



Strategic Asset Management Plan **2023/24**

Acknowledgement of Country

We acknowledge and pay our respects to the Kurna people, the traditional custodians whose ancestral lands we gather on.

We acknowledge the deep feelings of attachment and relationship of the Kurna people to country and we respect and value their past, present and ongoing connections to the land and cultural beliefs.



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Introduction

About This Document

What is a Strategic Asset Management Plan?

The City of Playford Strategic Asset Management Plan (SAMP) ensures Council can deliver services, maintain assets and achieve its strategic objectives in a financially sustainable manner in the short, medium and long term.

It provides staff, Elected Members, and our community with an overview of our assets, including what assets we are responsible for and their replacement value, the current condition of our assets and how they are performing, the service levels we provide, our asset goals and objectives, and our financial position.

The SAMP also describes the asset-based activities that Council proposes to undertake over the medium to long term in delivering its strategic objectives and providing services to the community through its assets.

This SAMP includes 10 years of asset renewal projections, in alignment with Council's Long Term Financial Plan (LTFP).

The SAMP also presents the current state of Council's Asset Management Framework, data, and systems, highlighting identified gaps and continuous improvement activities.

Why Do We Have a SAMP?

Section 122 of the *Local Government Act 1999*, states that a council must develop and adopt plans for the management of its area, to be called collectively the strategic management plans. A SAMP (or equivalent) is one of the key documents demonstrating Council's compliance with this requirement.

Whilst Council is required under legislation to produce a SAMP, it is more than just a compliance document. Council uses the SAMP as the linkage between our high-level strategy and objectives, and our tactical asset management implementation, as described by the Asset Management Plans (AMPs) for each asset portfolio. The SAMP is also a key document for communicating with our stakeholders about our approach to asset management.

The SAMP (and the individual AMPs) also assists the City of Playford in meeting a wide variety of other legislative requirements, covering matters such as safety and risk management, building and development standards, equitable access, and accounting standards.

Introduction

From the CEO



The City of Playford adopts a holistic and proactive approach to asset management. The management of our existing asset base, levels of service delivered by these assets, and predicted asset growth are integrated into our strategic planning, renewal planning and long-term financial plans as well as the day-to-day activities of the organisation.

Council owns and manages approximately \$1.6 billion worth of assets, from large structures such as roads and buildings, to park furniture and office equipment.

These assets are a significant investment and Council needs to make sure they are managed appropriately for our existing community as well as for future generations.

This Strategic Asset Management Plan (SAMP) ensures Council can deliver services, maintain assets and achieve its strategic objectives in a financially sustainable manner in the short, medium and long term.

Day-to-day asset management includes the routine inspection and maintenance repair of public realm assets such as footpaths, roads and playground equipment to ensure safety.

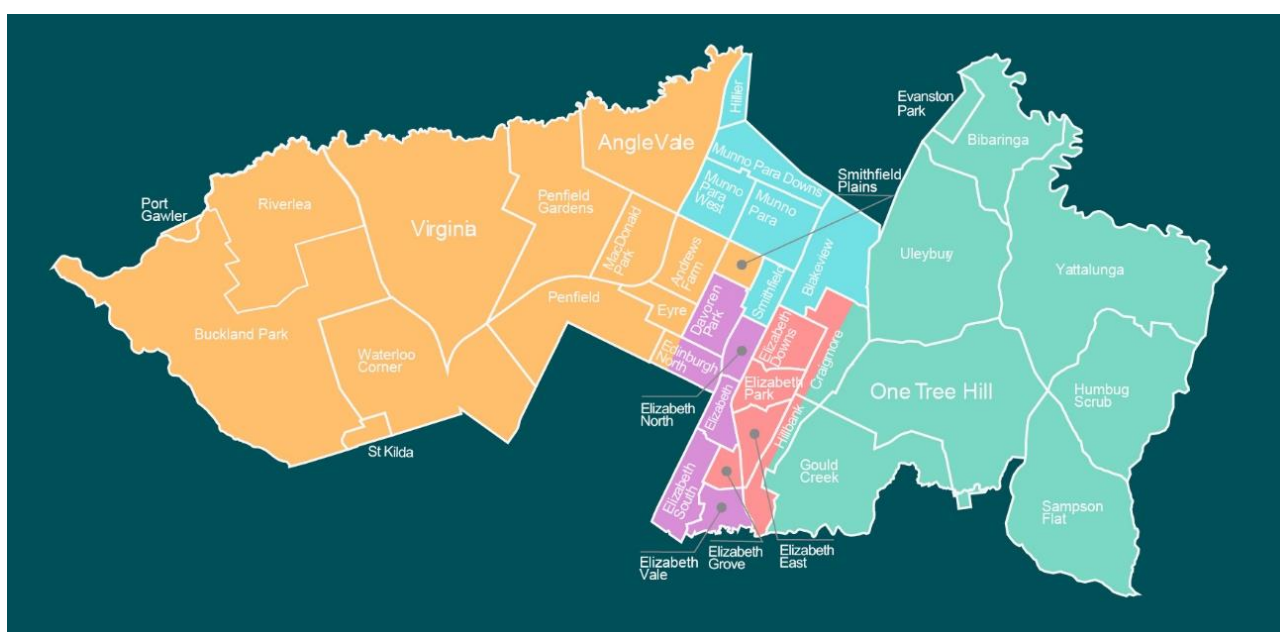
Medium to longer-term activities include the monitoring, planning, renewal, creation and disposal of assets. Ageing assets can require significant ongoing maintenance, and this must be balanced against the need to provide new assets and services for our rapidly growing community.

It is important that when we plan for new infrastructure, we not only consider the initial capital expenditure but ensure we also plan for the ongoing operational, maintenance and future replacement costs.

Ultimately the SAMP provides a framework for the effective management and control of our infrastructure assets to achieve the desired balance of cost, risk and performance in community service delivery. It ensures we continue to provide safe spaces and places for our community to enjoy, as well as contributing to the appearance of our city and meeting the objectives of our Strategic Plan.

The City of Playford is the third largest South Australian metropolitan council, covering 345 square kilometres and with a population of around 106,000* people, which is anticipated to grow significantly over the next 10 years.

The city is diverse in nature, bounded on the west by the South Australian coastline (Gulf St. Vincent) which incorporates the Adelaide International Bird Sanctuary and remnant samphire vegetation, and bounded to the east by the Mt Lofty Ranges comprising hilly terrain containing rural living, native vegetation, and farming. At the western and northern end of the Council is one of South Australia's leading horticultural zones, the Virginia Triangle, and at the southern end is an industrial zone. The city also boasts a health precinct containing the Lyell McEwin Hospital and allied services, and a growing sports precinct.



Council is responsible for an asset portfolio with a replacement value of over \$2 billion, comprising Transport, Stormwater, Streetscapes, Parks and Sportsfields, Water Capture and Delivery, Buildings, Technology and Office, Fleet and Minor Plant, and Land.

With the exception of Land, which is not included in this SAMP, Council manages its physical assets through the development and implementation of Asset Management Plans (AMPs), which detail information on Council assets and the actions required to deliver the agreed level of service in a fiscally responsible and sustainable manner and in accordance with Council's [Strategic Plan 2020-2024](#). These actions are a combination of maintaining and managing existing assets, providing new assets to meet forecast demand, and the renewal and upgrade of existing assets when they reach end of life or the optimum time in their lifecycle to intervene.

*2023 population forecast for 2023 of 105,663, forecast.id.com.au/playford

Strategic Planning Framework

Our Strategic Plan sits at the centre of our Strategic Planning Framework. It outlines Council's four-year goals for the city and provides direction for decision-making and how we prioritise the allocation of resources.



Strategic Planning Framework



The three phases of our Strategic Planning Framework are:



PLAN

Our high-level plans guide our investment. **The Playford Community Vision 2043*** was developed in 2013 based on extensive community engagement and reflects the longer-term aspirations of the community, organised under the goals of Prosperity, Liveability and Happiness.

Our **City-wide Strategies** focus on a particular area such as open space or cycling and walking and help prioritise projects across the city. Our **Masterplans** outline our vision across a particular precinct or project area such as the Lyell McEwin Health Precinct or Virginia Township.



INVEST

We continue to invest in our growing community by undertaking new projects and delivering new services. The **Long Term Financial Plan*** ensures Council can deliver services, maintain assets and achieve its strategic objectives in a financially sustainable manner.

The **Annual Business Plan and Budget*** is the 12-month plan to deliver the Strategic Plan and secure funding.



REVIEW

We are constantly reviewing our investment. **The Strategic Asset Management Plan*** ensures effective and comprehensive management of our asset portfolios. We complete a range of different **analyses and planning activities** such as the Public Health Plan and Disability Access and Inclusion Plan that continue to guide our investment in our existing services.

**These plans meet our obligations under Section 122 of the Local Government Act 1999, which states that a council must develop and adopt plans for the management of its area, to be called collectively the strategic management plans.*

Strategic Planning Framework

Strategic Plan 2020–24 Alignment

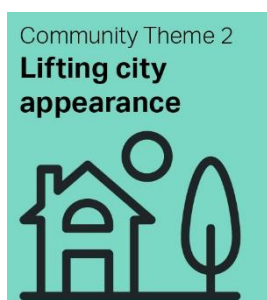
Asset Management planning is implemented in line with the decision-making filters in our Strategic Plan to ensure that we plan strategically for the future and:

- work with other tiers of government and stakeholders to maximise external funding
- meet our legislative requirements and legal obligations
- stick to our Finance Strategy to achieve long-term financial sustainability and deliver intergenerational equity
- adjust our services to ensure the foundational needs of our community are met.

The AMPs align to the following Strategic Plan Community Themes:



- Transport, Parks, and Streetscape renewals ensure our city remains safe, accessible and easy to get around.
- Stormwater assets are inspected and renewed when necessary to mitigate flooding risk.
- Technology, Fleet and Plant assets are renewed at the optimum time to ensure the continuity of delivery of maintenance and community services.



- The condition of Transport, Parks, and Streetscape assets contribute significantly to the look and feel of an area. Although asset renewals are not primarily driven by visual amenity, they do contribute to this outcome.
- Irrigation of our reserves (using our environmentally sustainable recycled water network where available) uplifts their appearance and useability.



- Many Council services are delivered from Council-owned buildings. Regular maintenance and renewal ensure the continuing appeal and accessibility of these services, and our community's use of those facilities.
- Where building renewals are undertaken, works will meet current standards and accessibility requirements, and provide gender appropriate facilities.



- Use of our lower cost, recycled water network where available to irrigate medians, reserves and sportsfields.
- A clustered approach to renewal and upgrades to maximise delivery efficiency and reduce disruption.
- Planning asset renewal at the optimal time to ensure functionality without uneconomic maintenance demands.
- Ensuring intergenerational equity by funding operations, maintenance, and depreciation of new assets.

