporate planning documents (referenced in Section 2.1) to enhance the urban elements portfolio and accommodate city growth through upgrading existing assets and creating new assets to align service provision with the evolving needs of the community. This Asset Management Plan will ensure asset renewals will consider and align where practical with these key upgrade/new initiatives.
Changing Demographic	2021 Statistics 0 to 11 Years 1,246 (5%) 12 to 17 Years 587 (2%) 18 to 34 Years 12,117 (51%) 35 to 49 Years 4,409 (19%) 50 to 59 Years 2,281 (10%) 60 to 69 Years 2,233 (10%) 70 Years & Above 2,633 (3%)	2041 Forecast 0 to 11 Years 2,633 (6%) 12 to 17 Years 1,501 (3%) 18 to 34 Years 21,771 (47%) 35 to 49 Years 8,933 (19%) 50 to 59 Years 4,272 (9%) 60 to 69 Years 3,274 (7%) 70 Years & Above 4,175 (9%)	Changing expectations from a culturally and demographically diverse customer base will result in our urban elements being subject to new demands. With a forecast aging population, there will be increasing demands for providing additional rest and refuge areas for the community (e.g. furniture and shading structure) to ensure the city is accommodating for people of all ages and abilities.	Ongoing engagement with city users through annual City User Profile surveys, and ensuring that Strategic Documents are updated on a cyclic basis to reflect changes with community expectations. Delivery of prioritised upgrade/new projects identified in the Strategic Plan and key Corporate planning documents (referenced in Section 2.1) to align service provision with the evolving needs of the community. This Asset Management Plan will ensure asset renewals will consider and align where practical with these key upgrade/new initiatives.
Tourism & Event Growth	A key objective in Council's 2023-24 Business Plan and Budget was to provide 'year round' events that attract people to visit the City. Investment in public infrastructure has also been identified as part of the South Australian Tourism Plan (2020) and the SA Visitor Economy Sector Plan 2030. In 2020 annual tourism expenditure in Adelaide was estimated to be approximately $3.9 billion	Cultural and event infrastructure will be an ongoing and increasing priority for both the City of Adelaide and South Australian State Government. It is projected that annual tourism expenditure will continue to grow and it is estimated to be $7.7 billion/year by 2030.	Increasing demands on our urban elements to facilitate tourism and event growth by supporting new cultural, civic and event infrastructure in the City and connecting city users to place through curated city experiences.	Delivery of prioritised upgrade/new projects identified in the Strategic Plan and key Corporate planning documents (referenced in Section 2.1) to support tourism and event growth. This Asset Management Plan will ensure asset renewals will be consider and align where practical with these key upgrade/new initiatives.

Demand driver	Current position	Projection	Impact on services	Demand Management Plan
Environmental Sustainability & Carbon Neutrality	Changes to the global climate (climate change) are clear. Documented increases in the average air and ocean temperature (by over 1 °C), widespread melting of snow and ice, and rising average sea level are just some examples. City of Adelaide's 2020-2024 Strategic Plan has an objective to become one of the world's first carbon neutral cities by 2025. Additionally, a Climate Action Plan (2022-2025) has been developed to ensure we continue to drive down our carbon footprint and mitigate climate impacts for our residents and visitors. Currently City of Adelaide include recycled materials in urban elements, where there is demonstrated environmental benefits that also consider cost and performance.	Inaction to climate change and climate risk will result in negative health impacts to our community and potentially impact to our businesses and economy. Reduced water availability and increasing heat will result in increased stress and resources required for maintaining and operating our assets. To effectively manage climate change and climate risk Council will need to continue to respond through substantial reductions in greenhouse gases (mitigation controls) and helping to prepare for and respond to the changing climate (adaptation controls).	There will be an increased demand to ensure we utilise more environmentally sustainable materials and construction technique for urban elements, with lower carbon footprint and improved circular economy outcomes. Additionally, there will also be increasing community demand for bike infrastructure, shelters, shading structures and drinking fountain assets.	Our Strategic Planning, Asset Management and Project Delivery (including design and procurement) will continue to focus on ensuring that climate risk mitigation and adaption is a key focus. Ongoing reviews and updates to our design standards and technical specifications to ensure our assets transition towards having a lower carbon footprint with improved circular economy outcomes, as well as ensure they are more resilient to withstand extreme weather events. Delivery of prioritised upgrade/new projects identified in the Strategic Plan and key corporate planning documents (referenced in Section 2.1), which support environmental sustainability and climate risk mitigation and adaptation. This Asset Management Plan will ensure asset renewals will consider and align where practical with these key upgrade/new initiatives.
Emerging Technology	Asset construction techniques and associated materials are currently undertaken in line with industry standards	Alternative construction techniques and materials with durability and sustainability benefits will continue to become more readily available and standardised.	Improvements in construction techniques and materials could result in improved comfort, asset durability, increased asset lifespans, reduced whole-of-life costs and improved environmental outcomes.	Continue to partner with industry, to monitor and evaluate new and emerging technologies, with trials of new materials, approaches and methodologies to inform appropriate changes to standards and practices.
	Asset management systems and condition audit methodologies are in line with industry standards and best practice	Asset management systems and technology will continue to evolve over time, particularly with respect to the collection of condition data and monitoring of asset deterioration over time.	Improved asset information and systems will enable improved decision making and efficiencies with respect to optimising whole-of-life-costs and managing asset risks.	
	On-street parking assets (i.e. parking machines and smart parking solutions) provides services through current technology platforms.	Intelligent parking systems will continually be developed and enhanced. It is anticipated there will be further opportunities to improve communications and connections between users and parking services.	Enhancements to intelligent parking systems will introduce efficiencies, resulting in new and enhanced services being provided through emerging technologies, potentially including non-asset solutions.	
Legislation & Regulation	Legislation exists which outlines requirements for how Council must manage infrastructure assets.	There is potential for future changes to legislation will influence how Council's infrastructure is managed	New legislation may impose or require changes to asset management planning principles and activities. They may include requirements that have a financial and/or service level impact that must be met.	Continue to monitor changes to legislation and ensure appropriate adaptation into asset management practices. Any material impacts would be considered as part of the Annual Business Plan and Budget process and included in the next revision of the Asset Management Plan.

4.4 Asset Programs to meet Demand

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

Acquiring new assets will commit City of Adelaide 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.

All upgrade/new projects responding to demand will involve developing business cases, cost estimates and facilitating decision making to integrate upgrade/new project initiatives with operational asset management planning and the Long-Term Financial Plan. This process will be facilitated with Council and the Community through the Annual Business Plan & Budget Process.

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. 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.

Table 4.5 Managing the Impact of Climate Change on Urban Elements Assets and Services

Climate Change Description	Projected Change	Potential Impact on Assets and Services	Management
Increasing temperatures and more frequent, long-running and intense heatwaves	The number of days over 40°C to double by 2050 Average temperatures to increase across all seasons by between 1.5°C and 2°C by 2050	Increased heat and UV related damage to assets Reduced lifespan of urban elements assets Increased costs to provide the same level of service Premature obsolescence as functionality is not met	Strategic Planning, Asset Management and Project Delivery (including design and procurement) will continue to focus on ensuring that climate risk mitigation and adaption is a key focus. Mitigation and adaptation measures will include: • Ongoing reviews and updates to our design standards and technical specifications to ensure our assets transition towards having a lower carbon footprint with improved circular economy outcomes as well as ensure they are more resilient to withstand extreme heat events • Proactively reviewing our asset management strategies with respect to the impacts of climate change, to ensure we continue to provide the agreed level of service at the lowest lifecycle cost • Reducing the impacts of heat through increasing canopy cover and providing additional rest and refuge areas for the community
Less rain overall but more intense storms and flooding	Average annual rainfall to decrease by 7% by 2050 Intensity of heavy rainfall events to increase by at least 10% by 2050	Increased stormwater related damage to assets Reduced lifespan of urban elements assets Increased costs to provide the same level of service Premature obsolescence as functionality is not met	Strategic Planning, Asset Management and Project Delivery (including design and procurement) will continue to focus on ensuring that climate risk mitigation and adaption is a key focus. Mitigation and adaptation measures will consider: • Ongoing reviews and updates to our design standards and technical specifications to ensure our assets transition towards having a lower carbon footprint with improved circular economy outcomes as well as ensure they are more resilient to increased flood risk and inundation • Proactively reviewing our asset management strategies with respect to the impacts of climate change, to ensure we continue to provide the agreed level of service at the lowest lifecycle cost

The impact of climate change on assets is a new and complex discussion and further impacts and management strategies will considered and developed in future revisions of this Asset Management Plan. It is recommended to continue monitoring the impacts of climate conditions and associated cost implications as further investigation is undertaken and more data becomes available. This is included as a key action within this Asset Management Plans Improvement Plan.

5.0 LIFECYCLE MANAGEMENT PLAN

5.1 Lifecycle Management Overview

In order to effectively manage our assets, it is important to understand the relationship between all stages of the asset lifecycle. Effective asset management and financial sustainability requires a balance between the maintenance, renewal and disposal of existing assets and the delivery of new and upgraded assets.

Our goal is to provide assets that service the needs of the community, providing the agreed levels of service at the lowest lifecycle cost. To enable this, it is important to understand:

- How our assets are performing
- How our assets should be operated and maintained
- When our assets should be renewed
- When we should consider upgrading existing assets or constructing new assets
- How funding for new and upgraded assets is prioritised
- When we should consider disposing underperforming or underutilised assets

An overview of the asset lifecycle is shown in Figure 5.1 below:

Figure 5.1: Asset Lifecycle Overview

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

5.2 Background Data

5.2.1 Physical parameters

The assets covered by this Asset Management Plan are shown in Table 5.2.1 and all figure values are shown in current day dollars.

Table 5.2.1: Assets covered by this Plan

Asset Class	Asset Type	Quantity	Replacement Value
Public Art & Monuments	Public Art & Monuments	664	$39,281,152
Street and Park Lands Furniture	BBQ	49	$1,098,141
	Bike Rack	1420	$846,884
	Bin	1157	$3,168,900
	Bollard	1396	$3,345,673
	Custom Sign	63	$115,081
	Drinking Fountain	146	$857,895
	Parking Machine	292	$1,682,520
	Smart Parking Solution	2964	$3,242,187
	Picnic Table	142	$577,537
	Planter Box	703	$3,698,829
	Seat	1855	$11,835,415
	Wayfinding Signage	565	$1,168,287
Urban Structure	Boat Landing	11	$5,063,043
	Boat Ramp	1	$116,878
	Bus Shelter	134	$3,278,877
	Fence	908	$11,463,070
	Flagpole	71	$314,659
	Gate	356	$248,256
	Other Structure	120	$6,612,695
	Retaining Wall	248	$7,298,775
Total		**13,265**	**$105,314,754**

5.2.2 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 5.2.2.

Table 5.2.2: Known Service Performance Deficiencies

Asset/Location	Service Deficiency
Bike Racks	Community engagement and ongoing customer service requests have identified demand for additional bike racks. The 2023/24 Business Plan and Budget includes a program to install additional bike racks and this program is recommended to continue into the future to re-align service provision with the evolving needs of the community.
Bus Shelter/Shelter/Drinking Fountain	Community engagement has identified demand for additional drinking fountains, shelters and shading structures within city streets and the Park Lands. This aligns with a key adaptation action outlined within our Climate Action Plan (2022-2025) to provide additional convenience and comfort in response to the increase effects of climate change.

5.2.3 Asset condition

Condition is measured using a 1 – 5 grading system[4] 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 Asset Management plan results are translated to a 1 – 5 grading scale for ease of communication.

Table 5.2.3: Condition Grading System

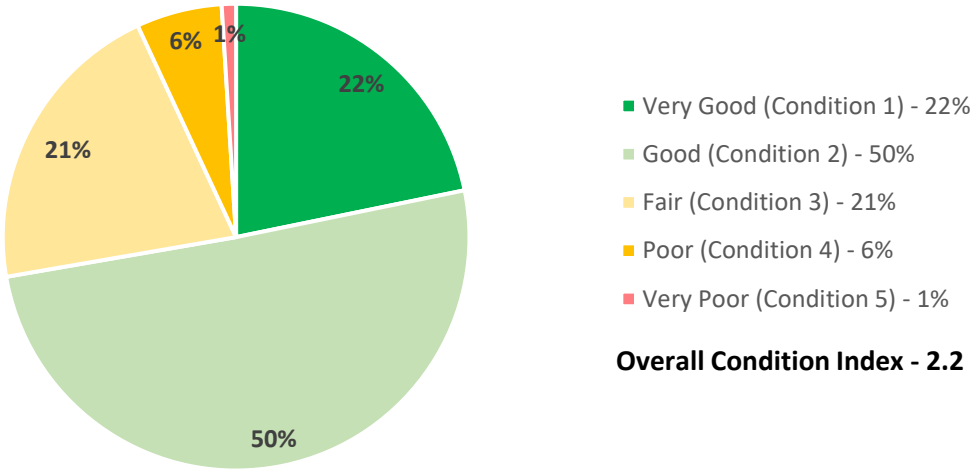
Condition Grading	Description of Condition
1	**Very Good**: free of defects, only planned and/or routine maintenance required
2	**Good**: minor defects, increasing maintenance required plus planned maintenance
3	**Fair**: defects requiring regular and/or significant maintenance to reinstate service
4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

[4] IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

Public Art & Monuments

Public Art & Monument are typically condition audited every 4 years, with the most recent audit undertaken in 2022. Figure 5.1.3 presents the predicted Public Art & Monument condition distribution as of September 2023. Overall, the majority of our Public Art & Monument are rated in a very good to fair condition (93%), with a small proportion of assets rated in poor (6%) and very poor condition (1%). Ongoing investment will be required to refurbish assets to ensure levels of service are maintained in conjunction with minimising whole-of-life costs (i.e. prevent increased maintenance and renewal costs from not renewing assets at the appropriate time).

