Shire of Trayning
Asset Management Plan
2023 to 2038

Location: Trayning, WA

Prepared for: Shire of Trayning

Adopted: 17 April 2024

Document status and review

Revision	Prepared By	Checked By	Signature	Date Issued
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Executive Summary

The Shire of Trayning (SoT) is responsible for a large and diverse range of assets.

The effective ongoing management of these assets is critical if the Shire is to achieve a sustainable (financially achievable) outcome in managing its assets.

For asset management to be effective it needs to:

- Take into consideration asset conditions
- Be holistic in its application
- Take into consideration the Shire's financial capabilities
- Consider level of service
- Consider community needs and aspirations
- Be live and subject to ongoing change and improvement
- Be part of an integrated planning and management process

The integrated planning and reporting system sees community and strategic information being fed into the asset management process from above with this guidance typically documented in a Strategic Community and Corporate Business Plan.

The Asset Management Plan then looks at the requirements for each of the asset groups and then considers how best to manage the assets in a sustainable way. The analysis generally requires some form of modelling to project potential future renewal works.

This information is used to generate mid- and long-term programs. These programs then feed into the Shire's Long Term Financial Plan and other related plans such as workforce and asset renewal programs.

This integrated management system improves the continuity and efficiency of the budget development process and provides information for Council to monitor and report over a longer time frame.

The Asset Management Plan also provides information and measures for reporting to the State Government.

This plan addresses most of the elements outlined above required for it to be effective in initiating program development and providing Councillors with information on which informed decisions can be made regarding Shire assets.

The methods and information used in the development of this plan, including its limitations, are outlined in greater detail in the body of this document.

The plan also outlines how best to continue to develop and improve the process into the future.

Overall findings from this first analysis of data used to populate this Asset Management Plan indicate:

- The overall replacement value of the assets captured in the assessment to be $114 million.

- The average current condition rating of the captured assets is 2.0 (Good). This has most assets in average or better condition.

- Assets currently considered poor or very poor are valued at just under $20 Million. $16 Million of this is associated with Road Pavements that are in poor condition.

- Total Projected Renewals $1.73 million per annum is less than the current Annual Depreciation of $2.40 million - an asset sustainability ratio of 72%.

- Areas identified where a backlog of work exists that needs addressing for level of service requirements to be retained include:

  Gravel Road Resheeting

  Continuation of current rate of expenditure, $400K per annum, as modelled provides for only 50% of required Resheeting of the Shire gravel road network. The focus will therefore be on Resheeting in accordance with the Shire of Trayning Road Hierarchy. However, access to gravel is becoming an issue so this may mean even less than 50% of gravel roads will be resheeted into the future with an overall reduction in the condition of the gravel road network.

  Shire of Trayning may need to look for additional funding to meet this shortfall and failing this will need to prioritise additional maintenance grading to maintain the gravel roads in acceptable condition.

  Buildings

  A Buildings Hierarchy was developed by Shire of Trayning to assist with allocation of renewals funding. Modelling identified annual renewal funding requirement of $600k per annum compared with current rate of expenditure $100k per annum - a significant shortfall! This means that with current funding only the Level 1 (High Level Use/Important/Specialised Buildings) can be maintained and renewed to current standard.

The Shire will actively pursue grants both competitive and non-competitive together with prudent borrowings to spread the cost of major new assets over their life.

Why does the Shire provide assets?

Physical infrastructure assets typically exist for the purpose of facilitating service delivery. This includes core services such as governance and administration, buildings, roads, water, parks, and recreation and so on. These services help us to be a liveable Shire that is responsive to community needs and values.

What is Asset Management?

Asset Management is the approach or system that we apply to manage our assets. Infrastructure assets can be challenging to manage to ensure that they are provided, operated, maintained, and renewed, in a sustainable way within limited available financial resources. Good asset management practices seek to take a long-term planning view that balances service provision against the community's capacity to pay.

Our Asset Management Approach

The approach taken in the presentation of this Asset Management Plan follows that taken in the example documents agreed to be adopted by the NEWROC Councils. Our plan has been expanded to include other asset groups than just transport which was the emphasis of the example document. We have also used the provided and agreed data summary format in the development of this plan.

Most of us understand that assets deteriorate over time and that they need replacing or renewing once worn out.

The problem in dealing with such a large number and diverse range of assets, as managed by the Shire, is that that so many variable factors affect deterioration rates, maintenance and replacement costs, treatment types and level of service expectations.

It is for reason that asset modelling is needed to generate an asset renewal stream. Modelling helps to prioritise work selection and produces information that aids understanding costs and condition impacts of proposed future works. It also allows overall asset condition to be better understood.

There are several modelling approaches available that could be applied.

Some of these are quite advanced and use complex algorithms capable of considering many factors simultaneously. However, for our purposes these types of approaches are not considered necessary.

For the analysis conducted in the preparation of this Asset Management Plan a spreadsheet-based model was developed using data from RAMM and recent condition assessment and valuation data.

Our Asset Modelling Approach

Because not all the assets are in RAMM a spreadsheet model was developed to forecast asset deterioration and trigger renewal streams for each of the asset groups. The data used in the model was extracted from the SoT 2022-23 Yr Roads and Other Assets Valuation Detailed Report – Rev 5 (RMECS) and SoT 2022 Building Financial Reporting & Component Rating Asset Schedule (L&B).

The spreadsheet model is in the companion document "SoT 15 Year Works Program – Constrained – Rev 1".

The model is relatively simple in concept, operating as follows: -

- Each asset is assigned a current condition rating.
- The condition rating is based on the simple NAMS 1 to 5 scoring system outlined in Table 1. For modelling purposes, the condition rating score is modified to go to one decimal place.
- For example, brand new assets are assigned a score of 0 and assets at end of life a score of 5. This means an asset deteriorates though a total of 5 condition basis points in its Total Useful Life (TUL)
- For Buildings, the starting condition rating is derived from the L&B component rating as assigned 30/6/2022. This rating is incremented 2 years to Year 0 (2023/24).
- For Roads and Other Assets, the starting condition rating is based on the condition rating in RAMM from the comprehensive visual assessment survey carried out by RMECS (Rod Munns Engineering Consulting Services) in May 2023. This rating is incremented 1 year to Year 0 (2023/24).
- A straight-line deterioration model is used for all assets equal to 5/TUL per annum. Hence assuming an asset with TUL = 20 years the annual condition deterioration would be 0.25 condition points per annum.
- A renewal condition trigger is applied for each asset group with the default value being a condition score of 4. This equates to a Poor Condition Rating – Significant Renewal/Upgrade required (refer Table 6)
- Renewals are triggered when the condition score reaches the trigger value and are assigned a value equal to the Asset or Component Replacement Cost
- For pavement renewals (Reconstruction Works) the model also triggers the surface replacement (Resealing) in the same year.
- For the higher value assets – Buildings and Roads – the modelling is at the component level (pavement, surface, roof, floor covering etc). All the other assets are modelled at the Asset Level.
- The model allows for adjustment of the renewal condition trigger. For Shire of Trayning a more conservative trigger of 3.5 was adopted for Roads of

Regional Significance and a more aggressive trigger of 4.5 for Buildings, Tier 3 (Unsealed Roads), Tier 4 (Urban Unsealed Roads) and Other Assets
- This process was applied to produce a 15 Year prioritised renewal program commencing Year 1 (2024/25)
- Detailed 15 Year Renewal Programs have been developed for each asset group together with an overall summary. Refer companion document "SoT 15 Year Works Program – Constrained – Rev 1".

