



Asset Management Plan

Bus Shelters

Policy Number: POL12/50

Adopted: 29/04/2003

Amended: 15/04/2014

Minute Number: MIN03.468, MIN14.266

File: 25442E

Produced By: Assets and Works Group

Review Date: 01/12/2016

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1. EXECUTIVE SUMMARY

Bus Shelters and Bus Stops are an essential component of an effective public transport system. Council's *Community Strategy Plan* has identified public transport as a key priority. Although, this priority is mainly based on the need to extend and improve bus services, the provision of bus shelters and bus stops is integral to the service.

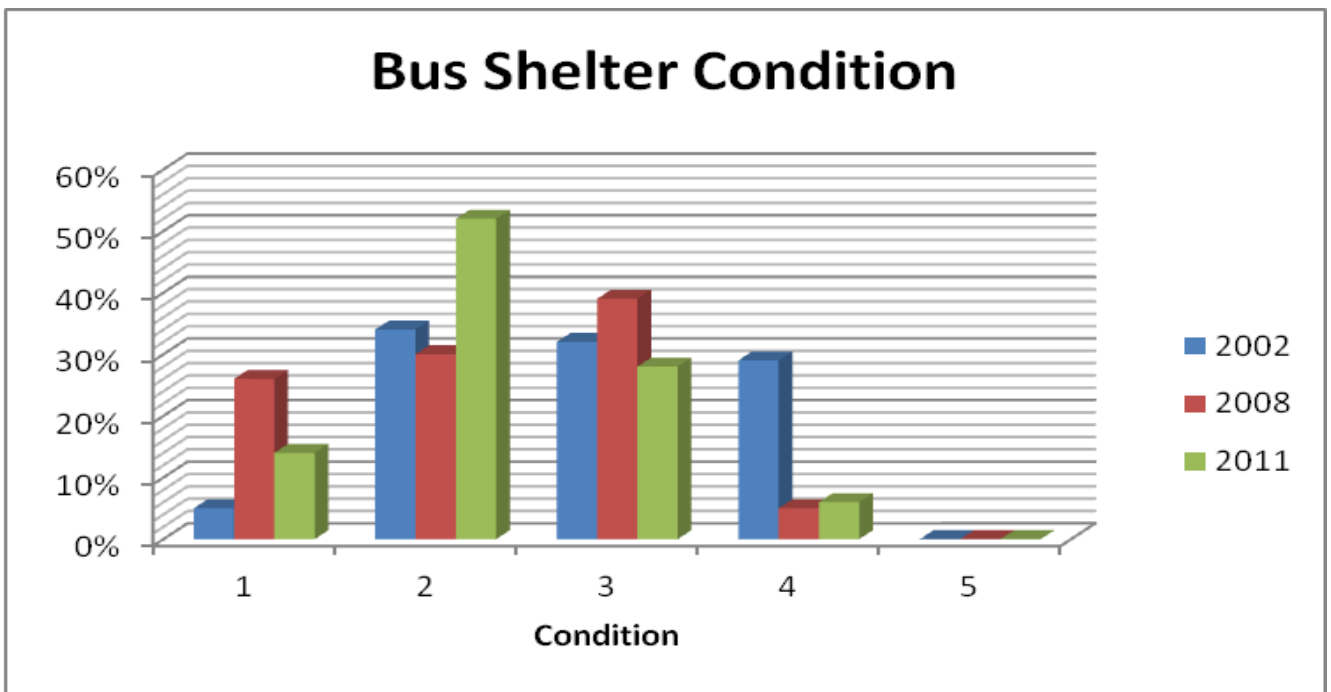
The number of bus shelters increased significantly with the commencement of an agreement with the Claude Group to provide 'advertising' shelters.

The number of shelters being –

- 2002 – 137
- 2008 – 187
- 2011 – 191.

It is considered that the increase in shelters has satisfied most of the demand and that the provision of new shelters is of low priority. This 'low' priority is in line with Council's *Resourcing Strategy* that gives lowest priority for funding to new assets that increase level of service and increase operating costs. The annual cost for a shelter is about \$1,000.

The current condition of bus shelters is considered satisfactory and has improved in recent years as indicated on the following chart.



Based on the current definition of 'Useful Life' for bus shelters of twenty (20) years there is predicted to be a significant increase in funding needs for renewal in the next five (5) years. However, this aspect needs to be reviewed as a priority prior to the next review of this Plan and prior to the next financial revaluation for transport assets due in 2015. The review should encompass differing useful lives for differing construction material and an expert review of each shelters condition and remaining life.

It is recommended that the provision of funding for new and enhancement capital works only be by grant funding and that an allowance be made for the renewal of one shelter per annum. Funding for operating and maintenance is considered satisfactory and sustainable.

1.1. The Purpose of the Plan

The purpose of the Asset Management Plan (AMP) is to analysis (data analysis) to determine options to manage assets in a sustainable and effective method.

An AMP is used to demonstrate how Council's assets are managed based on past and present information to create reliable future planning. An AMP will be the basic source for decisions of renewal, replacement or demolition of an asset.

It is also a plan to ensure that assets acquired support and meet the strategic and annual objectives of the organisation and that the cost of providing the service to the community does not outweigh the benefits.

An AMP is fundamental to achieve key elements of asset management, the foundation of the Plan includes as follows:

- Defining levels of service – specifies the services and levels of service to be provided by Council for each asset type
- Condition assessment – specifies the technical tools used to assess the condition of each asset
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services
- Asset management practices – how the organisation will manage its assets and the tools it will use to accomplish this
- Monitoring – how the Plan will be monitored to ensure it is meeting Council's objectives
- Asset management improvement plan (AMIP)

The ideal outcome is that the annual capital works and maintenance programs needed to allocate sufficient resources to ensure these objectives are obtained.

1.2. Asset Description

The Bus Shelters included in this Plan are all bus shelters owned by Shoalhaven City Council located on any road within the local government area. It is to be noted that some shelters are owned and maintained by the Claude Group¹ and are available for general public use in exchange for advertising rights on the shelters.

There are currently one hundred and ninety one (191) shelters citywide. Of the network, one hundred and sixty-two (162) shelters are owned by Shoalhaven City Council and twenty-nine (29) are owned by the advertising company 'Claude Group'.

The Bus Shelter assets include many types of construction and materials including:

- Precast concrete paneled walls and roof
- Brick walls and timber framed steel clad roof
- Steel or aluminium framed with polycarbonate glazing panels and steel clad roof

¹ Claude Group is the pioneer of the signage and outdoor advertising market in Australia

- Timber framed, timber clad walls and steel clad roof
- Steel framed, steel clad walls and roof

1.3. Levels of Service

The current Levels of Service are –

- Cleaning and mowing of surrounds
 - Weekly for high use shelters and CBD areas.
 - Fortnightly for most other suburban areas and
 - Monthly for low use and rural areas
- Maintenance
 - All shelters to be in Condition 3 (Good) or better
- Renewal
 - Shelters to be renewed as required; allowance of one per year
- Disabilities Standards
 - Works to be undertaken as required and/or as grant funding is available
- Sealing of Bus bays
 - One every five years and/or as grant funding is available
- New Shelters
 - As grant funding is available

The above Levels of Service are the current and sustainable Levels of Service. Additional funding could be provided to improve the Level of Service for New & Enhancement Capital Works. However, these works are of low priority for funding under Council's Resourcing Strategy and it is considered that additional funding is not warranted.

It is to be noted that a higher level of funding may be required in the future for shelter renewal. This aspect needs to be reviewed prior to the next review of this Plan.

1.4. Future Demand

There is an ongoing (small) demand for new shelters. Other factors that could increase demand are:

- Release of new subdivision areas, particularly in the Nowra area and
- Increase and/or improvement to local bus services leading to passenger increases.

1.5. Lifecycle Management Plan

Lifecycle Management Plan includes background data of each bus shelter that is available in the Shoalhaven, operation & maintenance process and capital work required.

Management of facilities relates particularly to the maintenance and renewal stages of asset life. After the construction phase, it moves into what is known as the "Maintain" phase. Maintenance activities are required to minimise continued deterioration of an asset. As the asset components move towards the end of its life, activities are undertaken to restore the asset to a condition close to that of the original. This is referred to as the "Renewal" phase.

The importance of the time for intervention for renewal is paramount. If renewal activities are not undertaken in a timely manner, the condition of the asset will deteriorate rapidly to failure, and the cost of reconstruction may be many times that of renewal activities.

Operation and Maintenance

Cleaning is undertaken weekly for CBD areas, fortnightly for suburban areas and monthly for outlying rural areas.

Defect inspections are undertaken every three years.

An annual funding of \$18,000 required to maintain shelters is considered to be a sustainable level of service. Urgent works arise from time to time due to vandalism, an annual allowance of \$8,000 is required to cover these urgent works.

Renewal/ Replacement

In five (5) years, there are twelve (12) are expected to be replaced resulting to an average annual expenditure of \$19,000. In fifteen (15) years, eighty (80) shelters are predicted to be replaced resulting to an annual expenditure of \$213,000.

The current useful life of all shelters is twenty (20) years, it is proposed to review useful lives to dependent on construction material.

Creation

There are continuing requests for the installation of new shelters listed on the current priority list. Consultation with bus companies and community groups will take place to review the priority list.

Council is also required to conform with the Disability Standards for Accessible Public Transport 2002. By 2023, all bus shelters in Shoalhaven are expected to comply with the standard.

A total of twenty six (26) locations have been identified for sealing at an estimated cost of \$546,000. For a sustainable Level of Service, it is recommended to seal one bay every five (5) years as it is not a high priority under Council's Resourcing Strategy.

1.5.1. Operations and Maintenance Plan

1.5.1.1. Cleaning

Cleaning of shelters is carried out at three (3) different intervals depending on usage of the facility. Attachment 1 indicates the frequency for individual shelters.

Cleaning includes the removal of litter & other foreign matter, removal of cobwebs, removal of offensive graffiti and mowing of surrounds as required. High water pressure cleaning is undertaken only as required.

Frequencies are generally as follows:

- Weekly for high use shelters and CBD areas.
- Fortnightly for most other suburban areas and
- Monthly for low use and outlying rural areas.

The current cost for 'cleaning' is about \$12 per visit which seems to be a very competitive rate. It is suggested that an audit be undertaken to verify compliance with the cleaning specification. The results of the audit and any required adjustments to the cleaning schedule could then be incorporated into the next review of this Plan, if required.

1.5.1.2. Repairs/Maintenance

As advised in Section 5.2 maintenance/repairs are undertaken in accordance with the *Defect and Risk Management Inspection Procedure*. Defects are noted during the three (3) yearly inspections and prioritised based on risk. An annual works programme is then issued by the asset management staff for execution by the City Services & Operations Group. A budget allowance is also made to rectify any urgent hazards that are noted (or reported) during cleaning operations.

1.5.2. Operations and Maintenance Strategies

Based on current defects reports (undertaken in 2011), modeling has indicated that the funding needed to achieve a condition based Level of Service of “Good” condition or better in five (5) years is \$28,000 per annum. This is considered to be an ‘ideal’ level of service.

Modeling also indicates that annual funding of \$18,000 is required to maintain shelters at current condition. This is considered to be a sustainable level of service.

