

# Agenda

## Ordinary Meeting

**Tuesday, 8 June 2021**

**Time: 9.15am**  
**Location: Former Boonah Council Chambers**  
**70 High Street**  
**BOONAH QLD 4310**

Please note: In accordance with Section 277E of the *Local Government Regulation 2012*, this meeting will be closed to the public due to health and safety reasons associated with the public health emergency involving COVID-19.

An audio recording will be broadcast on Council's website.

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**Scenic Rim Regional Council**  
**Ordinary Meeting**  
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**Agenda**

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- 1 Opening of Meeting**
- 2 Attendance and requests for leave of absence**
- 3 Apologies**
- 4 Prayers**
- 5 Declarations of Prescribed or Declarable Conflict of Interest by Members**
- 6 Announcements / Mayoral Minutes**
- 7 Reception of Deputations by Appointment / Presentation of Petitions**
- 8 Confirmation of Minutes**  
Ordinary Meeting - 25 May 2021
- 9 Business Arising from Previous Minutes**

**10 Consideration of Business of Meeting****Customer & Regional Prosperity****10.1 Royal Commission into National Natural Disaster Arrangements Final Report**

**Executive Officer:** General Manager Customer and Regional Prosperity

**Item Author:** Coordinator Disaster Management

**Attachments:** Nil

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**Executive Summary**

Following Council's submission to the Royal Commission into National Natural Disaster Arrangements on 19 June 2020, this report is to present the final report released by the Royal Commission that was tabled in the Australian Parliament on Friday, 30 October 2020.

**Recommendation**

That:

1. Council acknowledge the Final Report and Recommendations of the Royal Commission into National Natural Disaster Arrangements Final Report that are relevant to Queensland local government organisations; and
2. Council are aware of, and note, the recommendations made to other governments and organisations, options for Local Government Association of Queensland discussions and continuing discussion with State Governments and relevant organisations.

**Previous Council Considerations / Resolutions**

At the Ordinary Meeting held on 6 July 2020 (Item 11.2), Council acknowledged the Issues Paper: Local Governments and Natural Disasters submission to the Royal Commission into National Natural Disaster Arrangements prepared on behalf of the Scenic Rim Local Disaster Management Group and Council's Disaster Management unit.

**Report / Background**

Following Council's submission to the Royal Commission, this report presents the Final Report that was published and the recommendations made by the inquiry.



In the Royal Commission Terms of Reference, the objectives of the inquiry were not limited by, but included the investigation into:

- The responsibilities of, and coordination between, Australian, state, territory and local governments relating to natural disasters;
- Australia's arrangements for improving resilience and adapting to changing climate conditions;
- What actions should be taken to mitigate the impacts of natural disasters; and
- Whether changes are needed to Australia's legal framework for the involvement of the Commonwealth in responding to national emergencies<sup>1</sup>.

The inquiry involved all levels of government, the private and not-for-profit sectors, communities, families, and individuals. It addressed all phases of disaster management including mitigation, preparedness, response and recovery.

With 24 Chapters included in the report, there were 80 recommendations<sup>2</sup>.

The recommendations listed below partially involve the responsibility of local government (however do not include all recommendations that involve local government).

Chapter and area of focus	Recommendation	Specifics
9: Essential services	9.1 Supply chains - government review	Australian, state and territory governments, in consultation with local governments and the private sector, should review supply chain risks, and consider options to ensure supply of essential goods in times of natural disasters.
11: Emergency planning	11.1 Responsibility for local government disaster management capability and capacity	State and territory governments should take responsibility for the capability and capacity of local governments to which they have delegated their responsibilities in preparing for, responding to, and recovering from natural disasters, to ensure local governments are able to effectively discharge the responsibilities devolved to them
11: Emergency planning	11.2 Resource sharing arrangements between local governments	State and territory governments should review their arrangements for sharing resources between their local governments during natural disasters, including whether those arrangements: <ol style="list-style-type: none"> <li>(1) provide sufficient surge capacity; and</li> <li>(2) take into account all the risks that the state or territory may face during a natural disaster.</li> </ol>

<sup>1</sup> Royal Commission into National Natural Disaster Arrangements; Publications; <https://naturaldisaster.royalcommission.gov.au/publications>

<sup>2</sup> Royal Commission into National Natural Disaster Arrangements; Report; <https://naturaldisaster.royalcommission.gov.au/publications/royal-commission-national-natural-disaster-arrangements-report>

Chapter and area of focus	Recommendation	Specifics
12: Evacuation planning and shelters	12.1 Roadside vegetation management	State and territory governments, working with local governments and fire and emergency service agencies, should ensure that there are appropriate arrangements for roadside vegetation management that take into account, among other things, (1) priority access and egress routes; (2) road priority, utility and strategic value; (3) cost; and (4) residual risk to national natural disasters.
12: Evacuation planning and shelters	12.2 Evacuation planning - Evacuation routes and seasonal populations	State and territory governments should ensure that those responsible for evacuation planning periodically review those plans, and update them where appropriate, including in relation to: (1) roles and responsibilities of state and territory governments, local governments and local communities; (2) education and signage about evacuations and evacuation routes, including education of seasonal populations; (3) the adequacy of evacuation routes; including contingencies if evacuation routes or centres are assessed as not being able to cope; and (4) the potential inability to evacuate, either by reason of circumstances or personal characteristics.

More recommendations that partially involve the responsibility of local government and the Scenic Rim Local Disaster Management Group (LDMG) are further included in:

- Chapter 17 Public and private land management
- Chapter 18 Indigenous land and fire management
- Chapter 19 Land-use planning and building regulation and
- Chapter 22 Delivery of recovery services and financial assistance.

The full report can be viewed at <https://naturaldisaster.royalcommission.gov.au/publications/html-report>

There has been no formal request from the Australian or Queensland governments to provide a response, however, Council will be monitoring the effects of the recommendations to ensure compliance.

The recommendations will form part of a working document, the Council's Disaster Management Events Recommendations and Actions Register, which will contain recommendations and actions from other reports, findings and debriefs from previous disaster events. The register includes recommendations from the Queensland Inspector General of Emergency Management and internal briefings facilitated to improve the function of the LDMG and Scenic Rim Regional Council's strategic responsibilities towards the Queensland disaster management framework.

### **Budget / Financial Implications**

To monitor and maintain the internal Disaster Management Events Recommendations and Actions Register will be supported by the Scenic Rim Regional Council Disaster Management Steering Committee and LDMG, by Council's Disaster management business unit and budget.

### **Strategic Implications**

#### *Operational Plan*

Theme: 3. Open and Responsive Government

Key Area of Focus: 3.1.3 Embed community engagement and partnerships that improve shared understanding

#### *Legal / Statutory Implications*

The *Disaster Management Act 2003*, Part 1, Division 2, section 4A (b) states: All events, whether natural or caused by human acts or omissions, should be managed in accordance with the following - (i) a strategic policy framework developed by the State group;

In addition, Part 2, Division 3, Subdivision 1, section 30 (a) states: disaster management and disaster operations in the area are consistent with the State group's strategic policy framework for disaster management for the State.

The *Council Policy WI06.01CP Disaster Management*, Policy Statement: Council is committed to applying a systematic approach to the management of its Disaster Management Program through its Disaster Management Strategy and Disaster Management Plans. The Strategy and Plans ensure effective and efficient prevention, preparedness, response and recovery activities are taken by Council to a disaster event.

### **Risks**

#### Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR45 Inadequate, ineffective or unintegrated Disaster Management Framework to enable an appropriate and coordinated response to a significant disaster event.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Governance, Risk & Compliance  Council has a lead role in local disaster management, and play a role in the operation of the local disaster management group	4 Major	Likely	High	Local Disaster Management Plan, Sub Plans and Group Disaster Management Policy, Strategy and procedures. Disaster Management Steering Committee program.	Low
WH&S & Public Safety  Council's response and support through a disaster does not meet community needs.	4 Major	Likely	High	Local Disaster Management Plan, Sub Plans and Group Disaster Management Policy, Strategy and procedures. Disaster Management Steering Committee program.	Low
Political  Council's support through management of the Scenic Rim Local Disaster Management Group does not meet community needs	4 Major	Likely	High	Local Disaster Management Plan, Sub Plans and Group Disaster Management Policy, Strategy and procedures. Disaster Management Steering Committee program.	Low

**Consultation**

The Royal Commission into the National Natural Disaster Arrangements Report and its recommendations was initially discussed at the internal Disaster Management Steering Committee meeting held on 18 December 2020 and is a permanent standing agenda item, following [Queensland Disaster Management Lessons Management Framework](#).

The report and recommendations were presented to the LDMG at its quarterly meeting for consideration and will also be addressed by the group, where appropriate.

**Conclusion**

Acknowledging the Royal Commission into the National Natural Disaster Arrangements Report and its recommendations will bring Scenic Rim Regional Council to the forefront of the changing emergency management sector.

Understanding, and where applicable addressing, recommendations will build Scenic Rim Regional Council's local disaster management capability and capacity while building our communities' social, economic, infrastructure and environmental resilience by ensuring the region is better placed and prepared to deal with, and recover from, future disasters.

**10.2 Regional Arts Development Fund Round 2 2020-2021****Executive Officer:** General Manager Customer and Regional Prosperity**Item Author:** Cultural Officer Heritage, Regional Arts Development Fund and Public Art**Attachments:** Nil**Executive Summary**

This report is to advise Council of the applications made to the 2020-2021 Scenic Rim Regional Arts Development Fund Program (RADF) Grant Round 2, which have been assessed by the Scenic Rim Arts Reference Group (ARG) and are submitted to Council for consideration of the recommendations for the distribution of the grant funds.