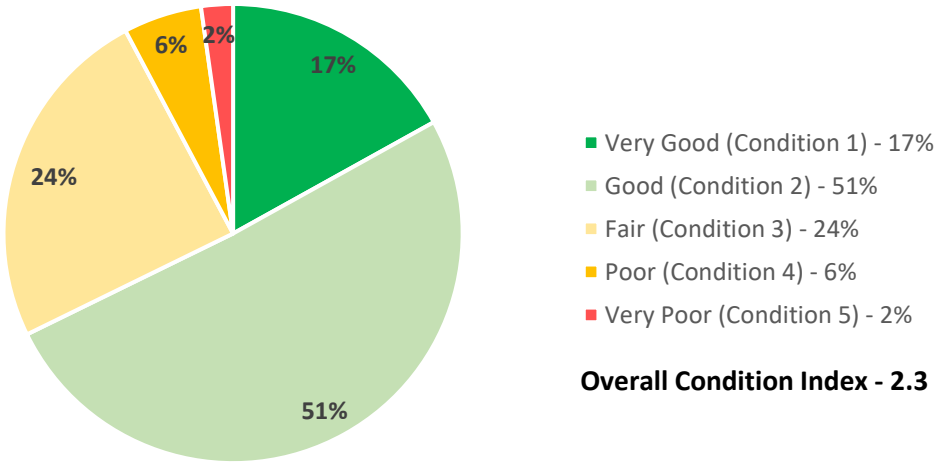
Figure 5.2.3.p: Asset Condition Profile (Public Art & Monuments)



Street and Park Lands Furniture

Street and Park Lands Furniture is typically condition audited every 4 years, with the most recent audit undertaken in 2020. Figure 5.1.3 presents the predicted furniture condition distribution as of September 2023. Overall, the majority of our furniture is in a very good to fair condition (92%), with a small proportion of assets rated in poor and very poor condition (8%). Ongoing investment will be required to renew and replace assets to ensure levels of service are maintained.

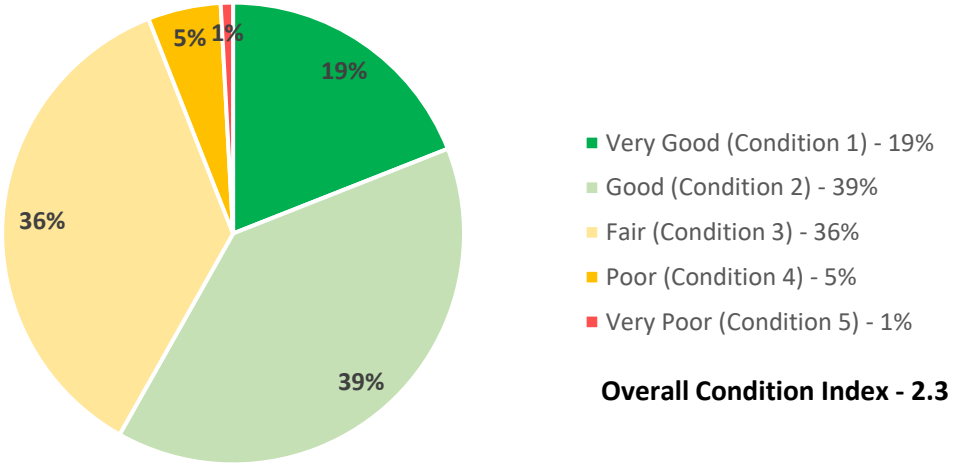
Figure 5.2.3.f: Asset Condition Profile (Street and Park Lands Furniture)



Urban Structure

Structures are typically condition audited every 4 years, with the most recent audit undertaken in 2020. Figure 5.1.3 presents the predicted structure condition distribution as of September 2023. Overall, the majority of our structures are rated in a very good to fair condition (94%), with a small proportion of assets rated in poor and very poor condition (6%). Ongoing investment will be required to renew and refurbish our structures to ensure levels of service are maintained in conjunction with minimising whole-of-life costs (i.e. prevent increased maintenance costs).

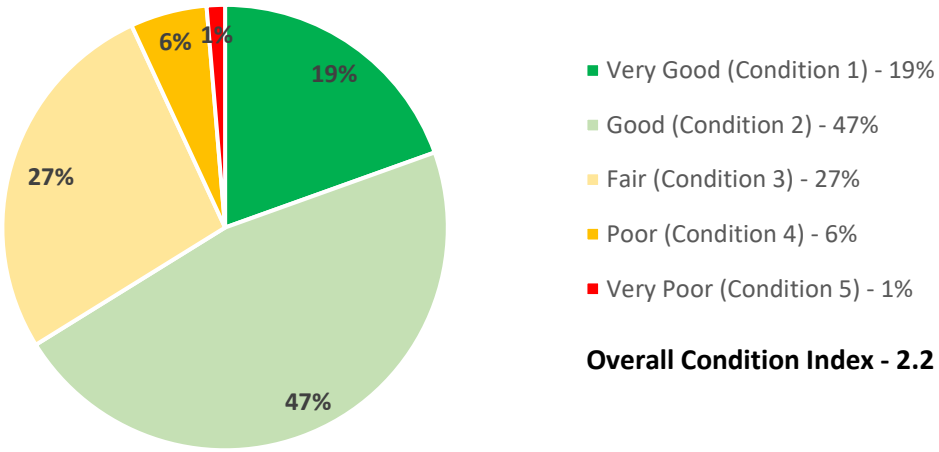
Figure 5.2.3.s: Asset Condition Profile (Urban Structure)



Summary

Overall, the current condition of our urban elements portfolio is rated in a good to fair condition, with a combined overall condition index rating of 2.2. 93% of assets are rated in a very good to fair condition and 6% of assets are rated in poor or very poor condition, which will form the general basis of our renewal program priorities.

Figure 5.2.3.all: Urban Elements Portfolio Condition Profile



5.3 Operations and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include cleaning, 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 furniture repairs, painting worn surfaces and securing loose nuts and bolts. Requirements are informed by both customer service requests and proactive maintenance inspections.

Currently, maintenance activities are generally evaluated and prioritised with respect to annual budgets. This process is undertaken by experienced staff, where risk-based assessment and resource allocation considers the severity of the defect as well as its location. Any critical maintenance requirements that cannot be accommodated within exiting budgets and assessed through regular budget reviews to ensure resources are appropriately re-allocated.

Following the completion of this Asset Management Plan, we will be reviewing operations and maintenance standards for Urban Elements Assets, with a view to develop more structured and proactive maintenance regimes which provide an acceptable balance between cost, risk and customer expectations. This activity has been recognised as an action within the Improvement Plan of this Asset Management Plan (Chapter 8), where the associated financial impacts will need to be further considered in future revisions of this Asset Management Plan and the Long-Term Financial Plan.

Updated standards will document both maintenance intervention levels and response times. Intervention levels will document the criteria for actioning maintenance defects and response times will set targets that we aim to work within to repair defects. Typically, both of these elements will vary depending on the severity of the defect as well as its position/location within the asset hierarchy.

Monitoring whether maintenance activities are being delivered in accordance with the specified intervention levels and response times, will enable us to understand whether resourcing levels are sufficient. Where resourcing levels are identified as insufficient, additional budget requirements can be considered through the business plan and budget process, or intervention levels and response times can be adjusted with respect to budget constraints.

5.3.1 Maintenance Budget Trends

The trend in maintenance budgets for all urban element assets over the past 4 years is shown in Table 5.3.1.

Table 5.3.1: Maintenance Budget Trends

Year	Public Art & Monument	Furniture	Structure
2020/21	$305,593	$1,241,779	$271,335
2021/22	$371,790	$1,411,316	$339,846
2022/23	$553,558	$1,754,328	$373,115
2023/24	$364,105	$1,397,666	$322,904

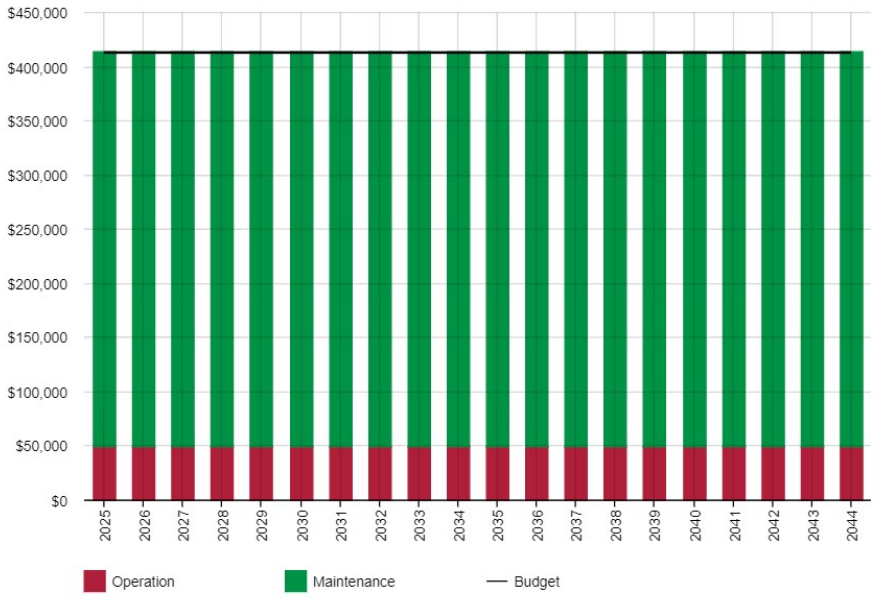
5.3.2 Summary of future operations and maintenance costs

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.

Public Art & Monuments

The forecast operations and maintenance costs for Public Art & Monument, relative to the proposed operations and maintenance budgets are shown in Figure 5.4. Future revisions of this Asset Management Plan will further review forecast requirements based on updated operations and maintenance standards. All values are shown in current day dollars.

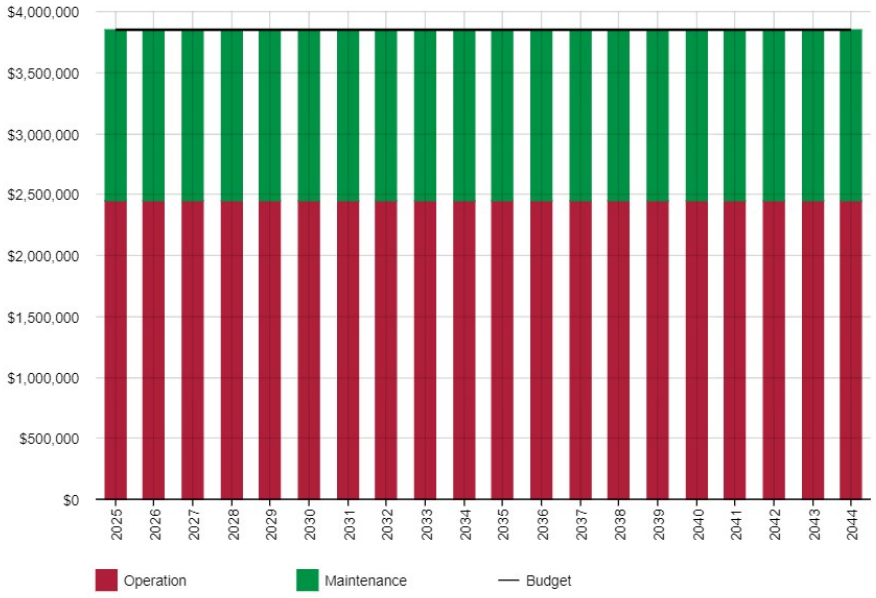
Figure 5.3.2.p.: Operations and Maintenance Summary (Public Art & Monument)



Street and Park Lands Furniture

The forecast operations and maintenance costs for Street and Park Lands Furniture, relative to the proposed operations and maintenance budgets are shown in Figure 5.4. Future revisions of this Asset Management Plan will further review forecast requirements based on updated operations and maintenance standards. All values are shown in current day dollars.