Additionally, an annual allowance needs to be provided to undertake urgent safety works identified during the year from customer reporting and Risk Management Inspections at time of cleaning. A considerable amount of these urgent works arise from vandalism. An annual allowance of \$8,000 is required to cover these urgent works based on the expenditure average for the past 5 years.

1.5.3. Renewal / Replacement Plan

1.5.3.1. Renewal Plan

Replacements are currently identified based on condition, available budget and level of utilisation.

Although there are no “Failed” bus shelters currently, there is 6% of the network in “Poor” condition or worse and twelve (12) shelters are expected to be replaced over the next five (5) years. This equates to an average annual expenditure of \$19,000. Current data also suggests that eighty (80) shelters are likely to require replacement in the following years (2018, 2019 & 2020); this equates to an annual expenditure of \$213,000 for that period.

However, with a targeted repair program it is expected that the remaining life of most of the shelters can be extended. Accordingly, it is recommended that annual funding of \$8,000 be provided for renewal and that the condition of the ‘poorer’ condition shelters is closely monitored and funding needs to be re-evaluated at the next review of this Plan.

1.5.3.2. Renewal Strategies

The selection of the priority for renewal of shelters is based on condition and usage. Prior to replacing any shelter, the need for the shelter will be re-assessed by contact with the local bus companies and community groups.

The useful life of the shelters varies with the construction materials. To date for valuation purposes a twenty (20) year useful life has been used for all shelters. It is proposed to review useful lives to be dependent on construction material.

This will affect the next financial revaluation as well as financial predictions in the next review of this Plan. However, as an interim step, it is recommended that a review be made to determine the most appropriate shelter design and construction material to ensure the most effective whole of life cost for future shelters.

1.5.4. Creation / Acquisition / Augmentation Plan

There are continuing requests for the installation of new shelters and the current priority list is shown at Attachment 2. It is recognised that this list requires review and it is proposed to review the list shortly including consultation with bus companies and community groups

In addition, there is a need for Council, as a provider of public transport infrastructure, to conform to the requirements of the *Disability Standards for Accessible Public Transport 2002*. This standard specifies that 55% of all bus stops will comply with the standard by 31/12/2012, 90% by 31/12/2017 and 100% by 31/12/2022. It is considered that most bus stops in urban areas comply by at least 55% but not in all aspects. In this regard there is a lack of tactile indicators at almost all bus stops.

It is to be noted that all new (or major refurbishments) shall comply with the standards. The main requirements of the standard are:

- There should be a hard-stand area of about 2m by 1.5m for manoeuvring at the boarding point
- The hard stand area should be 150mm above the road surface viz kerb & gutter
- Tactile indicators should be provided at the boarding point
- If there is an adjacent public footpath then there should be a path linking the public path to the hard stand area.

The current Asset Management Plan – Bus Shelters indicated a priority list for the sealing of bus bays on the basis that all bus stops should have a sealed bus bay. This level of Service is considered high and it is now recommended that only bus stops/bays in urban areas should be targeted for sealing.

1.5.4.1. Selection Criteria

1.5.4.1.1. New Shelters

The criteria for prioritising the provision of new shelters are shown in the following table. It is to be noted that bus shelters will only be considered when daily usage is more than 5 people. It is to be noted that the cost of providing a new shelter will vary depending on the site and in particular the extent of works required to ensure compliance with Disability Standards. It is also to be noted that the average annual operating/maintenance cost including depreciation for a shelter is about \$1,000.

Bus Facilities Scoring Criteria

Main User Type of Facility	Scores
Use by Elderly	4
Use by Disabled / Less Mobile	4
Use by Abled Adults	2
Use by School Children	1
What usage per day	
What usage per day	Scores
a. 25 + people use facility	5
a. 20-25 people use facility	4
a. 15-20 people use facility	3
a. 10-15 people use facility	2
a. 5-10 people use facility	1

Note: Total Score is the multiplication of the 2 scores.

The revised priority list of twenty five (25) shelters (including the proposed Ulladulla Bus Interchange) is shown at Attachment 2 and the total cost for new shelters is estimated at \$1,214,000 (including \$678,000 for the Ulladulla Bus Interchange). It is considered that there is minimal priority for the provision of additional shelters when compared to the priority for other new infrastructure.

It is also to be noted that Council's *Resourcing Strategy* places the provision of new assets that increase Level of Service as the lowest priority for funding. Hence, as a Sustainable level of Service, it is recommended that new shelters only be provided when there is full grant funding available. It is considered that an Ideal level of Service is to fund one shelter every two (2) years.

Furthermore, it is recommended that, when considering new development/subdivisions, the need for bus shelters is considered and provision is a consent condition where applicable.

1.5.4.1.2. Disability Standards

An audit is required to fully determine what works are required to comply with the Disability Standards. However, it would seem unlikely that there would be a need to comply with the standards on rural roads and the audit will only review needs in urban areas. To date, there have been no requests for accessibility works at bus stops.

It is recommended that the following process be followed:

- An audit be undertaken to determine compliance works required in urban areas only and only at designated bus stops or where bus shelters are installed.
- All new designated bus stops or bus shelter locations will be constructed to comply with the Disability Standards
- Council apply for grant funding for works to upgrade existing facilities to Disability Standards
- Council list works to upgrade existing facilities to Disability Standards using SCC general funding when public requests have been received.

1.5.4.1.3. Sealing of Bus Bays

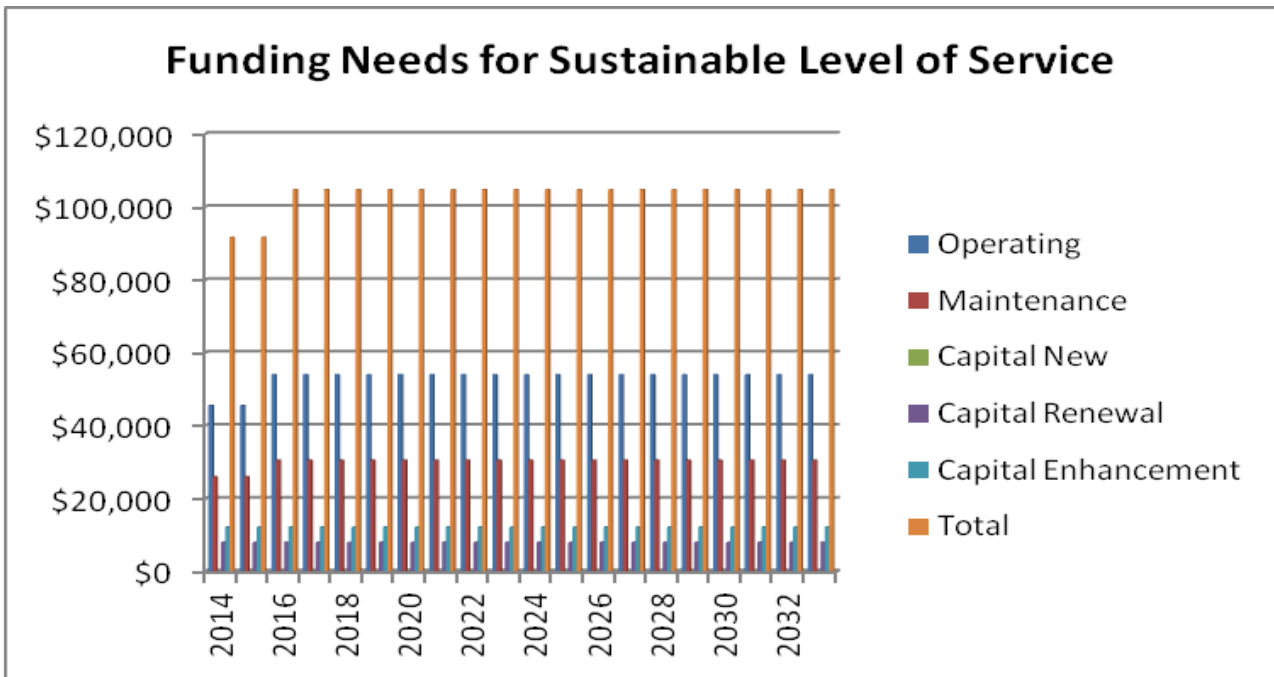
Attachment 3 lists locations in urban areas that require the sealing of the bus bay. The list has been prioritised on the basis of estimated usage.

A total of twenty six (26) locations have been identified for sealing (including the provision of K&G) at an estimated cost of \$546,000. The sealing of bus bays is an increase in the existing Level of Service and hence is not a high priority for funding under Council’s *Resourcing Strategy*.

It is proposed that an Ideal Level of Service is to seal one bay per annum and a Sustainable Level of Service is to seal one bay every five (5) years. If grant funding is available than this program could be accelerated.

1.6. Financial Summary

The long term expenditure projections are shown in the following chart. It is to be noted that the total 2012/13 budget is \$116,490.



1.7. Asset Management Practices

The current practices for management of bus shelters are considered satisfactory. However, further action is required to ensure compliance with current Service Agreements with regard to ‘cleaning’.

Also further audits are required to review residual lives, useful life and works to comply with Disability Standards.

1.8. Monitoring and Improvement Programme

The following actions are proposed to improve service planning and execution.

Task No	Task	Responsibility	Resources Required	Timeline
1	Audit compliance with the	Roads Asset	Existing staff	June,

*Shoalhaven City Council
Asset Management Plan – Bus Shelters*

	specification for cleaning of shelters as specified in the internal Service Agreement and adjust the specification if required..	Manager		2013
2	Liaise with community groups and bus companies and review the priority list for the provision of new shelters.	Road safety Officer	Existing staff	May, 2013
3	Audit shelters and formal bus stops to assess compliance with the Disability Standards and prepare log of works.	Manager, Facilities and Assets	Existing staff	December, 2017
4	Review the overall condition of and remaining lives of all shelters and review future renewal funding needs.	Manager, Facilities and Assets	Existing staff	December, 2017
5	Review the Useful Lives of various shelter construction types (eg concrete, aluminium framed, steel framed, timber framed) and change the data used for financial revaluations and financial renewal projections.	Manager, Facilities and Assets	Existing staff	December, 2013
6	Reveiw current mapping layers maintained for bus shelters	Manager, Facilities and Asset	Existing staff	March 2013

The following measures can be used as a guide to monitor performance of the Bus Shelter Program -

- Annual number of community action requests
- Number and value of public liability claims
- Extent of shelters in Condition 4 or worse. The measure is 6% as at 30/06/2012.