Organisational Context

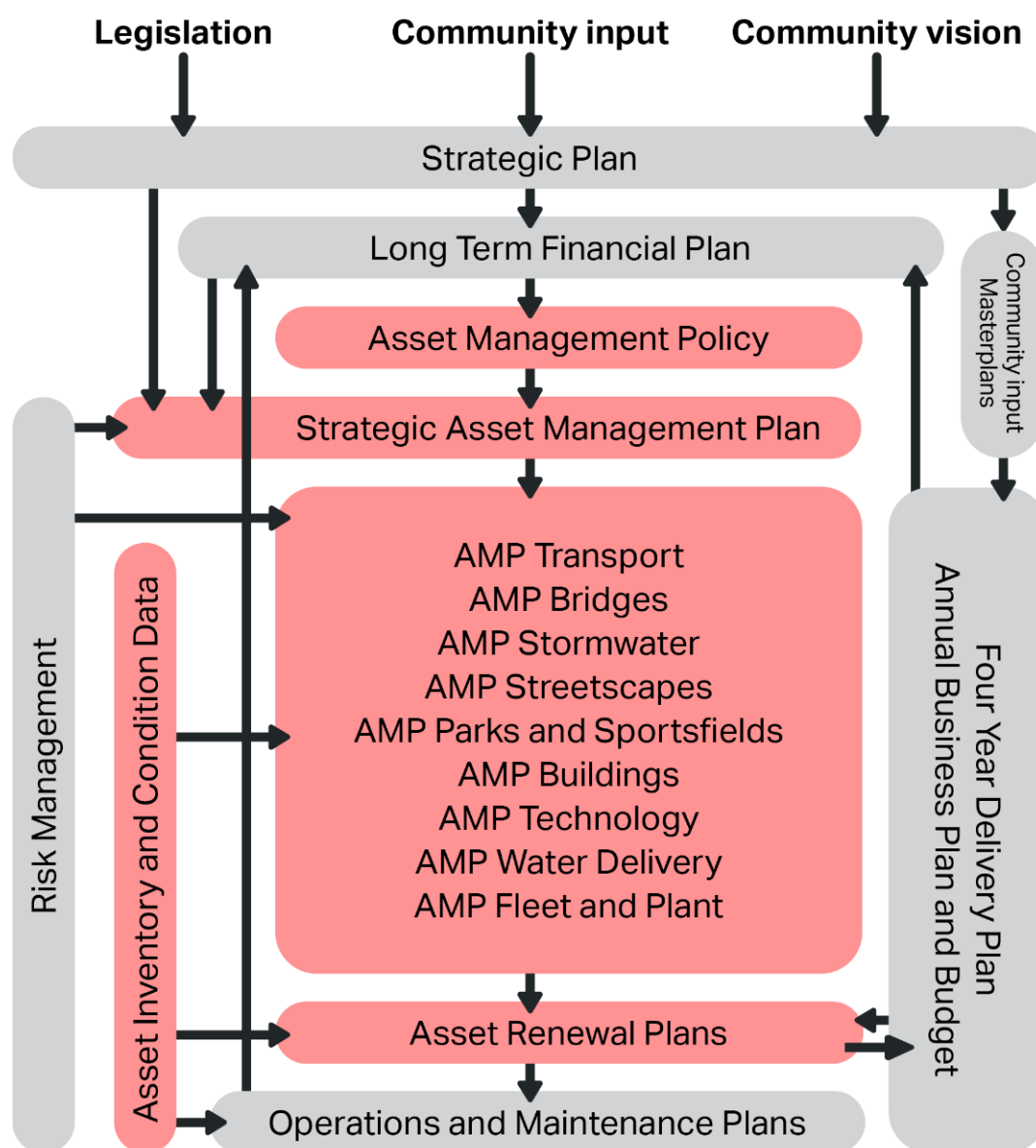
As well as the Strategic Planning Framework, Council operates in accordance with external legislation and industry practice, and multiple internal policies, procedures and organisational management frameworks. These influence our Asset Management operational activities and decision making.



Organisational Context

Asset Management Framework

The figure below shows how the SAMP, AMPs and other infrastructure and asset management documents fit into the broader strategic planning framework. Whilst asset management planning is primarily concerned with the review phase of the Strategic Planning Framework, it is an integral part of the framework, receiving and providing input to all three phases.



SAMP review

Although the SAMP is a medium to long-term document, it will be reviewed each year along with the LTFP and Annual Business Plan and Budget (ABP) to ensure that it contains current asset portfolio and condition data, risks and mitigations are current, continuous improvement initiatives are up to date, and to provide a rolling 10-year financial forecast of infrastructure and asset management investment requirements.

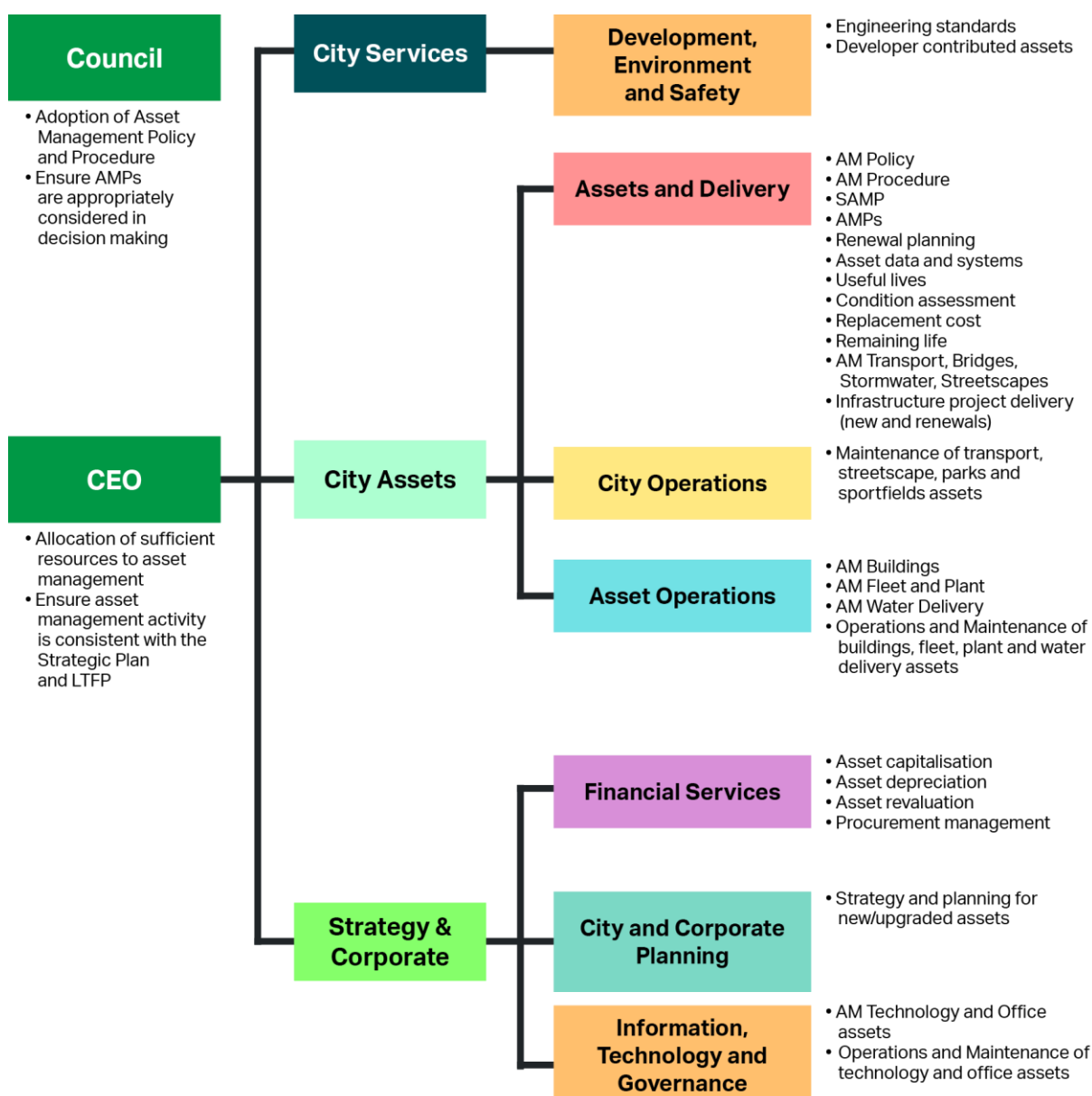
Organisational Context

Asset Management Roles and Responsibilities

Council's Asset Management team sits within the Assets and Delivery department, which is responsible for the custodianship of Council's infrastructure assets and the delivery of renewal works and new capital infrastructure projects. This team is responsible for the Asset Management Policy, Asset Management Framework, SAMP, asset data, and renewal planning in consultation with other teams.

The tactical and operational asset management activities for buildings, technology and office, fleet and plant, and water delivery assets, and the management and acceptance of contributed assets from developers, sit within other areas of Council. These areas are supported by the core Asset Management team who provide the centre of asset management expertise.

This relationship and the responsibilities of Council staff and Elected Members as they relate to asset management activities and decision making is shown below.



Organisational Context

Levels of Service

The purpose of asset management is to realise value from assets and achieve the desired balance of cost, risk and performance in community service delivery. This manifests in agreed levels of service which are described from both a high-level community outcome perspective, and a technical perspective.

Customer Levels of Service

Council has developed Service Standards to ensure that levels of service are accurately defined, measured and reported on to enable staff and Elected Members to provide a consistent and quality level of service to the community. Council's 25 Service Standard Statements cover all aspects of Council's service delivery.

The Service Standards that relate to Council's infrastructure and assets are shown below.

Asset Class	Service Standard Statement
All	Financially efficient service provision
Parks and Sportsfields	Attractive and sustainable Open Space
	Fit for purpose sportsfields
	Vibrant and liveable parks and reserves
	Vibrant and liveable sportsfields
Stormwater	Fit for purpose stormwater network
	Manage risk of flooding to properties
Transport and Streetscape	Provide safe and suitable urban and rural streetscapes*
	Fit for purpose urban and rural streetscapes*

**In the context of Council's Finance systems and Service Standards, 'Streetscape' includes the whole road corridor, and therefore both the Transport and Streetscape asset classes.*

For operations and maintenance, Service Standards have specific measures and targets including response times (e.g. 'make safe within 24 hours'), cost of the service per rateable property, and the proportion of maintenance activities that are planned versus reactive maintenance (e.g. 'percentage of work orders generated from a customer request').

For asset renewal, the Service Standards influence the investment and renewal strategies for each asset class.

In both cases the Service Standards lead to development of Technical Levels of Service.

Organisational Context

Technical Levels of Service

Our asset Technical Levels of Service are captured through Intervention Levels and Performance Standards.

Intervention Levels are the point at which Council undertakes activities to intervene with the assets. We aim to describe Intervention Levels in the maintenance plans and AMPs for each asset class. An example of intervention levels in the context of concrete footpaths may be to renew a footpath at a certain condition rating, or to undertake maintenance grinding when lipping reaches a certain point (currently 5mm–40mm).

Performance Standards are the standards and specifications that these intervention works must meet when they are undertaken (e.g. when grinding is undertaken, achieve lipping of less than 1mm; for renewal, construct in accordance with a defined specification).

In addition to legal compliance, we aim to meet industry guidelines from organisations such as the Institute of Public Works Engineering Australasia, Austroads and Engineers Australia, as well as relevant Australian Standards and the requirements of State Government agencies.

Community Input

Other general guidance for performance against our asset management levels of service comes from community sentiment; both through analysis of customer contact data, and from the results of more formal community surveys.

The Playford Community Survey 2022 acted as a ‘pulse check’ with our community.

We sought to understand how they are experiencing our city halfway through the delivery of our 2020–24 Strategic Plan. The figure below shows the average rating out of five for each Community Theme as well as the average community sentiment.