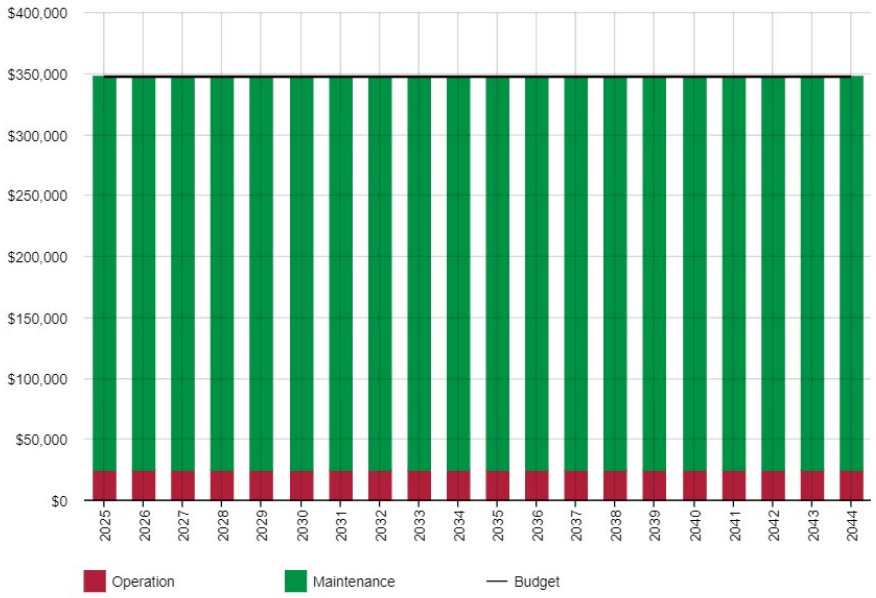
Figure 5.3.2.f: Operations and Maintenance Summary (Street and Park Lands Furniture)



Urban Structure

The forecast operations and maintenance costs for Structures, relative to the proposed operations and maintenance budgets are shown in Figure 5.4. Future revisions of this Asset Management Plan will further review forecast requirements based on updated operations and maintenance standards. All values are shown in current day dollars.

Figure 5.3.2.s.: Operations and Maintenance Summary (Urban Structure)



5.4 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 (new/upgrade) resulting in additional future operations and maintenance costs.

Asset renewal is typically undertaken to:

- Ensure ongoing reliability of existing infrastructure to deliver the service it was constructed to facilitate
- Ensure infrastructure is of sufficient quality to meet the service requirements
- Optimise whole-of-life costs, when maintenance activities are no longer economical

Within this Asset Management Plan, asset renewal requirements have been identified by utilising replacement costs and remaining useful life estimates that have been derived through a combination of condition audits, engineering recommendations and predictive modelling.

Predictive modelling provides a basis for evidence-based decision making, where the financial requirements for different level of service scenarios can be estimated across the short, medium and long-term. Additionally, it allows us to understand the relationship between cost, level of service and risk and can effectively demonstrate the consequences of not appropriately funding asset renewal. An overview of the predictive modelling utilised in this Asset Management Plan is shown in Figure 5.4.1 and is discussed further for each asset class in Section 5.4.1.

Figure 5.4.1: Predictive Modelling Overview

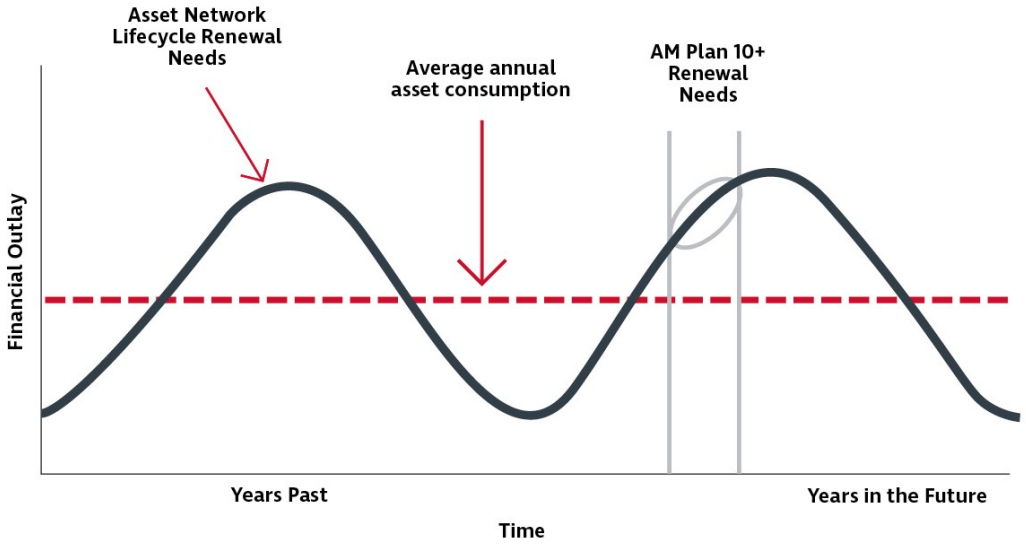
This Asset Management Plan's renewal strategy aims to minimise the number of assets that deteriorate into a poor condition and prohibit assets reaching a very poor condition. Assets can generally be cost effectively maintained and provide appropriate levels of service up to a fair condition, however assets in poor and very poor condition have higher risk profiles and maintenance treatments are generally not economical. This strategy ensures we can continue to provide services in line with the community's expectations, appropriately manage risk and optimise whole-of-life costs.

Asset renewal planning is undertaken with a holistic and integrated approach, to ensure consideration is given to asset functionality, adjacent assets and Council's higher-level strategic objectives (e.g. new and upgrade

requirements). This allows capital works programming to be optimised through the development of logical works packages, that provide value to the community and minimise disruption.

It is important to understand that infrastructure networks are comprised of assets with varying age profiles and different useful lives and replacement costs. This results in having to replace more assets in some periods when compared with others and means that it's very unlikely that asset renewal needs will be consistent over time. Figure 5.4.2 highlights a typical scenario of varying asset renewal expenditure requirements over the asset lifecycle.

Figure 5.4.2: Asset Network Lifecycle Renewal Needs



To account for fluctuations in asset lifecycle renewal needs and enable efficient resourcing planning, often there will be a need to smooth out expenditure requirements over multiple years through a combination of deferring renewal (where appropriate) and bringing scheduled works forward.

At times, this may result in a small number of assets exceeding prescribed renewal intervention criteria, requiring projects to be prioritised with respect to available budget. It is possible to prioritise renewals by identifying assets or asset groups that:

- Have a higher consequence of failure
- Have higher usage and the subsequent impact on users would be more significant
- Have higher than expected operational and maintenance costs

Prioritisation criteria used to inform the renewal forecasts within this Asset Management Plan include:

- Compliance with current legislative requirements
- Asset condition
- Asset hierarchy and criticality
- Cost effectiveness of maintenance investment
- Alignment with Strategic Plan objectives and corporate strategies
- Financial capacity and sustainable financial management principles
- Council decisions
- Asset functionality deficiencies
- Community interest

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 in2023.

Table 5.4: Useful Lives of Assets

Asset Category	Asset (Sub)Category	Useful life *
Public Art and Monument	Public Art and Monument	5-10 year refurbishment cycles
Street and Park Lands Furniture	BBQ	10 years
	Bike Rack	15 years
	Bin	10 years
	Bollard	15 years
	Custom Sign	10 years
	Drinking Fountain	10 years
	Parking Machine	10 years
	Smart Parking Solution	5 years
	Picnic Table	20 years
	Planter Box	15 years
	Seat	20 years
	Wayfinding Signage	20 years
Urban Structure	Boat Landing	20-80 years
	Boat Ramp	80 years
	Bus Shelter	20 years
	Fence	15 years
	Flagpole	30 years
	Gate	15 years
	Other Structure	15-20 years
	Retaining Wall	60 years

* useful life will vary dependant on asset hierarchy/material/component

5.4.1 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.

Public Art and Monuments

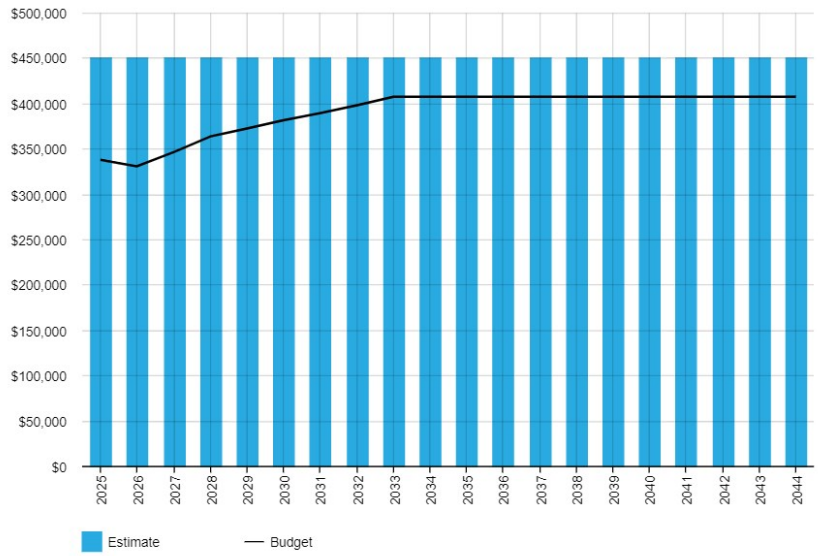
Due to the cultural and aesthetic value provided by Public Art and Monuments, assets are assessed and refurbished on a cyclic basis to maintain structural integrity and aesthetics. Full replacement of our Monuments is generally not feasible due to heritage conservation requirements and the fact that Public Art assets need to be managed in accordance with formal agreements with artists for the period nominated for presentation. Full replacement of assets will only be considered when it is not possible to appropriately maintain assets through cyclic refurbishment programs.

It is estimated that $450,000 will be required on an annual basis to ensure Public Art & Monument are assessed and refurbished in accordance with the recommended frequencies below:

- Large memorials, monuments and heritage assets – every 5 years
- Small memorials and other Public Art – every 10 years

The projected 20-year renewal forecast compared against the current Long Term Financial Plan budget allocation for Public Art and Monuments is shown in Figure 5.4.1 below (note: all figure values are shown in current day dollars). When comparing the forecast renewal costs against the existing budget allocation (black line), it is shown that there is a minor funding shortfall over the first 7 years and additional funding is required to maintain current levels of service.

Figure 5.4.1.p.: Forecast Renewal Costs (Public Art and Monuments)



Street and Park Lands Furniture

Predictive modelling identified that the existing budget allocations within the Long-Term Financial Plan were insufficient to maintain current service levels, resulting in the health of the furniture network steadily declining over time. Various renewal strategies were considered for the furniture network utilising predictive scenario modelling, which are presented and further discussed in Appendix F.

The recommended asset renewal strategy aims to reduce the number of assets that deteriorate into condition 4 (< 10%) and probit assets reaching condition 5 (target of 0%). Street and Park Lands Furniture are generally renewed individually when asset deteriorates to condition 4. As on-street parking assets (i.e. parking machines

and smart parking solutions) have a heavy reliance on operating platforms, to leverage advances in new and emerging technology, it is recommended that these assets are all replaced at the same time as a group at the expiration of their recommended useful life.

To enable this, our general Street and Park Lands and Furniture will require:

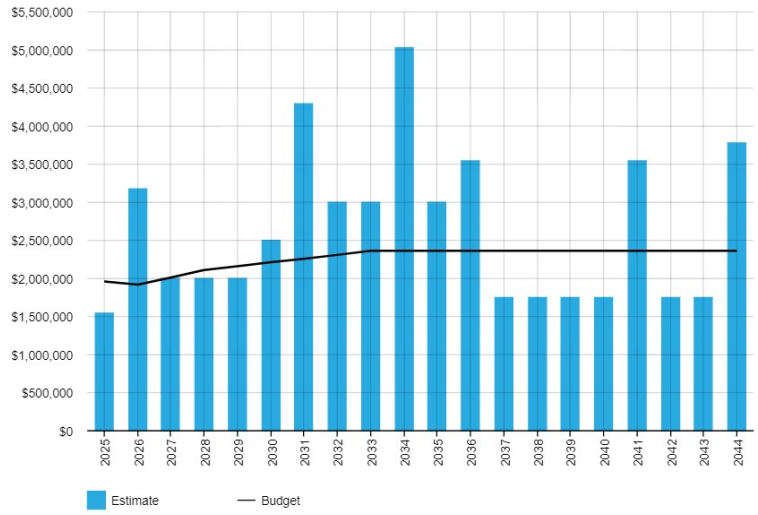
- $1.8 m / year - between years 1 and 5
- $2.8 m / year - between years 6 and 11
- $1.75 m / year - between years 12 and 20

On top of this there will be cyclic renewal requirements associated with our on-street parking assets, which include:

- $1.8m in years 2, 7, 12 and 17 (smart parking solution - 5 year useful life)
- $2.1m in years 10 and 20 (parking machines - 10 year useful life)

The projected 20-year renewal forecast compared against the current Long-Term Financial Plan budget allocation for Street and Park Lands Furniture is shown in Figure 5.4.1 below (note: all figure values are shown in current day dollars). When comparing the forecast renewal costs against the existing budget allocation (black line), it is evident that there is a funding shortfall in specific years and additional funding is required to maintain service levels. Not funding the shortfall will result in the health of the asset network slowly deteriorating over time and pose potential financial risks associated with lost revenue from on-street parking assets.