**Recommendation**

That Council approve the allocation of grants under the 2020-2021 Scenic Rim Regional Arts Development Fund Program Grant Round 2, as recommended by the Scenic Rim Arts Reference Group, for a total of \$40,020, as follows:

Individual/Group	Project	Amount Allocated
Tamborine Mountain College	Artsfest 2021 Workshops	\$3,085
Templin District Historical Society Inc	From Pole to Pylon Public Art	\$1,200
Sarah Jane Vaag	Greenspace @ Artisan Fayre	\$3,980
Howard Edmunds	Opera Eagles Nest Remount tour of South West Queensland	\$15,995
Boonah District Kindergarten	Indigenous Art Workshop and Mural	\$5,560
Tobias Hannagan	Tobias Beech LP	\$6,200
Clea Pratt	Wild Mountain Songs 2021	\$2,000
Alistair Richardson	Wild Mountain Songs 2021	\$2,000

**Previous Council Considerations / Resolutions**

At the Ordinary Meeting held on 14 December 2020, it was resolved that Council approve the allocation of grants under the RADF Program 2020-2021 Grant Round 1, as recommended by the ARG, for a total of \$10,000 as follows:

Individual/Group	Project	Amount Allocated
Haystack Mountain Hermits	The Horses Stay Behind (One Last Ride)	\$10,000

At the Ordinary Meeting held on 6 July 2020, it was resolved that Council approve the allocation of grants under the RADF Program 2019-2020 Grant Round 2, as recommended by the ARG, for a total of \$30,998 as follows:

Individual/Group	Project	Amount Allocated
BADCAP	Rowers on Wyaralong	\$10,000
Larissa Warren	Wild Women, Wild Clay	\$10,893
Traditional Mununjali Elders	Mununjali Dance project	\$10,105

At the Ordinary Meeting held on 25 May 2020, it was resolved that Council:

1. In accordance with the respective nominations, the Councillors be appointed Council's representatives on the internal and external committees and forums.
2. Council note that the appointments of Deputy Mayor and of Chair and Deputy Chair of the Scenic Rim Local Disaster Management Group were made on 27 April 2020 at the Post Election Meeting be included for completeness.
3. Council endorse the amendment of the Schedule of Councillor Representation on Committees and Forums (Attachment 1 to this report) for the Ordinary Minutes:
  - (a) to include the duly nominated Councillor representatives; and
  - (b) by removing the organisations from the Schedule of Councillor Representation on Committees and Forums, as relevantly determined by Council.
4. Council acknowledge that these appointments will be reviewed annually.
5. Council advise the organisations of the respective appointed Councillor representatives; and
6. Council advise the Local Government Association of Queensland of Council's preferred nomination for the Policy Executive District Representative – South East District (Western Region) for the period June 2020 – June 2024.

## Report / Background

The RADF supports the professional development and employment of arts and cultural workers in regional Queensland. RADF is a partnership between Queensland Government, through Arts Queensland and Council. The program provides funding for one-off, short-term projects that offer professional arts, cultural and heritage opportunities.

For 2020-2021, local artists and cultural workers could apply to RADF under the curatorial themes of:

- Resilience and Recovery
- Wellbeing, and
- First Nation People and people from culturally diverse backgrounds.

Applications are assessed by the ARG against criteria based on Scenic Rim Regional Council's RADF guidelines, priorities identified in the Arts and Cultural Policy and Corporate Plan and Arts Queensland's Key Performance Outcomes.

Outlined below was the process for Round 2:

- A two-stage application process was implemented successfully.
- The RADF Liaison Officer provided assistance, through one-on-one sessions, to applicants prior to the closing date.
- Eleven Stage 1 - Snapshot applications were received with the total grants requested totalling \$76,129.
- These were reviewed by the ARG with eight applicants shortlisted for Stage 2 - Full Applications.

- The eight applications were assessed on 23 April 2021.
- The assessment process was completed by the ARG with recommendations made to Council for a final decision.
- Grant Round 2 will be for projects that commence after 1 July 2021.

The applications below were successful during the Stage 2 assessment process.

The following grants are recommended for approval:

Individual/ Group	Project	Strategic Theme	Artform	Total Project Value	Amount Requested	Amount Allocated
Tamborine Mountain College	The grant will be used towards the costs of running Youth in Arts workshops as part of Artsfest 2021 with professional artists from the region across a range of art forms.	Wellbeing	Visual Arts, Music and Theatre	\$22,850	\$3,085	\$3,085
Templin District Historical Society Inc	The grant will be used towards the costs to create a permanent and eye-catching artwork, that will attract passers-by to the history of tele-communications in the Fassifern area.	Resilience & Recovery	Visual Art	\$5,559	\$1,200	\$1,200
Sarah Jane Vaag	The grant will be used towards the costs of running a music mentorship program and mental health and for the arts workshops in the Greenspace at Tamborine Mountain Artisan Fayre 2021.	Wellbeing	Music	\$10,243	\$3,980	\$3,980

Individual/ Group	Project	Strategic Theme	Artform	Total Project Value	Amount Requested	Amount Allocated
Howard Edmunds	The grant will be used towards the costs of the artistic development of a production to tour South West and Western QLD to start Sept 2021. 'Broadway to Bocelli' is planned to tour Cunnamulla, St George, Roma, Goondiwindi, Warwick and Stanthorpe, and our own Scenic Rim, with a feel-good show filled with best-loved music theatre and opera favourites made popular by Andrea Bocelli, and laced with lots of humour.	Wellbeing	Music	\$84,220	\$15,995	\$15,995
Boonah District Kindergarten	The grant will be used towards the costs of a permanent Indigenous mural and workshops for students about the significance of storytelling.	First Nation & Culturally Diverse people	Visual Art	\$8,379	\$5,560	\$5,560
Tobias Hannagan	The grant will be used towards the costs of production, marketing and distribution of a 12-song debut album.	Wellbeing	Music	\$14,210	\$6,200	\$6,200
Clea Pratt	The grant will be used towards the costs of attending Wild Mountain Songs 2021 as a songwriter, collaborator and member of the greater Australian music community.	Resilience & Recovery	Music	\$3,400	\$2,000	\$2,000



Individual/ Group	Project	Strategic Theme	Artform	Total Project Value	Amount Requested	Amount Allocated
Alistair Richardson	The grant will be used towards the costs of attending Wild Mountain Songs 2021 as a songwriter, collaborator and member of the greater Australian music community.	Resilience & Recovery	Music	\$3,400	\$2,000	\$2,000
<b>Totals</b>				<b>\$152,261</b>	<b>\$40,020</b>	<b>\$40,020</b>

### Budget / Financial Implications

Through the RADF Program, Council received a \$39,500 funding allocation from Arts Queensland. As per the partnership agreement with Arts Queensland, Council's contribution to the funding pool is \$30,000. A balance of \$42,482 of allocated funds (Round 2 2019-2020 grants that had been approved but not paid until the 2020-2021 financial year) and \$66 in unallocated funds were carried forward from 2019-2020, bringing the total allocation of funds for the 2020-2021 RADF Program to \$112,048.

The RADF Program funds the following initiatives each year:

- \$49,500 - "Big Ideas" Community Grant Rounds 1 and 2.
- \$5,000 - "Express Lane" Quick Response Grants.
- \$5,000 - "Launch Pad" Young Creatives Grant.
- \$10,000 - Strategic Initiative. The 2020-2021 RADF Strategic Initiative of \$10,000 has been allocated to the 'Artrepreneur' project in 2021. Artrepreneur is a group-based business coaching and leadership program for young artists (18-35 years) who want to make art, make money and make a mark. Its goal is to create young artists who are not just surviving but thriving in their art form, their business acumen and their leadership abilities

The total funds available for RADF Round 2 is \$40,066. This amount is greater than originally allocated as Grant Round 1 only allocated \$10,000 in grants and the remaining was transferred into Round 2.

### Strategic Implications

#### *Operational Plan*

Theme: 7. Healthy, Engaged and Resourceful Communities

Key Area of Focus: 7.1.1 Build capacity to improve health and wellbeing in the community

#### *Legal / Statutory Implications*

The RADF Partnership is formalised through an agreement signed by Council and the Queensland Government through Arts Queensland.

Oversight of the RADF Grant Program is provided by the ARG, which is chaired by Deputy Mayor, Cr Michael Enright, as appointed by Council.

## Risks

### Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR54 Ineffectively managing the political and government departmental relationships/partnerships, resulting in Council not achieving its major strategic objectives.

### Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Reputation, Community & Civic Leadership  Minor local community concern manageable through good public relations	2 Minor	Unlikely	Low	Manage through documented processes taken during assessment	Low
Political  Adverse recommendations made by State Government or State Agency.	2 Minor	Unlikely	Low	Complying with objectives of funding agreement Transparent reporting of assessment communication.	Low

## Consultation

The ARG comprises of eight community representatives and is chaired by Deputy Mayor, Cr Michael Enright, who assess the grant applications against criteria based on RADF Program Guidelines and priorities identified in Council's Arts and Cultural Policy and Corporate Plan. The RADF Liaison Officer is secretariat for the ARG in a non-voting role.

The ARG review all RADF applications at both the Snapshot and Full application stages.

## Conclusion

The ARG recommendations are presented to Council for consideration and approval of the allocation of grants as recommended under the 2020-2021 RADF Program Grant Round 2 for a total of \$40,020.









## Asset & Environmental Sustainability

### 10.3 Asset Management Plans

**Executive Officer:** General Manager Asset and Environmental Sustainability

**Item Author:** Principal Specialist Asset Management

**Attachments:**

1. SRRRC Transport Asset Management Plan Summary [↓](#) 
2. SRRRC Urban Drainage Asset Management Plan Summary [↓](#) 
3. SRRRC Buildings and Facilities Asset Management Plan Summary [↓](#) 
4. SRRRC Parks and Open Spaces Asset Management Plan Summary [↓](#) 
5. SRRRC Transport Asset Management Plan (under separate cover) 
6. SRRRC Urban Drainage Asset Management Plan (under separate cover) 
7. SRRRC Buildings and Facilities Asset Management Plan (under separate cover) 
8. SRRRC Parks and Open Spaces Asset Management Plan (under separate cover) 

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### Executive Summary

Council's Transport, Urban Drainage, Buildings and Facilities, and Parks and Open Spaces, Parks Asset Management Plans have been comprehensively reviewed and updated in accordance with the *Local Government Act 2009*. The revised Asset Management Plans (AMPs) are presented for consideration.