Roads Hierarchy

For Road Assets the Shire of Trayning Road Hierarchy (Tier 1 to Tier 6) was used for prioritising renewal funding.

Hierarchy	Description
Tier 1	Major Regional Significant
Tier 2	Regional Significant
Tier 3	District Significant
Tier 4	Area Service and Town Roads
Tier 5	Access Roads
Tier 6	Minor Access Roads

Table 1: Shire of Trayning Road Hierarchy

Refer Appendix 1 for comprehensive list of Roads for each Tier.

The lower priority roads, Tier 5, and Tier 6 were excluded in developing the Road Reconstruction, Resealing and Resheeting Programs.

The renewal impact of works known to be budgeted for in the current and short-term future were also included in the model (ie 5Yr RRG Program). This prevents work that we know will be completed shortly showing up in future programming based on its current, but soon to be remedied, condition.

Buildings Hierarchy

For Building Assets, the Shire of Trayning Building Hierarchy (Level 1 to Level 4) was used for prioritising renewal funding.

Level	Description
Level 1	High Level Use/Important/Specialised Building • Maintain and renew as required to keep at good standard
Level 2	High Level Use/Important/Non-Specialised Building • Maintain and renew as required to keep at good standard. • Sell before major renewal required if freehold
Level 3	Infrequent Use/Less Important • Maintain as required and renew if funding allows
Level 4	No Use/No Importance • Minimal maintenance, demolish when at condition 5

Table 2: Shire of Trayning Building Hierarchy

Refer Appendix 2 for comprehensive list of Buildings for each Level.

Building Components

Building assets were assessed and modelled at the component level.

Asset	Component
Superstructure	Roof
	External Walls
	External Doors
	Internal Walls
	Internal Screens
	Internal Doors
Finishes	Wall finish
	Floor Finish
	Ceiling Finish
	Fittings
Services	Plumbing Services
	Mechanical Services
	Fire Services
	Electrical Services
	External Services

Table 3: Building Components

The scope covered in this Asset Management Plan

This Asset Management Plan considers renewal type investments only and does not include business as usual operations and maintenance activities.

In the building area assets were assessed at component level (see Table 3 above).

In the roads area assessment was also at the component level (pavement, surface, subgrade) and again only renewals were considered. Periodic maintenance activities like verge clearing or shoulder reconditioning were not included.

All other assets were assessed at the asset level.

Providing the 15-Year renewal program is funded and duly executed, the existing maintenance regime and funding should be adequate. If there is a funding shortfall in the renewals program, then additional maintenance will be required to keep the assets in a condition to meet required levels of service.

Historically, the Shire has had an underlying gap in asset renewals, particularly for roads. Like many rural Shires, asset renewals have been subject to historic underfunding. While this suppresses rates, it leads to a decline in the serviceability of the assets. It is therefore vital to close this gap, particularly to preserve the serviceability of our local road network for our economy and community.

What do we have and what are they worth?

The Shire of Trayning Asset Inventory and Valuation are as shown in Table 4 and Table 5 below.

Asset	Value Type	Value Subtype	Count	Length (m)	Area (sq.m.)	Information Source	Date Extracted
Roads	*Hierarchy*	Unbuilt	5	8,672	N/A	RAMM	30-Jun-23
		Minor Access Road	11	43,190	238,782	RAMM	30-Jun-23
		Access Road	12	60,948	367,638	RAMM	30-Jun-23
		Area Service & Town Roads	54	196,880	1,311,818	RAMM	30-Jun-23
		District Significant	29	301,010	1,916,451	RAMM	30-Jun-23
		Regional Significant	6	100,910	769,730	RAMM	30-Jun-23
		Major Regional Significant	6	53,210	389,758	RAMM	30-Jun-23
	Cross Section	Unbuilt		8,672	N/A	RAMM	30-Jun-23
		Unformed		20,590	68,080	RAMM	30-Jun-23
		Formed		38,755	241,902	RAMM	30-Jun-23
		Paved		545,163	3,624,776	RAMM	30-Jun-23
		Sealed with kerbing both sides		5,000	53,931	RAMM	30-Jun-23
		Sealed with kerbing one side		3,040	27,114	RAMM	30-Jun-23
		Sealed with no kerbing		143,600	978,375	RAMM	30-Jun-23
	Surface Material	Dense Graded Asphalt		1,380	16,087	RAMM	30-Jun-23
		Cement Concrete		200	1,694	RAMM	30-Jun-23
		Double Seal		20,300	149,718	RAMM	30-Jun-23
		Single Seal		130,150	892,326	RAMM	30-Jun-23
	Pavement	Gravel		699,173	5,211,972	RAMM	30-Jun-23
	Kerbs	Kerb Barrier		11,350		RAMM	30-Jun-23
		Kerb Mountable		1,015		RAMM	30-Jun-23
		Kerb Semi Barrier		235		RAMM	30-Jun-23
		Kerb Semi Mountable		390		RAMM	30-Jun-23
Buildings	*Building Type*	Administration	1			RAMM	30-Jun-23
		Civic	8			RAMM	30-Jun-23
		Civic Amenities	8			RAMM	30-Jun-23
		Duplex	2			RAMM	30-Jun-23
		Garage	1			RAMM	30-Jun-23
		House	7			RAMM	30-Jun-23
		Pavilion	2			RAMM	30-Jun-23
		Recreational	3			RAMM	30-Jun-23
		Shed Fully Enclosed	12			RAMM	30-Jun-23
		Shed Partially Enclosed	9			RAMM	30-Jun-23
		Shelter	1			RAMM	30-Jun-23
		Solar Array	1			RAMM	30-Jun-23
		Transportable	2			RAMM	30-Jun-23
		Unit	6			RAMM	30-Jun-23
Drainage	*Culverts (small span)*	Pipe Culverts	639	5,952		RAMM	30-Jun-23
		Box Culverts	35	402		RAMM	30-Jun-23
	Stormwater	Underground Pipes	37	3,270		RAMM	30-Jun-23
		Table Drains (Shallow)	448	1,470,002		RAMM	30-Jun-23
		Open Drains (Excavated)	3	780		RAMM	30-Jun-23
Footpaths	*Path Surface*	Black Asphalt	22	1,937	3,997	RAMM	30-Jun-23
		Red Asphalt	21	2,167	6,334	RAMM	30-Jun-23
		Brick Paving	5	239	749	RAMM	30-Jun-23
		Insitu Concrete	33	3,157	6,452	RAMM	30-Jun-23
Signs	*Sign*	Delineation	107			RAMM	30-Jun-23
		Guide	300			RAMM	30-Jun-23
		Warning	450			RAMM	30-Jun-23
Other Assets	*Other Assets*	Infrastructure Water	22			Spreadsheet	30-Jun-23
		Infrastructure Other	102			Spreadsheet	30-Jun-23
		Infrastructure Airstrip	7			Spreadsheet	30-Jun-23

Table 4: Infrastructure Inventory

The Inventory was extracted from RAMM for Roads, Buildings, Drainage, Footpaths and Signs. Other Assets were extracted from the RMECS 2022/23 Valuation Detailed Report (most of these assets are not in the RAMM System).