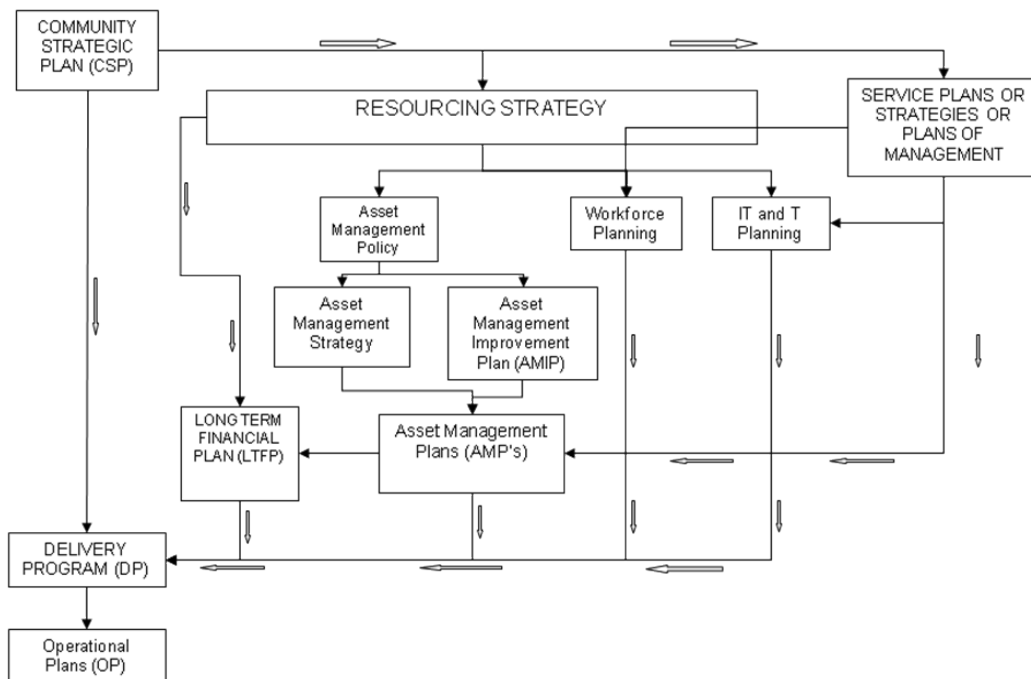
This Asset Management Plans will be reviewed on a four yearly cycle that is undertaken within twelve (12) months of the election of a new Council. The capital program will be reviewed annually in conjunction with the preparation of the draft Delivery Program and Operational Plan.

2. INTRODUCTION

2.1. Background

This Asset Management Plan (AMP) is to assist Council to meet its goals and objectives in a way that best serves the community. It provides a framework for future management of Bus Shelters within the Council area based on current and historical information.

Council has approximately thirty (30) Asset Management Plans which are divided based on each asset types. The following flow chart indicates the role Asset Management Plans play within Council's integrated planning framework.



2.2. Goals and Objectives of Asset Ownership

Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council acquired infrastructure assets by 'purchase', by contract, construction by our staff and by donation of assets constructed by developers and others to meet increased levels of service.

The provision of Bus Shelters is integral to facilitating public transport within the city. The *Community Strategic Plan* identified as a key action area to 'improve public transport options for the City'. Strategic key performance measures include the use of and accessibility to public transport.

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined Level of Service (LoS) and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,

- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined Level of Service (LoS),
- Identifying, assessing and appropriately controlling risks, and
- Having a Long Term Financial Plan (LTFP) which identifies required, affordable expenditure and how it will be financed.

Council is also committed to ensuring that the facilities provided are maintained to a standard which suits the purpose in a cost effective and sustainable manner by ensuring available resources are effectively applied. It is recognized that it is neither reasonable nor practical to target zero defects.

However it is an objective to have an acceptable level of defects and none that affect customer health and safety or facilities' structural integrity. This is achieved through preventative maintenance.

The desirable situation is that the annual capital works and maintenance programs need to allocate sufficient resources to ensure these objectives are obtained.

2.3. Plan Framework

The key guiding documents for this AMP are:

Council's Asset Management Policy

The policy is used as a base of principles and requirements to create an AMP that is in accordance with the organisation's strategic plan. (2011, International Infrastructure Management Manual)

Council's Asset Management Strategy

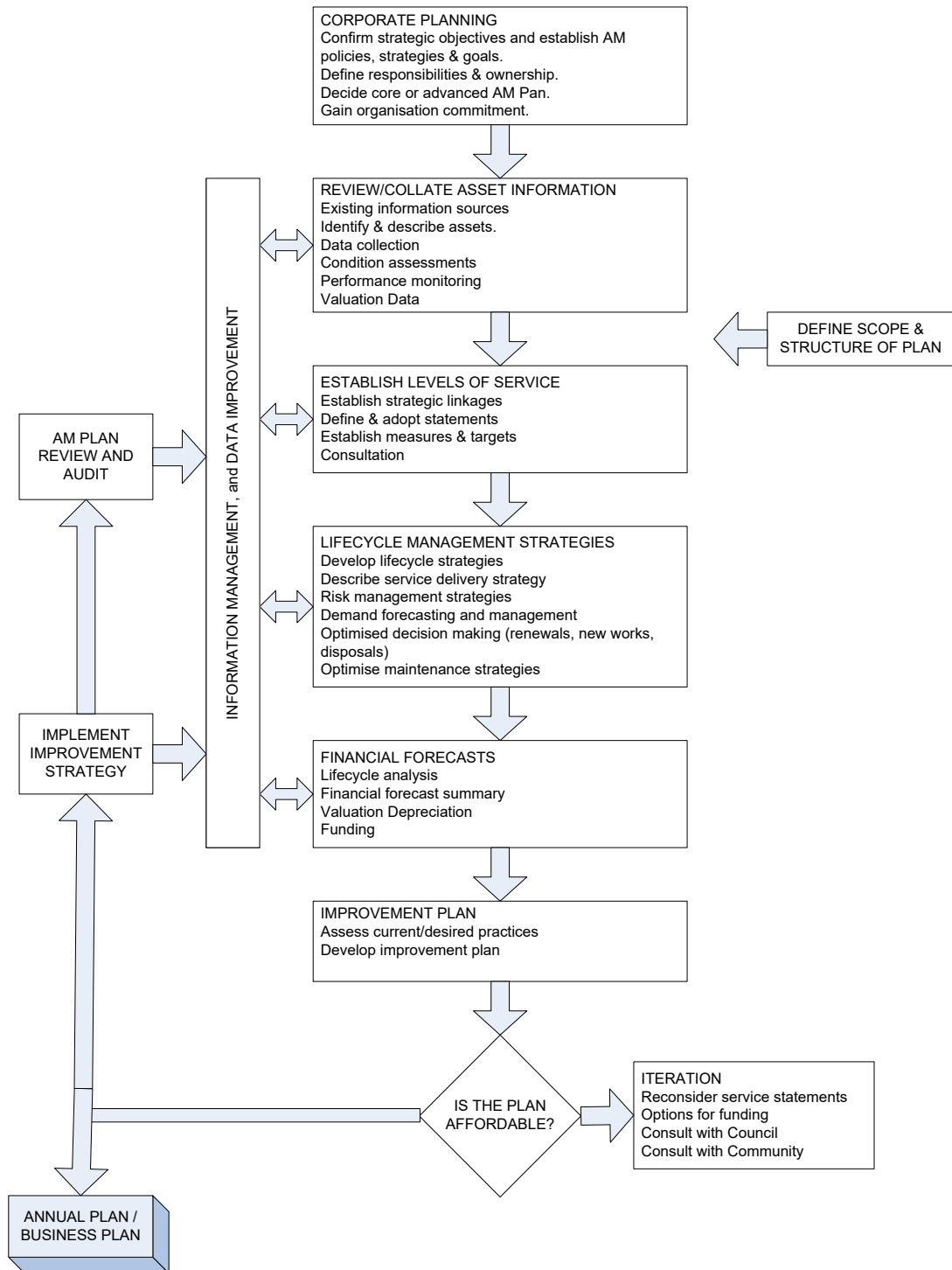
A strategy for asset management covering development and implementation of plans and programs for asset creation, operation, maintenance, rehabilitation/replacement, disposal and performance monitoring to ensure desired level of service and other operational objectives are achieved at optimum cost.

The basic key elements of the AMP consist of:

- Level of service – specifying the services and levels of service to be provided by Council
- Future demand – how this will impact on future service delivery and how this is to be met
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the services
- Plan Improvement and Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives

A road map for preparing an asset management plan is shown below:

Shoalhaven City Council
Asset Management Plan – Bus Shelters



Road Map for preparing an Asset Management Plan
 Source: IPWEA, 2006, IIMM, Fig 1.5.1, p 1.11.

2.4. Core and Advanced AM

This asset management plan is prepared as a ‘core’ plan in accordance with the *International Infrastructure Management Manual*. It is prepared to meet minimum requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is a ‘top down’ approach where analysis is applied at the ‘system’ or ‘network’ level.

Future revisions of this plan will move towards ‘advanced’ asset management using a ‘bottom up’ approach for gathering asset information to support the optimisation of activities and programs to meet agreed service levels.

2.5. Community Consultation

This ‘core’ asset management plan has been prepared with minimal community consultation but will facilitate feedback on public display on the draft plan prior to adoption by Council. Future revision of this plan will incorporate community and bus company consultation on service levels and need for additional shelters. This will assist the council and the community in matching the level of service with the community’s ability and willingness to pay for the service.

3. LEVELS OF SERVICE

3.1. Customer Research and Expectations

To date there has been no customer research as to Levels of Service for operating and maintenance. A review of customer requests indicates the following annual level of requests and it is suggested that there does not appear to be significant concerns with Levels of Service.

- Repairs 4
- Cleaning 3
- Graffiti removal 4

There are customer requests for the provision of new shelters and any requests will be assessed against the priority ranking method (refer Section 5.5.1.1) and included in the priority list, if applicable.

3.2. Strategic and Corporate Goals

There are no specific corporate goals with regard to bus shelters. However, the *Community Strategic Plan* identified public transport as a priority with measures of progress as –

- Use of public transport to work and school
- Accessibility to transport other than cars

3.3. Legislative Requirements

The only Legislative requirement with regard to bus shelters/bus stops is the *Disability Standards for Accessible Public Transport 2002*. This is discussed further in Section 5.5.

3.4. Current Level of Service

The current Level of Service for operating and maintenance is considered satisfactory and sustainable and details are shown in Section 5.3.

All bus shelters are fit for use and there is minimal demand for new facilities. However, there is expected to be an increasing need for renewal of shelters and corresponding need for additional funding.

3.5. Desired Level of Service

It is considered that there is no need to increase the Level of Service beyond that currently provided.

4. FUTURE DEMANDS

4.1. Demand Drivers

Demand for new shelters will increase as new areas are subdivided and released. However, the provision of new shelters for new release areas should be included as development consent conditions.

There is a demand to provide improved and more frequent bus services. If this is realised then demand for new shelters could increase with the rise in bus users.

4.2. Demand Forecasts

There are no forecasts available.

4.3. Demand Impacts on Assets

Demand will not impact on existing shelters. As needs are identified the project will be included in the existing priority list.

4.4. Demand Management Plan

The preparation of a Demand Management Plan is not applicable.