Figure 5.4.1.f.: Forecast Renewal Costs (Street and Park Lands Furniture)



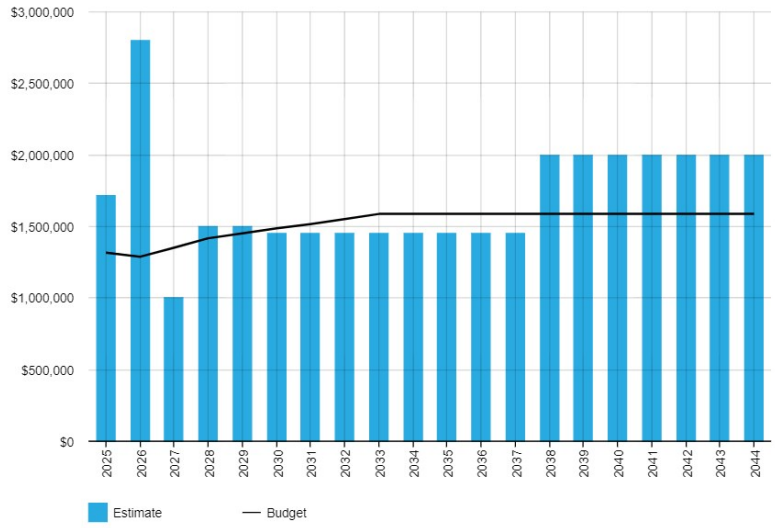
Urban Structures

Predictive modelling identified that the existing budget allocations within the Long-Term Financial Plan were insufficient to maintain current service levels, resulting in the health of our structures steadily declining over time. Various renewal strategies were considered for our structures utilising predictive scenario modelling, which are presented and further discussed in Appendix F.

The recommended asset renewal strategy aims to reduce the number of assets that deteriorate into condition 4 (target < 5%) and prohibit assets reaching condition 5 (target 0%). To enable this, increased renewal funding of $1.7m, $2.8m is required over the first two years, where the investment spike in year 2 is associated with the replacement of our Christmas Tree. From years 6 to year 13, renewal funding requirements reduce to $1.5m each year to maintain service levels. From years 14 to 20 investment requirements slighting increase further to $2m each year to address the forecast medium to long term renewal requirements.

The projected 20-year renewal forecast compared against the current Long-Term Financial Plan budget allocation for Structures is shown in Figure 5.4.1 below (note: all figure values are shown in current day dollars). When comparing the forecast renewal costs against the existing budget allocation (black line), it is evident that there is a funding shortfall and additional funding is required to maintain service levels. Not funding the shortfall will result in the health of the asset network slowly deteriorating over time resulting in risk of asset failure and service disruption that cannot be rectified through maintenance resources.

Figure 5.4.1.s.: Forecast Renewal Costs (Urban Structures)



5.5 Acquisition of Assets (New & Upgrade)

Acquisition reflects 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 City of Adelaide.

Opportunities for acquisition of new assets, and upgrade of existing assets, are identified from various sources such as community requests, initiatives identified within strategic plans and corporate strategies as well as partnerships with third parties (e.g. State Government and Developers).

Potential new and upgrade works should be reviewed to verify that they are essential to City of Adelaide's needs and include analysis to understand ongoing operations, maintenance and renewal requirements to ensure that the services are sustainable over the longer term.

While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, it does ensure required renewal scheduling is aligned (where practical) with key new and upgrade initiatives linked to our Strategic Plan through Integrated Delivery Planning.

Prioritisation and scheduling of new and upgrade works is currently undertaken on an annual basis through the business plan and budget process, where key prioritisation criteria include:

- Alignment with Strategic Plan objectives and corporate strategies
- Financial capacity and sustainable financial management principles
- Council decisions
- Asset functionality deficiencies
- Asset condition
- Compliance with current legislative requirements
- Community interest

The Resource Plan will provide a 4-year view of new and upgrade projects, resources, and budgets required to deliver our Strategic Plan objectives. It will inform the Long-Term Financial Plan and act as the key link between the Strategic Plan and Annual Business Plan & Budget.

Transformational new and upgrade projects will reference the Adelaide Design Manual that have allocated funding within the Resource Plan and Long-Term Financial Plan.

5.6 Disposal of Assets

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. Disposal can be considered when an asset has been identified as underperforming, underutilised, or obsolete and does not provide value to the community.

This Asset Management Plan does not identify financial forecasts associated with asset disposal, however where recommended, significant assets will be identified for decommissioning and disposal through Council Reports. To enable informed decision making, reports will include any anticipated impacts to service provision as well as financial impacts including disposal costs, revenue gained and estimated reductions in annual operations and maintenance expenditure that will be included into the Business Plan and Budget and Long-Term Financial Plan.

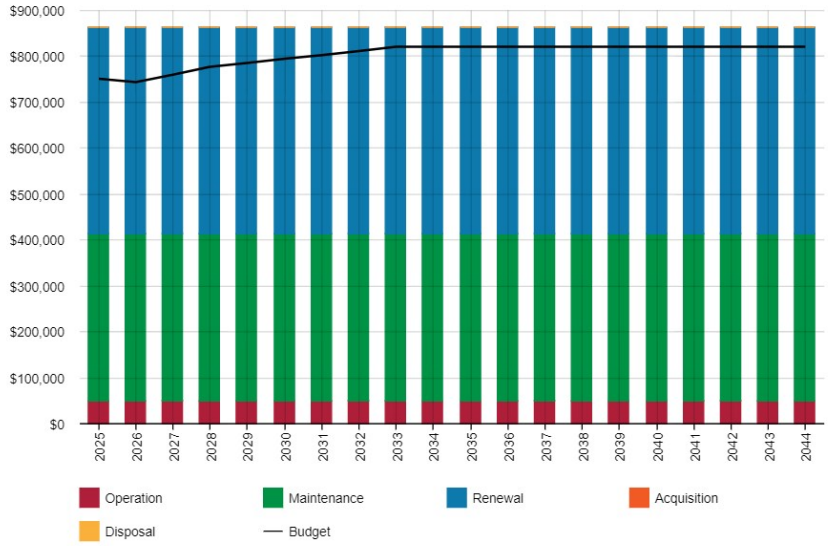
5.7 Summary of Asset Forecast Costs

The total financial projections from this Asset Management Plan are shown in Figure 5.7 below for each asset category. 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 discussed in detail within sections 5.3 and 5.4.

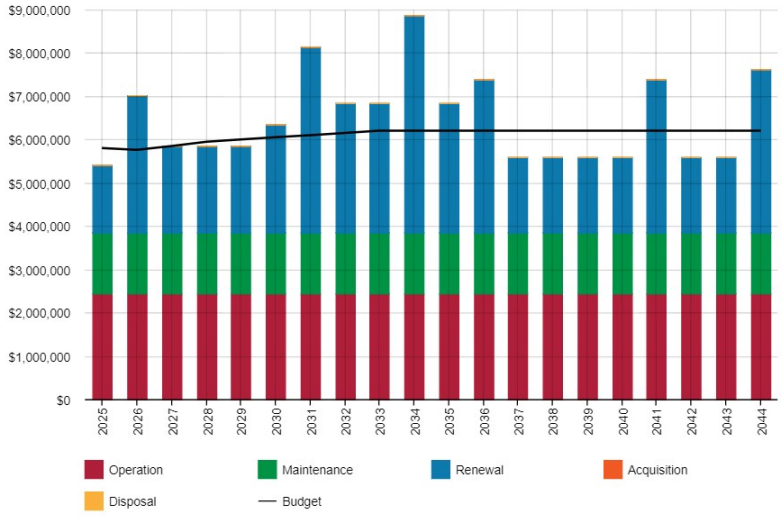
Public Art and Monument

Figure 5.7.1: Lifecycle Summary (Public Art and Monument)



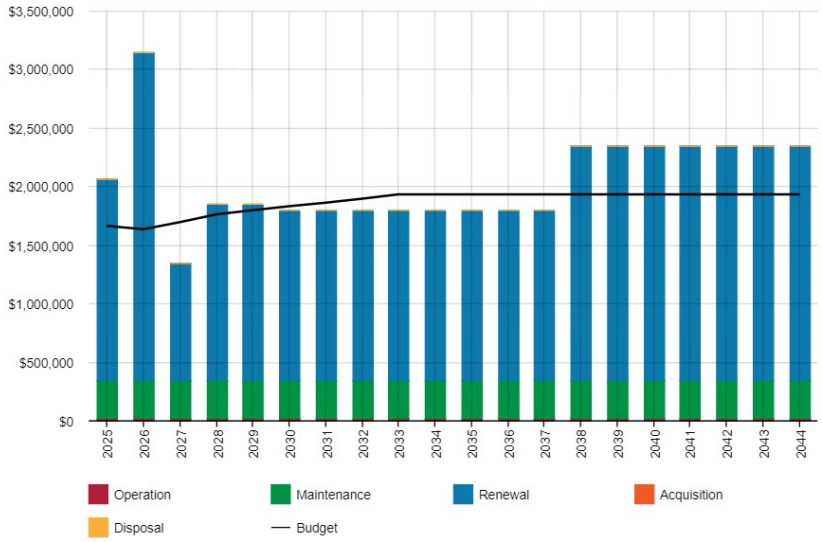
Street and Park Lands Furniture

Figure 5.7.2: Lifecycle Summary (Street and Park Lands Furniture)



Urban Structure

Figure 5.7.3: Lifecycle Summary (Urban Structure)



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'[5].

An assessment of risks[6] 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

Asset Category	Critical Asset(s)	Failure Mode	Impact
Public Art & Monuments	Water features associated with Public Art & Monuments	Poor water quality and outbreaks of waterborne disease	Public safety Illness related to water quality
	Public Art & Monuments	Asset not managed in accordance with agreement with artist. Breach in moral rights laws	Legal and reputational damages
Urban Structures	Bus stops, rotundas and shelters	Structural deterioration resulting in structure restrictions or physical collapse.	Reduced accessibility, or injury/ fatality as a result of collapse
On-street Parking Assets	Parking machines and Smart Parking Solution	Technology failure or vandalism	Loss of revenue

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.

[5] ISO 31000:2009, p 2

[6] REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote

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.

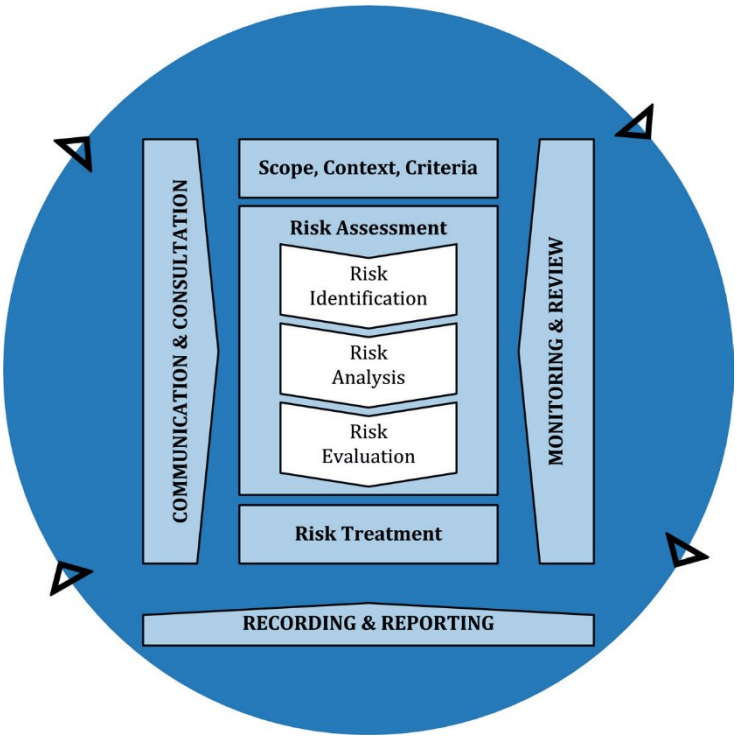


Fig 6.2 Risk Management Process – Abridged
Source: ISO 31000:2018, Figure 1, p9

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[7] 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 Strategic Risk and Internal Audit Group (SRIA).

[7] REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote

Table 6.2: Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating	Risk Treatment Plan	Residual Risk	Treatment Costs
All Urban Elements Assets	Renewal, maintenance and operational budgets are not adopted as recommended in Asset Management Plan, resulting in increased asset risk, reduced levels of service and increased whole of life costs	High	Reduce levels of service, to better align asset management activities with financial constraints. This will result in renewal and maintenance activities being prioritised, with respect to available budgets.	Medium	Within existing resources / budgets
Public Art & Monument Water Features	Public illness associated with outbreak of waterborne disease	High	Daily inspections of fountains and sanitation procedures are undertaken within SA Health guidelines	Low	Within existing resources / budgets
On-Street Parking Assets	Parking machines and smart parking solution become obsolete due to the asset not being compatible with enabling technology, resulting in asset not operating and loss of revenue	High	Enabling technology changes are monitored on an ongoing basis. Asset useful life and asset management planning considers anticipated changes in technology	Low	Within existing resources / budgets

6.3 Infrastructure Resilience Approach

The resilience of our 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.

Our current measure of resilience is shown in Table 6.3 which includes the type of threats and hazards and the current measures that the organisation takes to ensure service delivery resilience.