Shire of Trayning Asset Summary Valuation					
Asset Type	CRC	DRC	Annual Depr.	ACR	Portfolio %
Roads	$77,496,310	$55,719,256	$1,595,441	56%	67.6%
Buildings	$20,090,600	$10,486,900	$241,873	52%	17.5%
Drainage	$9,321,880	$5,065,639	$322,312	54%	8.1%
Footpaths	$1,527,995	$1,038,023	$62,898	68%	1.3%
Signs	$303,596	$168,148	$19,420	55%	0.3%
Other Assets	$5,866,090	$4,491,331	$155,884	77%	5.1%

Asset Category	Asset Component	Replacement Cost ($)	Fair Value ($)	Annual Depreciation ($)	Asset Consumption Ratio	Valuer / Date
Roads	Surface	$6,706,832	$4,776,857	$368,766	71%	RMECS - 2023
	Pavement	$42,838,547	$23,072,107	$1,220,102	54%	RMECS - 2023
	Subgrade	$27,483,291	$27,483,291	$0		RMECS - 2023
	Kerb	$467,640	$387,000	$6,573	83%	RMECS - 2023
Buildings	Administration	$1,500,000	$670,000	$16,750	45%	L&B 2022
	Civic	$7,349,000	$3,746,500	$79,841	51%	L&B 2022
	Civic Amenities	$727,000	$474,000	$13,003	65%	L&B 2022
	Duplex	$930,000	$580,000	$13,810	62%	L&B 2022
	Garage	$550,000	$300,000	$6,250	55%	L&B 2022
	House	$3,155,000	$1,004,000	$23,216	32%	L&B 2022
	Pavilion	$236,000	$69,500	$2,896	29%	L&B 2022
	Recreational	$1,150,000	$853,000	$18,399	74%	L&B 2022
	Shed Fully Enclosed	$881,500	$572,300	$15,219	65%	L&B 2022
	Shed Partially Enclosed	$672,100	$300,100	$12,289	45%	L&B 2022
	Shelter	$21,500	$17,000	$540	79%	L&B 2022
	Solar Array	$19,500	$14,500	$967	74%	L&B 2022
	Transportable	$358,000	$80,000	$2,500	22%	L&B 2022
	Unit	$2,541,000	$1,806,000	$36,194	71%	L&B 2022
Drainage	Table Drains	$4,263,006	$2,328,000	$276,429	55%	RMECS - 2023
	Open Drains	$2,262	$1,402	$123	62%	RMECS - 2023
	Pipe Culverts	$3,348,240	$1,733,906	$30,822	52%	RMECS - 2023
	Box Culverts	$851,633	$513,988	$6,371	60%	RMECS - 2023
	Underground Pipes	$856,740	$488,342	$8,567	57%	RMECS - 2023
Footpaths	Black Asphalt	$319,768	$151,482	$22,184	47%	RMECS - 2023
	Red Asphalt	$506,704	$297,063	$29,173	59%	RMECS - 2023
	Brick Paving	$75,659	$57,268	$1,527	76%	RMECS - 2023
	Insitu Concrete	$625,863	$532,209	$10,014	85%	RMECS - 2023
Signs	Signs	$303,596	$168,148	$19,420	55%	RMECS - 2023
Other Assets	Infrastructure Water	$793,251	$683,931	$16,524	86%	RMECS - 2023
	Infrastructure Other	$3,698,316	$2,604,805	$109,167	70%	RMECS - 2023
	Infrastructure Airstrip	$1,374,523	$1,202,595	$30,193	87%	RMECS - 2023
Total Valuation		$114,606,471	$76,969,296	$2,397,830	57%	

Table 5: Infrastructure Valuation

The Valuations are based on the RMECS SoT 2022/2023 Yr Roads and Other Infrastructure Valuation Report and the L&B SoT 2021/22 Building Components Valuation Report.

What is their condition?

Condition data is typically used to determine the need and timing of preventative or remedial action to prevent loss of service or economic loss.

To assess the condition of the assets the following condition grading methodology was adopted from the International Infrastructure Management Manual 2015 (IIMM). This condition assessment model is a typical approach for major groups of passive assets (e.g., roads, drainage, buildings, footpaths)

Rank	Condition	Description of Condition	Life Stage	% Life
1	**Excellent**	**Very Good Condition** Only normal maintenance required	New	0 to 20%
2	**Good**	**Minor Defects Only** Minor maintenance required (5%)	Juvenile	20 to 40%
3	**Average**	**Maintenance Required to Return to Accepted Level of Service** Significant maintenance required (10-20%)	Mid Life	40 to 60%
4	**Poor**	**Requires Renewal** Significant renewal/upgrade required (20-40%)	Mature	60 to 80%
5	**Very Poor**	**Asset Unserviceable** Over 50% of asset requires replacement	End of Life	80 to 100%

Table 6: Condition Assessment Model

For Roads and associated assets (Pavement, Surface, Drainage, Footpaths, Surface Water Channels and Signage) there is relatively up to date condition ratings in the RAMM database as a full condition assessment was carried out by RMECS in May 2023.

For the remaining assets (Buildings and Other Assets) the condition rating was derived from the recent (2021/22) L&B SoT 2022 Building Financial Reporting & Component Rating Asset Schedule.

For most assets, the condition rating is assigned at the asset level. For the larger more complex assets – Roads and Buildings – assets are assessed at component level and then aggregated up to achieve an overall condition rating.

The current condition profile of the Shire's infrastructure assets is as shown in the figure and tables below:

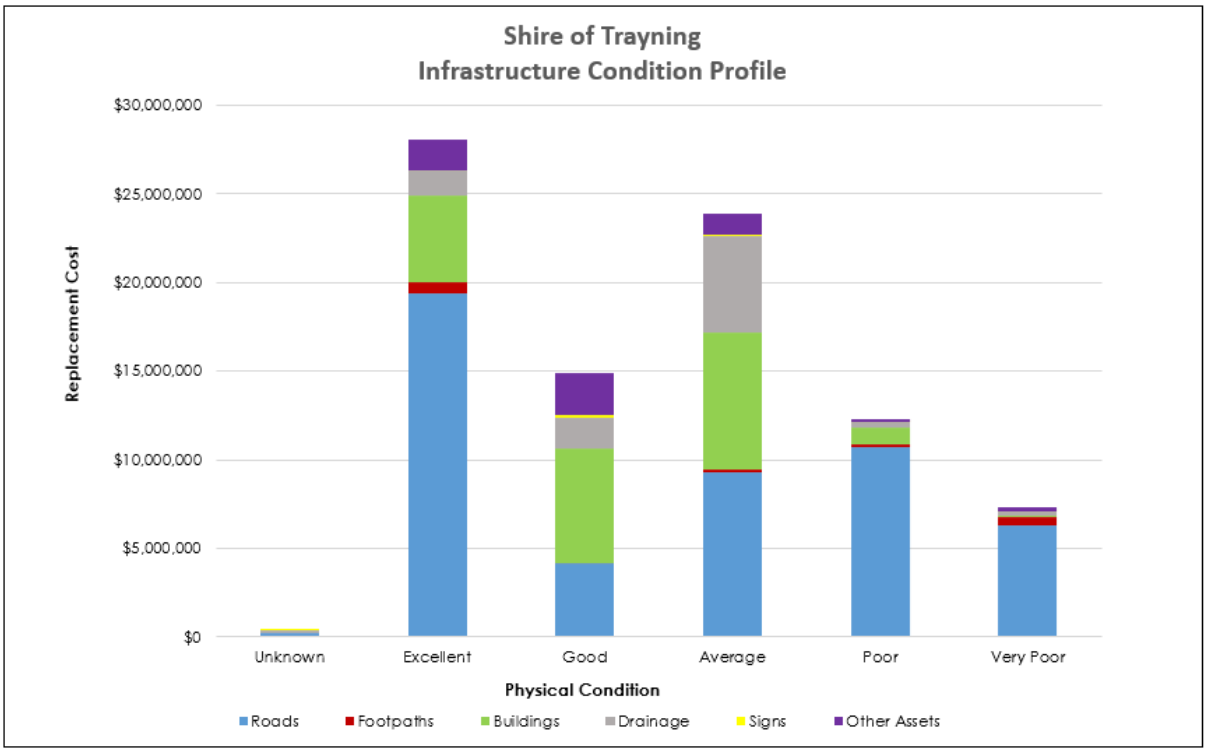

Figure 1: Infrastructure Condition Profile

Asset	Percentage					
	Unknown	Excellent	Good	Average	Poor	Very Poor
Roads	0%	39%	8%	19%	21%	13%
Footpaths	0%	44%	2%	11%	12%	31%
Buildings	0%	24%	32%	38%	5%	0%
Drainage	2%	15%	19%	58%	3%	3%
Signs	0%	10%	37%	36%	13%	3%
Other Assets	0%	30%	43%	21%	3%	3%
TOTAL	**0%**	**32%**	**17%**	**28%**	**14%**	**8%**

Table 7: Infrastructure Condition Profile (%)

Asset	Value					
	Unknown	Excellent	Good	Average	Poor	Very Poor
Roads	$224,467	$19,354,502	$4,154,739	$9,274,080	$10,699,697	$6,305,535
Footpaths	$0	$667,011	$32,876	$172,053	$181,055	$475,000
Buildings	$0	$4,918,500	$6,441,000	$7,729,600	$913,500	$88,000
Drainage	$165,694	$1,399,780	$1,773,114	$5,416,626	$325,369	$241,298
Signs	$994	$29,236	$112,848	$110,310	$40,016	$10,192
Other Assets	$0	$1,660,036	$2,354,244	$1,165,083	$145,505	$171,778
TOTAL	**$391,155**	**$28,029,065**	**$14,868,820**	**$23,867,752**	**$12,305,141**	**$7,291,802**

Table 8: Infrastructure Condition Profile ($)

How confident are we?

The asset assessment and programming conducted in this review is only as good as the base data and rules and assumption applied to that data.

Accordingly it is important when using this information to understand how confident we are in the accuracy of what we are using as this has a direct influence on the accuracy of the results. Understanding where data gaps exist is also important to determine where the Shire best targets data improvements moving forward.

The Shire has assessed its confidence in the asset data using the following grading scale.

Confidence Grade	Accuracy	Confidence Grade General Meaning
Highly Reliable	± 2%	Data based on sound records, procedures, investigations and analysis which is properly documented and recognised as the best method of assessment.
Reliable	± 10%	Data based on sound records, procedures, investigations and analysis which is properly documented but has minor shortcomings; for example the data is old, some documentation is missing and reliance is placed on unconfirmed reports or some extrapolation.
Uncertain	± 25%	Data based on sound records, procedures, investigations and analysis which are incomplete or unsupported, or extrapolation from a limited sample for which grade A or B data is available.
Very Uncertain	± 40%	Data based on unconfirmed verbal reports and/or cursory inspection and analysis.
Unknown	Nil	None or very little data held.

Table 9: Data Confidence Grading

The current confidence in the Shire's asset data is:

Asset Class	Confidence Grade	Justification
Roads	**Reliable**	Roads Data was fully updated in RAMM June 2023 based on the RMECS May'23 Condition Assessment.
Buildings	**Reliable**	Buildings Data was fully updated in RAMM June 2023 based on the L&B Jun'22 Condition Assessment.
Drainage	**Reliable**	Drainage Data was fully updated in RAMM June 2023 based on the RMECS May'23 Condition Assessment.
Footpaths	**Reliable**	Footpath Data was fully updated in RAMM June 2023 based on the RMECS May'23 Condition Assessment.
Traffic Management (Signs)	**Uncertain**	Signage Data was fully updated in RAMM June 2018 but no updating since then.
Other Assets	**Reliable**	Data is based on the RMECS May'23 Condition Assessment. Majority of other assets not in RAMM. Data for condition assessment extracted from Shire Synergy System.

Table 10: Current Data Confidence Grading

Effective Asset Management relies heavily on high quality asset data and information. Regular (annual/triennial) inspections are essential to keep the data up to date so that informed Asset Management decisions can be made.

The data used to develop this Asset Management Plan is reliable so there is a moderate to high level of confidence in the outcomes.

All assets are in the RAMM system except the asset groups "Infrastructure Other' and "Infrastructure Airstrip". Infrastructure Water was added into RAMM in 2021 and updated in May'23.

It is recommended that the Shire of Trayning adopt the RAMM Asset Management System as it's sole source of truth. This will require inclusion of the two missing Infrastructure Other groups and training and upskilling of staff in the use and maintenance of the RAMM System.

How is the service performing?

The Shire routinely check that the service performance delivered by its assets meets the needs of the community. If necessary, adjustment can be made to the quality of service that our assets provide and this in turn can affect overall cost. In general, as the service quality gets higher, so too does cost. The Shire needs to deliver the service at a level that the community is willing and able to pay for.

In the roads area a hierarchy system has been developed by the Shire to aid the selection of appropriate levels of service for our roads (refer Table 1). This recognises that lower priority infrequently used roads, do not need to be maintained to the level of higher priority frequently used roads.

Similarly, a Buildings Hierarchy has recently been developed by the Shire (refer Table 2). This Hierarchy was used to prioritise funding to the higher use, more important and specialised buildings.

Service Satisfaction

Periodically, the Shire engage with its community to understand their satisfaction with the various services that it provides. The results enable service performance and importance to be assessed. In addition, when other WA local governments perform the same survey, the Shire is able to benchmark its performance.

Community satisfaction information is sought for the Shire so as to better understand community expectations and levels of satisfaction. Future years will include all asset classes.

Service Area	% Satisfactory, Good or Excellent			Trend
	2017	2021	2023	
Rural Gravel Roads	70%	63%	61%	Deteriorating
Rural Sealed Roads	45%	71%	68%	Improving
Footpaths	48%	78%	79%	Improving
Stormwater Drainage	42%	50%	79%	Improving

Table 11: Service Community Satisfaction

Service Levels

Service levels describe the quality and performance that the Shire aims to provide in its service areas. The Shire is looking to develop service delivery performance measures that can populate a table similar to the example below for footpaths and subsequently be reviewed to establish service level trends.

KPI	Driver	Level of Service	Performance Measure	Target	Current	Data Confidence
Accessibility	SCP & Stakeholders	Transport network is accessible to all users.	Percentage of path segments that meet disability access standards.	100%		
			Percentage of survey respondents that are at least satisfied with their ability to access the Shire's transport network.	80%+		

Table 12: AMP Service Levels

How is the service changing?

Generally, the demand for services changes over time. As a result, the assets that support these services, and the way in which they are managed, may also need to change.

Future considerations

Looking forward, over the life of this Plan, the Shire should consider the following points when looking at demand for services.