4.5. Asset Programmes to Meet Demand

The major programmes and annual costs are –

- Operating/Cleaning including mowing of surrounds
 - \$44,500
- Maintenance (programmed and urgent)
 - \$27,000
- Renewal
 - \$8,000 (recommended)
- Enhancement
 - \$s as required for Disability improvements
 - \$4,200 for sealing of bus bays (1 every 5 years)
- New shelters
 - To extent of grant funding availability

5. LIFECYCLE MANAGEMENT PLAN

5.1. Background Data

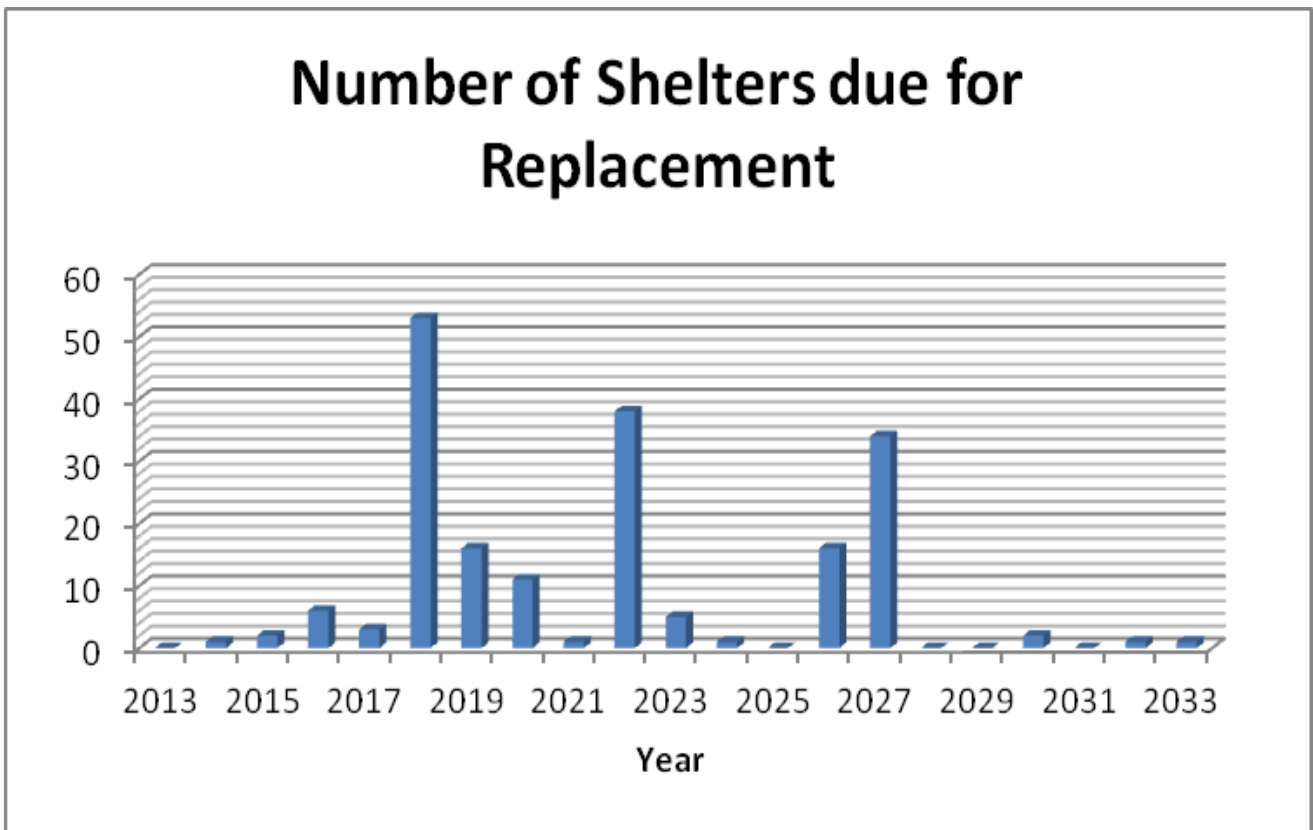
5.1.1. Physical Parameters

The Bus Shelter assets include many types of construction and materials including:

- Precast concrete paneled walls and roof
- Brick walls and timber framed steel clad roof

- Steel or aluminium framed with polycarbonate glazing panels and steel clad roof
- Timber framed, timber clad walls and steel clad roof
- Steel framed, steel clad walls and roof

The following chart shows the due replacement year for all shelters. Generally, a Useful Life of 20 years is allowed for analysis and valuations. However, the Useful Life varies significantly for the materials used with the longest life shelter being the precast concrete panel.



The AMP also includes consideration of the provision of sealed bus bays and accessibility improvements. However, the maintenance of associated paths and Kerb & Gutter will be accounted for in the Footpath and Kerb & Gutter Asset Management Plans.

5.1.2. Asset Capacity / Performance

Bus shelters are provided to provide a reasonable level of shelter from rain, sun and wind for persons waiting for public transport. They are not intended to provide full shelter. Peak demand at a location can exceed the shelter capacity. For example, in the morning over 40 school children can be waiting for the school bus. However, the priority for the service is for the elderly and parents with small children/babies and the capacity of shelters is sufficient for this purpose.

5.1.3. Asset Condition

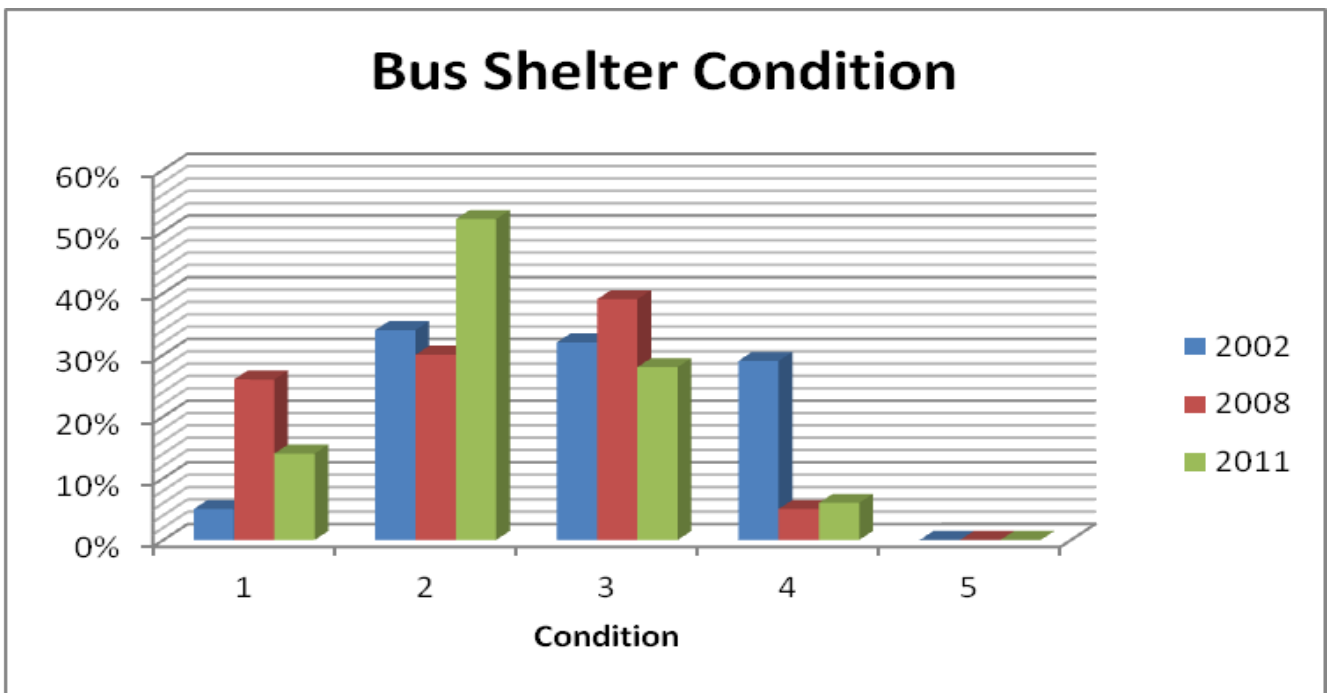
As at June, 2011 the bus shelter network consisted of one hundred and ninety one (191) shelters citywide. Of the network, one hundred and sixty-two (162) shelters are owned by Shoalhaven City Council and twenty-nine (29) are owned by the advertising company

‘Claude Group’ under an advertising agreement with Council. The agreement expires in 2015 and there is an option to extend the agreement until 2020. If the agreement is not extended, all ‘advertising’ shelters will come under Council ownership. A detailed list is attached of all bus shelter locations (Attachment 1).

The following table and chart indicates the overall number and condition of the bus shelter assets for 2002, 2008 and 2011. The data indicates an improvement in condition. The adopted *Defect and Risk Management Inspection Procedure* specifies that Bus Shelters shall be inspected at a minimum interval of 3 years. The last Defect/Condition inspection was undertaken in 2011. Asset condition is based on an estimation of remaining life of the shelters.

Although there are no “Failed” bus shelters currently, there is 6% of the network in “Poor” condition or worse and 12 shelters are expected to need to be replaced over the next 5 years. Current data also suggests that 80 shelters are likely to require replacement in the following 3 years (2018, 2019 & 2020).

	2002		2008		2011	
1. As New Condition	7	5%	49	26%	26	14%
2. Good (Minor Deterioration)	47	34%	56	30%	108	52%
3. Fair Condition	44	32%	71	39%	53	28%
4. Poor Condition	39	29%	11	5%	4	6%
5. Failed (Due For Replacement)	0	0%	0	0%	0	0%
TOTALS:	137		187		191	



5.1.4. Asset Valuations

The 2010 Valuation provided the following financial information.

- Current replacement cost \$1,580,000
- Accumulated depreciation \$570,000
- Depreciated replacement cost \$1,010,000

Shoalhaven City Council
Asset Management Plan – Bus Shelters

- Annual depreciation \$79,000

The Valuations were based on a Useful Life of 20 years and a Replacement Cost of \$10,000 per shelter. Existing condition data was used to estimate age in accordance with the following table from NAMS PLUS Guidelines.

Condition	Description	Age as % Useful Life
1	Excellent	0%
2	Very Good	25%
3	Good	50%
4	Average	75%
5	Poor	100%

5.1.5. Historical Data

Expenditure details are not available for individual shelters; however, in aggregate the past expenditure includes –

ACTIVITY	2007/08	2008/09	2009/10	2010/11	2011/12
Maintenance/Operating					
Cleaning	\$32,000	\$34,000	\$46,280	\$43,600	\$44,530
Urgent Repairs	\$15,000	\$18,000	\$2,870	\$2,400	\$760
Programmed Repairs	\$15,000	\$15,000	\$32,410	\$42,330	\$22,380
Murals/Graffiti	\$4,000	\$4,000	\$5,860	\$690	\$1,880
Total Maintenance/Operating	\$66,000	\$71,000	\$87,420	\$89,020	\$69,550
Capital					
New Shelters	\$25,000	\$0	\$35,300	\$0	\$0
Renewal	\$0	\$0	\$0	\$0	\$0
Disability Improvements	\$0	\$38,000	\$0	\$0	\$20,670
Bus Bay Provision	\$0	\$0	\$0	\$0	\$0
Signage Improvement	\$0	\$0	\$17,350	\$0	\$1,650
Total Capital	\$25,000	\$38,000	\$52,650	\$0	\$22,310
Grand Total	\$91,000	\$109,000	\$140,070	\$89,020	\$91,860

5.2. Infrastructure Risk Management Plan

The adopted *Defect and Risk Management Inspection Procedure* advises that bus shelters will be inspected by trained staff every three (3) years to list defects and condition. The defects are listed in the Asset Register (Conquest) and an annual works programme (based on risk priority and available funds) for programmed repairs is issued to operational staff.

Additionally, the Procedure also advises that shelters will be inspected when cleaning is undertaken to note any high risk defects (and offensive graffiti) and take immediate remedial action. The cleaning frequencies are shown at Attachment 1. Council also will undertake inspections and appropriate action as required following customer reporting of hazards.

It is to be noted that there have been no recent Public liability Claims with regard to bus shelters.