### Recommendation

That, in accordance with section 167 of the *Local Government Regulations 2021*, Council adopt the Transport, Urban Drainage, Buildings and Facilities, and Parks and Open Spaces Asset Management Plans for infrastructure planning and management purposes including future long-term financial plan considerations.

### Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 23 November 2020 (Item 11.6), it was resolved that Council rescind the existing Asset Management Policy CM02.04CP dated 26 August 2014 and adopt the revised Asset Management Policy CM02.04CP.

### Report / Background

Consistent with legislative trends across Australia, the *Queensland Local Government Act 2009* has requirements for Queensland Councils to develop and adopt long-term AMPs. In compliance with this legislation, Council has developed the following overarching AMPs, which are key to demonstrating Council's sustainability and governance:

- Transport AMP
- Urban Drainage AMP
- Buildings and Facilities AMP
- Parks and Open Spaces AMP

Council's AMPs provide an overview of the type of infrastructure, asset condition, work categories and long-term funding requirements to provide the required level of service of Council's transport, urban drainage, buildings and open space infrastructure.

The preliminary draft versions of the four AMPs were previously presented to the Executive Leadership Team in August 2020 and to the Audit and Risk Committee in November 2020. In addition, a series of Asset Management and Capital Works Planning briefing sessions were undertaken as part of a series of updates provided to Councillors from September 2020 to January 2021. Feedback from these update sessions were noted and incorporated in the final draft version of the AMPs as provided with this report.

A summary document for each of the four AMPs (Attachments 1 to 4) is also presented to highlight the key elements and information within the AMPs and to serve as a baseline reference document for high-level discussions.

### Scope

The scope of the abovementioned AMPs generally includes physical infrastructure assets as identified within Council's Financial Asset Register (FAR). The details of the infrastructure asset base captured within the AMPs are reflected in Attachments 1 to 4.

Council assets that are not considered as infrastructure such as fleet, plant, quarries and landfill-related assets (including landfill cells) are currently not captured in any of the AMPs. Further requirements to establish management plans for these non-infrastructure assets will be investigated by Council's Asset Management Steering Committee in the future, in consultation with the relevant asset operators.

For assets such as quarries and landfills, facility management plans may potentially be established in conjunction with the updating of the relevant facility business plans. Further investigation is also required to determine the most appropriate valuation methodology approach for these assets. A high-level estimate of the current replacement costs for the existing landfill cells and other landfill-related assets are approximately \$4 million and \$2 million, respectively.

### Asset Data Confidence Levels and Reliability

The availability, accuracy, validity and integrity of asset-related datasets underpin all asset management activities. As all decisions from the asset management planning process stem from the asset information stored by Council, having reliable asset data is critical to achieving effective, efficient and sustainable infrastructure asset management.

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

- Physical Attribute Data - allows assets to be identified and involves details such as the asset description, location, type, material and size. This also considers the degree of completeness of the asset register and whether all relevant assets are captured and known to the organisation.
- Financial Valuation Data - allows assets to be financially valued and may involve the assets' replacement value, useful life, written down value, depreciation profile and condition. This also factors in direct linkage of financial asset data to the physical attribute data.

Data reliability confidence can be classified in a five-point level scale as shown in the table below.

<b>Asset Data Confidence Rating Scheme</b>		
<b>Rating</b>	<b>Confidence Level</b>	<b>Functional and Physical Indicators</b>
5	>95% (Extremely High)	Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$
4	80% to 95% (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 $\pm 10\%$
3	50% to <80% (Medium/Moderate)	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 $\pm 25\%$ .
2	20% to <50% (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 $\pm 40\%$
1	<20% (Extremely Low)	None or very little data held.

The asset confidence levels associated Council's infrastructure asset base are detailed in Attachments 1 to 4.

#### Asset Deterioration and Condition

Infrastructure deteriorates throughout the asset lifecycle. The rate of asset deterioration depends on a number of factors, including:

- Useful life – assets with shorter useful lives deteriorate quicker than longer life assets
- Environmental condition – assets in harsher environments deteriorate faster
- Utilisation – assets with a high utilisation rate deteriorate quicker
- Adherence to operations and maintenance specifications – assets that are not operated and maintained in accordance to the standard specifications and requirements deteriorate faster

#### Asset Condition Assessment and Monitoring

Condition assessments are a key component of infrastructure asset management and underpin asset management planning, asset financial valuations and asset risk management.

The primary purpose of undertaking a condition assessment is to determine the current physical and/or functional integrity of an asset and assess the level of deterioration it has sustained. It also enables Council to monitor the condition and performance of its vast networks of assets over time and determine whether infrastructure assets need renewal and maintenance intervention works.

Condition assessments across the entire asset portfolio are undertaken in a cyclical manner and follow a scheduled program. The outputs from these assessments are used to plan and prioritise forward works to address infrastructure in poor condition and a reduction in the level of service to the community.

Recently completed, ongoing and upcoming condition assessment activities across Council's infrastructure network are discussed in Attachments 1 to 4.

#### Asset Condition Rating

The condition rating of an asset generally reflects its physical and/or functional integrity and the level of its deterioration. The condition profile of assets in each AMP is represented using the qualitative ratings of: Very Good, Good, Fair, Poor and Very Poor. These ratings are translated to a five-point numerical condition grades as shown below.

<b>Asset Condition Rating Scheme</b>		
<b>Qualitative Rating</b>	<b>Grade</b>	<b>Functional and Physical Indicators</b>
As New/Very Good	1	Asset is new or as new No visible defects or signs of deterioration
Good	2	Asset is fully functional and is in a sound physical condition Minor signs of general wear and tear
Fair	3	Asset is functional and in an acceptable physical condition Obvious signs of deterioration Presence of some minor defects
Poor	4	Asset has a reduced functionality and significant physical deterioration is evident Presence of numerous minor defects and some major defects Increased risk of service interruptions Increased risk to safety
Very Poor	5	Asset has a significantly reduced functionality Extensive presence of major defects Asset failure imminent or has failed Service interruptions expected or has occurred Substantially increased risk to safety

The condition profiles of the various assets that Council manages and maintains are graphically shown in Attachments 1 to 4.

#### Work Categories

Asset lifecycle management involves investing in works programs that ensure the continuity of service provision to the community. There are typically two main asset works categories: capital works and maintenance works.

Capital works on assets generally cover three streams as discussed briefly below.

- Renewals - involves the renewal or replacement of existing assets to restore the original functionality or to prevent further deterioration of assets to a lower level of functionality.
- Upgrade - involves the significant modification or replacement of an existing asset to address growth in demand, or changes to the level of service, or to increase the original functionality of the asset to meet contemporary standards.
- New Construction - involves the creation or acquisition of new assets to address growth in demand or changes to the level of service.

Maintenance works typically involves the day-to-day activities in operating an asset and undertaking repair works to sustain or restore a service provided through an asset.

Council's investment on capital works programs and projects across its transport, urban drainage, buildings and facilities, and parks and open spaces network are shown in Attachments 1 to 4.

#### Key Points for Further Investigation and Improvement

##### *Transport Asset Base*

Based on the current replacement cost of major culverts (\$21.4 million) and extensive site inspections undertaken in late 2019 and early 2020, it is highly likely that there has been some underestimation of the unit rates applied for this asset sub-type as part of the 2019 Road, Bridge and Drainage Network comprehensive revaluation. A significant contributing factor to the inaccurate replacement value is likely to be the lack of data integrity, historically, for this specific asset sub-type. Recently completed data cleansing and validation activities for the major culvert assets have increased the reliability of the datasets. As part of the Comprehensive Financial Revaluation of transport assets scheduled in FY2021-2022, a detailed review of transport network-related financial data and valuation methodologies will be undertaken to determine the most appropriate asset valuation approach for major culvert assets moving forward..

Council has a total of 3,106 non-major/minor culverts as reflected in the FAR, with an average replacement cost of \$12,000. Based on a recent pilot project in 2020 to locate non-major culverts in the region, it is estimated that there are approximately 2,500 assets that have not been identified and registered in the FAR. These assets have a potential replacement cost of \$30 million and an annual depreciation cost of \$375,000 based on a useful life of 80 years. Continued investment on locating and assessing the condition of these assets in the field is planned until FY2022-2023 to bridge the gaps in the asset register.

Whilst there are 48 pedestrian bridges registered in the FAR, only 15 assets have replacement costs associated with them resulting in an average replacement cost of \$115,000 per pedestrian bridge. Further investigation is required to determine the replacement value of the other 33 assets, however extrapolating the current average cost per pedestrian bridge provides an estimated cost of \$3.8 million.

It is also worth noting that the replacement values, as listed, are current accounting replacement values and any asset of a value less than \$10,000 (unless rolled up in a category) may be replaced under an operations and maintenance budget. For example, bus shelters, guardrail, linemarking and signs, with 16,291 asset items, true actual replacement value would likely be in the order of \$5 million or more. Determining the appropriate approach to capture the financial value of these assets has been identified as an action item in the Transport Asset Management Improvement Plan.

##### *Transport Service Level Sustainability Ratio*

The Service Level Sustainability Ratio (SLSR) is an indicator of Council's ability to maintain the current service level provided by its existing asset base. This compares the forecast budget (available funding) against the forecast expenditure demand for Council's existing assets. This accounts for capital renewals and operations and maintenance costs but excludes costs to upgrade and create new assets to address growth.

SLSRs for two time periods have been investigated to reflect a holistic perspective of service delivery from transport assets and these are summarised in the table below. SLSRs less than indicate potential budget shortfalls on renewal and maintenance requirements.

<b>Asset Type</b>	<b>10-Year Planning Period (FY2020-2021 to FY2030-2031)</b>	<b>Asset Whole-of-Life Period (Annualised Costs)</b>
Roads	0.80	0.75
Bridges and Major Culverts	0.81	0.84
Other Transport Assets	1.01	0.70

The sustainability ratios referenced above indicate that the current available funding levels are potentially less than the actual investment requirements in the long term to renew and/or restore, operate, and maintain all roads, bridges and major culverts assets at the current service levels.