- Population – Population after an extended period of reduction is stabilising.
- Demographics – The population is ageing. Provision of suitable access to facilities may increasingly become an issue together with improved disabled access.
- Technology – Access to technology is seen as important in attracting future growth particularly in the town site locations.
- Financial sustainability – The Shire and district produces commodities that provide export income for the state and the nation. Funding support from these levels of government appear likely to continue. Opportunity currently exists for increase funding provision from these levels of government to aid their economic stimulus aims.
- Local business development – The Shire currently struggles to maintain a critical mass to support a diverse range of businesses. Opportunities to attract people to district in areas such as tourism could be explored as should the continued provision of modern facilities.
- The movement towards larger transport vehicle and farm equipment – This should drive for both transport cost and efficiency and safety reasons improvements to the road network.
- Environmental sustainability – continuing to improve the environmental sustainability of assets, while responding to the effects of potential climate change in particular access to reliable water supplies.
- Disaster funding for repair of infrastructure after a recognised disaster is normally readily available. The difficulty is in providing compliant details to retrospectively support claims so as to recover the funds expended. The before and after nature of the support information provides extra incentive for the collection of good and up to date data and video of the road network.

Change mitigation

To meet the challenges that will arise from service change, the Shire should consider:

- Reviewing its path network concentrating on connectivity to accommodate an increasing numbers of older users.
- Provision for electric vehicle recharge stations.
- Upgrade its road network to meet the requirements of larger vehicles.
- Look to secure gravel resources for the future.
- Continue to develop its own water security with dams and potentially bores.
- Applying more resources in the maintenance of its gravel road network.
- Implement initiatives that make our town environments more liveable, eg street trees.
- Collection of further asset data and video to aid effective claiming of disaster funding.

Future major projects

Upcoming and proposed projects that will influence assets:

- Wheatbelt Secondary Freight Network projects.
- Development of the Shire's community and recreation precincts.

How are the assets managed?

Capital investment into renewal and replacement works, which is the main focus of this Asset Management Plan, is only one aspect of how our assets should be managed.

Reactive works

These works are normally conducted in response to an event or as a result of an asset becoming unserviceable or not meeting service expectations. Repair or replacement works are generally initiated to remedy these situations.

Operation and Maintenance Works

These look to implement works at a preventative level wherever possible. This should be done through regular inspection, and planned maintenance schedules. These schedules are under development and considered an area of focus for continued development of this Asset Management Plan.

Renewal Works

These, as is the case with the works programmed from this latest assessment of our assets, are determined by conditions and projected condition as time moves forward. The treatment, as the name suggest, make the asset treated as new again. In so doing the work contributes to the improving the overall asset condition.

Upgrade & New Works

The need for new and/or upgraded assets typically takes place to meet service deficiency. Upgrade works typically utilise in some shape or form an existing asset whist new works are conducted on a standalone basis. Upgrade works can often, particularly in the road environment, include a renewal component.

The aim of staggered work cycles is to prolong the life of assets by seeing that they are maintained well. Good asset management practice sees a reduction in reactive works by intercepting this work with good maintenance and renewal works.

What will be the service cost?

The Shire's assets are a significant ongoing cost commitment to our community.

Our program costs are provided below. The program and costs flowed directly out of the modelling exercise with only minimal manipulation of the outputs.

The model has generated renewal streams for each of the asset categories for the period 2024/25 (Year 1) to 2038/39 (Year 15). These can be found in the companion document "SoT 15 Year Works Program – Constrained – Rev 1"

The model was originally developed "unconstrained" (renewals driven directly from the condition triggers) and then "constrained" to fit within current funding budgets for each of the asset groups.

The program provided is at a good level of detail to feed the long-term financial plan. The long-term financial plan can further adjust and refine timings to balance costs even further over the years. The long-term financial plan also looks at our savings reserves, borrowings and external funding which may be prudent for planned high expenditure years.

If the overall level of expenditure is too high to be sustained for the Long-Term Financial Plan, the Asset Management Plan will need to be adjusted (increased condition triggers) to produce a reduction in program expenditure and potentially a reduction in service levels.

Figure 2 below is the financial summary of the 15-year renewal program based on renewal treatments being applied when condition of the asset reaches a designated renewal condition trigger, nominally a condition score of 4 (Poor).

The program condition triggers were adjusted to achieve a target consistent condition rating of between Good and Average (2.5) and an asset sustainability ratio of approximately 100% (Annual Renewals equal to Annual Depreciation).

These targets were achieved for all asset groups except for Tier 3 Unsealed Roads and Buildings Level 2, 3 and 4. For these assets funding constraints has meant that over the life of this plan (15 Years) the average condition will reduce, and the sustainability ratio will not achieve 100%.

For the entire asset portfolio constrained renewals averages $1.7M compared with Annual Budget of $1.57M. This gap is considered acceptable and can be managed with additional funding submissions through the 15 Year Program Cycle.

Trayning 15 Year Constrained Renewals Program (Y0 = 2023/24)