5.3. Routine Operations and Maintenance Plan

5.3.1. Operations and Maintenance Plan

5.3.1.1. Cleaning

Cleaning of shelters is carried out at three (3) different intervals depending on usage of the facility. Attachment 1 indicates the frequency for individual shelters.

Cleaning includes the removal of litter & other foreign matter, removal of cobwebs, removal of offensive graffiti and mowing of surrounds as required. High water pressure cleaning is undertaken only as required.

Frequencies are generally as follows:

- Weekly for high use shelters and CBD areas.
- Fortnightly for most other suburban areas and
- Monthly for low use and outlying rural areas.

The current cost for 'cleaning' is about \$12 per visit which seems to be a very competitive rate. It is suggested that an audit be undertaken to verify compliance with the cleaning specification. The results of the audit and any required adjustments to the cleaning schedule could then be incorporated into the next review of this Plan, if required.

5.3.1.2. Repairs/Maintenance

As advised in Section 5.2 maintenance/repairs are undertaken in accordance with the *Defect and Risk Management Inspection Procedure*. Defects are noted during the three (3) yearly inspections and prioritised based on risk. An annual works programme is then issued by the asset management staff for execution by the City Services & Operations Group.

A budget allowance is also made to rectify any urgent hazards that are noted (or reported) during cleaning operations.

5.3.2. Operations and Maintenance Strategies

Based on current defects reports (undertaken in 2011), modeling has indicated that the funding needed to achieve a condition based Level of Service of "Good" condition or better in five (5) years is \$28,000 per annum. This is considered to be an 'ideal' level of service.

Modeling also indicates that annual funding of \$18,000 is required to maintain shelters at current condition. This is considered to be a sustainable level of service.

Additionally, an annual allowance needs to be provided to undertake urgent safety works identified during the year from customer reporting and Risk Management Inspections at time of cleaning. A considerable amount of these urgent works arise from vandalism. An annual allowance of \$8,000 is required to cover these urgent works based on the expenditure average for the past five (5) years.

5.3.3. Summary of Future Costs

Annual funding levels are expected to be as shown in the following table. The costs will increase from 2015 when the 'advertising' shelters become council assets.

ACTIVITY	IDEAL LOS	SUSTAINABLE LOS	IDEAL LOS FROM 2015	SUSTAINABLE LOS FROM 2015
Maintenance/Operating				
Cleaning	\$44,500	\$44,500	\$53,000	\$53,000
Urgent Repairs	\$8,000	\$8,000	\$9,500	\$9,500
Programmed Repairs	\$28,000	\$18,000	\$32,000	\$21,000
Murals/Graffiti	\$2,000	\$1,000	\$2,000	\$1,000
Total Maintenance/Operating	\$82,500	\$71,500	\$96,500	\$84,500

5.4. Renewal / Replacement Plan

5.4.1. Renewal Plan

Replacements are currently identified based on condition, available budget and level of utilisation.

Although currently there are no “Failed” bus shelters, there is 6% of the network in “Poor” condition or worse and twelve (12) shelters are expected to require replacement over the next five (5) years. This equates to an average annual expenditure of \$19,000. Current data also suggests that eighty (80) shelters are likely to require replacement in the following three (3) years (2018, 2019 & 2020); this equates to an annual expenditure of \$213,000 for that period.

However, with a targeted repair program it is expected that the remaining life of most of the shelters can be extended. Accordingly, it is recommended that annual funding of \$8,000 be provided for renewal and that the condition of the ‘poorer’ condition shelters is closely monitored and funding needs re-evaluation at the next review of this Plan.

5.4.2. Renewal Strategies

The selection of the priority for renewal of shelters is based on condition and usage. Prior to replacing any shelter, the need for the shelter will be re-assessed by contact with the local bus companies and community groups.

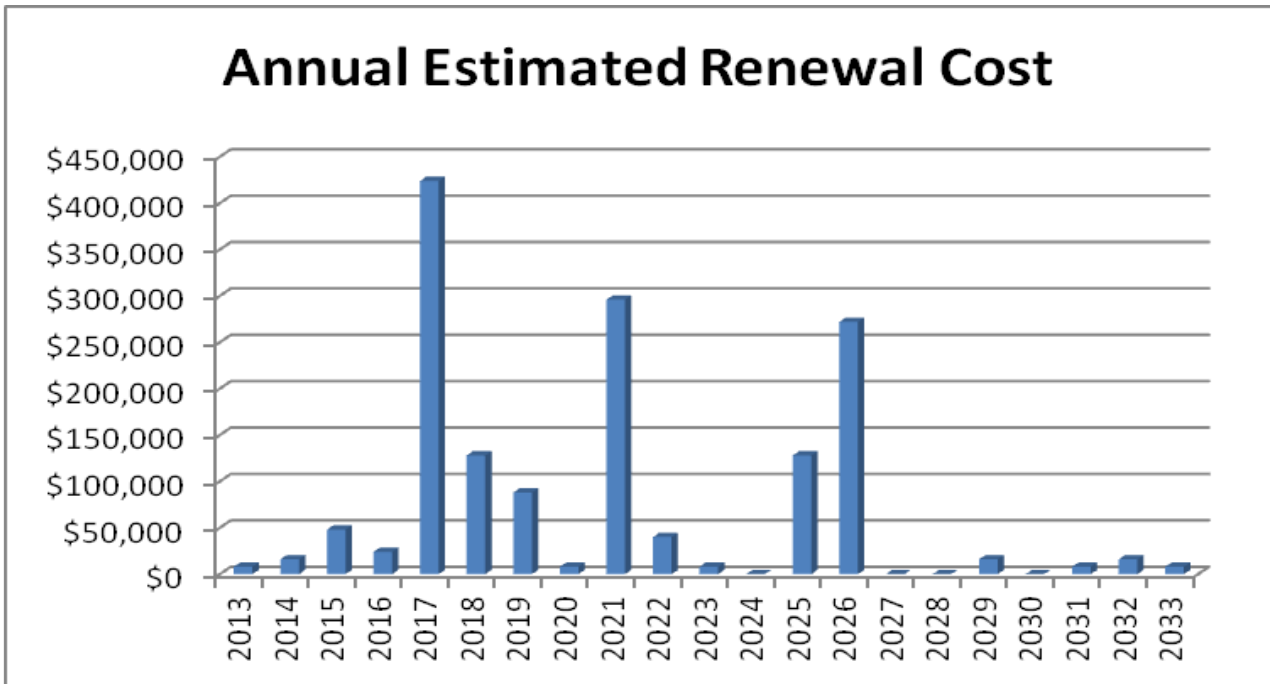
The useful life of the shelters varies with the construction materials. To date, for valuation purposes a twenty (20) year useful life has been used for all shelters. It is proposed to review useful lives to be dependent on construction material.

This will affect the next financial revaluation as well as financial predictions in the next review of this Plan. However, as an interim step it is recommended that a review be made to determine the most appropriate shelter design and construction material to ensure the most effective whole of life cost for future shelters.

5.4.3. Summary of Future Costs

Expected funding needs for renewal based on current age data are shown on the following chart. However, as stated in Section 5.4.1 it is recommended that annual funding of \$8,000

(only) be allocated for asset renewal and that this aspect to be re-evaluated at the next review of this Plan.



5.5. Creation / Acquisition / Augmentation Plan

There are continuing requests for the installation of new shelters and the current priority list is shown at Attachment 2. It is recognised that this list requires review and it is proposed to review the list shortly including consultation with bus companies and community groups.

In addition, there is a need for Council, as a provider of public transport infrastructure, to conform to the requirements of the *Disability Standards for Accessible Public Transport 2002*. This standard specifies that 55% of all bus stops will comply with the standard by 31/12/2012, 90% by 31/12/2017 and 100% by 31/12/2022. It is considered that most bus stops in urban areas comply by at least 55% but not in all aspects. In this regard there is a lack of tactile indicators at almost all bus stops.

It is to be noted that all new (or major refurbishments) bus shelters shall comply with the standards.

The main requirements of the standard are:

- There should be a hard-stand area of about 2m by 1.5m for manoeuvring at the boarding point
- The hard stand area should be 150mm above the road surface viz kerb & gutter
- Tactile indicators should be provided at the boarding point
- If there is an adjacent public footpath then there should be a path linking the public path to the hard stand area.

The current Asset Management Plan – Bus Shelters indicated a priority list for the sealing of bus bays on the basis that all bus stops should have a sealed bus bay. This level of Service is considered high and it is now recommended that only bus stops/bays in urban areas should be targeted for sealing.

The adopted Development Control Plan for Ulladulla CBD includes the provision of a ‘Bus Interchange’ facility within the CBD at a location to be determined. The estimated cost for this facility is \$678,000 with 100% developer contribution. Timing for construction of the facility will be dependent on the contribution of sufficient funds and is not expected in the short term.

5.5.1. Selection Criteria

5.5.1.1. New Shelters

The criteria for prioritising the provision of new shelters are shown in the following table. It is to be noted that bus shelters will only be considered when daily usage is more than five (5) people. It is to be noted that the cost of providing a new shelter will vary depending on the site, construction method, material and in particular the extent of works required to ensure compliance with Disability Standards. It is also to be noted that the average annual operating/maintenance cost including depreciation for a shelter is about \$1,000.

Bus Facilities Scoring Criteria

Main User Type of Facility	Scores
Use by Elderly	4
Use by Disabled / Less Mobile	4
Use by Abled Adults	2
Use by School Children	1
What usage per day	
What usage per day	Scores
a. 25 + people use facility	5
a. 20-25 people use facility	4
a. 15-20 people use facility	3
a. 10-15 people use facility	2
a. 5-10 people use facility	1

Note: Total Score is the multiplication of the 2 scores.

The revised priority list of twenty five (25) shelters (including the proposed Ulladulla Bus Interchange) is shown at Attachment 2 and the total cost for new shelters is estimated at \$1,214,000 (including \$678,000 for the Ulladulla Bus Interchange). It is considered that there is minimal priority for the provision of additional shelters when compared to the priority for other new infrastructure.

It is also to be noted that Council’s *Resourcing Strategy* places the provision of new assets that increase Level of Service as the lowest priority for funding. Hence, as a Sustainable level of Service, it is recommended that new shelters only be provided when there is full grant funding available. It is considered that an Ideal level of Service is to fund one shelter every two (2) years.

Furthermore, it is recommended that, when considering new development/subdivisions, the need for bus shelters is considered and provision is a consent condition where applicable.

5.5.1.2. Disability Standards

An audit is required to fully determine what works are required to comply with the Disability Standards. However, it would seem unlikely that there would be a need to comply with the standards on rural roads and the audit will only review needs in urban areas. To date there have been no requests for accessibility works at bus stops.

It is recommended that the following process be followed:

- An audit be undertaken to determine compliance works required in urban areas only and only at designated bus stops or where bus shelters are installed.
- All new designated bus stops or bus shelter locations will be constructed to comply with the Disability Standards
- Council apply for grant funding for works to upgrade existing facilities to Disability Standards
- Council list works to upgrade existing facilities to Disability Standards using SCC general funding when public requests have been received.

5.5.1.3. Sealing of Bus Bays

Attachment 3 lists locations in urban areas that require the sealing of the bus bay. The list has been prioritised on the basis of estimated usage.

A total of twenty six (26) locations have been identified for sealing (including the provision of Kerb & Gutter) at an estimated cost of \$546,000. The sealing of bus bays is an increase in the existing Level of Service and hence is not a high priority for funding under Council's *Resourcing Strategy*.

