

SRV APPLICATION ATTACHMENT L
Roads Asset Management Plan - Extract

Table 1: Risk Assessment

Risk Details	Risk Assessment			Treatment Strategy	Risk Assessment after treatment		
	Likelihood	Consequence	Risk Rating		Likelihood	Consequence	Risk Rating
Inadequate funding for renewal and maintenance resulting in deterioration of asset and decrease in levels of service	Likely	High	High	Ensure priority to asset maintenance and renewal is given through the budget process. Regularly revise four year rolling program of road improvements.	Unlikely	High	Medium
Inadequate funding for maintenance resulting in exposure to public liability	Likely	High	High	Regularly revise use and appropriateness of BSC Road Inspection Policy	Possible	Medium	Medium
Inadequate identification and/or incomplete asset registers	Possible	High	High	Progressively reassess and update asset registers.	Unlikely	Medium	Medium

8.0 Life Cycle Management

Local Government has a responsibility to ensure that assets under its management will function and meet the community needs and expectations on a long term basis, for both present and future generations. The management role includes the need to maintain the assets in a safe and serviceable condition and exercising a reasonable duty of care.

There is a general expectation within the community for ongoing improvements to the existing transport infrastructure. This is evidenced by requests received for upgrades and improvements particularly for roads, footpaths and cycleways. However, there is a significant gap between this desired standard and the existing standard because of the way the road network has developed over time. The resources required to upgrade the existing network to meet the current standards are not available so, consequently a program to carry out improvements based on merit has been developed.

There is a trade off between undertaking improvement projects to address identified safety needs or to achieve a desired level of service and undertaking rehabilitation and renewal of existing infrastructure. Consequently the improvement program includes rehabilitation projects as well as improvement projects and the asset management aspect of rehabilitation or renewal of existing assets is a significant criterion in the priority assessment of these projects. The tradeoff between asset renewal and safety or serviceability improvements is addressed by the assessment process for the road improvement list of works. Factors are weighted in an attempt to produce a balanced rolling program which is responsive to the community's needs.

As life cycle management is further developed it is anticipated that there will be a greater emphasis on asset renewal at the expense of asset improvement. This RAMP aims to assist with this assessment process by including life cycle asset management principles to forecast funding requirements and it is proposed to develop this funding profile over 10 year period.

There are two fundamental criteria, which are taken into account when determining the levels of service for asset replacement cycles and asset management. In an economic context an asset should be replaced when the annualised cost of its replacement exceeds its written down cost. This needs to be balanced by the second criteria, which relates to the level of service provided by the asset against the level of service expected by users of the asset. This will in turn enable the relationship between level of service of asset functionality with asset maintenance and the cost of the level of service (price/quality) to be determined and then evaluated in consultation with the community to determine the optimum level of service that the community is prepared to pay for.

8.1 Performance Monitoring of Assets

One of Council's objectives is to develop, improve and maintain a safe and efficient transportation network throughout the Shire. This RAMP is aimed at achieving this objective by managing transport assets appropriate to determined service levels. The consequences of asset failure will impact on this objective.

A number of inspection systems have been developed to monitor the service levels provided for various components of the transportation network. A brief outline of these inspection systems is outlined in this section.

Council has developed the BSC Road Inspection System which details the inspection regime to be carried out of the road network and specifies the intervention level for the repair of identified defects. Bridges and large culverts are inspected under the bridge maintenance program. Maintenance repairs,