Renewal Condition Trigger	Renewal Program	Weighted Average Condition Y0	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Funded Renewals Total	Unfunded Renewals Total	Weighted Average Condition Y15	Annual Dep[n]	Renewals Per Annum	Budget Per Annum	Variance
Roads of Regional Significance - Regional Road Group Funded		**1.3**	**$566,240**	**$617,260**	**$642,515**	**$609,099**	**$601,399**	**$606,583**	**$593,915**	**$558,878**	**$594,131**	**$633,366**	**$557,912**	**$574,994**	**$579,744**	**$557,280**	**$576,288**	**$8,869,604**	**$0**	**1.9**	**$562,157**	**$591,307**	**$500,000**	**-$91,307**
3.5	Tier 1 Roads (WSFN/RRG) - Reconstruct to Type 6 Std	1.4	$0	$332,620	$494,771	$494,771	$503,767	$503,767	$494,771	$314,854	$494,771	$407,062	$0	$0	$0	$0	$0	$4,041,155	$0	1.7	$146,867	$269,410		
3.5	Tier 1 Roads (WSFN/RRG) - Resurface to Type 6 Std	1.4	$0	$59,744	$147,744	$114,328	$97,632	$102,816	$99,144	$244,024	$99,360	$226,304	$415,784	$392,690	$100,656	$0	$0	$2,100,226	$0	1.7	$185,546	$140,015		
3.5	Tier 2A Roads (RRG Sealed) - Reconstruct to Type 5 Std	1.1	$0	$224,896	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$224,896	$0	2.0	$17,789	$14,993		
3.5	Tier 2A Roads (RRG Sealed) - Resurface to Type 5 Std	1.1	$566,240	$0	$0	$0	$0	$0	$0	$0	$0	$0	$142,128	$182,304	$479,088	$557,280	$576,288	$2,503,328	$0	2.0	$211,956	$166,889		
Roads of District Significance - Non Regional Road Group Funded		**1.6**	**$118,951**	**$114,043**	**$109,512**	**$101,980**	**$108,238**	**$118,465**	**$112,790**	**$125,509**	**$101,754**	**$101,164**	**$100,823**	**$94,391**	**$100,974**	**$46,526**	**$0**	**$1,455,120**	**$0**	**2.5**	**$167,214**	**$97,008**	**$100,000**	**$2,992**
4	Tier 3 Roads (Urban Sealed) - Resurface to Existing Width	1.5	$0	$0	$0	$0	$0	$0	$40,349	$0	$0	$0	$0	$0	$0	$0	$0	$40,349	$0	2.8	$6,487	$2,690		
4	Tier 3 Roads (Rural Sealed) - Resurface to Existing Width	1.5	$118,951	$114,043	$109,512	$13,662	$108,238	$118,465	$72,441	$0	$90,774	$78,322	$0	$0	$0	$0	$0	$824,407	$0	2.4	$102,604	$54,960		
4	Tier 4 Roads (Urban Sealed) - Reconstruct to Existing Width	1.6	$0	$0	$0	$0	$0	$0	$0	$125,509	$0	$0	$0	$0	$0	$0	$0	$125,509	$0	2.5	$2,758	$8,367		
4	Tier 4 Roads (Urban Sealed) - Resurface to Existing Width	1.6	$0	$0	$0	$88,318	$0	$0	$0	$0	$0	$22,842	$100,823	$94,391	$100,974	$46,526	$0	$453,875	$0	2.5	$48,791	$30,258		
4	Kerb Renewal	1.1	$0	$0	$0	$0	$0	$0	$0	$0	$10,980	$0	$0	$0	$0	$0	$0	$10,980	$0	1.8	$6,573	$732		
Unsealed Roads - Non Regional Road Group Funded		**2.6**	**$404,202**	**$399,866**	**$402,171**	**$398,732**	**$405,885**	**$402,090**	**$396,427**	**$395,792**	**$396,571**	**$398,938**	**$403,143**	**$411,554**	**$416,912**	**$401,150**	**$403,984**	**$6,037,418**	**$6,242,684**	**2.6**	**$510,865**	**$402,495**	**$400,000**	**-$2,495**
4	Tier 2B Roads (RRG Unsealed) - Resheet to Type 3	2.8	$404,202	$353,366	$336,121	$370,311	$366,199	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,830,200	$0	2.7	$102,641	$122,013		
4	Tier 3 Roads (Rural Sealed) - Convert to Gravel	1.5	$0	$0	$0	$0	$0	$0	$0	$0	$183,131	$0	$0	$0	$0	$0	$0	$183,131	$0	2.4	$4,610	$12,209		
4.5	Tier 3 Roads (Unsealed) - Resheet	3.4	$0	$46,501	$66,050	$0	$39,685	$402,090	$396,427	$395,792	$213,440	$398,938	$403,143	$411,554	$416,912	$401,150	$403,984	$3,995,667	$6,242,684	N/A	$401,998	$266,378		
4.5	Tier 4 Roads (Urban Unsealed) - Resheet	2.9	$0	$0	$0	$28,421	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,421	$0	2.7	$1,616	$1,895		
Other Assets - Non Regional Road Group Funded		**1.8**	**$151,197**	**$170,129**	**$156,372**	**$173,183**	**$191,740**	**$148,962**	**$139,022**	**$187,158**	**$177,082**	**$207,424**	**$202,260**	**$195,858**	**$183,458**	**$121,965**	**$52,076**	**$2,154,288**	**$0**	**2.2**	**$228,890**	**$163,859**	**$170,000**	**$6,141**
4.5	Other Assets Renewal	1.3	$85,755	$100,419	$93,840	$104,540	$123,000	$92,250	$66,402	$117,390	$119,808	$119,808	$108,300	$102,286	$93,960	$101,725	$31,836	$1,461,320	$0	2.1	$156,085	$97,421		
4	Footpath Renewal[*]	1.4	$45,202	$49,470	$42,292	$48,403	$48,500	$36,472	$52,380	$49,528	$37,035	$67,376	$73,720	$73,332	$69,258	$0	$0	$692,968	$0	1.6	$53,385	$46,198		
4	Sign Renewal	2.6	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$20,240	$303,596	$0	3.0	$19,420	$20,240		
Buildings		**2.7**	**$151,193**	**$126,589**	**$146,986**	**$149,956**	**$157,286**	**$152,325**	**$220,296**	**$151,368**	**$151,767**	**$155,079**	**$159,691**	**$145,498**	**$181,329**	**$151,234**	**$145,435**	**$2,346,033**	**$6,791,134**	**2.6**	**$534,935**	**$156,402**	**$100,000**	**-$56,402**
4.5	Tier 1 Buildings Renewal	2.2	$151,193	$126,589	$146,986	$149,956	$157,286	$152,325	$220,296	$151,368	$151,767	$155,079	$159,691	$145,498	$181,329	$151,234	$145,435	$2,346,033	$0	2.6	$180,195	$156,402		
4.5	Tier 2 Buildings Renewal	2.1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,710,467	N/A	$189,152	$0		
4.5	Tier 3 Buildings Renewal	2.8	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,550,118	N/A	$77,914	$0		
4.5	Tier 4 Buildings Renewal	3.6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,530,550	N/A	$87,674	$0		
Drainage Assets		**2.4**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$321,544**	**$4,506,566**	**$0**	**2.9**	**$322,312**	**$300,438**	**$300,000**	**-$438**
4	Culvert Renewal	2.4	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$37,193	$241,298	$0	2.9	$37,193	$16,087		
4	Underground Pipe Renewal	2.2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	3.0	$8,567	$0		
4	Table Drain Renewal	2.6	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$284,200	$4,263,006	$0	2.9	$276,429	$284,200		
4	Open Drain Renewal	2.2	$151	$151	$151	$151	$151	$151	$151	$151	$151	$151	$151	$151	$151	$151	$151	$2,262	$0	2.8	$123	$151		
		2.0	**$1,733,567**	**$1,749,431**	**$1,779,100**	**$1,754,495**	**$1,786,091**	**$1,749,970**	**$1,783,994**	**$1,740,249**	**$1,742,850**	**$1,817,515**	**$1,745,373**	**$1,743,838**	**$1,783,961**	**$1,599,699**	**$1,499,327**	**$25,369,030**	**$13,033,818**	**2.4**	**$2,326,374**	**$1,711,508**	**$1,570,000**	**-$141,508**

[*] *Asphalt footpaths replaced with Insitu Concrete*

Figure 2: 15 Year Infrastructure Renewal Program

Is the service sustainable?

The Shire monitors the effectiveness of the AMP through three financial ratios. They measure the past, present and future ability to renew assets when required.

Past - Sustainability Ratio (ASR) – Shire Benchmark > 90%

This ratio indicates whether a local government is replacing or renewing existing non-financial assets at the same rate that its overall asset base is wearing out. The ratio compares the average actual expenditure on asset renewal to the annual depreciation expense.

Present - Consumption Ratio – Shire Benchmark > 50%

This ratio seeks to highlight the aged condition of a local government's physical assets by comparing their fair value (worth in current state) to their replacement cost (worth in as new state).

Future - Renewal Funding Ratio – Shire Benchmark > 95%

This ratio indicates whether the local government has the financial capacity to fund asset renewal as required, and can continue to provide existing levels of services in future. The ratio compares the available asset renewal expenditure in the Long Term Financial Plan (under development) to the required asset renewal expenditure in the Asset Management Plans.

Past Sustainability Ratio	Present Consumption Ratio	Future Renewal Funding Ratio
160%	57%	62%

Table 13: Service Sustainability Ratios

Note: The current figures are heavily influenced by a value dominant road asset dataset (68% of portfolio).

How will the Shire improve its service management?

Where possible, and appropriate, the Shire is committed to improving its asset management practices. The following actions have been identified by this AMP for future implementation.