It is proposed that an Ideal Level of Service is to seal one (1) bay per annum and a Sustainable Level of Service is to seal one bay every five (5) years. If grant funding is available than this program could be accelerated.

5.5.2. Capital Investment Strategies

There are no Investment Strategies. With regard to a sustainable level of service, Council resources should be directed to operating & maintenance at the existing Level of Service with capital funding to renewal. New and/or enhancement capital projects should only be undertaken when grant funding is available.

5.5.3. Summary of Future Costs

The summary of future annual costs is indicated in the following table.

Activity	Ideal Level of Service	Sustainable Level of Service
Provide New Shelters	\$30,000	\$0
Disability Standards	\$20,000	\$0
Sealing of Bus Bays	\$21,000	\$4,200
Bus Shelter Renewal	\$44,000	\$8,000
Totals	\$115,000	\$12,200

5.6. Disposal Plan

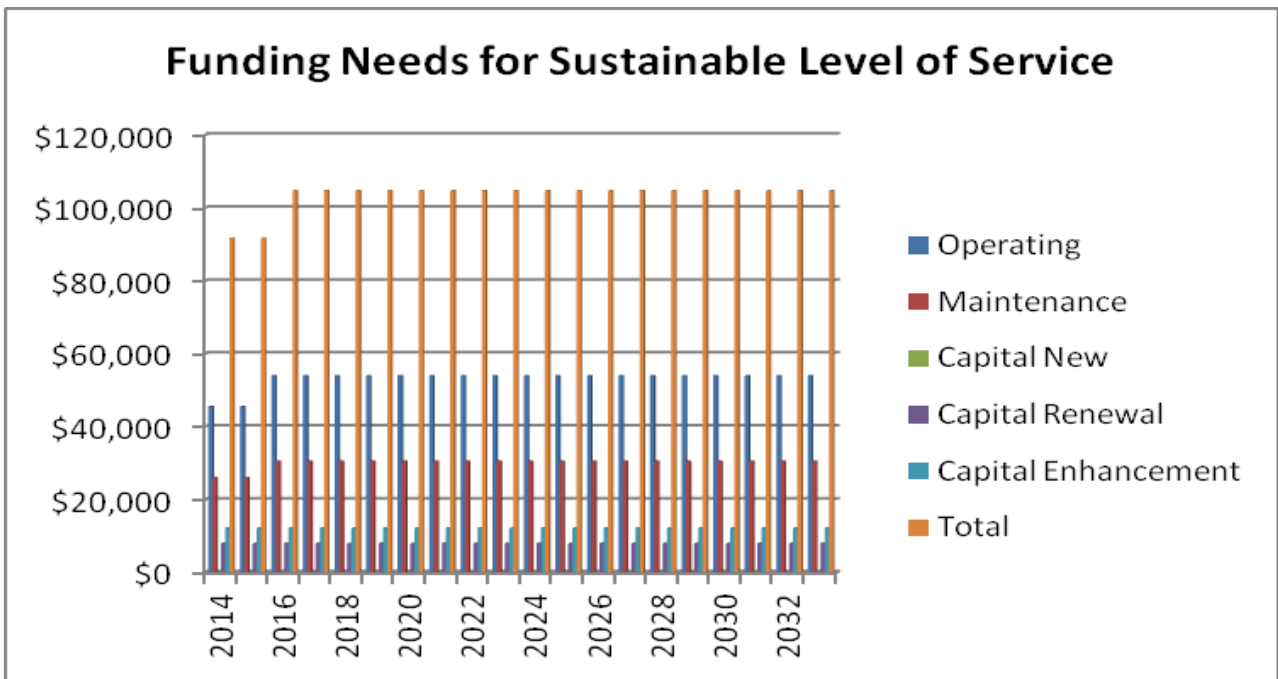
There is no disposal plan. However, the need for individual shelters will be reviewed prior to renewal or major repairs. If usage is below the minimum requirement of five (5) persons per day then the shelter shall be removed or relocated.

6. FINANCIAL SUMMARY

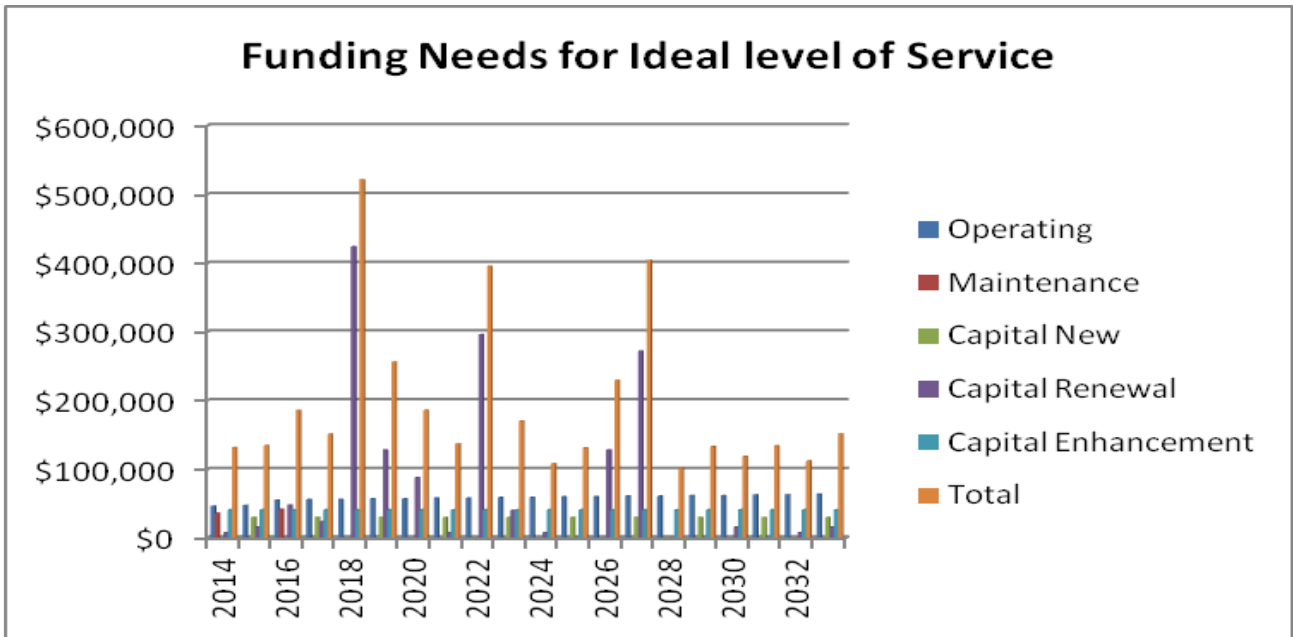
The following sections show the forecast twenty (20) year expenditure needs for both Ideal and Sustainable Levels of Service. The expenditures are in today’s dollars and only indicate general revenue expenditure. Grant funding would be additional.

6.1. Financial Statements and Projections

The twenty (20) year funding forecast for Sustainable level of Service is shown on the following chart. It is to be noted that renewal costs could be substantially higher. However, \$8,000/annum is the recommended funding level provided maintenance funding levels are sustained. It is further recommended that the situation be closely monitored and reviewed in four (4) years.



The following chart indicates the required funding levels for an Ideal Level of Service



6.2. Funding Strategy

It is expected that all costs will be funded from General Revenue with additional grant funding, when available, for capital works.

There is concern that significant renewal costs could arise over the next eight (8) years. This need will be monitored and predicted useful life of the shelters will be reviewed prior to the next review of this Plan.

6.3. Valuation Forecasts

Future Financial Valuations will be undertaken with the same methodology as the last occasion. Refer to Section 5.1.4. Prior to the next re-valuation the useful life of the asset class will be reviewed.

6.4. Key Assumptions Made in Financial Forecasts?

The key assumptions made in financial forecasting have been:

- Useful life of twenty (20) years
 - The concrete panel shelters have a much higher life; however, there is concern that the latest supply of shelters may not have a life of twenty (20) years.
- The unit rates used are:
 - Shelter supply & install on slab - \$9,000
 - Shelter renewal - \$8,000
 - Sealed Bus Bay including access slab & tactiles - \$21,000

6.5. Forecast Reliability and Confidence

It is considered that a full review of the remaining life of all shelters should be undertaken as well as an accessibility audit.

7. PLAN IMPROVEMENT AND MONITORING

7.1. Status of AM Practices

The current practices for management of bus shelters are considered satisfactory. However, further action is required to ensure compliance with current Service Agreements with regard to 'cleaning' and also further audits are required to review residual lives, useful life and works to comply with Disability Standards.

An ideal Asset Management Practice indicates a good quality of strong governance and accountability; more sustainable decisions, enhanced customer service, effective risk management; and improved financial efficiency.

This section identifies the strategies, practices and guidelines supporting Asset Management at Shoalhaven City Council. These activities provide the tools and functions required to support the management, maintenance, renewal, creation and disposal of assets. It includes system planning and monitoring; system record management; and asset management planning and policy.

7.1.1. Accounting/ Financial Systems

Financial transactions are recorded in Council's corporate SunSystems Financial Software and are viewable through the Financial Information System (FIS). Finance staff are responsible for operating the finance system especially the general ledger and budget accounts receivable. A systems Accountant assists in providing technical support for the systems operation and maintenance.

Continued analysis of the Financial Model, capital expenditure, asset renewal, maintenance and operations requirements, and the interrelationships between service levels and expenditure is expected as part of the asset management improvement programme. The Local Government Act 1993 requires that Council prepare and maintain all accounting records, accounts and financial statements in accordance with all relevant Australian Accounting Standards. The following accounting standards and guidelines must be complied with:

- AASB 116 Property, Plant & Equipment – prescribes requirements for recognition and depreciation of property, plant and equipment assets
- AASB 136 Impairment of Assets – aims to ensure that assets are carried at amounts that are not in excess of their recoverable amounts
- AASB 1021 Depreciation of Non-Current Assets – specifies how depreciation is to be calculated
- AAS 1001 Accounting Policies – specifies the policies that Council is to have for recognition of assets and depreciation
- AASB 1041 Accounting for the reduction of Non-Current Assets – specifies the frequency and basis of calculating depreciation and revaluation basis used for assets
- AAS 1015 Accounting for acquisition of assets – method of allocating the value to new assets on acquisition
- AAS 27 Financial reporting by Local Government
- AAS 1010 Recoverable Amounts of Non-Current Asset – specifies requirement to test the reasonableness of valuations

The objective of the Accounting Policy is to provide guidance around identifying, classifying, valuing, recording and disposing of non-current physical assets. This will provide for greater understanding and accuracy of Council’s capital requirements and depreciation expenses in the context of financial sustainability and intergenerational equity as well as ensuring that Council is meeting its statutory reporting obligations.

7.1.2. Asset Management Systems

Physical Asset data are recorded in Council’s Conquest Asset Register. Customer enquiries are managed via Council’s MERIT system, with document management being undertaken using the TRIM system.

Responsibilities for administering asset management systems generally sit with the Infrastructure Systems and Support team. Data entry on a job by job basis is handled via several staff from across Council, with significant data entry by Council’s City Works and Infrastructure Divisions.

7.2. Improvement Programme

The following actions are proposed to improve service planning and execution.