Risk Management

Council uses a risk-based approach to managing business, project and operational activities and decisions. The Integrated Risk Management Framework (IRMF) is the means through which these are coordinated.

Council’s IRMF includes commentary on its risk appetite, acknowledging that risk-based decision-making to support the achievement of strategic objectives should be tailored to each major risk type. The Risk Appetite ratings are provided below and influence our asset management decision making.

Organisational Context

Risk appetite ratings

The City of Playford has rated its risk appetite across the six major risk types set out below

Risk Type	Willingness to accept risk			
	CONTROLLED (Zero tolerance)	CAUTIOUS (Low)	ACCEPTING (Medium)	OPEN (High)
Service delivery				
Financial sustainability				
Reputation				
Environmental impact				
Regulatory compliance				
Work health & safety				

The IRMF also establishes eight 'Fundamental Principles'. Three of these are considered as overarching guiding principles for asset management:

- Fundamental Principle 1: All risk management activities will be undertaken in alignment with the International Standard, ISO 31000:2018 Risk Management – Guidelines.
- Fundamental Principle 2: Risk management will be embedded in all planning and activities undertaken across Council.
- Fundamental Principle 3: The City of Playford will adopt and embed a risk-based approach to all activities and adhere to Council's Foundation Principles of Full Disclosure and Do No Harm.

The IRMF further provides Risk Governance arrangements and a Risk Toolkit.

Council's Risk Toolkit includes Camms Risk Software. Camms includes three registers: one each for Strategic Risk, Operational Risk and Project Risk. Asset management risks are managed within the Operational Risk register.

A table of our asset management risks, and the relevant management approaches for each, is provided in Appendix 1.

The controlled risk rating for each of the asset management risks identified is 'medium'.

Our Assets

The City of Playford owns and manages a diverse asset portfolio, worth in excess of \$2 billion. Council Assets are divided into groups that comprise Transport, Stormwater, Streetscapes, Parks and Sportsfields, Water Delivery, Land, Buildings, Technology and Office, Fleet and Minor Plant.



Our Assets

Asset Portfolio Summary



The replacement value of commissioned assets covered by this SAMP as at March 2023 is shown below. (Note this is different from the 'Fair Value' reported in the LTFP and annual financial statements as required by accounting standards).

It should be noted that this is correct at the point in time of the writing of this version of the SAMP and varies with each revaluation and every time a new asset (whether developer contributed or constructed by Council) is commissioned into the Asset Register.

Asset Class	Replacement Value
Transport	\$817M
Roads, bridges, kerbs, car parks, traffic islands etc	
Streetscape	\$168M
Footpaths, bus pads, pram ramps, signage etc	
Stormwater	\$352M
Pits, pipes, culverts, headwalls, earthworks	
Parks and Sportsfields	\$68M
Playgrounds, irrigation, park furniture, fencing etc	
Buildings	\$135M
Electrical, mechanical, hydraulic, structure, lifts etc	
Water Delivery	\$26M
Bores, pipes, pumps, tanks, controllers, filters etc	
Fleet and Minor Plant	\$15M
Light vehicles, trailers, heavy plant etc. Gardening and other small mechanical plant items.	
Technology and Office	\$8M
Computers, printers, audio-visual equipment, library collections etc	
TOTAL	\$1.589 billion

Our Assets

Land is not included in the above list and is valued at approximately \$0.5 billion giving an overall City of Playford asset portfolio in excess of \$2 billion.

A further breakdown of the assets within each asset class and their renewal value is provided in the individual AMP for that asset class.

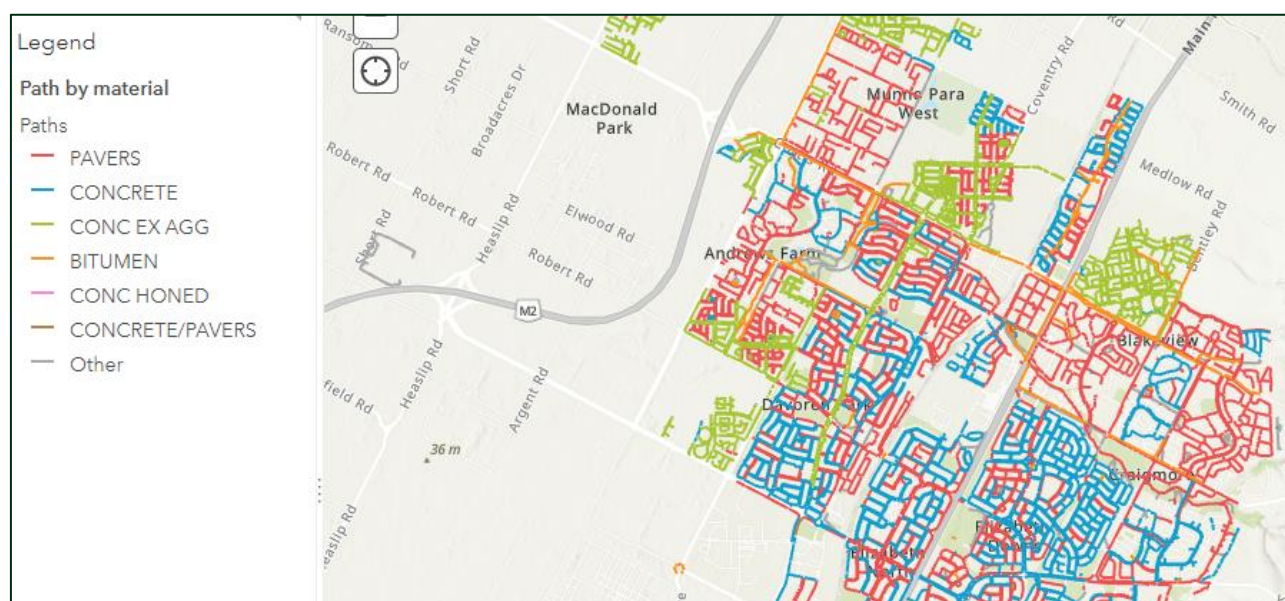
Asset Data

Council collects, maintains and analyses a large amount of information across its asset portfolios.

Council's asset data is stored, managed, and maintained in an Asset Register within Technology One's enterprise information system. This provides a single interface that streamlines business operations and integrates information across the whole Council as well as helping to manage the complexity of asset data management and planning.

The Asset Register records information for the asset class, condition, value, size, age, and the remaining life of individual assets. Our Asset Register currently contains over 96,900 asset components.

Council's enterprise Geographic Information System (GIS) is also utilised in conjunction with the Asset Register. GIS enables mapping, visualisation, spatial analysis and querying of asset data. An example (footpath material) of GIS based asset visualisation is shown below:



This information is used in multiple asset management decision-making and reporting areas including the development of renewal programs, long-term forecasting, asset valuation and depreciation, and local government wide legislated reporting.

Our asset management decision-making is a combination of 'top down' inputs from the Strategic Plan, strategies and asset management policy, and a 'bottom up' approach that largely consists of an analysis of available asset and condition data, forecasting and predictive modelling.

Our Assets

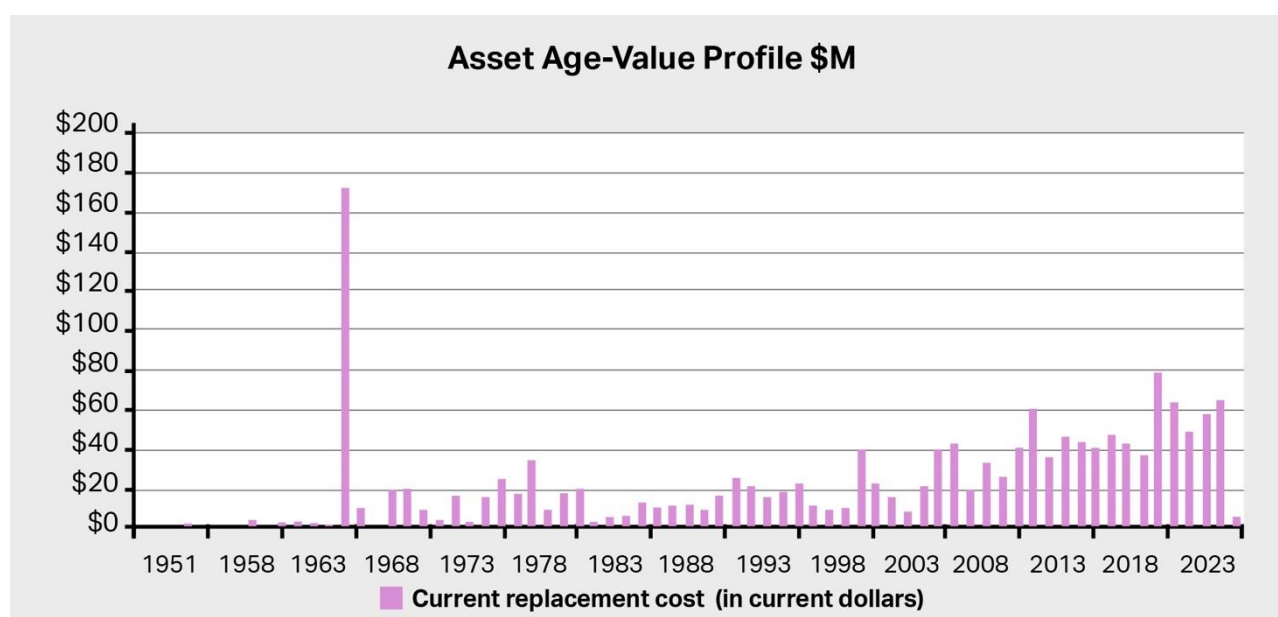
Asset Profiles

Age-Value Profile

The age profile of our assets is shown below. This shows a spike in asset construction in the mid-1960s and steadily increasing construction to the present day, due to land being released for development in a progressive manner. Our Asset Register tells us that the average asset age is 21 years. Compared to many Councils, this is a relatively young infrastructure portfolio. This age profile indicates that annual asset renewal requirements should be at a relatively low level for now but would be expected to climb steadily (with occasional spikes) into the future.

The accuracy of the age data is good overall; nevertheless, we can see evidence of some inaccuracies. For example, it is unlikely that \$150M was spent all in 1966 (but was probably an accumulation from the early to mid-1960s). We also know that we have a small number of heritage assets constructed a good deal earlier than 1951. Council amalgamations and incorrect data transfer in 1997 could be an example of another source of error. We will prioritise and fix these errors over time as we complete asset inspections and acquire more accurate data.

■ Current Replacement Cost (in current dollars)



A further breakdown of the assets within each asset class and their age-value profile is provided in the individual AMP for that asset class.

Expected Useful Lives

Each asset is assigned an Asset Type, that has an associated expected useful life and a unit rate (that reflects its current replacement value). There are currently over 600 Asset Types in the Asset Register. The remaining useful-life data is used to forecast when the asset will be due for renewal, and the unit rates are used to provide budget estimates for renewal programs and the overall value of our asset base. Together they allow us to calculate the written-down value of Council's assets using straight line depreciation.

Our Assets

A high-level summary of the expected useful lives of our assets is described below and in more detail in the individual AMPs.