Ensuring we remain resilient to the impacts of projected future climate will require ongoing investigation, monitoring and adaption within future revisions of this Asset Management Plan. This has been recognised as a key action within the Improvement Plan (Chapter 8).

Table 6.3: Resilience Assessment

Threat / Hazard	Assessment Method	Current Resilience Approach
Increasing temperatures and more frequent, long-running and intense heatwaves	Data SA Climate Projections for South Australia Climate change modelling scenarios based on weather station data	Implementation key actions from the Climate Change Risk Adaptation Action Plan, which include: Continuing to work with industry to identify new/superior products (or new applications) for application in CoA Developing an Urban Greening Strategy to guide future investment for improved canopy cover and natural cooling

6.4 Service and Risk Trade-Offs

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

6.4.1 What we cannot do

Based on our current Long-Term Financial Plan budgets, there are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years.

Maintenance & Operations

Currently, maintenance activities are evaluated and prioritised with respect to available budgets. While make-safe treatments are always undertaken as soon practical (generally within 24 hours), we are currently unable to undertake all permanent repairs within the timeframes aligned with community expectations. Following the completion of this Asset Management Plan, we will be updating maintenance standards to formalise maintenance intervention levels and response times, with the objective of establishing an acceptable balance between cost, risk and customer expectations.

This activity has been recognised as an action within the Improvement Plan of this Asset Management Plan (Chapter 8), where the associated financial impacts will need to be further considered in future revisions of this Asset Management Plan and the Long-Term Financial Plan.

Renewal

There is an estimated $1.54m renewal funding shortfall on average per year over the next 10 years, to continue to provide services in line with community expectations and reduce whole-of-life costs. This is further summarised for each urban elements asset category in Table 6.4 below.

Table 6.4.1: Renewal funding shortfall

Asset Category	Forecast renewal costs over next 10 years (annual average)	Current budget allocation over next 10 years (annual average)	Renewal funding shortfall over next 10 years (annual average)
Public Art & Monuments	$450,000	$379,325	-$70,675
Street and Park Lands Furniture	$3,050,184	$2,197,971	-$852,213
Urban Structures	$1,780,000	$1,477,104	-$302,896
Total	$5,280,184	$4,054,400	-$1,225,784

Acquisition (New & Upgrade)

It will not be possible to deliver all new and upgrade initiatives identified within corporate strategies and action plans within the 10 year planning period. New and upgrade initiatives will be prioritised and assessed against key criteria (see section 5.5) and considered with respect to available budgets. This process will be undertaken in consultation with the community through the business plan and budget process and the development of the Resource Plan.

6.4.2 Service trade-off

If there is forecast work (operations, maintenance, renewal, acquisition or disposal) that cannot be undertaken due to available resources, then this will result in service consequences for users. These service consequences include:

- Reduced levels of service for the urban elements portfolio (maintenance and renewal backlog)
- Reduced customer satisfaction levels associated with the management of our existing assets
- Intergenerational inequity (burdening future generations)

6.4.3 Risk trade-off

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

- Increased public safety risks associated with assets deteriorating beyond recommended intervention levels
- Increased reputational risks associated with service provisions not aligning with community expectations
- Increased financial risks associated with surplus maintenance requirements that cannot be accommodated within existing budgets
- Increased financial risks associated with higher renewal and/or rehabilitation treatments as asset renewals are not funded at the optimal point in time
- Increased economic risk associated with reduced business activity, events and tourism
- Intergenerational inequity (burdening future generations)

7.0 FINANCIAL SUMMARY

This section contains the financial requirements resulting from the information presented in the previous sections of this Asset Management 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 Asset Management 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)
- Medium term forecast costs/proposed budget (over 10 years of the planning period)

Asset Renewal Funding Ratio

The forecast renewal costs along with the proposed renewal budget, and the cumulative shortfall, is detailed in Appendix C and summarised in Table 7.1.1-1 with an overall Asset Renewal Funding Ratio of 82%.

Table 7.1.1-1: Asset Renewal Funding Ratio

Public Art and Monuments	Street and Park Lands Furniture	Urban Structures	Total
83%	76%	92%	82%

The Asset Renewal Funding Ratio is an important indicator and illustrates that over the next 10 years we expect to have 82% of the funds required for the optimal renewal of assets.

Contributing factors for the gap between the forecast renewal costs and current budgets include:

- Not achieving our Asset Renewal Funding Ratio targets over the past 4 financial years as a result of covid-19 resourcing impacts and project delays associated with post-pandemic market saturation.
- Utilising advanced predictive modelling within this Asset Management Plan, that analyses asset condition information to better recognise the changing asset investment needs over time to maintain service levels.
- Ensuring we accurately recognise asset replacement costs, utilising current unit rates that take into consideration increasing costs associated with inflation and industry escalations (we have experienced significant increases in project unit rates, noting that the Local Government Association (LGA) have indicated that costs and materials have increased up to 25% post pandemic).

Medium term – 10 year financial planning period

This Asset Management 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 for the urban element assets over the 10 year planning period is $9,493,661 ($9.49 million) on average per year.

The current (budgeted) operations, maintenance and renewal funding is $8,608,408 ($8.61 million) on average per year giving a 10 year funding shortfall of $885,253 ($0.89 million) on average per year.

This indicates that 90.68% of the forecast costs needed to provide the services documented in this Asset Management Plan are accommodated in the proposed budget. Note, these calculations exclude acquired assets.

This information is presented in further detail for each asset class in Table 7.1.1-2 below.

Table 7.1.1-2: 10-Year Financial Indicator

Asset Class	Forecast operations, maintenance and renewal costs (10-year average)	Current operations, maintenance and renewal funding (10-year average)	Funding Shortfall/ Surplus (10-year average)	10 Year Financial Indicator
Public Art & Monuments	$863,152	$787,101	-$76,052	91.19%
Street and Park Lands Furniture	$6,706,081	$6,017,713	-$688,368	89.74%
Urban Structure	$1,924,427	$1,803,594	-$120,833	93.72%
Total	$9,493,661	$8,608,408	-$885,253	90.68%

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 Asset Management 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

Providing services in a financially sustainable manner requires a balance between the forecast outlays required to deliver the agreed service levels with the planned budget allocations in the Long-Term Financial Plan.

A gap between the forecast outlays and the amounts allocated in the financial plan indicates further work is required on reviewing service levels in the Asset Management Plan or revising the Long-Term Financial Plan.

The forecast costs (outlays) required for consideration in the 10 year Long-Term Financial Plan are provided in Appendix F. These costs include renewal, maintenance and operations of our existing assets. For the next revision of this Asset Management Plan, it is recommended to include the acquisition costs (upgrade/new) that are specified within the Resource Plan and are accommodated within the Long-Term Financial Plan. This has been recognised as an action within the Improvement Plan (Chapter 8). Costs associated with asset disposal, will continue to be identified through Council Reports and accommodated within the annual Business Plan and Budget and Long-Term Financial Plan as required.

7.2 Funding Strategy

The proposed funding for assets is outlined in the City of Adelaide Annual Business Plan and Budget and Long-Term Financial Plan.

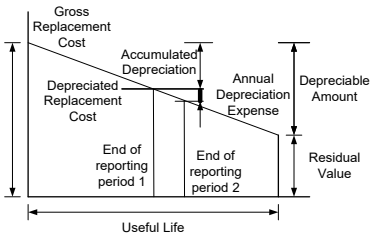
The financial strategy of the entity determines how funding will be provided, whereas the Asset Management Plan communicates how and when this will be spent, along with the service and risk consequences of various service alternatives.

7.3 Valuation Forecasts

7.3.1 Asset valuations

The best available estimate of the value of assets included in this Asset Management Plan are shown below. The assets are valued at fair value cost to replace service capacity in accordance with Australian Account Standards.

Gross Replacement Cost	$105,314,751
Depreciable Amount	$66,776,600
Depreciated Replacement Cost[8]	$72,134,242
Depreciation	$4,027,758



A more comprehensive breakdown for each asset class is shown in Table 7.3.1.

Table 7.3.1: Asset Valuations

Financial Figure	Public Art and Monument	Street and Park Lands Furniture	Urban Structure	Total
Gross Replacement Cost	$39,281,152	$31,637,348	$34,396,251	$105,314,751
Depreciable Amount	$743,001	$31,637,348	$34,396,251	$66,776,600
Depreciated Replacement Cost[9]	$38,807,347	$16,032,650	$17,294,245	$72,134,242
Annual Depreciation	$69,341	$2,416,065	$1,542,351	$4,027,757

7.3.2 Valuation forecast

Asset values are forecast to increase as additional assets are added to the network.

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.

Increases to in asset valuation are formally recognised through asset revaluations in conjunction with updates to Asset Management Plans, which are both typically undertaken every 4 years.

[8] Also reported as Written Down Value, Carrying or Net Book Value.
[9] Also reported as Written Down Value, Carrying or Net Book Value.

7.4 Key Assumptions Made in Financial Forecasts

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

Key assumptions made in this Asset Management Plan are:

- All current assets will remain within the organisation's ownership throughout the planning period
- Renewal forecasts associated with Adelaide Bridge assume the full replacement of the existing structure. The scope, costs and timing of the recommended capital works will be better understood following the completion of the Options Analysis (currently underway and scheduled for completion in 2024). Outcomes will be revised into this Asset Management Plan and Long Term Financial Plan in the future as soon as practical
- Renewal forecasts are based on costs associated with like for like or modern equivalent replacement and are based off current design standards and any legislated requirements. They do not account for additional costs to upgrade assets or install new ancillary assets
- Renewal forecast have been derived from treatment rates established from quantity surveyor estimates or contract rates, applied to asset dimensions recognised within the Asset Management System
- Renewal forecasts have been escalated into FY24/25 dollars (based on historic and forecast inflation)
- Renewal forecasts account for external design requirements, where costs are allocated within each FY of the Asset Management Plan as a "Design Program" where applicable (typically between 5-10% of annual construction costs, depending on asset class)
- Renewal forecasts consider asset condition, asset functionality and integrated planning principles
- Renewal forecasts have been aligned where appropriate with upgrade projects approved by Council and recognised in the Long-Term Financial Plan
- Renewal forecasts do not account for internal staff resourcing. These resources are to be allocated through a capital resource overhead and accommodated into the Long-Term Financial Plan separately
- Asset useful lives align with current levels of service and are based on the judgment and experience of internal staff
- Asset remaining useful life estimates are based off asset condition data and technical asset deterioration profiles which are based on the judgement and experience of internal staff
- Asset useful life and remaining useful life estimates assume existing maintenance resourcing levels are continued
- Acquisition (upgrade/new) costs are not recognised within this Asset Management Plan. These costs will be recognised in the Resource Plan and incorporated into Long-Term Financial Plan separately
- Operations and maintenance forecasts are prioritised and delivered with respect to existing budget (standards to be reviewed and associated cost impacts to be incorporated into a future revision of this Asset Management Plan)
- Operations and maintenance forecasts do not currently account for the future acquisition of new assets through upgrade/new projects or gifted assets (to be incorporated into a future revision of this Asset Management Plan)
- The Long-Term Financial Plan will appropriately escalate financial outlays communicated within this Asset Management Plan

7.5 Forecast Reliability and Confidence

The forecast costs, proposed budgets, and valuation projections in this Asset Management Plan are based on the best available data. For effective asset and financial management, it is critical that the information is current and accurate. Data confidence is classified on a A - E level scale[10] in accordance with Table 7.5.1.

Table 7.5.1: Data Confidence Grading System

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

The estimated confidence level for and reliability of data used in this Asset Management Plan is shown in Table 7.5.2. This Asset Management Plan's Improvement Plan (Chapter 8) outlines further steps recommended to be undertaken to continue to increase the maturity and confidence in asset management and financial forecasts.

Table 7.5.2: Data Confidence Assessment for Data used in Asset Management Plan

Public Art and Monument	Street and Park Lands Furniture	Urban Structure
Medium	Medium - High	Medium - High

Further information to support this assessment at a more granular level is provided in Appendix H.

[10] IPWEA, 2015, IIMM, Table 2.4.6, p 2|71.

8.0 PLAN IMPROVEMENT AND MONITORING

8.1 Status of Asset Management Practices[11]

8.1.1 Accounting and financial data sources

This Asset Management Plan utilises accounting and financial data. The source of the data is from the accounting module of CoA's Asset Management System (Assetic).

8.1.2 Asset management data sources

This Asset Management Plan also utilises asset management data. The source of the data is from CoA's Asset Management System (Assetic).