Whilst it seems that there is sufficient funding to address the requirements for other transport assets within the next 10 years, this should be treated cautiously as currently the asset modelling does not cover guardrail assets and does not account for legislative upgrades which are known to impact footpath assets. Once factored in, this may lead to a shortfall in available funds over the medium to long-term period.

#### *Urban Drainage Asset Base*

Stormwater quality management assets such as bio-retention and detention basins and sedimentation ponds have not been consolidated into the Urban Drainage AMP, as the low numbers of these assets represent a negligible material value. Accordingly, the relevant replacement costs of these assets have not been captured in the current total replacement value of approximately \$48.4 million. Future asset management improvements will potentially enable incorporation of these components within the Urban Drainage AMP or within a separate Stormwater Quality AMP.

#### *Urban Drainage Asset Data Confidence Levels*

The overall data confidence level for the Urban Drainage Asset Class is 74.7% (moderate confidence level). However, open channel drain assets, which make up about 1% of this asset base, have a low confidence level rating

Further improvements to the current confidence levels are to be achieved by integrating the Urban Drainage datasets across existing asset registers (financial asset register and operational/GIS asset register) as well as undertaking asset capture and validation of existing open drains.

#### *Urban Drainage Service Level Sustainability Ratio*

The SLSR considering the current 10-year planning period and the whole-of-life period have been evaluated for this asset base and resulted in ratios of 0.75 and 0.22, respectively.

Considering the current funding levels and a whole-of-life period approach (0.22 or 22%), it is likely that there is a shortfall in the existing annual expenditure levels to sustain the current level of service relevant to the renewal, operations and maintenance of the urban drainage assets.

#### *Buildings and Facilities Asset Data Confidence Levels*

The overall data confidence level for the Buildings and Facilities Asset Class is 70% (moderate confidence level). Further improvements to the current confidence levels are to be achieved by integrating the building and facilities asset datasets across existing asset registers (financial asset register and operational/GIS asset register) as well as consistently undertaking condition inspections. Spatial mapping of stand-alone structures and assets will also be critical in improving the quality of the asset datasets.



*Buildings and Facilities Service Level Sustainability Ratio*

The SLSR considering the current 10-year planning period and the whole-of-life period have been assessed for this asset base and resulted in ratios of 0.82 and 0.80, respectively. Further improvement in the capital and maintenance planning and programming activities for this asset base are required to find efficiencies and prevent unsustainable renewal and maintenance backlogs in the long term.

*Parks and Open Spaces Asset Data Confidence Levels*

The overall data confidence level for the Parks and Open Spaces Asset Class is 60% (moderate confidence level). Further improvements to the current confidence levels are to be achieved by integrating the parks and open spaces asset datasets across existing asset registers (financial asset register and operational/GIS asset register) as well as consistently updating condition inspections data and information. Spatial mapping of stand-alone assets across the various Council parks and open space areas will also be critical in improving the quality of the asset datasets.

**Budget / Financial Implications**

The AMPs contain forecast estimates for the required works on various assets which are used to revise Council's Long-Term Financial Plan. The forecasts underpin the 10-year infrastructure capital and maintenance works programming which facilitate the development of the annual Capital Works and Operational budgets.

**Strategic Implications***Operational Plan*

Theme: 6. Accessible and Serviced Regions

Key Area of Focus: 6.1.3 Ensure accessibility of Council-controlled infrastructure networks, while enhancing resilience

*Legal / Statutory Implications*

Asset management planning and the development of AMPs are required under the Queensland *Local Government Act 2009* and *Local Government Regulation 2012*.

**Risks**Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Financial/Economic  Untenable financial position due to ineffective financial planning	4 Major	Likely	High	Development and continual improvement of asset management systems, processes and plans	Low
Governance, Risk & Compliance  Not meeting statutory requirements	4 Major	Likely	High	Annual monitoring, updating, revision and adoption of asset management plans	Low
Infrastructure, Assets & Service Delivery  Unmitigated infrastructure asset-related risks	5 Catastrophic	Possible	High	Undertaking periodic condition assessments and thorough analyses of available asset information.	Low

**Consultation**

The preliminary draft versions of the AMPs were previously presented to the Executive Leadership Team and the Audit and Risk Committee and have been discussed with the Mayor and Councillors.

The development of the final draft versions of the AMPs was undertaken under the direction and guidance of Council's Asset Management Steering Committee which includes the following Council officers:

- General Manager Asset and Environmental Sustainability
- General Manager Corporate Sustainability
- Manager Capital Works and Asset Management
- Manager Maintenance and Operations
- Manager Planning and Development
- Manager Community and Culture
- Manager Information Services and Technology
- Coordinator Financial Management

**Conclusion**

The planning and management approach and activities for Councils infrastructure asset portfolio are documented across four distinct AMPs. The existing infrastructure asset base covered in the AMPs is extensive and complex with a total replacement cost of approximately \$952 million. Over the next 10 years, the total capital, operations and maintenance investment required on infrastructure works to maintain the current level of service has been estimated to be in the order of \$420 million.

Current asset-related records indicate that most of the asset base is in very good, good and fair condition. Intervention works for assets that are currently in poor and very poor condition are undertaken through the annual capital works programs and maintenance activities.

To further improve asset management and financial planning activities, infrastructure asset data reliability needs to be improved across the asset portfolio, with a particular focus on urban drainage, buildings and facilities and parks and open spaces assets.

It is critical to find the right balance between the service levels delivered by Council's infrastructure network and the financial investment on infrastructure-related works to ensure sustainability of service provision in the long term. Delivering services more efficiently and maximising external sources of funding and grants to complement Council's internal sources of revenue will be greatly beneficial in minimising potential financial constraints in the future.

# Transport Asset Management Plan Summary

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

## Transport Asset Portfolio

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

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

## Service Aspirations

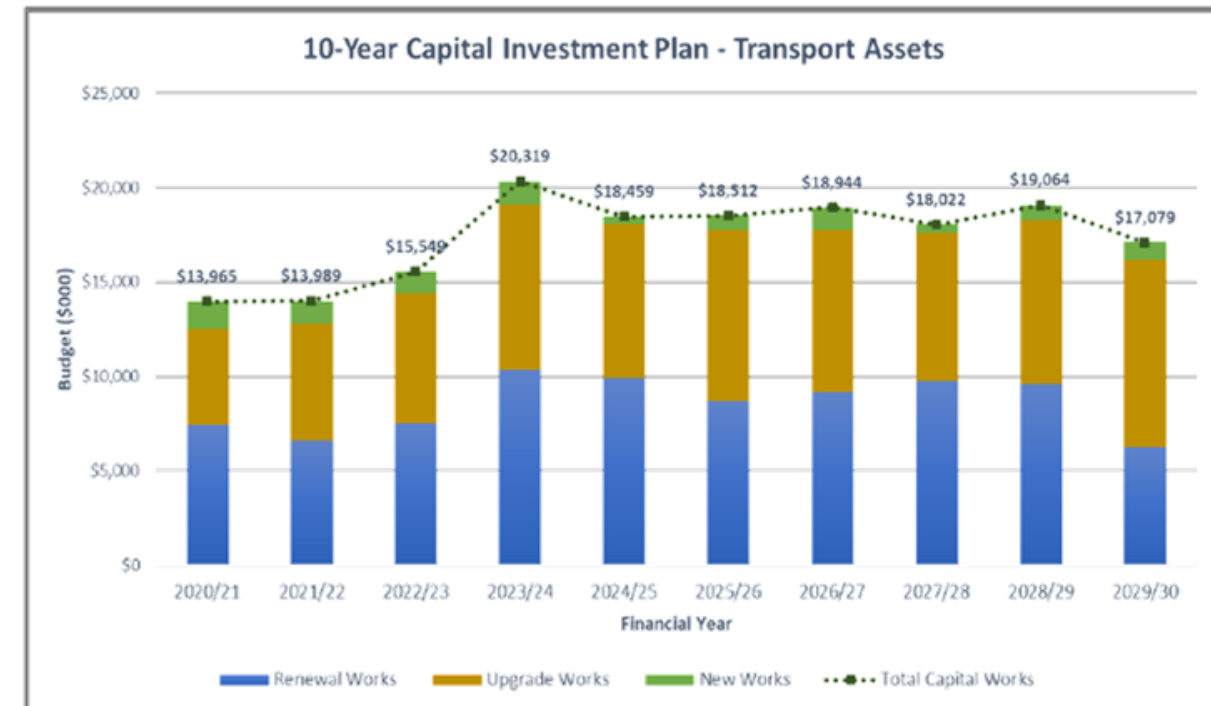
In line with the Scenic Rim Regional Council Corporate Plan 2018-2023 (Scenic Rim 2023), the Transport Asset Portfolio supports the accessibility and serviceability of the Scenic Rim region through the sustainable provision and effective management of transport assets.