Asset Type	Useful Life (years)
Buildings and Structures	10–100
Infrastructure – Stormwater	10–120
Infrastructure – Streetscape	10–100
Infrastructure – Parks and Reserves	10–100
Plant and Equipment	2–15
Office Furniture and Equipment	2–15
Land	infinite
Infrastructure – Formation / earthworks / swales	infinite

Asset Condition Assessment

Condition Rating

Condition of our assets is monitored periodically: proactively, based on asset criticality, efficiency and opportunity; and reactively, based on service level or operational concerns.

As a result of condition monitoring, and where relevant, assets are assigned a condition rating.

Asset condition is assessed using a 1-5 rating system as detailed in the table below.

Condition Rating	Description of Condition
1	Very good / As new: only planned inspection and maintenance required.
2	Good: only planned inspection and maintenance and/or some additional minor maintenance required.
3	Fair: some maintenance beyond planned inspection and maintenance required.
4	Poor: significant maintenance effort required; renewal/rehabilitation will likely be required in the short term.
5	End of life: physically unsound and/or beyond rehabilitation and maintenance. Renewal / disposal required.
0	Not rated

Examples of what this condition rating looks like for road, kerb and footpath assets is shown in the photographs of actual Council assets below.

Our Assets



Asset Condition Assessment Tactics

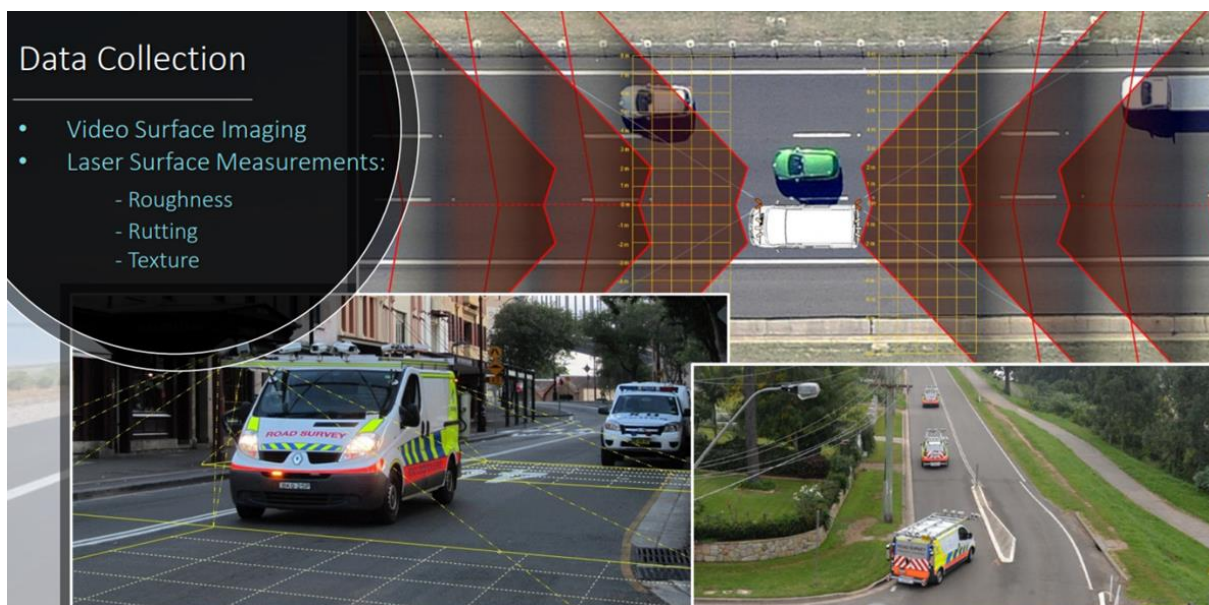
Different tactics are employed for the condition assessment of different asset classes, as summarised below.

Transport Assets

The main aim of transport asset condition assessment is to prompt intervention at the optimum time for road seals to extend the life of the seal and underlying pavement.

As of May 2022, we commenced the capture of all visible road and kerb assets and their condition on a four-yearly cycle by a contractor using vehicle-mounted high-definition cameras and laser surface measurement.

Our Assets



Data and imagery of road features and defects between (and including) kerbs was captured every 5, 10 or 20m.

Using agreed business rules and AI tools, this data is used to inform a forward four-year renewal plan. The value of this information will be enhanced significantly when a second data set is collected again in four years.

Transport assets are also inspected annually by Council maintenance staff as well as reactively in response to service level or operational concerns.

Streetscape Assets

As of September 2022, we commenced the capture of all visible streetscape assets and their condition on a four-yearly cycle by a contractor using quad bike-mounted high-definition cameras.



The collected imagery is then analysed to give asset condition rating in 20m segments that informs our forward renewal programs. The following information is also provided:

- Footpath Trip Hazards/Event Data (includes path lips and path obstructions)
- Pram Ramp DDA Compliance
- Bus Shelter DDA Compliance and presence of bins / seating

Our Assets

Streetscape assets are also inspected (annually in established suburbs and every two years in newer suburbs) by Council maintenance staff as well as reactively in response to service level or operational concerns.

Stormwater Assets

A stormwater pipe condition assessment program is undertaken on a sampling basis. This is driven by factors such as high inspection cost and lack of incidental opportunity to inspect. The selection of sample assets is influenced by asset criticality and service level concerns (e.g. we do not intend to inspect younger pipes, those of lesser criticality or that are performing as expected).

Condition assessments are typically undertaken on 8km of the 527km network annually using CCTV, on a cross-section of assets of varying ages, and on pipes located beneath roads on the forward road renewal program.

Pipe in good condition



Pipe requiring renewal works



As part of the transport asset mass data capture work undertaken in 2022, the extent and condition of roadside swale drains (typical in rural areas) was also captured for the first time.

Parks and Sportsfields Assets

The assets in this class are given an asset condition rating review once every two years and are also inspected on a routine basis by Council maintenance staff throughout the year. Playground assets are monitored for safety compliance through a variety of maintenance testing activities.

Building Assets

Buildings are inspected on a routine basis throughout the year. These inspections are geared toward regulatory compliance and maintaining service levels to customers. A sample of buildings are also selected to have an external audit on condition, component breakdown and asset data. This sample is driven by building criticality.

Water Delivery

The inspection of water delivery assets is a continuous process that involves the monitoring of water quality and quantity performance metrics and, where relevant, ensuring these are within industry standards.

Fleet and Plant Assets

Fleet and Plant assets are inspected on a routine basis throughout the year. Teams follow a standardised inspection checklist to ensure the functionality and safety of assets. Council also has a qualified team who inspect and perform routine maintenance on these assets.

Our Assets

Fleet and Plant assets have an age-based renewal strategy and therefore are not given a condition rating. Renewal programs instead rely on asset commissioning date and service life.

Technology and Office Assets

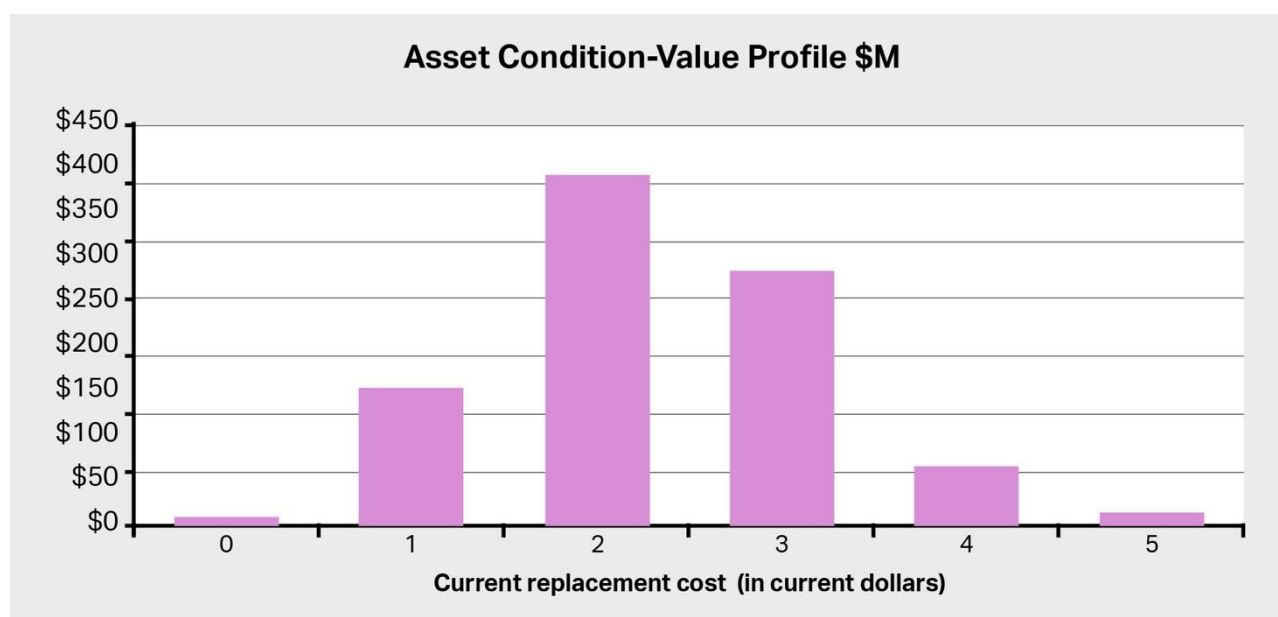
Technology and Office assets are inspected for electrical safety on a routine basis during 'testing and tagging'. This process is undertaken by a qualified independent contractor. Most other user needs and performance issues are captured via a ticketing system for frequently used assets, allowing the ICT team to respond on a priority basis.

Technology and Office assets have an age-based renewal strategy and therefore are not given a condition rating. Renewal programs instead rely on asset commissioning date and service life.

Asset Condition-Value Profile

For the assets that are assigned a condition rating, the current condition profile of our assets against this rating is shown below.

Asset Condition-Value Profile



The condition of the majority of Council's assets is very good to fair (1–3), with only a minor proportion rated poor or very poor (4–5).

A further breakdown of the assets within each asset class and their condition-value profile is provided in the individual AMP for that asset class.

Asset Investment

Each year, Council spends a large proportion of its budget replacing existing assets and on the construction of new assets. The purpose of asset management is to provide effective management and control of infrastructure assets to achieve the desired balance of cost, risk and performance in the community service deliver.



Asset Investment

Hierarchy of Asset Investment Decision Making

Asset investment decision making needs to balance competing demands for limited funds. There are six main factors that we consider in deciding investment priorities.

In order of hierarchy these are:

1. Meeting legislated requirements
2. Managing safety and risk
3. Financial sustainability and alignment with the LTFP
4. Alignment with the Strategic Plan
5. Maintaining agreed levels of service for existing and contributed assets
6. Delivering increased levels of service / new assets

Financial Sustainability Indicators

Council uses six Financial Sustainability Ratios to ensure it assesses, monitors and reports the financial and asset sustainability of its operations with a particular focus on intergenerational equity.

All ratios are addressed in the LTFP; however, for the purposes of asset management, the Asset Renewal Funding Ratio (also sometimes called Asset Sustainability Ratio) is the key indicator. In addition, our Asset Management Framework is cognisant of the Cashflow from Operations Ratio.

Asset Renewal Funding Ratio

Calculated as the amount spent on the replacement of assets (net of sale proceeds from replaced assets) divided by the amount planned to be spent on renewals through the AMPs.