Task	Year
Look at anticipated future gravel requirements with a view of developing a gravel management plan for the Shire.	2023/24
Undertake community consultation to gain greater understanding of service level requirements.	2023/24
Consider adopting RAMM as the Shires "single source of truth" Asset Management System for managing the Shires physical assets.	2023/24
Undertake a verification inspection of assets due for renewal in Year 1 (2024/25) and Year 2 (2025/26)	2023/24 (May/June)
Schedule annual updating of RAMM (new assets) and Interim Valuations to keep asset data current.	Annually (May/June)
Cost the above initiatives and apply available remaining consultant's funds to commence priority activities and submit other remaining costs for suggested approval in future budgets.	2023/24
Undertake a full visual assessment of all assets on a triennial (3 yearly) basis (Last done May 2023)	2025/26
Update the AMP on a triennial (3 yearly) basis	2025/26
Expand the use and understanding of the RAMM database within the Shire (Assets and Finance)	Ongoing
Continue to look for further external funding opportunities to cover any gaps in funding for the projected 15 Year renewal program.	Ongoing

Table 14: AMP Improvement Plan

Further Reading and References

Shire of Trayning – Strategic Community and Corporate Business Plan

Shire of Trayning – Long Term Financial Plan

Shire of Trayning – Services and Facilities Plan (2022-2026)

Shire of Trayning – Road Hierarchy

Shire of Trayning – Building Hierarchy

Source documentation for information nominated in this Asset Management Plan

Shire of Trayning TAMP Input Data – V0 – as of 9 January 2024

This is the NEWROC provided standard format information capturing and summary sheet where most of the tabulated information and provided figures in this report have come from. The sheet is in excel format and is stamped 9 January 2024 so that it is identified as the version that ties to this Asset Management Plan.

Shire of Trayning 15 Year Works Program – Constrained – Rev 1 as of 8 January 2024

This spreadsheet outlines the modelled and costed renewal works programs taking information from the recent Condition Assessments and Valuation Reports. It provides the information at line by line (project by project) level together with various rolled up summarised tables for each asset category.

Shire of Trayning 2022-23 Yr Roads and Other Assets Valuation Detailed Report – Rev 5 – as of 9 January 2024

Detailed Valuation Report prepared by RMECS for Roads and Other Assets for Financial Year 2022/23. The Spreadsheet is Rev 5 stamped 9 January 2024.

Shire of Trayning Building Financial Reporting & Component Condition Rating Assessment Schedule as of 30 June 2022

Building Financial Report & Component Condition Rating Assessment Schedule prepared by L&B for Buildings for Financial Year 2021/22.

Appendix 1 – Road Hierarchy List

Road ID	Road	Start	End
Tier 1 – Major Regional Significant			
101	KELLERBERRIN - BENCUBBIN ROAD NORTH	0	20290
99	KELLERBERRIN - BENCUBBIN ROAD SOUTH	0	31340
72	SUTHERLAND STREET	0	720
101003	TWINE STREET (370)	370	490
101001	TWINE STREET LEFT	0	370
101021	TWINE STREET RIGHT	0	370
Tier 2 – Regional Significant			
1	BENCUBBIN - KUNUNOPPIN ROAD	0	13460
7	DOODLAKINE - KUNUNOPPIN ROAD	0	27480
90	HARROD ROAD	0	10690
8	KELLERBERRIN - YELBENI ROAD	0	25070
102	KUNUNOPPIN - MUKINBUDIN ROAD	0	23830
77	LEAKE STREET	0	540
Tier 3 – District Significant			
65	APPLEYARD ROAD	0	1770
95	BARNES ROAD	0	11630
8	BENCUBBIN - KUNUNOPPIN ROAD	13460	20480
9	BILLYACATTING ROAD	0	4620
41	FLEMING ROAD	0	11570
31	FOORD ROAD	0	5710
15	GABBIN - TRAYNING ROAD	0	1550
14	GALE ROAD	0	12060
10	GENTS ROAD	0	24890
9	HUANDANNING ROAD	0	28920

Road ID	Road	Start	End
86	LAIRDS ROAD	0	4430
20	LETCHFORD ROAD	0	16980
5	MANDIGA - TRAYNING ROAD	0	13720
21	MCANDREW ROAD	0	9150
13	MINNIBERRI ROAD	0	20300
11	MOUJAKINE ROAD	0	12530
24	MULCAHY ROAD	0	5290
4	PURDY ROAD	0	28480
22	RILEY ROAD	0	4450
3	SHERZINGER ROAD	0	13340
16	STAPLETON ROAD	0	19470
18	SWAMP WELL ROAD	7800	17600
38	TILBROOK ROAD	0	6360
19	TRAYNING NORTH ROAD	0	8290
97	UN - NAMED	0	90
35	WELBUNGIN SOUTH ROAD	0	4340
76	WILSON STREET	0	1190
98	WRIGHT ROAD	0	1120
2	YELBENI SOUTH EAST ROAD	6270	8630
Tier 4 – Area Service & Town Roads			
70	ADAM STREET	0	360
83	ADAM STREET D:2	0	500
78	ALEXANDER STREET	0	560
40	BROWN ROAD	0	3880
45	BUCKLEY ROAD	0	11840
66	CORONATION STREET	0	540

Road ID	Road	Start	End
52	COUPER ROAD	0	6230
75	COUPER STREET	0	270
84	COUPER STREET D:2	0	550
25	DUNKLEY ROAD	0	8200
93	FELGATE PARADE	0	120
32	GANGELL ROAD	0	5650
69	GEORGE STREET	0	240
67	GLASS STREET	0	540
80	GLASS STREET D:2	0	560
27	GOLDFIELDS ROAD	0	15390
64	GOLF LINKS ROAD	0	2800
23	HEWITT ROAD	0	6130
103	HEWITT STREET	0	610
56	HODGES ROAD	0	1420
82	HUGHES STREET	0	920
71	JUBILEE STREET	0	120
63	KAHL ROAD	0	1400
44	KIDD ROAD	0	8050
91	KING STREET	0	150
105	KING STREET D:2	0	240
30	KODJ KODJIN ROAD	0	3120
48	LAMOND ROAD	0	2410
81	LAMOND STREET	0	800
39	LAST ROAD	0	2360
36	LEE ROAD	0	18060
68	MARY STREET	0	250

Road ID	Road	Start	End
12	MCNEIL ROAD	0	7490
59	MULLINS ROAD	0	2040
87	NALKAIN ROAD	0	2600
26	PERKS - O'MEARA ROAD	0	15850
104	RAILWAY STREET	0	540
74	RILEY STREET	0	260
33	SACHSE ROAD	0	6770
79	SCADDEN STREET	0	560
6	SMEETON ROAD	0	13130
16	STAPLETON ROAD	0	3340
72	SUTHERLAND STREET	750	1370
51	SUTTON ROAD	0	5760
18	SWAMP WELL ROAD	0	7800
53	TANNER ROAD	0	2660
46	THOMPSON ROAD	5200	14460
38	TILBROOK ROAD	6360	7470
96	UN - NAMED ROAD	0	360
73	WALKER STREET	0	260
42	WALLAMBIN ROAD	0	7430
61	YORKRAKINE EAST ROAD	0	2250
Tier 5 – Access Roads			
85	BEAURTEAUX ROAD	0	1890
37	CONDOR ROAD	0	2580
57	DOHERTY ROAD	0	4840
10	GENTS ROAD	0	7300
89	HAMMOND ROAD	0	1900