8.2 Improvement Plan

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

Table 8.2: Improvement Plan

Task	Task	Responsibility	Resources Required	Timeline
1	Finalise a 4-year Resource Plan to identify key upgrade/new projects to deliver Council's Strategic Plan objectives. Once key projects are recognised within the Long Term Financial Plan, Asset Management Plans will be updated to ensure associated acquisition costs (upgrade/new) and ongoing operational and maintenance costs are appropriately recognised, in conjunction with any scheduling adjustments required for asset renewal programs.	Strategy, Insights & Performance, with organisational support Infrastructure Planning	Within existing resource allocations	2024/25
2	Review and update operations and maintenance standards, to develop more structured and proactive maintenance regimes which provide an acceptable balance between cost, risk, and customer expectations. Include changes into future revisions of this Asset Management Plan and Long Term Financial Plan.	Infrastructure Planning, City Operations	Within existing resource allocations	2024-25 2025-26
3	Continue to undertake regular condition audits and revaluation for all of our Urban Elements within the nominated 4-year cycles, including regular review of asset useful lives.	Infrastructure Planning	Within existing resource allocations	Ongoing
4	Review and standardise asset hierarchies for all asset classes within Streets, Park Lands and Buildings Categories.	Infrastructure Planning, City Operations	Within existing resource allocations	2024/25
5	Review customer service requests codes to better align with Level of Service reporting and operational and maintenance sub-activities.	Infrastructure Planning, City Operations, Customer Centre	Within existing resource allocations	2024/25

[11] ISO 55000 Refers to this as the Asset Management System

6	Review community engagement survey questions to better align with specific asset categories and Level of Service measures	Infrastructure Planning	Within existing resource allocations	Ongoing
7	Continue to review our technical standards and their application across the City and Park Lands, with respect to climate resilience, performance, whole-of-life cost and amenity.	Infrastructure Planning, Technical Services	Within existing resource allocations	Ongoing
8	Continue to monitor forecast climate change impacts to ensure we remain resilient through proactively implementing appropriate mitigation and adaptation controls.	Sustainability, Infrastructure Planning	Within existing resource allocations	Ongoing
9	Improve the capture of carbon emission data for technical standards to support lower carbon decision making	Low Carbon & Circular Economy, Infrastructure Planning, Technical Services	Led by existing resources, with external support identified through the Business Plan and Budget	Ongoing
10	Improve the capture of carbon emission data for project procurement to support lower carbon decision making	Low Carbon & Circular Economy, Procurement, Infrastructure Delivery	Led by existing resources, with external support identified through the Business Plan and Budget	Ongoing
11	Review of corporate performance measure targets for customer satisfaction, to assist with performance gap analysis	Strategy, Insights & Performance, Infrastructure Planning	Within existing resource allocations	2024/25
12	Further develop processes to ensure asset data is updated following the completion of maintenance work and emergency asset replacement resulting from vandalism	Infrastructure Planning, City Operations,	Within existing resource allocations	2024/25
13	Continue to work in partnership with both the State and Federal Governments to pursue external funding opportunities for both renewal and significant upgrade/new projects	City Services Executive	Within existing resource allocations	2024-25 2025-26

8.3 Monitoring and Review Procedures

This Asset Management 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 Asset Management 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 budgets will be incorporated into the Long-Term Financial Plan once completed.

The Asset Management Plan has a maximum life of 4 years and is due for complete revision and updating within two years of a general Council election, pursuant to section 122 of the Local Government Act 1999 (SA).

8.4 Performance Measures

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

The degree to which the required forecast costs identified in this Asset Management 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 Asset Management 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 (90-110%)

Achieving Technical Level of Service objectives

Reviewing changes to customer service request numbers and customer satisfactory surveys

Progressing with the implementation of Improvement Actions identified in Table 8.2

Reviewing and update of the Plan at minimum every four years

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10.0 APPENDICES

Appendix A Operation Forecast

The forecast operational costs for the urban elements portfolio are shown below. Future revisions of this Asset Management Plan will further review forecast requirements based on updated operations and maintenance standards. All values are shown in current day dollars.

Table A1 - Operation Forecast Summary (Public Art & Monument)

Year	Operation Forecast	Additional Operation Forecast	Total Operation Forecast
2025	$49,047	$0	$49,047
2026	$49,047	$0	$49,047
2027	$49,047	$0	$49,047
2028	$49,047	$0	$49,047
2029	$49,047	$0	$49,047
2030	$49,047	$0	$49,047
2031	$49,047	$0	$49,047
2032	$49,047	$0	$49,047
2033	$49,047	$0	$49,047
2034	$49,047	$0	$49,047

Table A2 - Operation Forecast Summary (Street and Park Lands Furniture)

Year	Operation Forecast	Additional Operation Forecast	Total Operation Forecast
2025	$2,453,230	$0	$2,453,230
2026	$2,453,230	$0	$2,453,230
2027	$2,453,230	$0	$2,453,230
2028	$2,453,230	$0	$2,453,230
2029	$2,453,230	$0	$2,453,230
2030	$2,453,230	$0	$2,453,230
2031	$2,453,230	$0	$2,453,230
2032	$2,453,230	$0	$2,453,230
2033	$2,453,230	$0	$2,453,230
2034	$2,453,230	$0	$2,453,230

Table A3 - Operation Forecast Summary (Urban Structure)

Year	Operation Forecast	Additional Operation Forecast	Total Operation Forecast
2025	$24,524	$0	$24,524
2026	$24,524	$0	$24,524
2027	$24,524	$0	$24,524
2028	$24,524	$0	$24,524
2029	$24,524	$0	$24,524
2030	$24,524	$0	$24,524
2031	$24,524	$0	$24,524
2032	$24,524	$0	$24,524
2033	$24,524	$0	$24,524
2034	$24,524	$0	$24,524

Appendix B Maintenance Forecast

The forecast maintenance costs for the urban elements portfolio are shown below. Future revisions of this Asset Management Plan will further review forecast requirements based on updated operations and maintenance standards. All values are shown in current day dollars.

Table B1 - Maintenance Forecast Summary (Public Art & Monument)

Year	Maintenance Forecast	Additional Maintenance Forecast	Total Maintenance Forecast
2025	$364,105	$0	$364,105
2026	$364,105	$0	$364,105
2027	$364,105	$0	$364,105
2028	$364,105	$0	$364,105
2029	$364,105	$0	$364,105
2030	$364,105	$0	$364,105
2031	$364,105	$0	$364,105
2032	$364,105	$0	$364,105
2033	$364,105	$0	$364,105
2034	$364,105	$0	$364,105

Table B2 - Maintenance Forecast Summary (Street and Park Lands Furniture)

Year	Maintenance Forecast	Additional Maintenance Forecast	Total Maintenance Forecast
2025	$1,397,666	$0	$1,397,666
2026	$1,397,666	$0	$1,397,666
2027	$1,397,666	$0	$1,397,666
2028	$1,397,666	$0	$1,397,666
2029	$1,397,666	$0	$1,397,666
2030	$1,397,666	$0	$1,397,666
2031	$1,397,666	$0	$1,397,666
2032	$1,397,666	$0	$1,397,666
2033	$1,397,666	$0	$1,397,666
2034	$1,397,666	$0	$1,397,666

Table B3 - Maintenance Forecast Summary (Urban Structure)

Year	Maintenance Forecast	Additional Maintenance Forecast	Total Maintenance Forecast
2025	$322,904	$0	$322,904
2026	$322,904	$0	$322,904
2027	$322,904	$0	$322,904
2028	$322,904	$0	$322,904
2029	$322,904	$0	$322,904
2030	$322,904	$0	$322,904
2031	$322,904	$0	$322,904
2032	$322,904	$0	$322,904
2033	$322,904	$0	$322,904
2034	$322,904	$0	$322,904

Appendix C Renewal Forecast Summary

The forecast renewal costs for urban elements, relative to current renewal budgets are shown below, in conjunction with the annual renewal budget shortfall and the cumulative budget shortfall over the 10-year planning period. All Forecast costs are shown in 2024-25 dollar values.

Table C1 - Renewal Forecast Summary (Public Art & Monument)

Year	Renewal Forecast	Renewal Budget	Annual Budget Shortfall	Cumulative Budget Shortfall
2025	$450,000	$338,379	-$111,621	-$111,621
2026	$450,000	$331,186	-$118,814	-$230,435
2027	$450,000	$347,092	-$102,908	-$333,343
2028	$450,000	$364,179	-$85,821	-$419,164
2029	$450,000	$372,870	-$77,130	-$496,293
2030	$450,000	$381,951	-$68,049	-$564,342
2031	$450,000	$389,600	-$60,400	-$624,743
2032	$450,000	$398,452	-$51,548	-$676,290
2033	$450,000	$407,887	-$42,113	-$718,404
2034	$450,000	$407,887	-$42,113	-$760,517

The 10-year planning period, the forecast renewal costs are $4.50m, with a current budget allocation of $3.74m, resulting in a cumulative budget shortfall of $0.76m. This equates to an asset renewal funding ratio of 83%.

Table C2 - Renewal Forecast Summary (Street and Park Lands Furniture)

Year	Renewal Forecast	Renewal Budget	Annual Budget Shortfall	Cumulative Budget Shortfall
2025	$1,550,000	$1,960,712	$410,712	$410,712
2026	$3,180,000	$1,919,033	-$1,260,967	-$850,254
2027	$2,000,000	$2,011,198	$11,198	-$839,056
2028	$2,000,000	$2,110,211	$110,211	-$728,845
2029	$2,000,000	$2,160,570	$160,570	-$568,275
2030	$2,500,000	$2,213,189	-$286,811	-$855,087
2031	$4,294,800	$2,257,506	-$2,037,294	-$2,892,381
2032	$3,000,000	$2,308,804	-$691,196	-$3,583,577
2033	$3,000,000	$2,363,469	-$636,531	-$4,220,108
2034	$5,027,041	$2,363,469	-$2,663,572	-$6,883,680

The 10-year planning period, the forecast renewal costs are $28.55m, with a current budget allocation of $21.67m, resulting in a cumulative budget shortfall of $6.88m. This equates to an asset renewal funding ration of 76%.

Table C3 - Renewal Forecast Summary (Urban Structure)

Year	Renewal Forecast	Renewal Budget	Annual Budget Shortfall	Cumulative Budget Shortfall
2025	$1,720,000	$1,317,659	-$402,341	-$402,341
2026	$2,800,000	$1,289,650	-$1,510,350	-$1,912,692
2027	$1,000,000	$1,351,587	$351,587	-$1,561,105
2028	$1,500,000	$1,418,127	-$81,873	-$1,642,978
2029	$1,500,000	$1,451,970	-$48,030	-$1,691,008
2030	$1,450,000	$1,487,331	$37,331	-$1,653,677
2031	$1,450,000	$1,517,114	$67,114	-$1,586,564
2032	$1,450,000	$1,551,587	$101,587	-$1,484,977
2033	$1,450,000	$1,588,324	$138,324	-$1,346,653
2034	$1,450,000	$1,588,324	$138,324	-$1,208,329

The 10-year planning period, the forecast renewal costs are $15.77m, with a current budget allocation of $14.56m, resulting in a cumulative budget shortfall of $1.21m. This equates to an asset renewal funding ration of 92%.

Appendix D Budget Summary by Lifecycle Activity

The forecast costs (outlays) required for consideration in the 10 year Long-Term Financial Plan are provided in shown below. These costs include renewal, maintenance, and operations of our existing assets. For the next revision of this Asset Management Plan, it is recommended to include the acquisition costs (upgrade/new) that are specified within the Resource Plan and are accommodated within the Long-Term Financial Plan. This has been recognised as an action within the Improvement Plan (Chapter 8). Costs associated with asset disposal, will continue to be identified through Council Reports and accommodated within the annual Business Plan and Budget and Long-Term Financial Plan as required. All forecast renewal costs are shown in 2024/25 dollar values and operations/maintenance costs are shown in 2023/24 dollar values.

Table D2 – Budget Summary by Lifecycle Activity (Public Art & Monument)

Year	Acquisition	Operation	Maintenance	Renewal	Disposal
2024/25	$0	$49,047	$364,105	$338,379	$0
2025/26	$0	$49,047	$364,105	$331,186	$0
2026/27	$0	$49,047	$364,105	$347,092	$0
2027/28	$0	$49,047	$364,105	$364,179	$0
2028/29	$0	$49,047	$364,105	$372,870	$0
2029/30	$0	$49,047	$364,105	$381,951	$0
2030/31	$0	$49,047	$364,105	$389,600	$0
2031/32	$0	$49,047	$364,105	$398,452	$0
2032/33	$0	$49,047	$364,105	$407,887	$0
2033/34	$0	$49,047	$364,105	$407,887	$0

*Costs accounted for within the Resource Plan and incorporated into Long-Term Financial Plan separately (i.e. not through the Asset Management Plan)

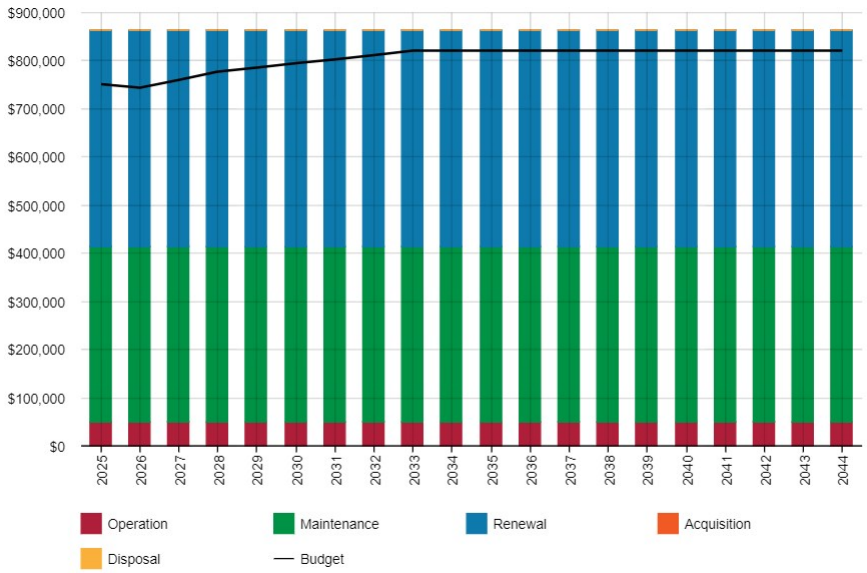


Table D3 – Budget Summary by Lifecycle Activity (Street and Park Lands Furniture)