- Council's 2023/24 LTFP identifies the Asset Renewal Funding Ratio with an average of 102.2% over the next 10 years, with a target range between 90% and 110%.
- The ratio for 2023/24 is slightly higher than the target range at 121.6% due to carry forward of capital expenditure from 2022/23. This is a combination of projects which were planned to be delivered over multiple years, projects where external factors limited our ability to deliver in the 2022/23 financial year, and some renewals that were deliberately deferred to 2023/24 to better align with other works and reduce disruption to the community.
- Importantly, in alignment with Council's Finance Strategy, this indicates that Council intends to fully fund the asset renewals identified in the AMPs and summarised in this SAMP.

Cash Flow from Operations Ratio

Calculated as Cash Flow from Operations divided by Asset Management Plan Replacement Annuity.

- This ratio measures whether Council is generating enough cash from its operations to cover the replacement of assets over time.
- The target range of between 90% and 110% is designed to accommodate annual variation, but in general Council should be targeting 100%, to ensure enough cash from operations is available to cover the replacement of assets over time. This enables the delivery of intergenerational equity and a sustainable use of borrowings that can be repaid over the life of the asset and re-borrowed when the replacement is due.
- The annual average AMP renewal program for the next 10 years is \$24.61M pa and the 2023/24 cash flow from operations from the LTFP is \$37,215,689 giving a ratio of 151.2%.

Asset Investment

This indicates we intend to spend substantially less on asset renewals in the next 10 years compared with the theoretical rate of current asset consumption. This is not surprising given the generally young age of the Playford asset portfolio and a renewals approach that aims to maintain the level of service. Younger assets will be left to age in place, with routine maintenance and monitoring, and we expect to expend larger amounts on renewals in future decades as assets come to the end of their life over the next 20 to 50 years. Smoothing the funding for renewal over time ensures intergenerational equity – the idea that each generation pays their fair share for use of an asset or resource. In addition, the Cash Flow from Operations figure is inflated by additional developer contributions and once-off grants to be used for future capital spend that need to be recognised as operating revenue.

Lifecycle Management

Our goal is to provide assets that meet the community's needs, provide agreed levels of service and optimise the whole of life costs of those assets.

To manage assets effectively we must consider the whole lifecycle:

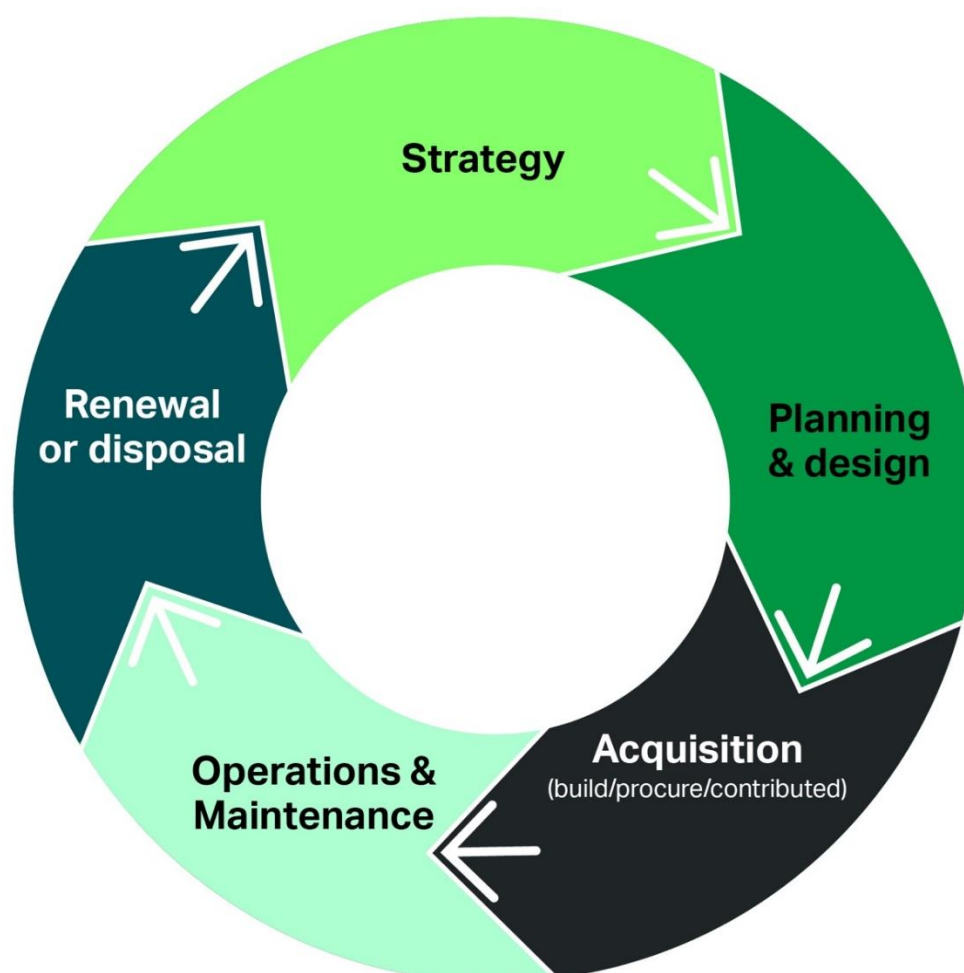
- The existing network, how it is performing and whether this meets agreed levels of service
- Whether we should expand the asset network through new projects
- How new projects are prioritised
- The contributed assets that we expect to receive from development
- How budgets are allocated
- How assets should be maintained
- When existing assets should be renewed
- How asset data is collected and managed

Asset Management Plans (AMPs) are developed for each asset class to guide us in our daily decision-making and plan for longer term activities and investment. In conjunction with the establishment of Technical Levels of Service and performance targets, AMPs provide a framework for balancing operational activities with reactive maintenance, proactive maintenance, asset renewals, asset acquisition and disposal – with the overall aim of achieving the optimum lifecycle asset cost, for a given level of service.

Asset Investment

Asset Lifecycle

The lifecycle of an asset can be described in the following stages:



As one example, the table below lists the various activities that relate to each phase of the lifecycle for footpath assets.

Strategy: Cycling and Walking Strategy, SAMP and AMPs.
Planning and Design: design and scoping of works
Acquisition: new footpaths constructed by Council or developers
Operations: inspection, condition assessment, clearing of vegetation
Reactive Maintenance: re-laying a short section of footpath that is damaged or failing
Proactive Maintenance: annual concrete footpath grinding program to address minor trip hazards
Renewal: annual program to replace sections at end of life and beyond routine maintenance
Disposal: a footpath is no longer required (rare but possible due to a land use change)

Asset Investment

Annual Expenditure

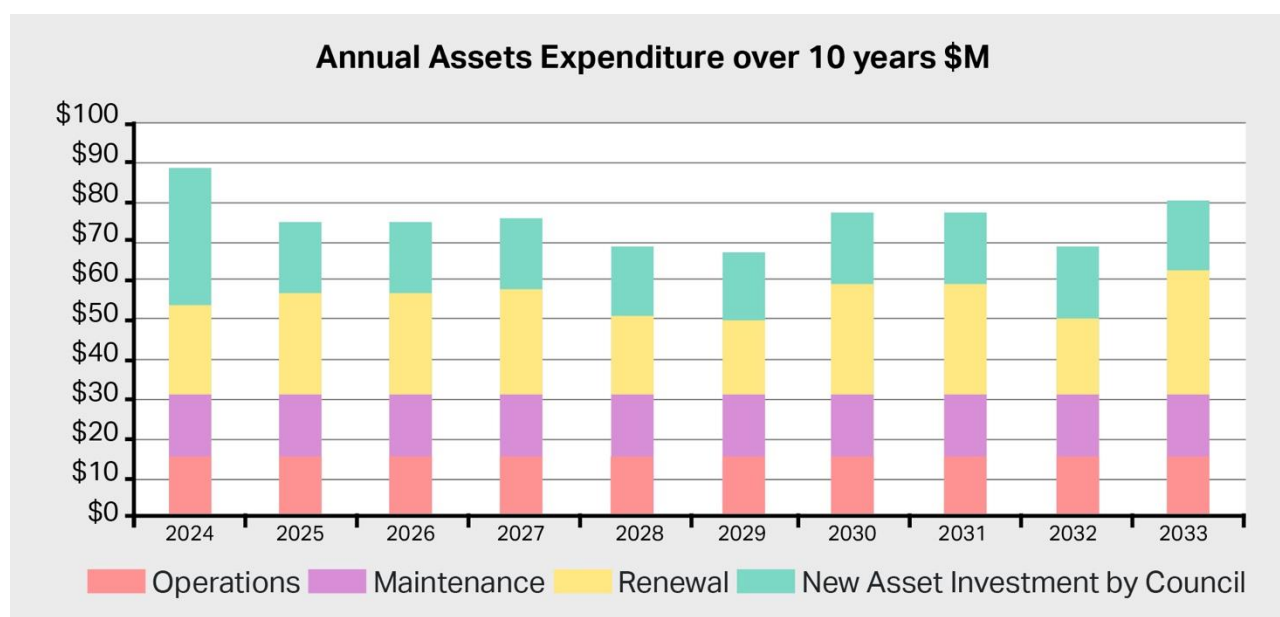
Over the next 10 years, estimated annual expenditure on Council's asset portfolio ranges between \$67.5M and \$89.0M.

The 2023/24 expenditure includes \$3.83M renewal carry-in and \$26.88M carry-in for new infrastructure projects funded in prior years.

Note that Acquisition (i.e. new capital projects) beyond year one of the Four Year Delivery Plan is projected as \$17.78M, being an estimate based on the current forecast result for 2022/23 and the average of the previous two years actual expenditure (2020/21–2021/22) in alignment with the LTFP.

Operations & Maintenance (O&M) expenditure is based on the 2023/24 operations and maintenance budgets. A future area for improvement is to review the assumptions made for the allocation of O&M budgets, in order to forecast the impact of the additional assets (new and contributed) on these budgets in a meaningful way.

All values are in 2023/24 dollars and are not indexed.

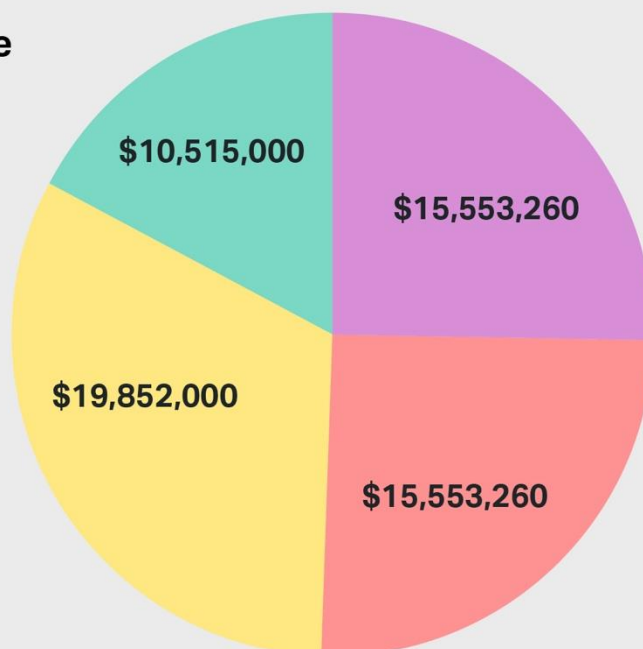


Asset Investment

For 2023/24, the estimate for expenditure (excluding carry-in from previous years) is \$61.5M and is made up as follows:

2023/24 Assets Expenditure

- Operations
- Maintenance
- Renewal
- Aquisition



Asset Investment

Renewal Tactics

Assets are largely selected for renewal based on their condition rating (verified by physical inspection) and reports from maintenance staff or community feedback. An internal four-year forward work plan is created for asset renewal to enable future works to be aligned with identified strategic priorities. This enables works to be brought forward or pushed back over a four-year planning horizon in order to achieve alignment and synergy with other planned capital projects, thus maximising efficiency and minimising disruption to the community.