Road ID	Road	Start	End
17	KEENE ROAD	0	6000
60	LOCKYER ROAD	0	5490
88	PULLEN ROAD	0	7140
47	RANCE ROAD	0	1360
28	SUTHERLAND ROAD	0	6200
43	TRAVERS ROAD	0	2900
43	TRAVERS ROAD	6420	10680
43	TRAVERS ROAD	143400	23038
61	YORKRAKINE EAST ROAD	2250	2640
Tier 6 – Minor Access Roads			
62	CLAUSEN ROAD	0	2860
94	GREAVES ROAD	0	2170
63	KAHL ROAD	1400	1520
49	LAWSON ROAD	0	3330
58	READ ROAD	0	4540
22	RILEY ROAD	4450	6550
29	ROCK ROAD	0	4860
34	RYANS ROAD	0	9150
46	THOMPSON ROAD	0	5200
43	TRAVERS ROAD	2900	6420
43	TRAVERS ROAD	10680	14340
50	WALLACE ROAD	0	1680

Table 15 Road Hierarchy List

Appendix 2 – Building Hierarchy List

Asset ID	Building	Type	Use
Level 1 - High Use/Important/Specialised Buildings			
9	DFES Shed Kununoppin	Shed Fully Enclosed	Used continuously by community group – grant funded
10	DFES Shed Trayning	Shed Fully Enclosed	Used continuously by community group – grant funded
75	Kununoppin ILUs Units 1-3	Unit	Currently used for community housing, on reserve
76	Kununoppin ILUs Units 4-5	Unit	Currently used for community housing, on reserve
32	Kununoppin Information Bay Ablutions	Civic Amenities	Used continuously by the public
1	Shire Administration and Library	Administration	Used continuously for Shire purposes, essential building
8	Shire Depot Office and Shed	Shed Partially Enclosed	Used continuously for Shire purposes, essential building
34	Trayning Aquatic Centre - Change Room/Kiosk	Recreational	Used by the public all summer, changeroom serves as back up for caravan park
67	Trayning Aquatic Centre - Plant Room	Shed Fully Enclosed	Used continuously for Shire purposes, essential building
88	Trayning Aquatic Centre Solar Array	Solar Array	Used daily to keep costs down
3	Trayning Bowling Club Equipment Shed	Shed Fully Enclosed	Used continuously by a community group
65	Trayning Caravan Park - Camp Kitchen	Shed Fully Enclosed	Used frequently by the public
38	Trayning Caravan Park Ablutions	Civic Amenities	Used frequently by the public

Asset ID	Building	Type	Use
78	Trayning Community Recreation Centre	Civic	Used frequently by a community group and public
74	Trayning Depot - Machinery Shed/Shelter	Garage	Used continuously for Shire purposes, essential building
73	Trayning Depot - Signage/Garden Shed	Shed Partially Enclosed	Used continuously for Shire purposes, essential building
21	Trayning Info Bay Public Toilets	Civic Amenities	Used continuously by the public
33	Trayning Ninghan Fitness Centre	Recreational	Used frequently by members of the public
54	Trayning Rec Ground - Ablution Block	Civic Amenities	Used continuously by a community group and annual event
60	Trayning Rec Ground - Chemical Storage Shed	Shed Fully Enclosed	Used continuously for Shire purposes, essential building
43	Trayning Rec Ground - Men's Shed	Shed Fully Enclosed	Used continuously by a community group
4	Yelbeni Museum Ablution Block	Civic Amenities	Used frequently by the public
Level 2 - High Use/Important/Non-Specialised Buildings			
13	Glass Street IUS Unit 1	Unit	Currently used for Community Housing
14	Glass Street IUS Unit 2	Unit	Currently used for Community Housing
77	Kununoppin Lot 11 Wilson St (LH house)	House	Currently used for Staff Housing
28	Trayning 44 Coronation Street (CEO House)	House	Currently used for Staff Housing
25	Trayning 46 Coronation Street (WS House)	House	Currently used for Staff Housing

Asset ID	Building	Type	Use
16	Trayning Aged Unit 1	Unit	Currently used for Staff Housing
19	Trayning Aged Unit 4	Unit	Currently used for Community Housing
17	Trayning Aged Units 2 & 3	Duplex	Currently used for Community Housing
20	Trayning Aged Units 5 & 6	Duplex	Currently used for Community Housing
23	Trayning House Corner of Leak and Hughes (Doctor)	House	Currently used for Staff Housing
42	Trayning Lot 37 Coronation Street (Pool Manager)	House	Currently used for Staff Housing
15	Trayning Lot 60 Glass Street (MCS House)	House	Currently used for Staff Housing
37	Trayning Lot 90 Railway Street (Gardener)	House	Currently used for Staff Housing
30	Trayning Unit A Felgate Parade	Transportable	Currently used for Short Stay Accommodation
31	Trayning Unit B Felgate Parade	Transportable	Currently used for Short Stay Accommodation
Level 3 – Infrequent Use/Less Important Buildings			
7	Airport Shed	Shed Fully Enclosed	Used occasionally by community group
48	Airport Toilet	Civic Amenities	Used occasionally by community group
45	Billyacatting Reserve Toilet	Civic Amenities	Used occasionally by the public
36	Don Mason Community Centre	Civic	Used occasionally by public and Shire as meeting space

Asset ID	Building	Type	Use
50	Kununoppin Community Centre	Civic	Used occasionally by community group and available to public
39	Kununoppin Community Centre Toilet	Civic Amenities	Used occasionally by community group and available to public
56	Kununoppin Rec Ground - Change Rooms	Recreational	Used occasionally by community group
55	Kununoppin Rec Ground - Pavilion	Pavilion	Used occasionally by community group
62	Kununoppin Rec Ground - Shed	Shed Partially Enclosed	Used occasionally by community group
89	Kununoppin Recreation Ground Ablutions	Civic Amenities	Used occasionally by community group
87	Trayning Recreation Ground Pavilion	Pavilion	Used annually by community group and Shire occasionally
63	Trayning Tennis Club Kiosk Shelter	Shed Partially Enclosed	Used in summer by community group
11	Trayning Youth Clubhouse	Civic	Used occasionally by public
2	Yelbeni Museum Shed	Shed Partially Enclosed	Occasionally used by public
Level 4 – No Use/No Importance Buildings			
29	Industrial Pig Yard Shed	Shed Fully Enclosed	Used for storage
53	Kununoppin Community Centre Garage	Shed Fully Enclosed	Used for storage
52	Kununoppin Community Centre Out Building	Civic	Unsure of contents

Asset ID	Building	Type	Use
51	Kununoppin Community Centre Shelter	Shed Partially Enclosed	Not used
86	Kununoppin ILU Units Shelter	Shelter	Rarely used
22	Kununoppin Town Hall	Civic	Not currently used, on reserve
71	Trayning Golf Club - Equipment Shed	Shed Fully Enclosed	Currently used for storage
12	Trayning Public Hall	Civic	Currently used for storage, freehold so could be sold
59	Trayning Rec Ground - Refreshments Booth	Shed Partially Enclosed	Used annually by community group, cheaper to hire marquee annually than replace
61	Trayning Rec Ground - Shed	Shed Partially Enclosed	Used by a community group for storage
58	Trayning Rec Ground - Tote	Shed Partially Enclosed	Used annually by community group, cheaper to hire marquee annually than replace
5	Yelbeni Golf Club Clubhouse	Civic	Rarely used by public
6	Yelbeni Golf Club Storage Shed	Shed Fully Enclosed	Not used

Table 16 Building Hierarchy List