Council's commitment to the community includes:

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

## 10-Year Capital Investment Plan and Key Projects

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



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

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

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

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

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



# Transport Asset Management Plan Summary

## Managing Risks

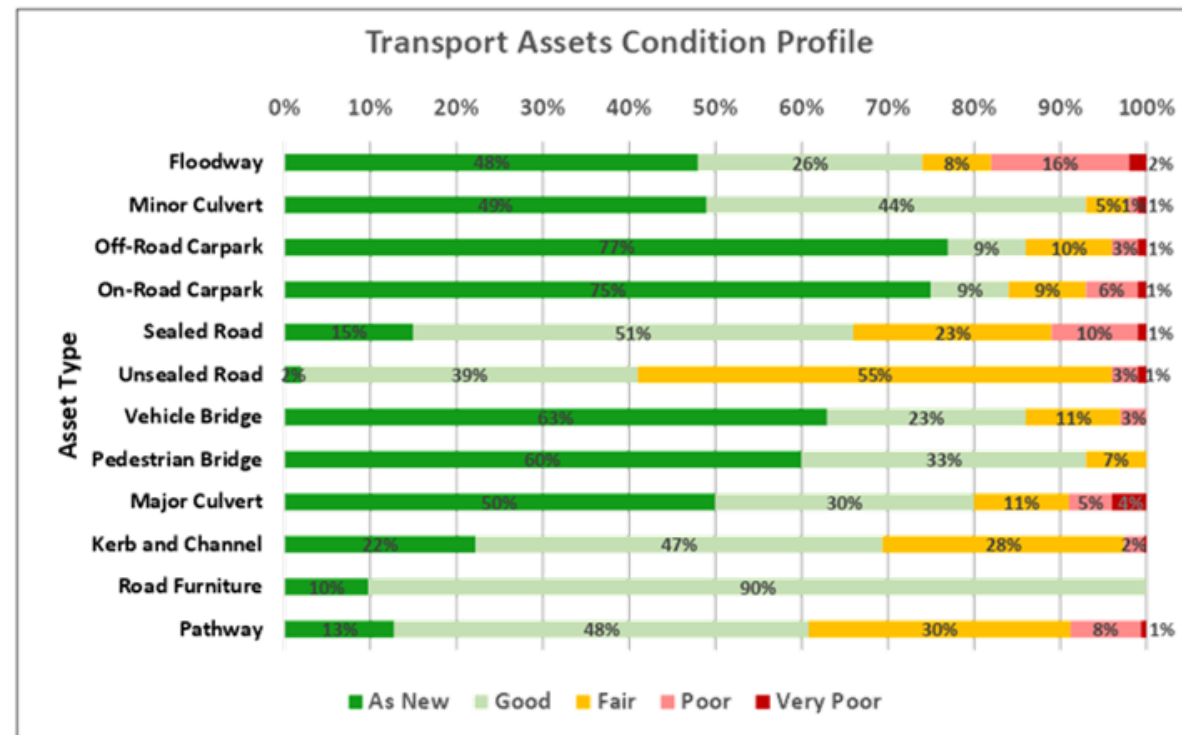
Council approaches risk management in accordance with its Risk Management Policy (CM03.09CP) which is consistent with the Risk Management Standard AS/NZS ISO 31000:2009.

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

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

## Asset Condition Profile

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



## Asset Data Confidence Levels

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

- Physical Attribute Data - allows assets to be identified and involves details such as the asset description, location, type, material and size. This also considers the degree of completeness of the asset register and whether all relevant assets are captured and known to the organisation.
- Financial Valuation Data - allows assets to be financially valued and may involve the assets' replacement value, useful life, written down value, depreciation profile and condition. This also factors in direct linkage of financial asset data to the physical attribute data.

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

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

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

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

# Transport Asset Management Plan Summary

## Key Opportunities

- Continue existing and pursue new partnership and funding agreements with the Federal and State Governments to deliver prioritised transport network infrastructure works.  
  
Key examples include:
  - Heavy Vehicle Safety and Productivity Program (Federal)
  - Bridges Renewal Program (Federal)
  - Transport Infrastructure Development Scheme (State)
  - Roads to Recovery Program (Federal)
  - Black Spot Program (Federal)
- Increased infrastructure planning, programming and delivery efficiencies through further advancement in Asset Management and Maintenance Management capabilities across the organisation.
- As part of the planned infrastructure strategy reviews, engage and consult with the Scenic Rim community to further understand, develop and agree on sustainable levels of service across the transport network infrastructure activities.
- Improved coordination and implementation of the infrastructure standards and specifications in the Scenic Rim Planning Scheme 2020 to ensure third-party contributed assets are fit for purpose, sustainable and will not lead to premature capital and/or maintenance intervention works.
- Implementation and performance monitoring of the Local Government Infrastructure Plan (LGIP) to ensure that the infrastructure network continues have adequate capacity to support growth in the region.
- Undertake a detailed review of transport network-related financial data and valuation methodologies as part of the Comprehensive Financial Revaluation of transport assets scheduled in FY2021-2022.

## Key Improvement Actions

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

- Determine critical transport assets that are likely to be frequently impacted by natural disasters and develop a suite of potential infrastructure intervention options to increase asset resilience.
- Undertake a comprehensive review of the existing road hierarchy and ensure alignment with the Scenic Rim Planning Scheme 2020.
- Undertake a comprehensive review of the existing Local Roads of Regional Significance network and ensure alignment with the Scenic Rim Planning Scheme 2020 and guidelines provided by the Department of Transport and Main Roads and the Scenic Valleys Regional Roads and Transport Group.
- Further develop the technical levels of service for maintenance works as part of Council's overarching Service Level Catalogue development.
- Progress the reconciliation and integration of Council's asset registers (financial asset register, operational/GIS asset register, stand-alone asset maintenance spreadsheet registers) to help establish a "single source of truth" of Council's asset information.
- Implement the Asset Design and As-Constructed (ADAC) standard as Council's as-constructed data delivery mechanism for developer contributed assets and infrastructure assets delivered through external contractors.
- Implement the Enterprise Asset Management and Maintenance Management System (TechnologyOne EAM) platform.



# Urban Drainage Asset Management Plan Summary

This Asset Management Plan Summary document presents the key information relevant to the urban drainage assets contained in Scenic Rim Regional Council's Urban Drainage Asset Management Plan.

## Urban Drainage Asset Portfolio

Council's Urban Drainage Asset Portfolio facilitates effective and efficient conveyance of stormwater run-off and provides flood protection to people and properties throughout the Scenic Rim region. As at June 2020, it has a total replacement value of \$48.4 Million and makes up around 5% of the overall infrastructure asset base which is valued at approximately \$1 Billion.

The composition of the urban drainage network is summarised as follows:

Asset Sub-Class	Asset Type	Number of Assets	Approximate Length (kms)	Replacement Value (June 2020)
Stormwater Drains	Stormwater Pipes	N/A	83	\$38,935,004
	Open Channel Drains	14	0.7	\$490,000
Stormwater Structures	Pits	2,100	N/A	\$8,413,736
	End Structures	249	N/A	\$613,585
Total				\$48,452,325

## Service Aspirations

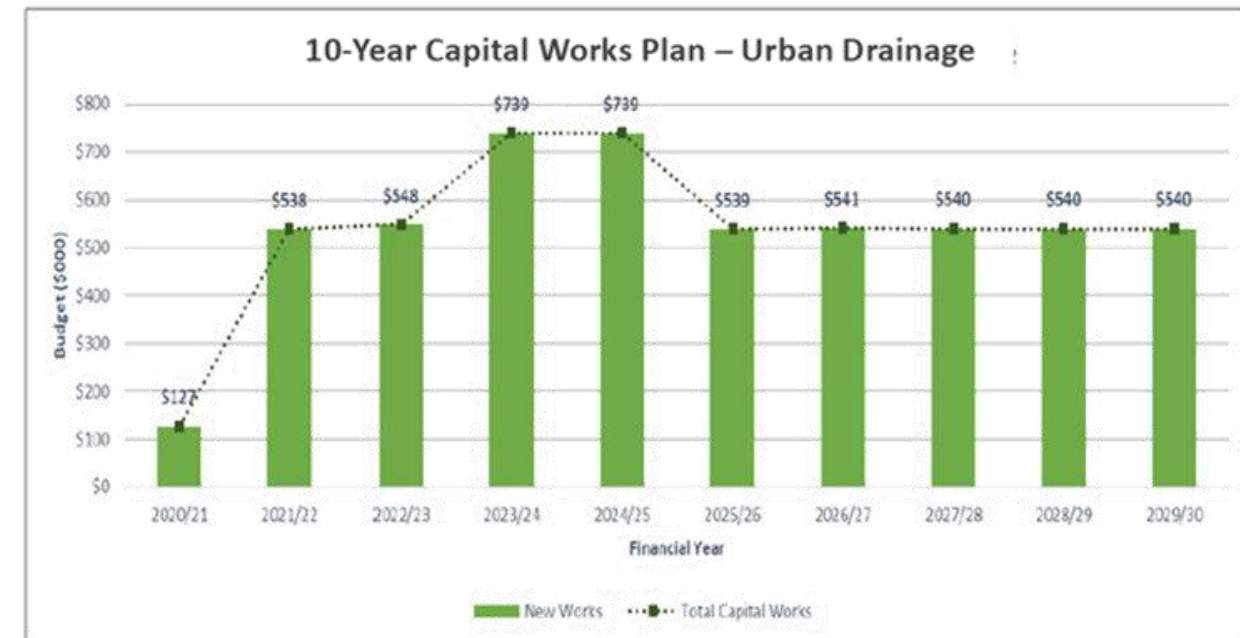
In line with the Scenic Rim Regional Council Corporate Plan 2018-2023 (Scenic Rim 2023), the Urban Drainage Asset Portfolio supports the accessibility and serviceability of the Scenic Rim region through the sustainable provision and effective management of urban stormwater drainage assets.

Council's commitment to the community includes:

- Ensuring a well-maintained and functioning urban drainage network that supports continued access to Council's transport network with minimal disruption during minor rainfall events
- Enhancing the resilience of critical stormwater drainage assets to improve the level of flood protection to people and properties
- Provision and maintenance of an affordable infrastructure network through whole of lifecycle asset management
- Investing on prioritised urban stormwater drainage capital programs and projects that deliver the greatest stormwater mitigation benefits to the community

## 10-Year Capital Investment Plan and Key Projects

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



The capital works plan over the next 10 years is solely focussed on the construction of new assets to address capacity deficiencies in the network. Identified renewal, replacement and repair works are currently minor in nature and to be delivered through the maintenance works plan. The total capital investment value planned for the next 10 years is \$5.4 Million.

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

- Brisbane Street Drainage Improvement Works – Component of the Beaudesert Town Centre Revitalisation Project
- Moffat Street/Wiss Street, Kalbar Drainage Improvement Works
- Golf Course Estate (Ocean View Parade), Tamborine Mountain Drainage Improvement Works

# Urban Drainage Asset Management Plan Summary

## Managing Risks

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

Council continues to invest in condition assessment programs across its asset portfolio to ensure that any potential risks to the structural integrity, functionality and serviceability of assets are captured, managed and/or mitigated. Urban drainage asset-related risks are monitored through robust condition inspections.