Asset renewal strategies are specific to each asset class and are described in each AMP. A high-level description is provided below.

Transport Renewal

Intervening at the optimum time for road seals to extend the useful life of the underlying pavement.

1. Renew roads at Condition 5.
2. Assess for renewal at Condition ≥ 4.5 .
3. Renew roads at Condition ≥ 4 if adjoining assets have been selected for renewal.
4. Renew small sections of assets at Condition ≤ 4 if they are located within a road that has otherwise been selected for renewal.
5. Renew kerb at Condition ≥ 4 if on a road and/or footpath selected for renewal to reduce future damage.

Streetscape Renewal

The footpaths selected for renewal are predominantly driven by current condition rating, however a path's proximity to community amenity is also considered. The selection criteria are:

1. Condition 5 assets
2. Assess for renewal at Condition ≥ 4.5
3. Condition ≥ 4 footpaths with a high proximity score (proximity to local amenity)
4. Renewal of non-compliant pram ramps where located on a footpath or road that is being renewed

Stormwater Renewal

Stormwater asset condition assessments (typically using CCTV inspection) are ongoing throughout the year and renewals are programmed when the condition assessment identifies the need for repair or replacement. The selection criteria are:

1. Renew at Condition ≥ 4 where works can be combined with road renewal to reduce future damage.
2. Renew where not performing as designed.

Parks and Sportsfields Renewal

Playgrounds and irrigated sites are the large-cost items within this asset class and, as a result, act as drivers for the renewal of other assets in their proximity. The criteria used to identify assets that will be replaced is as follows:

1. Renew Condition 5 irrigation or playground assets.
2. Renew the next oldest playground asset not meeting modern standards or community expectations.

Asset Investment

3. Renew Condition ≥ 4 minor assets in conjunction with irrigation renewals.
4. Renew Condition ≥ 4 minor assets in conjunction with playground renewals.
5. Renew Condition 5 minor assets in isolation.

Buildings Renewal

Building assets are broken down into components to assist decisions around partial building renewals, to optimise asset life by only replacing areas of expected failure. Building Asset renewal involves the replacement of existing infrastructure when required, so that Council can continue to deliver its services and meet legislative requirements in a sustainable manner.

Building renewals are triggered by:

1. Useful Life
2. Building Inspections
3. Maintenance Expenditure
4. Compliance Requirements

Water Delivery Renewal

The strategy is to renew water delivery assets that are approaching the end of their useful life, as identified by visual inspection and/or measured condition.

For the Managed Aquifer Recharge (MAR) schemes to operate reliably, assets generally need to be renewed before they fail.

Fleet and Plant Renewal

The aim of this program is to renew fleet assets that have either reached the end of their useful life, as identified by visual condition inspection, have poor performance or reliability, restricted parts availability, or the resale value of an existing asset is at an optimum level.

Technology and Office Renewal

The aim of this program is to renew technology assets that have failed or are no longer performing as needed, are unsupported by the vendor, are out of warranty, have limited parts availability and while they still have residual market value.

Asset Investment

One Year Renewal Plan

Each year, Council spends a large proportion of its capital budget replacing existing assets that have either reached the end of their useful life or are no longer able to provide an acceptable level of service to the community.

The 2023/24 renewal plan budget summary is shown below.

Asset Category	Renewal Budget 2022/23
	\$'000
Transport (including bridges)	11,488
Stormwater	31
Streetscape	2,247
Water Delivery	238
Buildings	1,196
Parks and Sportsfields	393
Minor Plant	15
Fleet	3,239
Technology and Office	1,005
Total	19,852

A breakdown of the assets within each asset class in the one-year renewal plan is provided in each AMP and collated for public presentation in the Annual Business Plan and Budget.

Asset Investment

10-Year Forward Renewal Plan

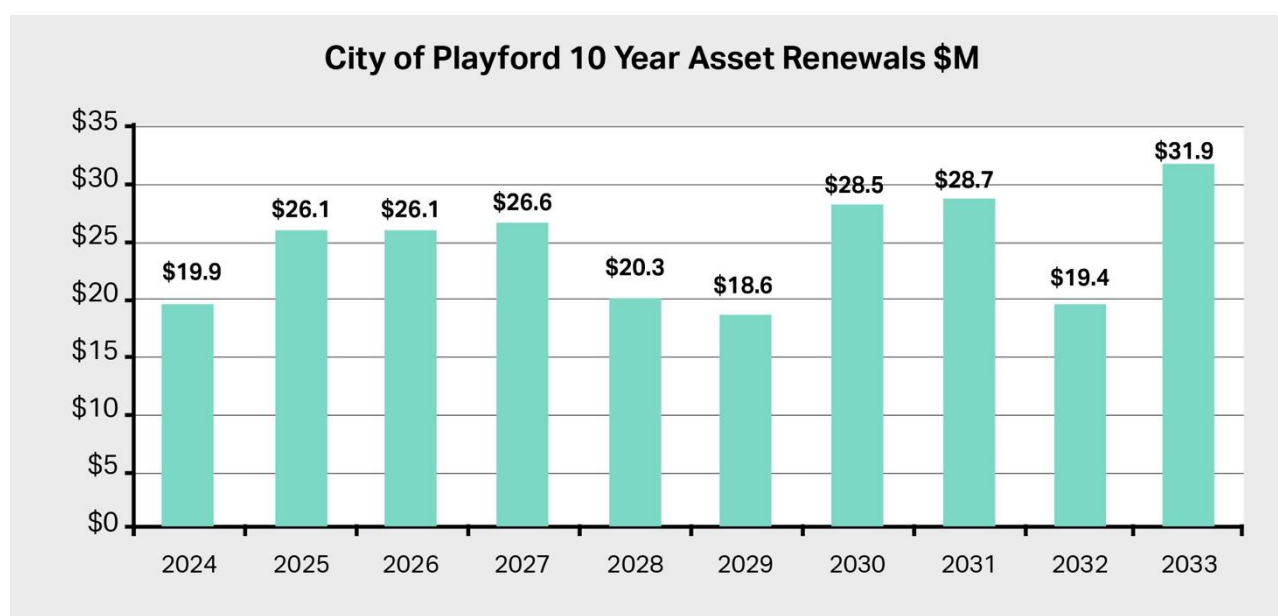
The 10-year forward renewal plan is a rolling indicator of future renewal investment requirements based on the expected remaining life of our assets and each asset class's renewal strategy.

The first four years in the plan are reflective of the internal four-year renewal plan derived from the Renewal Tactics outlined in the section above.

Beyond the first four years of the forward renewal plan, Council has moved to condition-based long-term renewal forecasting for Transport and Streetscape assets. These forecasts now show where we believe assets in these classes will require renewal based on a combination of their current condition and expected useful life, making the predictions more realistic.

All other asset class renewals beyond Year 4 are forecasted using expected useful life only, i.e. an 'expiry date' methodology.

The following graph shows \$246.08M forecast for asset renewal over the coming 10 years. The individual AMPs show this forecast broken down into each asset class.



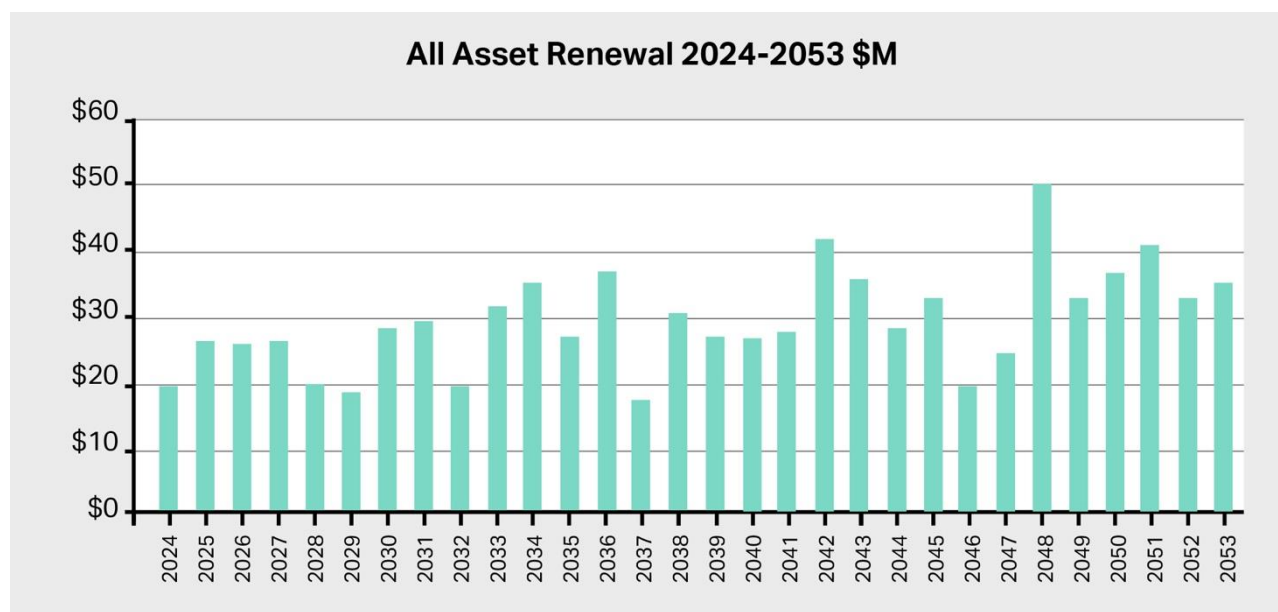
30 Year Investment Profile

Renewals can be forecast over a much longer period using asset condition and useful-life data. This long-term forecast is reviewed annually to provide a rolling program that increases in accuracy the closer it gets to delivery; e.g. Years 1 and 2 of the renewal program may be subject to minor changes whereas forecasts in Year 20 may move significantly based on actual versus predicted failure rates.

Forecasting indicative funding requirements over a long-term planning horizon allows asset managers to identify any future potential spikes, and therefore plan to either smooth out renewals to avoid them or provide early advice to the delivery team that a large renewal program will be required and to resource accordingly.

Asset Investment

The graph below shows the forecast renewals funding requirement for the next 30 years.



In the previous version of the SAMP this forecast showed a significant spike in renewals in 2046. This was predominantly made up of transport assets commissioned in 1966 with a useful life of 80 years. This renewal forecast has now spread out due to the change in methodology to the condition-based forecasting mentioned in the 10-Year Forward Renewal Plan section.

Asset Managers will continue to monitor assets and their condition over time, and update forecasts accordingly.