Year	Acquisition	Operation	Maintenance	Renewal	Disposal
2024/25	$0	$2,453,230	$1,397,666	$1,960,712	$0
2025/26	$0	$2,453,230	$1,397,666	$1,919,033	$0
2026/27	$0	$2,453,230	$1,397,666	$2,011,198	$0
2027/28	$0	$2,453,230	$1,397,666	$2,110,211	$0
2028/29	$0	$2,453,230	$1,397,666	$2,160,570	$0
2029/30	$0	$2,453,230	$1,397,666	$2,213,189	$0
2030/31	$0	$2,453,230	$1,397,666	$2,257,506	$0
2031/32	$0	$2,453,230	$1,397,666	$2,308,804	$0
2032/33	$0	$2,453,230	$1,397,666	$2,363,469	$0
2033/34	$0	$2,453,230	$1,397,666	$2,363,469	$0

*Costs accounted for within the Resource Plan and incorporated into Long-Term Financial Plan separately (i.e. not through the Asset Management Plan)

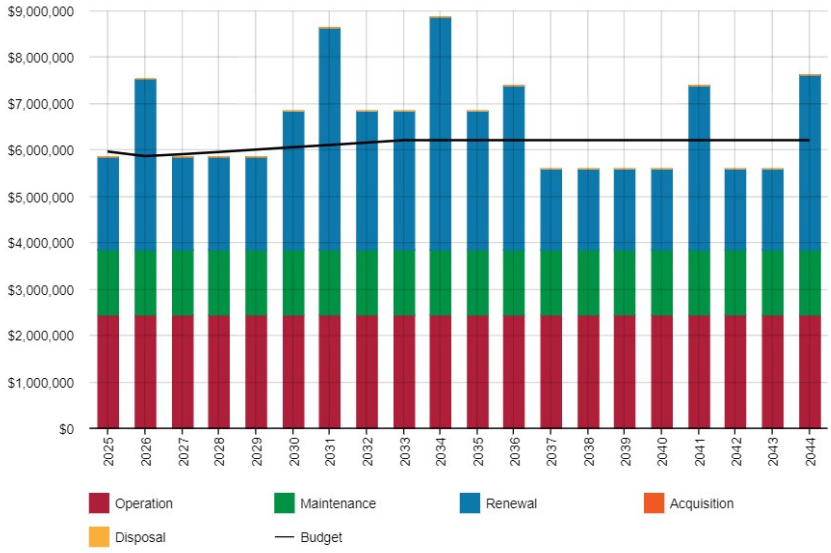
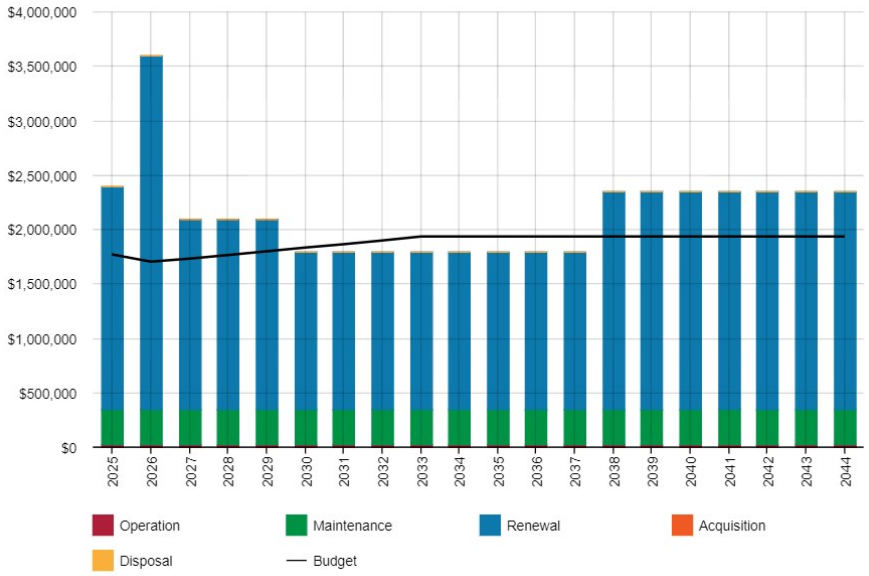


Table D4 – Budget Summary by Lifecycle Activity (Urban Structure)

Year	Acquisition	Operation	Maintenance	Renewal	Disposal
2024/25	$0	$24,524	$322,904	$1,317,659	$0
2025/26	$0	$24,524	$322,904	$1,289,650	$0
2026/27	$0	$24,524	$322,904	$1,351,587	$0
2027/28	$0	$24,524	$322,904	$1,418,127	$0
2028/29	$0	$24,524	$322,904	$1,451,970	$0
2029/30	$0	$24,524	$322,904	$1,487,331	$0
2030/31	$0	$24,524	$322,904	$1,517,114	$0
2031/32	$0	$24,524	$322,904	$1,551,587	$0
2032/33	$0	$24,524	$322,904	$1,588,324	$0
2033/34	$0	$24,524	$322,904	$1,588,324	$0

*Costs accounted for within the Resource Plan and incorporated into Long-Term Financial Plan separately (i.e. not through the Asset Management Plan)



Appendix E Asset Condition Images and Intervention Levels

Public Art & Monument

Public Art & Monument	Refurbishment Cycle
Large Memorial, Significant Public Art	5 years
Small Memorial, plaque, other Public Art	10 years

Before Refurbishment

Fair/Poor condition, showing wear and tear, some maintenance work required

After Refurbishment

Good condition, minor maintenance work required

Street and Park Lands Furniture

Treatment Name	Useful life *	Intervention Level
BBQ Renewal	10 years	Condition 4
Bike Rack Renewal	15 years	Condition 4
Bin Renewal	10 years	Condition 4
Bollard Renewal	15 years	Condition 4
Custom Sign Renewal	10 years	Condition 4
Drinking Fountain Renewal	10 years	Condition 4
Parking Machine Renewal	10 years	End of Useful Life
Smart Parking Solution	5 years	End of Useful Life
Picnic Table	20 years	Condition 4
Planter Box	15 years	Condition 4
Seat	20 years	Condition 4
Wayfinding Signage	20 years	Condition 4

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

Urban Structure

Treatment Name	Useful life *	Intervention Level
Boat Landing	20-80 years	Condition 4
Boat Ramp	80 years	Condition 4
Bus Shelter	20 years	Condition 4
Fence	15 years	Condition 4
Flagpole	30 years	Condition 4
Gate	15 years	Condition 4
Other Structure	15-20 years	Condition 4
Retaining Wall	60 years	Condition 4