The scope of the recently completed (FY2020/21) condition assessments for this asset class included:

- Closed Circuit Television (CCTV) inspection of approximately 35 kilometres of stormwater pipes
- Inspection of about 1,500 stormwater pits

The next round of condition inspections of urban drainage assets is scheduled in FY2025/26.

## Asset Data Confidence Levels

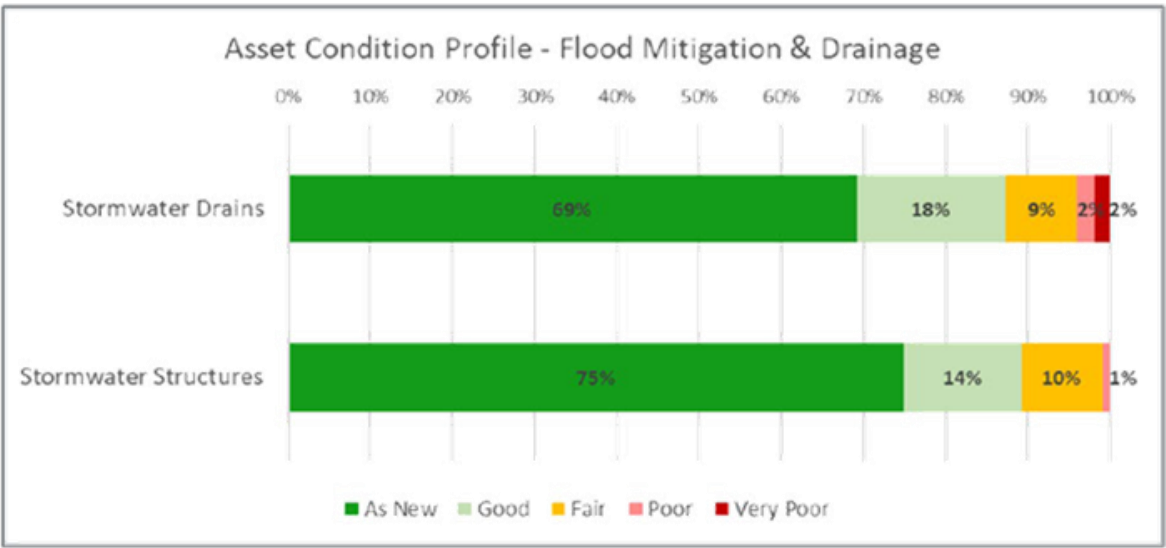
Central to Council’s data confidence level assessment is the integrity and reliability of the asset register with respect to the two fundamental parameters:

- Physical Attribute Data - allows assets to be identified and involves details such as the asset description, location, type, material and size. This also considers the degree of completeness of the asset register and whether all relevant assets are captured and known to the organisation.
- Financial Valuation Data - allows assets to be financially valued and may involve the assets’ replacement value, useful life, written down value, depreciation profile and condition. This also factors in direct linkage of financial asset data to the physical attribute data.

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

## Asset Condition Profile

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



Asset Sub-Class	Asset Sub-Type	% of Total Asset Base by Replacement Value	Data Confidence Level (%)	Overall Data Confidence Level (Weighted by Replacement Value)
Stormwater Drains	Stormwater Pipes	81%	75% (Moderate)	74.7%
	Open Channel Drains	1%	40% (Low)	
Stormwater Structures	Pits	17%	75% (Moderate)	
	End Structures	1%	75% (Moderate)	

The overall data confidence level for the Urban Drainage Asset Class is 74.7% (moderate confidence level). It is important to note that whilst open channel drain assets have a low confidence level rating, these make up a very small portion of the asset base (1%).

Further improvements to the current confidence levels are to be achieved by integrating the urban drainage datasets across existing asset registers (financial asset register and operational/GIS asset register) as well as undertaking asset capture and validation of existing open drains. These actions have been included as part of the Asset Management Improvement Plan.



## Urban Drainage Asset Management Plan Summary

### Key Opportunities

- Continue existing and pursue new partnership and funding agreements with the Federal and State Governments to deliver prioritised urban drainage network infrastructure works.
- Key examples include:
- Local Government Grants and Subsidies Program (State)
  - Queensland Disaster Resilience Fund (State)
- Increased infrastructure planning, programming and delivery efficiencies through further advancement in Asset Management and Maintenance Management capabilities across the organisation.
  - As part of the planned infrastructure strategy reviews, engage and consult with the Scenic Rim community to further understand, develop and agree on sustainable levels of service across the urban drainage network infrastructure activities.
  - Improved coordination and implementation of the infrastructure standards and specifications in the Scenic Rim Planning Scheme 2020 to ensure third-party contributed assets are fit for purpose, sustainable and will not lead to premature capital and/or maintenance intervention works.
  - Implementation and performance monitoring of the Local Government Infrastructure Plan (LGIP) to ensure that the infrastructure network continues to have adequate capacity to support growth in the region.
  - Review and alignment of Council's flood classification with the recently published Flood Classifications in Queensland Best Practice Guide by the Queensland Reconstruction Authority

### Key Improvement Actions

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

- Determine critical urban drainage assets that are likely to be frequently impacted by natural disasters and develop a suite of potential infrastructure intervention options to increase asset resilience.
- Undertake further analysis and investigations to determine network deficiencies in relation to stormwater conveyance capacities.
- Further develop the technical levels of service for maintenance works as part of Council's overarching Service Level Catalogue development.
- Progress the reconciliation and integration of Council's asset registers (financial asset register, operational/GIS asset register, stand-alone asset maintenance spreadsheet registers) to help establish a "single source of truth" of Council's asset information.
- Further improve the asset datasets, particularly open channel drain data, through field asset capture, analysis and validation.
- Implement the Asset Design and As-Constructed (ADAC) standard as Council's as-constructed data delivery mechanism for developer contributed assets and infrastructure assets delivered through external contractors.
- Implement the Enterprise Asset Management and Maintenance Management System (TechnologyOne EAM) platform.



# Buildings and Facilities Asset Management Plan Summary

This Asset Management Plan Summary document presents the key information relevant to the buildings and facilities assets contained in Scenic Rim Regional Council's Buildings and Facilities Asset Management Plan.

## Buildings and Facilities Asset Portfolio

Council's Buildings and Facilities Asset Portfolio facilitates the various administrative, civic, cultural, sporting and recreational services and activities throughout the Scenic Rim region. As at June 2020, it has a total replacement value of \$66.2 Million and makes up over six percent of the overall infrastructure asset base which is valued at approximately \$1 Billion. The composition of the buildings and facilities infrastructure network is summarised as follows:

Asset Type	Number of Assets (Individual/Stand-Alone Structures)*	Current Replacement Value (June 2020)
Sports Buildings	36	\$7,363,548
Public Amenities/Toilet Blocks	66 (45 sites)	\$5,556,514
Pool Buildings (excludes swimming pools)	11	\$2,269,890
Minor Buildings/Structures	41	\$215,691
Council Buildings	62	\$28,750,581
Hall Type Buildings	50	\$18,200,650
Library Buildings	3	\$2,631,200
Waste Buildings	16	\$1,036,484
Government Services Buildings	1	\$128,750
<b>Total</b>	<b>286</b>	<b>\$66,153,308</b>

\*The number of stand-alone structures is not necessary equivalent to the number of building sites as there can be multiple individual structures located within one building/facility functional location (property) site.

## Service Aspirations

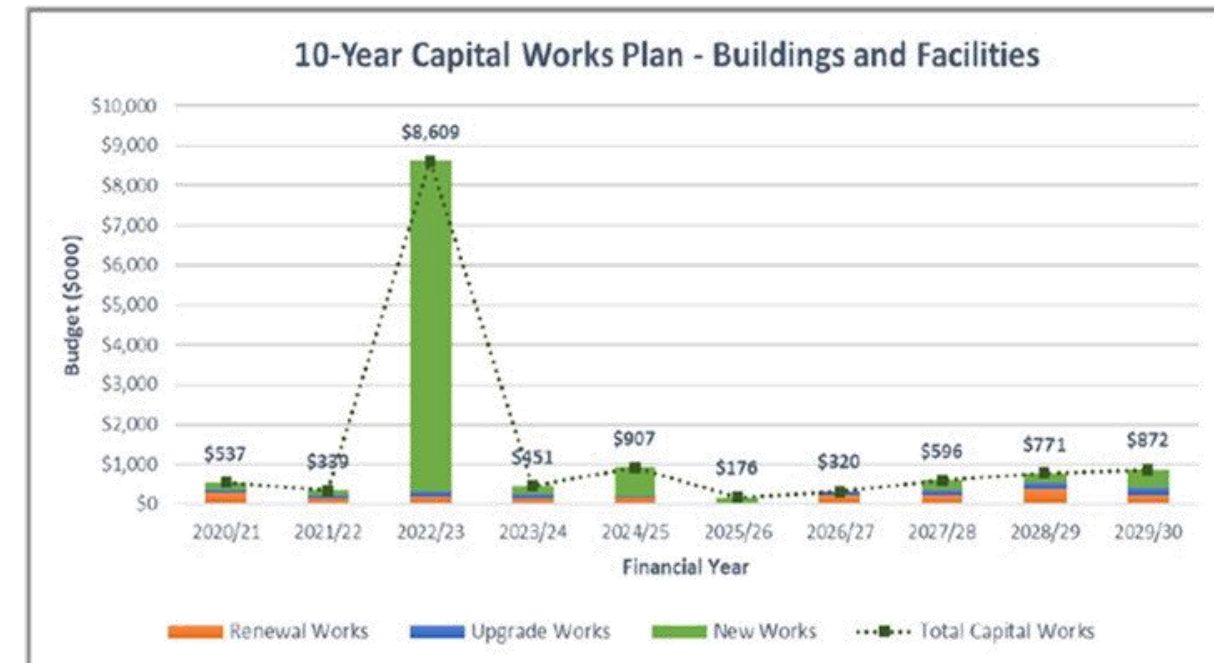
In line with the Scenic Rim Regional Council Corporate Plan 2018-2023 (Scenic Rim 2023), the Buildings and Facilities Asset Class facilitates the enhancement of the Scenic Rim region's social fabric and sense of uniqueness through the sustainable provision and effective management of cultural and community infrastructure.