Management of Growth

Whilst the Asset Management Framework largely focuses on the responsible custodianship and renewal of existing Council assets, it is important that it also considers future demand. This is considered through three focus areas:

- Additional future demand on assets from external factors (e.g. population growth, climate change)
- Growth of the network from contributed assets (i.e. additional assets added to Council's portfolio through third party developers)
- Growth of the network from new Capital Projects (e.g. Council's Four Year Delivery Plan and ABP)

Future Demand Forecasting

Drivers of Demand

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

The present position and projections for demand drivers that may impact future service delivery and use of assets are documented in the table below.

Asset Investment

Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Population	105,663 (.id)	152,767 by 2041	Greater demand
Demographics	17.9% aged over 60 years	16.7% by 2041	Similar demand
Residential development	2,303 Ha of land recently rezoned	Area developed over 20–30 years	Increased demand on existing infrastructure and maintenance
Climate change	Factored into unfunded Stormwater Management Plans	Increase in extreme weather	Property flooded more frequently
Technology Changes	Onsite infrastructure and moderate levels of digital transformation	Cloud computing and high levels of digital transformation	Trend towards offsite management of hardware and software (IaaS and SaaS) may reduce capital requirements

Demand Management Planning

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

Activities identified to date to manage future demand are shown in the table below.

Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Population (density) increase	Greater demand on infrastructure and services	Ensure development funds required upgrades where practical Optimise renewal spend using new mass data capture and condition assessment methodology
Demographics	Similar demand mix for services	Disability Discrimination Act compliance – non-compliant pram ramps to be upgraded when footpath is renewed; footpath renewals increased to 1.5m from existing 1.2m where possible

Asset Investment

Residential land development	Increased pressure on existing infrastructure; lower service level	Ensure new development funds or provides sufficient infrastructure Capacity shortfall to be addressed by upgrade and new capital projects
Climate change	Higher stormwater capacity required for same service level	Secure funding for Stormwater Management Plans; stormwater renewals to include upsizing to modern day minimum pipe size
Technology Changes	Trends toward offsite assets, mass data capture and remote working	Review lease vs purchase options. Ensure long-term access to asset data

Asset Programs to meet Demand

New Capital Projects

The 2023/24 ABP and the LTFP identify planned new capital investment in 2023/24 as:

Capital Budget 2023/24 \$M	
New capital projects commencing 2023/24	10.52*
Multi-year new capital projects commenced in prior years	26.88**
New Capital Infrastructure - Total	37.40

*Note this is the commencement date of projects, some of which will be delivered over multiple financial years but have been newly initiated in 2023/24.

**Note this is new capital projects only and does not include AMP renewal funding carried over from previous years. Renewal does not increase Council's overall asset portfolio.

In alignment with the LTFP, the remainder of new capital expenditure forecast over the upcoming ten years is as follows:

Financial year	Capital Budget \$M
2024/25 onwards	17.78

This is a change from the previous methodology used in the SAMP, where the Four Year Delivery Plan data was used for years 2–4. Future versions of these documents are likely to use the Four Year Delivery Plan forecast for years 2–4, and an averaging methodology for years 5-10.

Asset Investment

These new capital figures are incorporated into the Asset Investment and Portfolio Growth chart at the end of this section to show their potential impact. However, these forward programs have not been endorsed by or funded by Council and are indicative only.

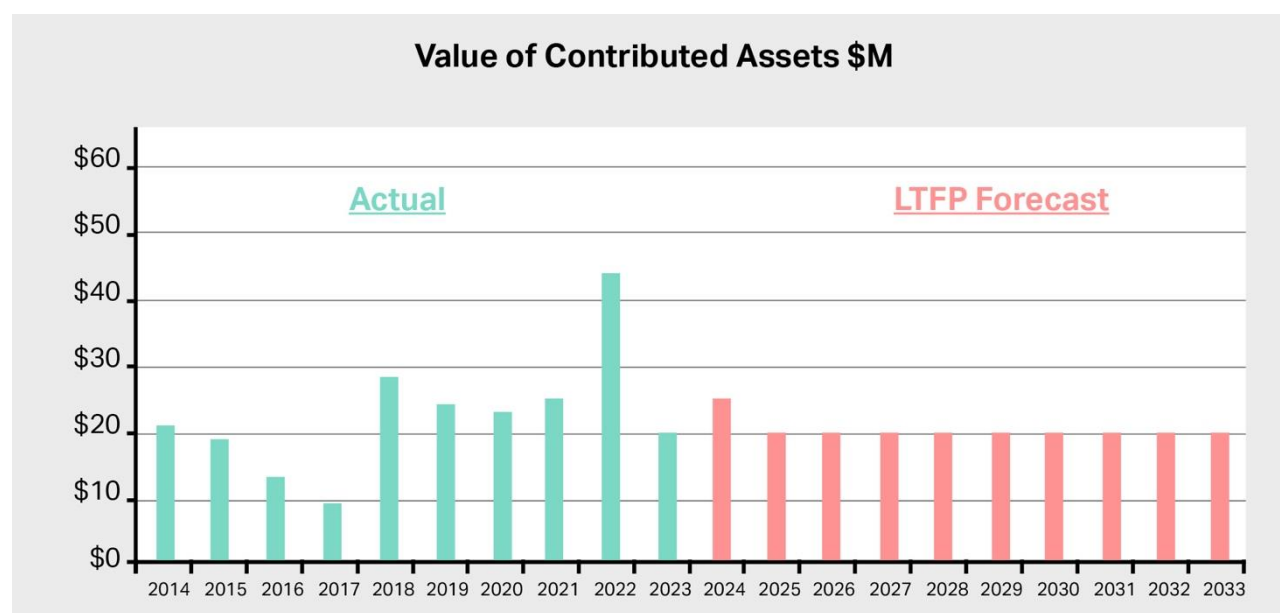
Contributed Assets

The City of Playford is a fast-growing community and is expected to receive a lot of contributed infrastructure. This is shown in the figure below for both the previous 10-year actuals and the LTFP forecast for the next 10 years.

The LTFP identifies an ongoing annual contribution rate of around \$20M pa (or about 1% of total fixed asset value).

The effect this has on Council's overall asset portfolio value is shown in the Asset Investment and Portfolio Growth chart.

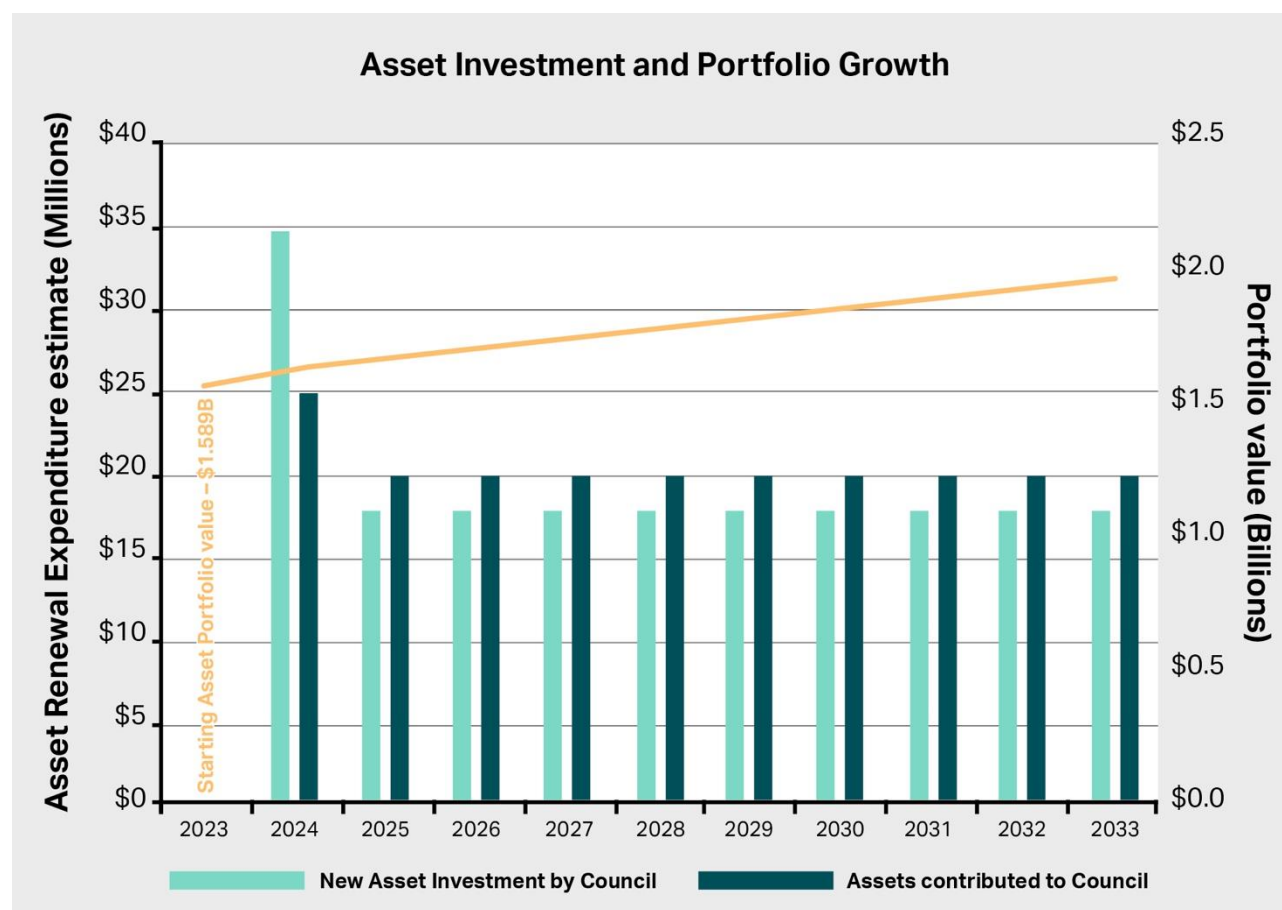
Note, the 'Actual' values for each year below reflect the date of completion of the actual infrastructure on the ground and is backdated to this completion date when entered into the system. The finance (LTFP) data reflects the date of commissioning into the enterprise information system, which may have a lag. The cumulative number over time will be the same but individual years will have a difference due to this processing lag.



Asset Investment

Total Asset Investment and Portfolio Growth

The new assets required/expected as described in the previous sections, and the impact on total asset portfolio value are shown in the figure below.



Notes:

All values are in 2023 dollars and are not indexed for inflation.

Only Year 1 of the Four Year Delivery Plan is endorsed by Council and in an approved budget.

New capital investment shown beyond Year 1 is an estimate based on the average of the forecast for 2022/23 and the actual expenditure for the previous 2 years. The amount is not related to any planned initiatives and is only shown to indicate what investment and portfolio value might look like in that scenario.

Portfolio value is the result of both Council investment and assets contributed by development, and excludes land value.

All new assets commit Council to operating costs, including depreciation expense and ongoing operations and maintenance costs. New capital projects initiated by Council include an allocation for these costs in the approved budget to ensure the ongoing financial sustainability and intergenerational equity of new capital programs. The additional operating costs as a result of contributed assets is funded from growth.

Continuous Improvement

Continuous improvement is a part of the Asset Management culture at the City of Playford. We constantly review and assess our Asset Management Framework and will continue to implement improvement initiatives identified through this review.



Continuous Improvement

Asset Management Maturity Assessment

An Asset Management Maturity Assessment is currently underway at the City of Playford. This internally run process is intended to help identify the current state of asset management practice, as well as the gaps and priority actions needed to close those gaps (or at least priority areas needing further examination). Our maturity levels will be assessed against the International Infrastructure Management Manual (IIMM, 5th Edition, IPWEA, 2020).