Task No	Task	Responsibility	Resources Required	Timeline
1	Audit compliance with the specification for cleaning of shelters as specified in the internal Service Agreement and adjust the specification if required..	Roads Asset Manager	Existing staff	June, 2013
2	Liaise with community groups and bus companies and review the priority list for the provision of new shelters.	Road safety Officer	Existing staff	May, 2013
3	Audit shelters and formal bus stops to assess compliance with the Disability Standards and prepare log of works.	Manager, Facilities and Assets	Existing staff	December, 2017
4	Review the overall condition of and remaining lives of all shelters and review future renewal funding needs.	Manager, Facilities and Assets	Existing staff	December, 2017
5	Review the Useful Lives of various shelter construction types (eg concrete, aluminium framed, steel framed, timber framed) and change the data used for financial revaluations and	Manager, Facilities and Assets	Existing staff	December, 2013

	financial renewal projections.			
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7.3. Monitoring and Review Procedures

This asset management plan shall be reviewed during annual budget planning processes and amended to recognise any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

7.4. Performance Measures

The following measures can be used as a guide to monitor performance of the Bus Shelter Program -

- Annual number of community action requests
- Number and value of public liability claims
- Extent of shelters in Condition 4 or worse. The measure is 6% as at 30/06/2012.

Performance measurement provides an indication the performance against its goals and levels of services. Good performance measures should be specific, measurable, achievable, relevant, time bound (specifies due date or frequency of action), evaluation and reassessed. A good performance measure should also be used consistently over time so that progress and trends can be tracked.

The three significant measures of Council's performance are:

Quality

The assets will be maintained in a usable condition. Defects found or reported that are outside our service standard will be repaired. Defect prioritisation and response times will be detailed in Council's Maintenance Response Levels of Service.

Function

Council's intent is that appropriate assets are maintained in partnership with other levels of government and stakeholders to ensure they meet current and future needs.

Safety

Assets will be maintained at a safe level and associated signage and equipment will be provided as needed. Council inspects all assets regularly and prioritises the repair of defects in accordance with our inspection schedule to ensure they are safe.

The main functional consequences of failure to deliver the desired outcomes are:

Asset Maintenance	Increase in user and owner costs.
Level of Service	Increase in litigation.

8. REFERENCES

The following references were consulted:

- The *Disability Standards for Accessible Public Transport 2002* and
- The IPWEA, 2011, *International Infrastructure Management Manual*.

9. APPENDICES

9.1. Glossary

The following terms and acronyms (in brackets) are used in Asset Management Plans

Accrual Accounting

Recognition of assets, liabilities, equity, income and expenses as they are incurred (and once they satisfy the definitions and recognition criteria inclusion on Financial Statements)

Age

The current date less year when asset was constructed

AMP

Asset Management Plan, a plan developed for the management of one or more infrastructure assets that combines multi-disciplinary management techniques (including technical & financial) over the life cycle of the asset in the most cost effective manner to provide a specific level of service

Annual service cost (ASC)

- 1) Reporting actual cost
The annual (accrual) cost of providing a service including operations, maintenance, depreciation, finance/opportunity and disposal costs less revenue.
- 2) For investment analysis and budgeting

An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operations, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset Management (AM)

A systematic process to guide the planning, acquisition, operation and maintenance, renewal and disposal of asset based on the combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Asset

An item of infrastructure that has potential value to a Council such as roads and buildings for a period of greater than 12 months

Asset category

Sub-group of assets within a class hierarchy for financial reporting and management purposes.

Asset class

A group of assets having a similar nature or function in the operations of an entity, and which, for purposes of disclosure, is shown as a single item without supplementary disclosure.

Asset hierarchy

A framework for segmenting an asset base into appropriate classifications. The asset hierarchy can be based on asset function; asset type or a combination of the two.

Asset Management Information System (AMIS)

A combination of process, data, software, and hardware applied to provide the essential outputs for effective AM

Asset Management Plan (AM Plan)

Long-term plans (usually 10-20 years or more for infrastructure assets) that outline the asset activities and programmes for each service area and resources applied to provide a defined level of service in the most cost effective way.

Asset Register

A record of asset information, Council records details in a database software system, including asset attribute data such as quantity, type and construction cost.

Asset renewal funding ratio

The ratio of the net present value of asset renewal funding accommodated over a 10 year period in a long term financial plan relative to the net present value of projected capital renewal expenditures identified in an asset management plan for the same period [AIFMG Financial Sustainability Indicator No 8].

Average annual asset consumption (AAAC)*

The amount of an organisation's asset base consumed during a reporting period (generally a year). This may be calculated by dividing the depreciable amount by the useful life (or total future economic benefits/service potential) and totalled for each and every asset OR by dividing the carrying amount (depreciated replacement cost) by the remaining useful life (or remaining future economic benefits/service potential) and totalled for each and every asset in an asset category or class.

Borrowings

A borrowing or loan is a contractual obligation of the borrowing entity to deliver cash or another financial asset to the lending entity over a specified period of time or at a specified point in time, to cover both the initial capital provided and the cost of the interest incurred for providing this capital. A borrowing or loan provides the means for the borrowing entity to finance outlays (typically physical assets) when it has insufficient funds of its own to do so, and for the lending entity to make a financial return, normally in the form of interest revenue, on the funding provided.

Capital expenditure (CAPEX)

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital expenditure - growth

Expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is discretionary expenditure, which increases future operations and maintenance costs, because it increases the organisation's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure - new

Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operations and maintenance expenditure.

Capital expenditure - renewal

Expenditure on an existing asset or on replacing an existing asset, which returns the service capability of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it generally has no impact on revenue, but may reduce future operations and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.

Capital expenditure - upgrade

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally.

Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operations and maintenance expenditure in the future because of the increase in the organisation's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility.

Capital funding

Funding to pay for capital expenditure.

Capital grants

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capitalisation threshold

The value of expenditure on non-current assets above which the expenditure is recognised as capital expenditure and below which the expenditure is charged as an expense in the year of acquisition.

Carrying amount

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Capital new expenditure

Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure

Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or subcomponents of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital Works

The creation of new assets or an increase in the capacity of existing assets beyond their original design capacity or service potential

Carrying amount

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Component

An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Conquest

An asset management software package that includes Council’s Asset Register

Core asset management

Asset management which relies primarily on the use of an asset register, maintenance management systems, job resource management, inventory control, condition assessment, simple risk assessment and defined levels of service, in order to establish alternative treatment options and long-term cashflow predictions. Priorities are usually established on the basis of financial return gained by carrying out the work (rather than detailed risk analysis and optimised decision- making).

Cost of an asset

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Council

Shoalhaven City Council

Critical assets

Assets for which the financial, business or service level consequences of failure are sufficiently severe to justify proactive inspection and rehabilitation. Critical assets have a lower threshold for action than noncritical assets.

Current replacement cost (CRC)

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost “As New” (CRC)

The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Depreciable amount

The cost of an asset, or other amount substituted for its cost, less its residual value.

Depreciated replacement cost (DRC)

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation (amortisation)

The wearing out, consumption or other loss of value of an asset whether arising from use, passing of time or obsolescence through technological and market changes. It is accounted by the allocation of the cost (or revalued amount) of the asset less its residual value over its useful life.

Disposal

Activities necessary to dispose of decommissioned assets

Division of Local Government (DLG)

NSW Division of Local Government, Department of Premier and Cabinet responsible for local government across NSW

Expenditure

The spending of money on goods and services. Expenditure includes recurrent and capital.

Facility

A complex comprising many assets which represent a single management unit for financial, operational, maintenance and other purposes

Fair value

The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Financing gap

A financing gap exists whenever an entity has insufficient capacity to finance asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current financing gap means service levels have already or are currently falling. A projected financing gap if not addressed will result in a future diminution of existing service levels.

Geographical Information System (GIS)

A mapping and spatial location technology systems which show location and relationship to key geographical datum points – should be linked to asset details

Heritage asset

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss

The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets

Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property

Property held to earn rentals or for capital appreciation or both, rather than for:

- (a) use in the production or supply of goods or services or for administrative purposes; or
- (b) sale in the ordinary course of business (AASB 140.5)

Level of Service (LoS)

The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost *

1. **Total LCC** The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
2. **Average LCC** The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises average operations, maintenance expenditure plus asset consumption expense, represented by depreciation expense projected over 10 years. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure

The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

Loans / borrowings

Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance

All actions necessary for retaining an asset as near as practicable to an appropriate service condition, including regular ongoing day-to-day work necessary to keep assets operating, eg road patching but excluding rehabilitation or renewal. It is operating expenditure required to ensure that the asset reaches its expected useful life.

- **Planned maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.
- **Specific maintenance**
Maintenance work to repair components or replace sub-components that needs to be identified as a specific maintenance item in the maintenance budget.
- **Unplanned/reactive maintenance**
Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

Maintenance and renewal sustainability index

Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

Maintenance expenditure

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality

An item is material if its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset

Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and, improvements and efficiencies in production and installation techniques

Net present value (NPV)

The value to the organisation of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from eg the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

New Works

New work expenditure is Capital Works expenditure, i.e. money spent on new works (development costs) and upgrades to an existing asset or on creating a new asset

Non-revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operations

Regular activities to provide services such as public health, safety and amenity, eg street sweeping, grass mowing and street lighting.

Operating expenditure

Recurrent expenditure, which is continuously required excluding maintenance and depreciation, eg power, fuel, staff, plant equipment, on-costs and overheads.

Operational Plan

Generally comprise detailed implementation plans and information with a 1-3 year outlook (short-term). The plans detail structure, authority, responsibilities, defined levels of service and emergency responses

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Optimised Decision-Making (ODM)

Two definitions are: 1. ODM is a formal process to identify and prioritise all potential solutions with consideration of financial viability, social and environmental responsibility and cultural outcomes. 2. An optimisation process for considering and prioritising all options to rectify existing or potential performance failure of assets. The process encompasses NPV analysis and risk assessment.

Performance Measure

A qualitative or quantitative measure used to measure actual performance against a standard or other target. Performance measures are used to indicate how the organisation is doing in relation to delivering levels of service.

Performance Monitoring

Continuous or periodic quantitative and qualitative assessments of the actual performance compared with specific objectives, targets or standards.

Planned Maintenance

Planned maintenance activities fall into three categories:

- a) Periodic – necessary to ensure the reliability or to sustain the design life of an asset
- b) Predictive – condition monitoring activities used to predict failure
- c) Preventive – maintenance that can be initiated without routine or continuous checking (e.g. using information contained in maintenance manuals or manufacturers' recommendations) and is not condition-based.

Rate of annual asset consumption *

The ratio of annual asset consumption relative to the depreciable amount of the assets. It measures the amount of the consumable parts of assets that are consumed in a period (depreciation) expressed as a percentage of the depreciable amount.

Rate of annual asset renewal *

The ratio of asset renewal and replacement expenditure relative to depreciable amount for a period. It measures whether assets are being replaced at the rate they are wearing out with capital renewal expenditure expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade/new *

A measure of the rate at which assets are being upgraded and expanded per annum with capital upgrade/new expenditure expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance

Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount

The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure

Relatively small (immaterial) expenditure or that which has benefits expected to last less than twelve (12) months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding

Funding to pay for recurrent expenditure.

Rehabilitation

See capital renewal expenditure definition above.