Council's commitment to the community includes:

- Ensuring that buildings and facilities are fit for purpose, well-maintained, safe, aesthetically pleasing and comply with all relevant codes and standards
- Enhancing the vibrancy and accessibility of town centres across the region to support community interaction across different demographics
- Provision and maintenance of an affordable buildings and facilities infrastructure network through whole of lifecycle asset management
- Investing on prioritised buildings and facilities capital programs and projects that deliver the greatest civic, cultural and recreational benefits

## 10-Year Capital Investment Plan and Key Projects

Capital investment in the buildings and facilities asset base is critical to sustaining the service levels provided to the community. The 10-year forecast capital expenditure is summarised below.



The buildings and facilities capital works plan over the next 10 years is largely focussed on the construction of new assets and upgrading existing infrastructure to address functional and amenity deficiencies in the network. Renewal works are also included in the capital investment plan to address existing assets that are poor performing and/or are at a deteriorated condition. The total capital investment value planned for the next 10 years is \$13.6 Million.

The significant investment on new assets in FY2022/23 is due to the provision of a new community hub and library facility in Beaudesert.

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

- Beaudesert Community Hub and Library
- Lake Moogerah Campgrounds Improvements
- Public Amenity Facility Improvements at Sharp Park East (Canungra), Selwyn Park (Beaudesert), Geissman Oval (North Tamborine) and Coronation Park (Boonah)
- Various Community Hall and Cultural Centre Improvements



# Buildings and Facilities Asset Management Plan Summary

## Managing Risks

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

Council continues to invest in condition assessment programs across its asset portfolio to ensure that any potential risks to the structural integrity, functionality and serviceability of assets are captured, managed and/or mitigated.

The scope of the recently completed and ongoing condition assessments for this asset class includes auditing:

- Public Amenities (Toilet Blocks)
- Camping Facilities
- Sports Facilities
- Community Facilities

The next round of buildings and facilities condition inspections is scheduled in FY2021/22.

## Asset Data Confidence Levels

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

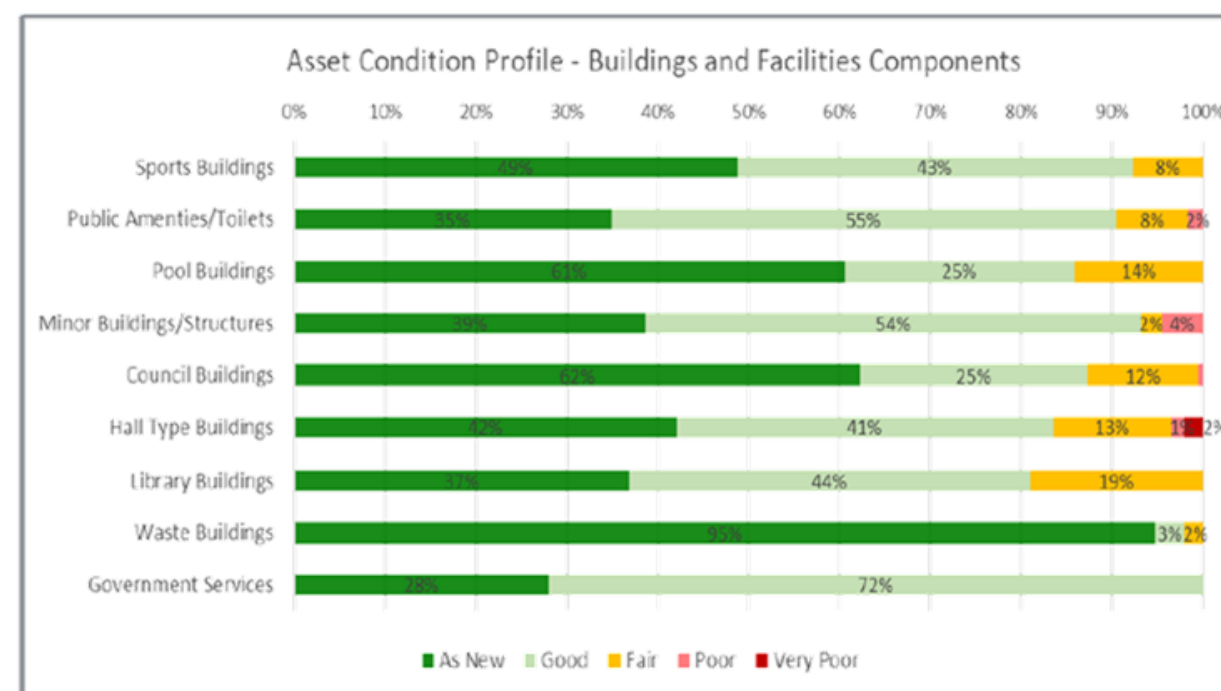
- Physical Attribute Data - allows assets to be identified and involves details such as the asset description, location, type, material and size. This also considers the degree of completeness of the asset register and whether all relevant assets are captured and known to the organisation.
- Financial Valuation Data - allows assets to be financially valued and may involve the assets' replacement value, useful life, written down value, depreciation profile and condition. This also factors in direct linkage of financial asset data to the physical attribute data.

The overall data confidence level for the Buildings and Facilities Asset Class is **70% (moderate confidence level)**.

Further improvements to the current confidence level are to be achieved by integrating the building and facilities asset datasets across existing asset registers (financial asset register and operational/GIS asset register) as well as consistently undertaking condition inspections. Spatial mapping of stand-alone structures and assets will also be critical in improving the quality of the asset datasets. These actions have been included as part of the Asset Management Improvement Plan.

## Asset Condition Profile

The condition and performance of the various assets within the buildings and facilities network are continually monitored and analysed to enable Council make informed decisions in relation to infrastructure investments. The condition profiles of the various buildings and facilities structures and components are presented below.



The condition profiles presented above suggest that approximately 85% of the buildings and facilities asset base (per current replacement costs) are in 'As New' or 'Good' condition. Only a small portion of the asset portfolio is in poor and very poor condition.

## Buildings and Facilities Asset Management Plan Summary

### Key Opportunities

- Continue existing and pursue new partnership and funding agreements with the Federal and State Governments to deliver prioritised buildings and facilities infrastructure works.
- Key examples include:
  - Building Better Regions Fund (Federal)
  - Building our Regions Program (State)
  - South East Queensland Community Stimulus Program (State)
- Continue the provision of new and/or upgraded facilities as part of the Vibrant and Active Towns and Villages Program
- Increased infrastructure planning, programming and delivery efficiencies through further advancement in Asset Management and Maintenance Management capabilities across the organisation.
- As part of the planned infrastructure strategy reviews:
  - engage and consult with the Scenic Rim community to further understand, develop and agree on sustainable levels of service across the buildings and facilities network infrastructure activities; and
  - undertake condition assessments to assist in prioritising and programming required facility upgrade and renewal works.
- Implementation and performance monitoring of the Local Government Infrastructure Plan (LGIP) to ensure that the land requirements necessary to build new community infrastructure is adequate and aligned with the projected growth.

### Key Improvement Actions

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

- Determine critical buildings and facilities assets that are likely to be frequently impacted by natural disasters and develop a suite of potential infrastructure intervention/treatment options to increase asset resilience.
- Undertake further analysis and investigations to determine network deficiencies in relation to functionality and performance of existing building and facilities assets.
- Further develop the technical levels of service for maintenance works as part of Council's overarching Service Level Catalogue development.
- Progress the reconciliation and integration of Council's asset registers (financial asset register, operational/GIS asset register, stand-alone asset maintenance spreadsheet registers) to help establish a "single source of truth" of Council's asset information.
- Comprehensive review and validation of the current construction year data reflected in the financial asset register.
- Implement the Asset Design and As-Constructed (ADAC) standard as Council's as-constructed data delivery mechanism for developer contributed assets and infrastructure assets delivered through external contractors.
- Implement the Enterprise Asset Management and Maintenance Management System (TechnologyOne EAM) platform.



# Parks and Open Spaces Asset Management Plan Summary

This Asset Management Plan Summary document presents the key information relevant to the parks and open spaces assets contained in Scenic Rim Regional Council's Parks and Open Spaces Asset Management Plan.

## Parks and Open Spaces Asset Portfolio

Council's Parks and Open Spaces Asset Portfolio facilitates cultural and recreational activities throughout the Scenic Rim region. As at June 2020, it has a total replacement value of \$16.6 Million and makes up over six percent of the overall infrastructure asset base which is valued at approximately \$1 Billion. The composition of the parks and open spaces infrastructure network is summarised as follows:

Asset Sub-Class	Asset Type	Quantity	Replacement Value (June 2020)
Park and Open Space Furniture	Furniture and equipment	2,661	\$10,400,955
Park and Open Space Structures	Other structures	29	\$970,685
	Tanks	84	\$927,030
	Retaining walls	13	\$711,899
	Swimming pools	3	\$2,959,700
Memorials	Memorial Structures and Furniture	9	\$589,986
Passive Areas	Garden Beds	476 (~17 hectares)	N/A
	Grassed Areas	715 (~180 hectares)	N/A
<b>Total</b>		<b>4,317</b>	<b>\$16,560,255</b>