The 16 asset management practice areas being assessed are:

Practice Area being assessed:
1. AM Policy and Strategy
2. Levels of Service and Performance Management
3. Forecasting Demand
4. Asset Register Data
5. Asset Performance and Condition
6. Decision Making
7. Managing Risk
8. Operational Planning
9. Capital Works Planning
10. Financial Planning
11. Asset Management Leadership and Teams
12. Asset Management Plans
13. Management Systems
14. Asset Management Information Systems
15. Service Delivery Mechanisms
16. Audit and Improvement

Continuous Improvement

Asset Management Improvement Initiatives

Council has a number of specific asset management improvement initiatives either in place, under development or for future investigation, as follows.

Item	Initiative	Timing
Bridge inspections	During 2021/22 we completed a comprehensive condition and structural assessment for our three road bridges and 18 of our major road culverts. This included determining a component rating for each structure and remedial works necessary. Bridge inspections will now continue to be undertaken in line with Department for Infrastructure and Transport (DIT) guidelines.	Completed 2021/22
Bridge AMP	Bridges are currently covered by the Transport AMP. However, bridges have a unique risk profile and in future we intend to cover these with a separate AMP.	2023/24
National Heavy Vehicle Regulator (NHVR) bridge assessment process	The NHVR is assisting road managers to assess key local government road assets (the Strategic Local Government Asset Assessment Project (SLGAAP)). Council is participating in SLGAAP – specifically to assess the asset capability of bridges and culverts and how they relate to the heavy vehicle road network.	2024/25
CCTV stormwater	CCTV inspection of a selection of our stormwater pipes is undertaken annually. Selection has been previously based on the upcoming road renewal program and operational concerns. We intend adding to this program by using a risk-based selection approach and to get a cross-section of infrastructure of different age and size as a representative sample.	Underway, ongoing
Road, kerb and footpath condition assessments	In 2021/22 we commenced a comprehensive inspection and condition assessment of all sealed road reserve assets. Footpaths inspection and condition assessment is being undertaken in 2022/23. From 2023/24, we will trigger renewals using engineering-based failure prediction and measured level-of-service deficiencies. We aim to inspect each asset component every four years.	Roads & kerbs completed 2021/22 Footpaths completed 2022/23

Continuous Improvement

Item	Initiative	Timing
Building componentisation	Our Asset Register defines buildings in terms of component type (e.g. structural, electrical etc), but does not break down each building into components suitable for good asset management (e.g. exterior roof covering or electrical switchboard A). We aim to better define our building assets, assess the individual components and develop a condition and risk-based renewal program as part of the Buildings AMP. This should improve renewal program reliability, cost control and level of service consistency.	2023/24
Complete building inspections	Aligned with building componentisation above, we aim to assess the condition of each building component, using a risk-based prioritisation approach.	Ongoing
Levels of Service	To focus our asset management efforts and improve efficiency, over the coming years we aim to develop a comprehensive range of levels of service and associated targets.	2023/24
Review road classification	Road criticality and usage can influence asset lifecycle decisions. Road classification is to be reviewed in conjunction with the development of a City-wide Integrated Transport Strategy (CWITS). This project is underway and being delivered by Council's City and Corporate Planning team.	2023/24
Rationalisation of unit rates (asset valuation)	As newly constructed or renewed assets have been entered into the asset information system, the number of asset types has grown significantly to in excess of 600. This list will be rationalised to a level that removes obsolete items and enables grouping of similar assets for efficient management without being unnecessarily cumbersome.	Commenced 2022/23 NB Financial Services are a major stakeholder
Capture missing assets into the Asset Register	Although Council's Asset Register is reasonably complete, there are still a few gaps. Road signage and roadside swale drains are areas where we will develop a more complete dataset.	Roadside swale drains completed 2022/23 (sealed road network only) Signage data captured, consider in 2023/24 for data set purchase NB Financial Services are a major stakeholder

Continuous Improvement

Item	Initiative	Timing
Link maintenance data to renewals and vice versa	We will work to improve the integration and data sharing of the maintenance and asset management areas to ensure that maintenance is undertaken optimally to avoid premature failure, and that assets are renewed at the right time – before maintenance costs get too high, but not so early that service potential is wasted.	2023/24
Undertake assessment of Operations and Maintenance (O&M) budgets	We will work with City Operations and Finance to review and test the assumptions made when allocating O&M budgets for asset portfolio growth.	2024/25

Appendices

1. Asset Risk Register
2. Referenced Documents



Appendix

Appendix 1: Asset Risk Register

Risk Identification							Initial Analyse		Evaluate	Existing Controls	Existing Analyse		Evaluate	Mitigation Description
Risk ID	Date Identified	Risk Appetite Statement Alignment	Risk Description	Risk Owner	Cause	Possible Consequence	Inherent Consequence (Risk Matrix)	Inherent Likelihood (Risk Matrix)	Inherent Risk Rating	Existing Controls Description	Residual Consequence (Risk Matrix)	Residual Likelihood (Risk Matrix)	Controlled Risk Rating	
1	6/04/2021	Service Delivery	The risk that the necessary skill set is not available within the team.	Senior Manager	<ul style="list-style-type: none"> Resignation/retirement dismissal Relocation/redeployment. Lack of succession planning. Specialised requirements. Covid. Extended leave. 	<ul style="list-style-type: none"> Time delays Disruption to project continuity Negative impact on service delivery. Financial impact to outsource. Poor quality outcomes. Loss of information 	(3) Moderate	(3) Possible	MEDIUM	<ul style="list-style-type: none"> Initial Recruitment. Job Description. Project Manager's working in pairs. 	(3) Moderate	(2) Unlikely	MEDIUM	<ul style="list-style-type: none"> New PMF clear on documentation. Migration of information on the drives. Urban design guidelines. Additional staff (graduates / secondment).
8	6/04/2021	Service Delivery	The risk that critical assets fail.	Senior Manager	<ul style="list-style-type: none"> Lack of maturity in asset management for structures and stormwater assets. Lack of ongoing maintenance no inspection program in place. insufficient internal skillset. Poor specification. Force Majeure event. (i.e. fire, earthquake, war, revolution, flood, and pandemics). No alternative route. Reactive soil. Lack of access to asset backup. 	<ul style="list-style-type: none"> Increased risk to public injury / death / health Reputation damage Financial Impact Negative service delivery impact (lack of transport / roads blocked). Litigation. Damage to neighbouring assets. 	(5) Catastrophic	(4) Likely	HIGH	<ul style="list-style-type: none"> Asset Management Plans. Renewal strategy. Asset inspections. 	(5) Catastrophic	(1) Rare	MEDIUM	<ul style="list-style-type: none"> Treatment Plan - Identify critical assets within council and alternative of failure Treatment Plan - Inspection program by specialised third party for key infrastructure. Impact statement / disaster management plan.
9	6/04/2021	Legislative Compliance	The risk of legislative breach.	Senior Manager	<ul style="list-style-type: none"> Unidentified legislative changes. Identified changes not implemented. Identified changes are misinterpreted. Processes outdated, superseded or do not reflect policy intent. Legislative tasks not identified and/or scheduled. Failure to have documented policy or processes for legislative tasks. Failure of a critical system. 	<ul style="list-style-type: none"> Possible fine. Reputation damage. Regulatory intervention. Negative impact on staff morale. Possible legal action. Cost of rectification works. 	(3) Moderate	(4) Likely	HIGH	<ul style="list-style-type: none"> LGA Legal updates. Norman Waterhouse Legal updates. Policy & process review schedule. Documented processes. Approval requirements within scope document. 	(3) Moderate	(2) Unlikely	MEDIUM	
10	6/04/2021	Service Delivery	The risk that a critical system (i.e. TechOne) becomes unavailable.	Senior Manager	<ul style="list-style-type: none"> Vendor contract lapses or not renewed. Software not updated. Software malfunction. Single point of failure. Cyber threat. Vendor ceases to trade. Power failure (or other natural event). Changing to a cloud based system 	<ul style="list-style-type: none"> Inability to pay staff and contractors. Failure to meet legislative obligations. Loss of asset and finance data (backup). Staff loss of productivity. Potential flow on impact on other departments. 	(3) Moderate	(4) Likely	HIGH	<ul style="list-style-type: none"> ICT software licensing. ICT Firewalls. ICT Software maintenance (inc patches etc). ICT Data Recovery Plan Weekly backup of data. Migrating to the Cloud as vendor will not support our current licence. 	(3) Moderate	(2) Unlikely	MEDIUM	<ul style="list-style-type: none"> Cloud based system still retaining backups. Weekly backup of data on a spreadsheet.
11	6/04/2021	Service Delivery	The risk that Asset data is incorrect.	Senior Manager	<ul style="list-style-type: none"> Failure of process - Assets not recorded when completed/handed over or acquired. Failure of process assets not deleted when disposed of. Failure of process when an asset is revalued/renewed. Asset register not maintained historically (Legacy issues) Lack of resources. Poor staff training or contractor training. Maintenance considerations if assets are incorrect. 	<ul style="list-style-type: none"> Decisions (inc budgetary, LTFP & future renewal) considered or made on incorrect information. Assets underinsured / over insured. Assets undervalued / overvalued. Financial shock. Reputation damage. Failure to meet legislative requirements. Money spent incorrectly. Assets not recognised within the system. 	(4) Major	(4) Likely	HIGH	<ul style="list-style-type: none"> Scheduled external revaluations, Annual audits of asset register (External and Internal). Asset handover procedure. Asset Management Process. Admin access limited. Data gate keeping. Monthly Exception reporting (Reporting to pick up anomalies) Reconciliations against expenditure at Handover. Condition rating of assets. 	(4) Major	(2) Unlikely	MEDIUM	<ul style="list-style-type: none"> Treatment Plan - Undertake a review of the process and systems in place. Move to annual revaluation. Capitalise actual costs of assets. Undertake a secondary check prior to commissioning.
15	29/07/2022	Service Delivery	The risk that heavy vehicles will damage our assets i.e. road and bridges.	Senior Manager	<ul style="list-style-type: none"> Weight and dimensions of the vehicles. Length of permit. 	<ul style="list-style-type: none"> Damage to roads, stormwater. Reduces the life of the asset. Public safety. Litigation. Asset team may decline vehicle access due lack of knowledge. This then restricts industry and economic activity. 	(2) Minor	(5) Almost Certain	HIGH	<ul style="list-style-type: none"> ODL (over dimension load) application process. Dilapidation report. Condition assessment. Provide an alternative route. 	(2) Minor	(3) Possible	MEDIUM	<ul style="list-style-type: none"> Better data quality. Spatial mapping of restricted areas.

Appendices

Appendix 2: Referenced Documents

Document	Link
Playford Community Vision 2043	Community Vision 2043
City of Playford Strategic Plan 2020-24	Strategic Plan 2020-24
2023/24 Long Term Financial Plan	<i>to be added when finalised</i>
City of Playford Asset Management Policy	Asset Management Policy
City of Playford Asset Management Procedure	Asset Management Procedure
2023/24 Annual Business Plan and Budget	<i>to be added when finalised</i>
Playford Community Survey	Playford Community Survey
City of Playford Financial Sustainability Ratios and Targets Policy	Financial Sustainability Ratios and Targets Policy