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



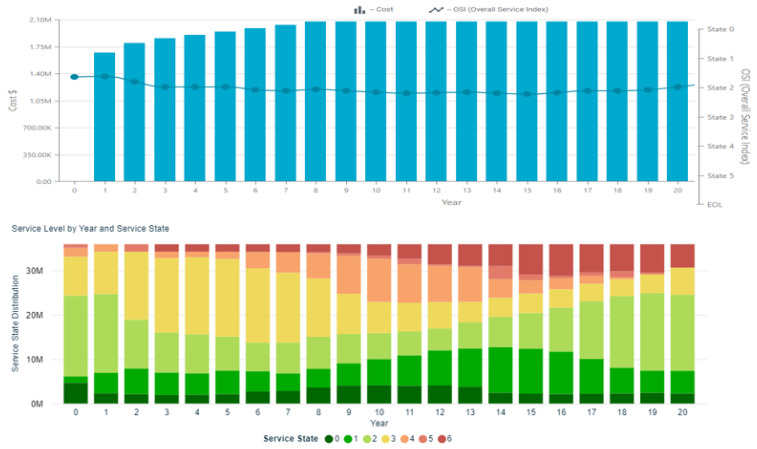


Appendix F Asset Renewal Scenario Modelling

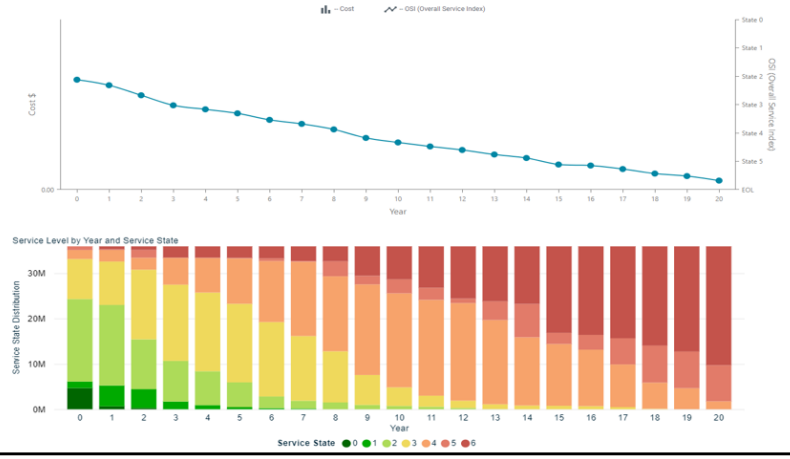
Street and Park Lands Furniture

Street and Park Lands Furniture – Predictive Scenario Modelling

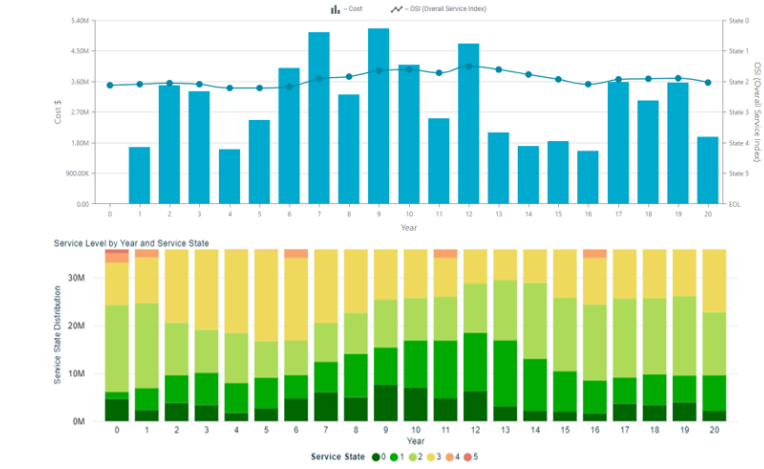
LTFP Budget



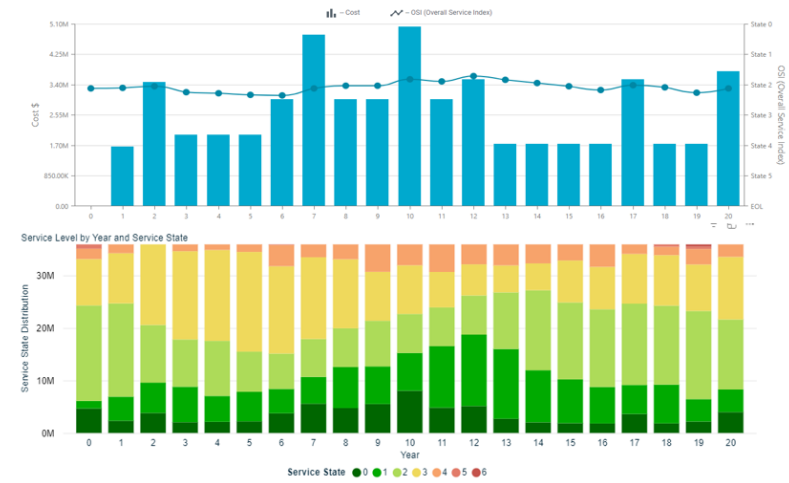
Zero Budget



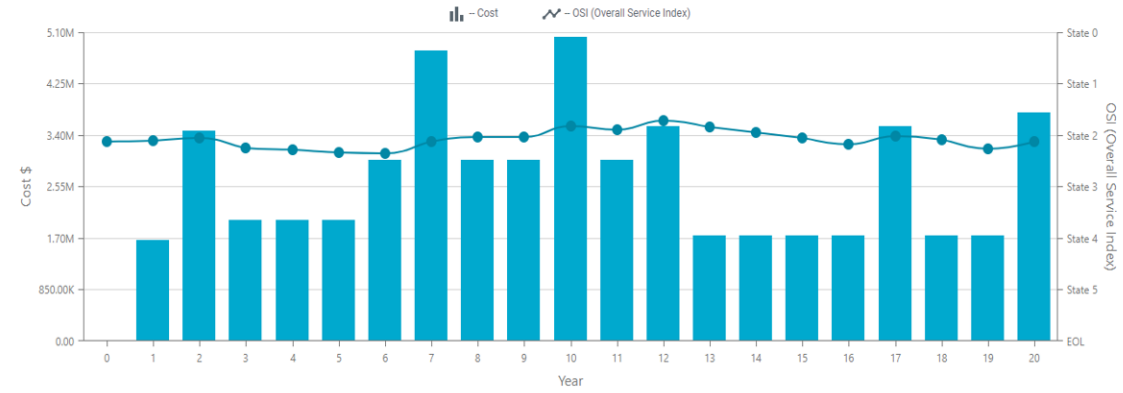
Unconstrained Budget

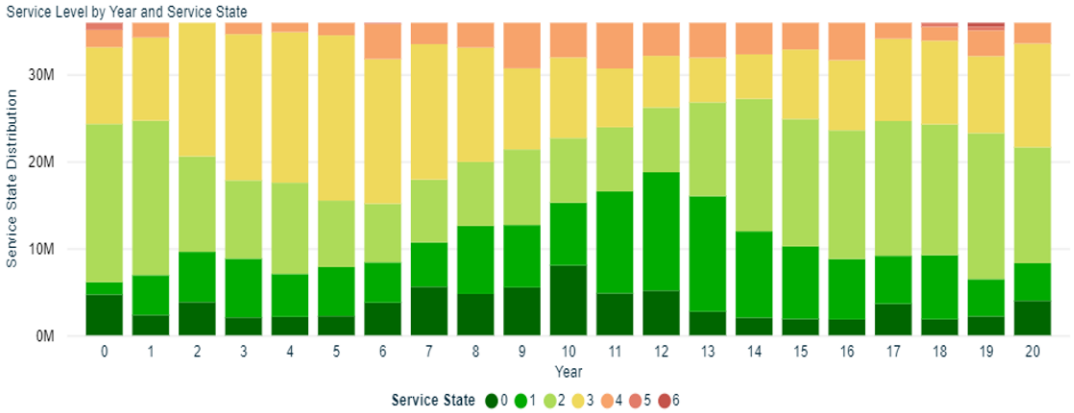


Recommended Strategy & Budget



Street and Park Lands Furniture - Recommended Strategy

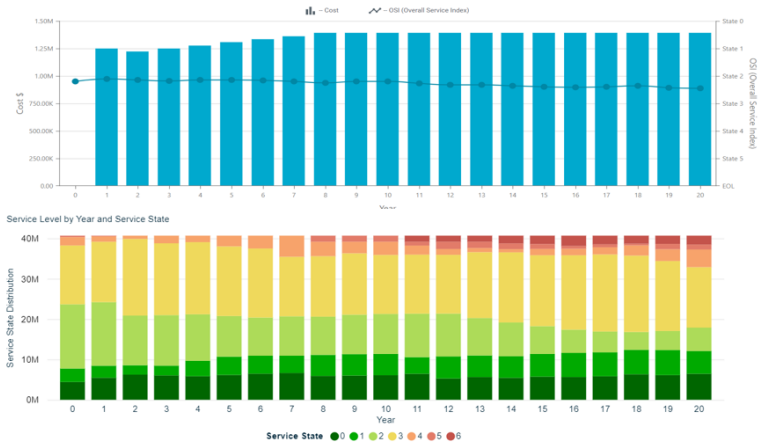




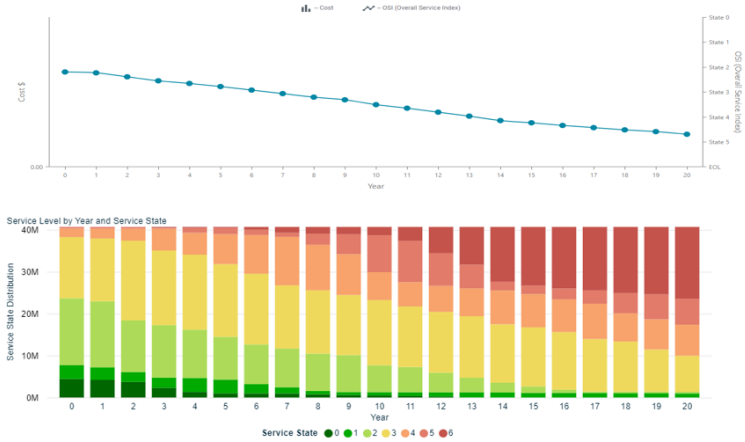
- The LTFP budget would see asset condition slowly deteriorate over the 20-year projection
- The recommended strategy is a more balanced approach than the unconstrained budget whilst addressing the shortfalls of the LTFP budget.
- The unconstrained budget outlines the required budget to prevent any assets falling into condition 4, which requires significant spikes of investment in specific years.
- Overall service state of the network is maintained around condition state 2.1 by the recommended strategy
- Small quantity of assets fall in condition 4 (<10%) and minimal assets fall into condition 5 (1%). The long-term projection is less than 10% of assets falling into condition 4.
- Considered acceptable from a risk management perspective noting that isolated service deficiencies can be managed through maintenance programs.
- Conclusion – recommended this strategy is adopted

Structure– Predictive Scenario Modelling

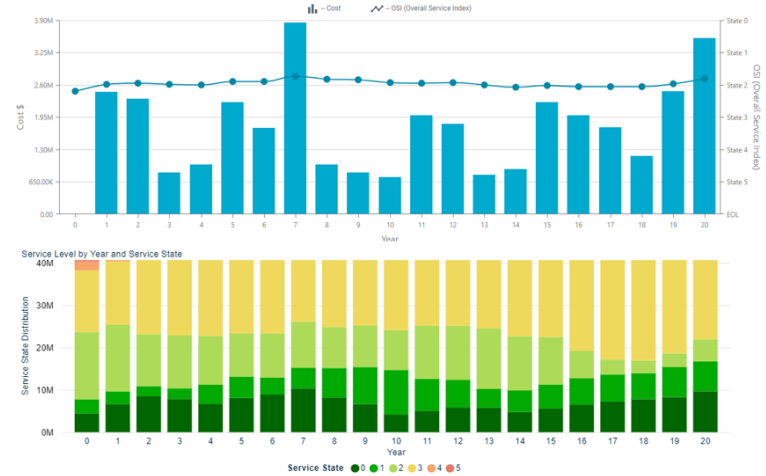
LTFP Budget



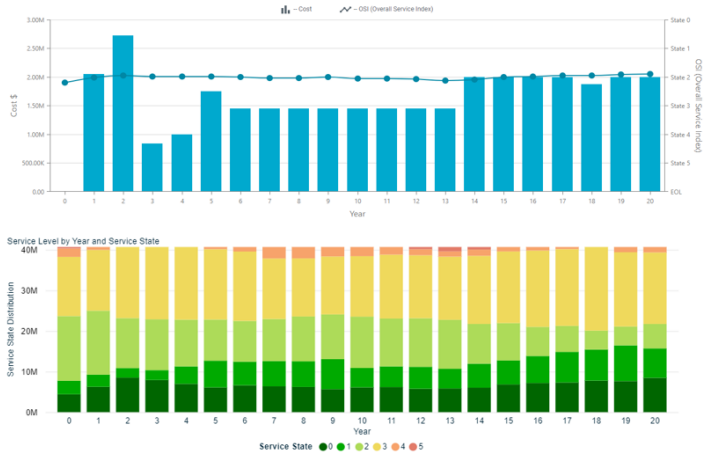
Zero Budget



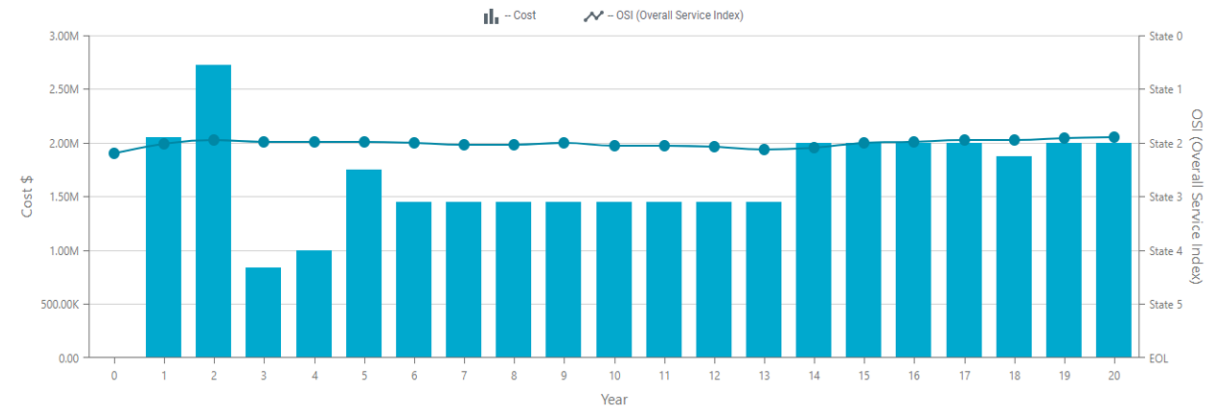
Unconstrained Budget

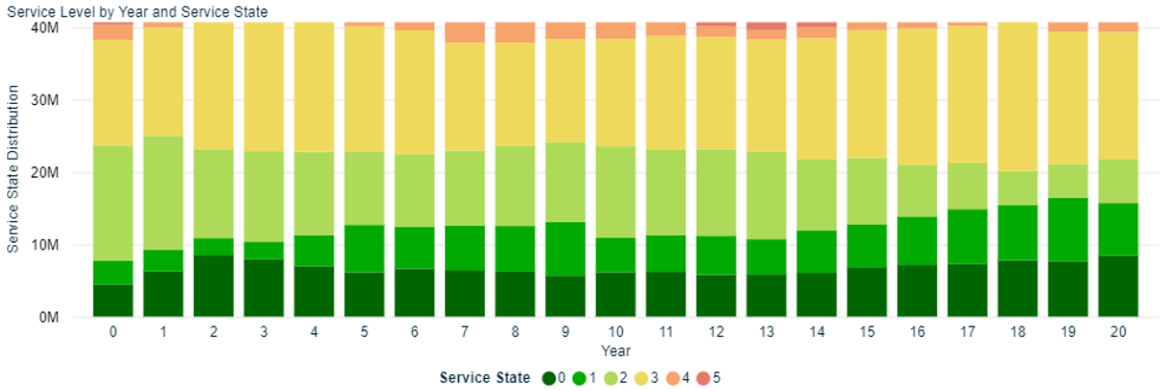


Recommended Strategy & Budget



Structure– Recommended Strategy





- The LTFP budget would see asset condition slowly deteriorate over the 20-year projection
- The recommended strategy is a more balanced approach than the unconstrained budget whilst addressing the shortfalls of the LTFP budget.
- The unconstrained budget outlines the required budget to prevent any assets falling into condition 4, which requires significant spikes of investment in specific years.
- Overall service state of the network is maintained around condition state 1.9 by the recommended strategy
- Small quantity of assets fall in condition 4 (<7%) and minimal assets fall into condition 5 (<3%). The long-term projection is less than 5% of assets falling into condition 4.
- Considered acceptable from a risk management perspective noting that isolated service deficiencies can be managed through maintenance programs.
- Conclusion – recommended this strategy is adopted

Appendix G Data Confidence Assessment for Data Used in Asset Management Plan

The estimated confidence level for and reliability of data used in this Asset Management Plan is shown in the tables below.

Table H1: Data Confidence Assessment for Data used in Asset Management Plan (Public Art & Monument)

Data	Confidence Assessment	Comment
Demand drivers	High	Based off corporate planning documents and strategies
Growth projections	High	Based off State government projections and industry research and analysis
Acquisition forecast	Low	Not accommodated within this Asset Management Plan
Operation forecast	Medium	Based off known requirements and known costs for condition audits
Maintenance forecast	Low	Maintenance requirements are not forecasted, currently just aligned to existing budget allocations
Asset values	High	Asset valuations have been inflated for 24/25 period
Asset useful lives	High	In line with industry standards with regular review
Condition modelling & Treatment Cost	Medium	Public Art & Monument condition audit was undertaken in 2021. Due to the uniqueness of each pubic art & monument, the treatment cost is estimated based on recent refurbishment project cost. Total refurbishment requirement is calculated based on the estimated refurbishment cost and recommended refurbishment cycle.
Disposal forecast	Low	Not accommodated within this Asset Management Plan

Table H2: Data Confidence Assessment for Data used in Asset Management Plan (Furniture and Structure)

Data	Confidence Assessment	Comment
Demand drivers	High	Based off corporate planning documents and strategies
Growth projections	High	Based off State government projections and industry research and analysis
Acquisition forecast	Low	Not accommodated within this Asset Management Plan
Operation forecast	Medium	Based off known requirements and known costs for condition audits
Maintenance forecast	Low	Maintenance requirements are not forecasted, currently just aligned to existing budget allocations
Asset values	High	Asset valuations have been inflated for 24/25 period
Asset useful lives	High	In line with industry standards with regular review
Condition modelling	Medium	Furniture and Structure condition audit was undertaken in 2020 and has been validated by internal staff to be of reliable quality. Predictive modelling was undertaken with Brightly's Predictor software package to estimate remaining useful life of assets
Disposal forecast	Low	Not accommodated within this Asset Management Plan

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