## Service Aspirations

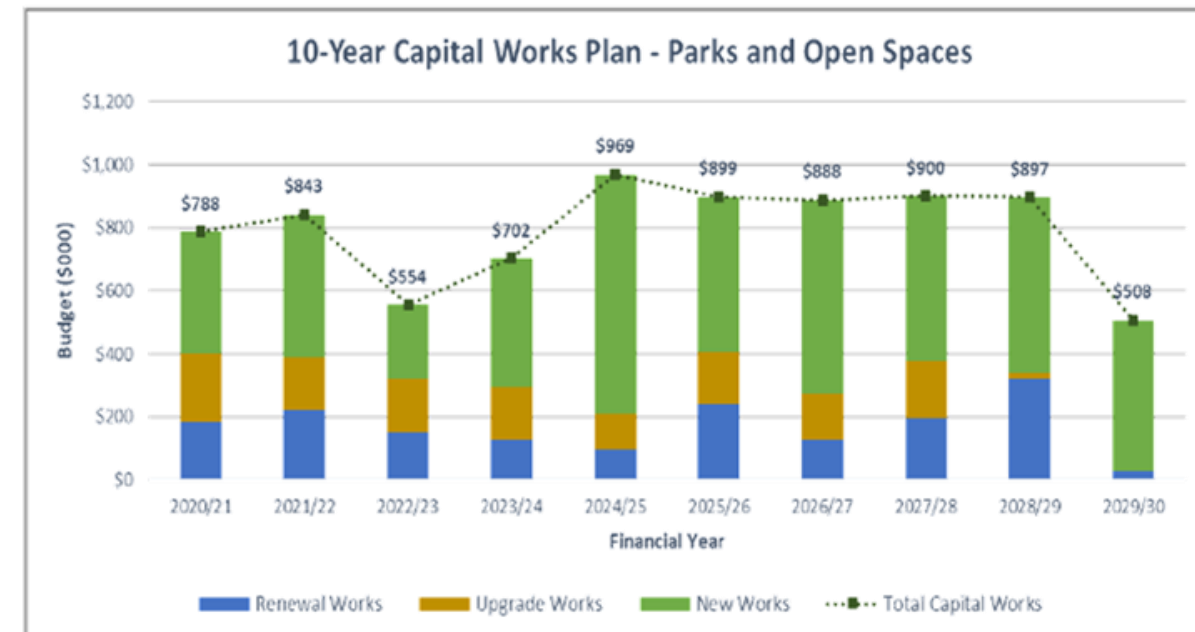
In line with the Scenic Rim Regional Council Corporate Plan 2018-2023 (Scenic Rim 2023), the Parks and Open Spaces Asset Class facilitates the enhancement of the community's health, well-being and social cohesion through the sustainable provision and effective management of parks and recreational areas.

Council's commitment to the community includes:

- Ensuring that parks and open spaces are fit for purpose, well-maintained, safe, aesthetically pleasing and comply with all relevant codes and standards
- Enhancing the vibrancy and accessibility of town centres across the region to support social cohesion and community interaction across different demographics
- Provision and maintenance of an affordable parks and open spaces infrastructure network through whole of lifecycle asset management
- Investing on prioritised parks and open spaces capital programs and projects that deliver the greatest recreational and well-being benefits

## 10-Year Capital Investment Plan and Key Projects

Capital investment in the parks and open space asset base is critical to sustaining the service levels provided to the community. The 10-year forecast capital expenditure is summarised below.



The parks and open spaces capital works plan over the next 10 years is primarily focussed on the construction of new assets and upgrading existing infrastructure to address functional, performance and amenity deficiencies in the network. Renewal works are also included in the capital investment plan to address existing assets that are poor performing and/or are at a deteriorated condition. The total capital investment expenditure planned for the next 10 years is **\$7.9 Million**.

The significant investment on new assets in FY2022/23 is due to the provision of a new community hub and library facility in Beaudesert.

Some of the key projects to be delivered by Council in the short term include:

- Parks and Open Space improvements as part of the Beaudesert Community Hub and Library
- Playground Improvements/Upgrades for the following parks:
  - Tiny Tots Park (Boonah)
  - Bowman Park (Mount Alford)
  - Junior Chambers Park (Beaudesert)
  - Tamborine Memorial Park (Tamborine)
  - Memorial Park (Rathdowney)
  - Hugo Drive Park (Beaudesert)
  - Moriarty Park (Canungra)

# Parks and Open Spaces Asset Management Plan Summary

## Managing Risks

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

Council continues to invest in condition assessment programs across its asset portfolio to ensure that any potential risks to the structural integrity, functionality and serviceability of assets are captured, managed and/or mitigated.

The scope of the recently completed and ongoing condition assessments for this asset class includes auditing:

- All Council park playgrounds (completed in 2019)
- Trees within Council parks
- Memorial structures and furniture

The next round of parks and open spaces asset condition inspections is scheduled in FY2021/22.

## Asset Data Confidence Levels

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

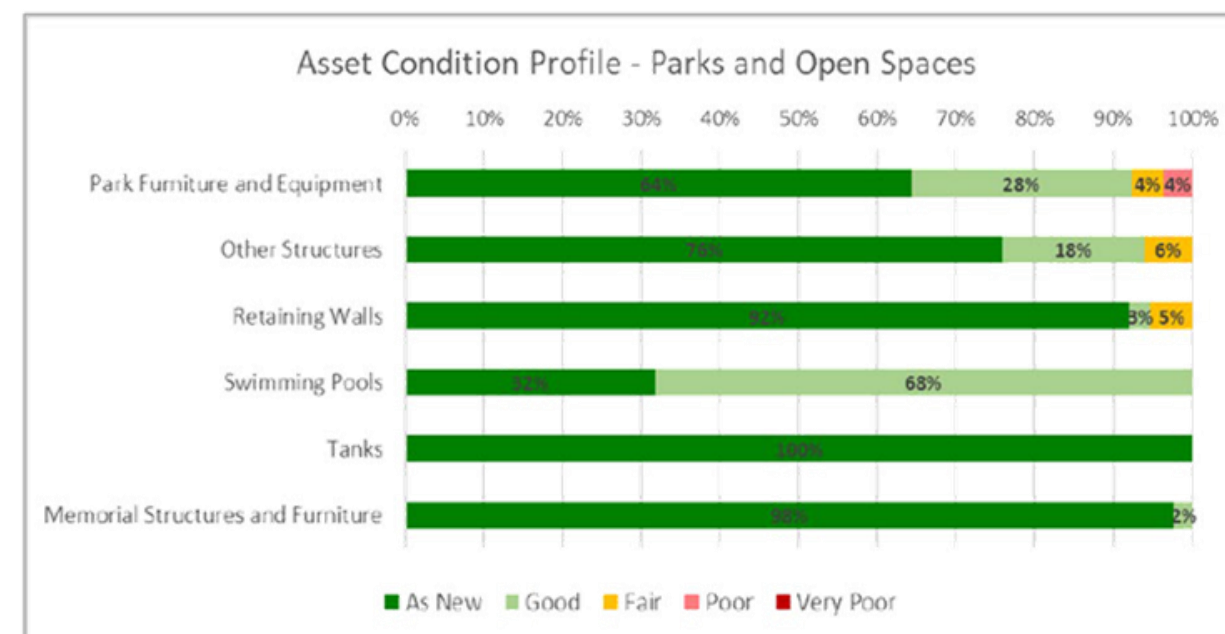
- Physical Attribute Data - allows assets to be identified and involves details such as the asset description, location, type, material and size. This also considers the degree of completeness of the asset register and whether all relevant assets are captured and known to the organisation.
- Financial Valuation Data - allows assets to be financially valued and may involve the assets' replacement value, useful life, written down value, depreciation profile and condition. This also factors in direct linkage of financial asset data to the physical attribute data.

The overall data confidence level for the Parks and Open Spaces Asset Class is **60% (moderate confidence level)**.

Further improvements to the current confidence levels are to be achieved by integrating the parks and open spaces asset datasets across existing asset registers (financial asset register and operational/GIS asset register) as well as consistently updating condition inspections data and information. Spatial mapping of stand-alone assets across the various Council parks and open space areas will also be critical in improving the quality of the asset datasets. These actions have been included as part of the Asset Management Improvement Plan.

## Asset Condition Profile

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



The condition profiles presented above suggest that over 90% of the asset base (based on current replacement costs) are in 'As New' or 'Good' condition. It should be noted, however, that there is a small portion of deteriorated park furniture and equipment assets that are in poor condition.



## Parks and Open Spaces Asset Management Plan Summary

### Key Opportunities

- Continue existing and pursue new partnership and funding agreements with the Federal and State Governments to deliver parks and open spaces infrastructure works.  
  
Key examples include:
  - Building Better Regions Fund (Federal)
  - Building our Regions Program (State)
  - South East Queensland Community Stimulus Program (State)
- Continue the provision of new and/or upgraded park and open spaces assets as part of the Vibrant and Active Towns and Villages Program
- Increased infrastructure planning, programming and delivery efficiencies through further advancement in Asset Management and Maintenance Management capabilities across the organisation.
- As part of the planned infrastructure strategy reviews:
  - engage and consult with the Scenic Rim community to further understand, develop and agree on sustainable levels of service across the parks and open space network infrastructure activities; and
  - undertake condition assessments to assist in prioritising and programming required parks and open spaces upgrade and renewal works.
- Implementation and performance monitoring of the Local Government Infrastructure Plan (LGIP) to ensure that the land requirements and park infrastructure provided is appropriate and aligned with the projected growth.

### Key Improvement Actions

Key asset management improvement actions for the Parks and Open Spaces Asset Portfolio to be progressed in the next 24 months include the following:

- Determine critical parks and open spaces assets that are likely to be frequently impacted by natural disasters and develop a suite of potential infrastructure intervention/treatment options to increase asset resilience.
- Undertake further analysis and investigations to determine network deficiencies in relation to functionality and performance of existing parks and open spaces assets.
- Further develop the technical levels of service for maintenance works as part of Council's overarching Service Level Catalogue development.
- Progress the reconciliation and integration of Council's asset registers (financial asset register, operational/GIS asset register, stand-alone asset maintenance spreadsheet registers) to help establish a "single source of truth" of Council's asset information.
- Comprehensive review and validation of the current condition information reflected in the financial asset register
- Establish a clear process for reviewing, validating and updating asset condition information within Council's financial asset register
- Implement the Asset Design and As-Constructed (ADAC) standard as Council's as-constructed data delivery mechanism for developer contributed assets and infrastructure assets delivered through external contractors.
- Implement the Enterprise Asset Management and Maintenance Management System (TechnologyOne EAM) platform.

**11 Confidential Matters**

Nil