Remaining Useful life

Remaining useful life is determined for each individual asset from the condition rating. It is the time that the asset provides future economic benefit, from acquisition to expected replacement, renewal in full or replacement / disposal

Renewal

Works or actions to upgrade, refurbish or replace components of an asset to restore it to near new and required functional condition, extending its current remaining life

Replacement

The complete replacement of an asset that has reached the end of its life, so as to provide a similar, or agreed alternative, level of service.

Residual value

The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment

A self-contained part or piece of an infrastructure asset.

Service

A benefit gained from utilising or accessing an asset and the associated work done by Council staff or others associated with the Council

Service expectation

The description of Level of Service available to users of an asset and any associated services, as described in consultation for developing and reviewing the Community Strategic Plan

Specialised assets

Specialised assets are assets designed for a specific limited purpose and have limited capability to support different activities such as specialised buildings to house infrastructure (pump stations, etc.), some heritage properties and most infrastructure assets.

Specific Maintenance

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Strategic Long-Term Plan

A plan covering the term of office of councillors (4 years minimum) reflecting the needs of the community for the foreseeable future. It brings together the detailed requirements in the Council’s longer-term plans such as the asset management plan and the long-term financial plan. The plan is prepared in consultation with the community and details where the Council is at that point in time, where it wants to go, how it is going to get there, mechanisms for monitoring the achievement of the outcomes and how the plan will be resourced.

Stakeholder

A person; group; company or government department representing an interest in an asset; project or service utilising an asset

Sub-component

Smaller individual parts that make up a component part.

Sustainability

Sustainability is the capacity to endure; in the context of AM it is about meeting the needs of the future by balancing social, economic, cultural and environmental outcomes or needs when making decisions today.

Useful life

Either:

- (a) the period over which an asset is expected to be available for use by an entity, or
- (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use

The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset’s ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Willingness to Pay

A method of assessing benefits associated with a proposal, by assessing the monetary amount that customers' are willing to pay for the services that will be provided by the proposal.

ACRONYMS

The following acronyms also appear in this Manual:

AAS	Australian Accounting Standard
AM	Asset Management
ADAC	Asset Design As Constructed
AMIS	Asset Management Information System
BCA	Benefit-Cost Analysis
CAPEX	Capital Expenditure
DCF	Discounted Cashflow
DRC	Depreciated Replacement Cost
GAAP	Generally Accepted Accounting Practices
GIS	Geographic Information System
IFRS	International Financial Reporting Standards
IIMM	International Infrastructure Management Manual
IPWEA	Institute of Public Works Engineering Australia
IRR	Internal Rate of Return
KPI	Key Performance Indicator
LGA	Local Government Act
MCA	Multi-Criteria Analysis
NPV	Net Present Value
ODM	Optimised Decision Making
O&M	Operations and Maintenance
QA	Quality Assurance
RCM	Reliability Centred Maintenance
PV	Present Value

SLA Service Level Agreement

SMARTER Specific, Measurable, Achievable, Relevant, Timebound, Evaluation, Re-assess

(Source – International Infrastructure Management Manual (IIMM 2011))

The following Appendices form part of this Asset Management Plan and are attached.

- Attachment 1 List of Bus Shelters including condition, estimated expiry date and cleaning frequency
- Attachment 2 Priority List for the provision of New Shelters
- Attachment 3 Priority List for the Sealing of Bus Bays

10. REVIEW

All Asset Management Plans are reviewed on a four yearly cycle and all reviews are undertaken within 12 months of the election of a new Council. The capital program will be reviewed annually in conjunction with the preparation of the draft Delivery Program and Operational Plan.

Shoalhaven City Council
Asset Management Plans – Bus Shelters

Attachment 1 – List of Existing Bus Shelters

Asset ID	Asset Description	Suburb	Cleaning Frequency	Condition	Expected Replacement Date	Owner	Floor Material	Wall Material	Roof Material
373	Bus shelter-Moondara Dr & Bimbilbe Ave-Bungalee	Bungalee	Monthly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
319	Bus shelter-Sunkin Hill Road & Moss Vale Road-Berrangerry	Berrangerry	Monthly	3	31/12/2016	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel
339	Bus shelter-The Wool Road at Retirement Village-Basin View	Basin View	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
273175	Bus shelter-Collingwood St near carpark West of Shop-Basin View	Basin View	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
411	Bus shelter-Murrumbidgee Rd & Forster Drive-Bawley Point	Bawley Point	Monthly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
413	Bus shelter-Weratah Street-Bendalong	Bendalong	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
412	Bus shelter-Princes Hwy & Bendalong Road-Bendalong	Bendalong	Monthly	2	31/12/2023	SCC	Concrete	Concrete panels	Precast concrete
273176	Bus shelter-Berrara Rd opposite #42-Berrara	Berrara	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
316	Bus shelter-Clarence St & Victoria St-Berry	Berry	Weekly	4	31/12/2015	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel
379	Bus shelter-Beach Road & Harley Hill Road-Berry	Berry	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
140616	Bus shelter-Queen Street, north side, east of Albany St-Berry	Berry	1	30/09/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
478	Bus shelter-Queen Street, south side, east of George Street-Berry	Berry	1	30/10/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
275624	Bus Shelter-Princes Hwy, south side, east of Bottlebrush Avenue-Bewong	Bewong	2	31/01/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
484	Bus shelter-South side Bolong Road near Jennings Lane-Bolong	Bolong	Monthly	2	31/12/2020	SCC	Concrete	Alumin framed/Alumin cladding	Aluminium
376	Bus shelter-NE Cnr Bolong Road & Jennings Lane-Bolong	Bolong	Monthly	1	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
156698	Bus Shelter-Outside Basketball Stadium-West-Cambewarra Rd-Somaderry	Somaderry	Fortnightly	3	31/12/2019	SCC	Concrete	Steel posts	Aluminium
156699	Bus Shelter-Outside Basketball Stadium-Central-Cambewarra Rd-Somaderry	Somaderry	Fortnightly	3	31/12/2019	SCC	Concrete	Steel posts	Aluminium
156900	Bus Shelter-Outside Basketball Stadium-East-Cambewarra Rd-Somaderry	Somaderry	Fortnightly	3	31/12/2019	SCC	Concrete	Steel posts	Aluminium
334	Bus shelter-Moss Vale Road and Elvin Drive-Bomaderry	Bomaderry	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
304	Bus shelter-Bunberris & Tallyang Streets-Bomaderry	Bomaderry	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
273191	Bus Shelter-Princes Hwy, east side, outside TAFE College-Somaderry	Somaderry	1	30/06/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
273189	Bus Shelter-Princes Hwy, east side, north of Cambewarra Rd-Somaderry	Somaderry	1	30/10/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
273178	Bus shelter-Beinda St at entrance to TAFE-Somaderry	Somaderry	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
273177	Bus shelter-Tindalla Lane 100m from Princes Hwy-Berry	Broughton	Monthly	1	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
375	Bus shelter-Budong Road & Emerys Road-Budong	Budong	Monthly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
414	Bus shelter-Princes Hwy opposite Dolphin Point Rd-Burrill Lake	Burrill Lake	Fortnightly	3	31/12/2018	SCC	Concrete	Alumin framed/Steel cladding	Aluminium
275631	Bus Shelter-Princes Hwy, east side, south of Princes Avenue-Burrill Lake	Burrill Lake	2	31/12/2023	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
381	Bus shelter-Emmett Street opposite netball courts-Callaia Bay	Callaia Bay	Fortnightly	3	31/12/2018	SCC	Concrete	Alumin/Polycarbonate	Aluminium
383	Bus shelter-Bay Street & Morton Street-Callaia Bay	Callaia Bay	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
382	Bus shelter-Boorowine Tce near #56-Callaia Bay	Callaia Bay	Fortnightly	3	31/12/2020	SCC	Concrete	Brick/Steel/Polycarbonate	Colorbond steel
384	Bus shelter-Callaia Bay Road north of Sydney St-Callaia Bay	Callaia Bay	Fortnightly	2	31/12/2020	SCC	Concrete	Alumin framed/Steel cladding	Colorbond steel
46391	Bus shelter-Lackertown Street & Emmett Street-Callaia Bay	Callaia Bay	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
47502	Bus shelter-King George Street & Princess Street-Callaia Beach	Callaia Beach	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
320	Bus shelter-Quay Road & St Henry Cres-Callaia Beach	Callaia Beach	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
321	Bus shelter-Parke Cres & Quay Road-Callaia Beach	Callaia Beach	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
385	Bus shelter-Callaia Beach Rd & Verge Rd-Callaia Beach	Callaia Beach	Fortnightly	1	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
157008	Bus shelter-Noonamunga Ave & Tallinga St-Cambewarra Village	Cambewarra Village	Fortnightly	3	30/06/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
306	Bus shelter-Tannery Road & Kogoola-Cambewarra Village	Cambewarra Village	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
359	Bus shelter-Kurtajong Cres & Coolibah Ave-Conjola Park	Conjola Park	Monthly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
326	Bus shelter-Park Row east of Flora Street-Culbarna Beach	Culbarna Beach	Fortnightly	4	31/12/2015	SCC	Concrete	Timber framed/Steel cladding	Colorbond steel
324	Bus shelter-Prince Edward Ave & Selgrave Street-Culbarna Beach	Culbarna Beach	Fortnightly	2	31/12/2019	SCC	Concrete	Steel framed/Metal cladding	Colorbond steel
386	Bus shelter-Haven Street & The Lake Circuit-Culbarna Beach	Culbarna Beach	Fortnightly	2	31/12/2020	SCC	Concrete	Brick	Colorbond steel
323	Bus shelter-Prince Edward Ave east of Falklands Street-Culbarna Beach	Culbarna Beach	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
325	Bus shelter-Prince Edward Ave & Orient Point Road-Culbarna Beach	Culbarna Beach	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
322	Bus shelter-Eastbourne Ave & Fairlight Way-Culbarna Beach	Culbarna Beach	Fortnightly	1	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
327	Bus shelter-Penguins Head Road opposite #138-Culbarna Beach	Culbarna Beach	Fortnightly	1	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
386135	Bus shelter-Culbarna Rd & Fred Evans Lane-Culbarna Beach	Culbarna Beach	Fortnightly	1	31/12/2030	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
390	Bus shelter-Yakwal Street & Jarvis Street-Currarong	Currarong	Fortnightly	3	31/12/2019	SCC	Concrete	Alumin framed/Alumin cladding	Aluminium
388	Bus shelter-Novra Road & Worriope Road-Currarong	Currarong	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
389	Bus shelter-Weber Parade Near Tennis Court-Currarong	Currarong	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
47498	Bus shelter-Princes Hwy & Mount Agony Road-East Lynne	East Lynne	Monthly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
47499	Bus shelter-Princes Hwy & East Lynne shop-East Lynne	East Lynne	Monthly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
725	Bus shelter-Killamey Road 50m from Naval Pde-Erowal Bay	Erowal Bay	Fortnightly	2	31/12/2020	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
340	Bus shelter-Jarvis Bay Rd south of Fairfax Road-Falls Creek	Falls Creek	Monthly	2	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
391	Bus shelter-Vidler Street at school-Falls Creek	Falls Creek	Fortnightly	2	31/12/2020	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
342	Bus shelter-Jarvis Bay Road & Gendron Road-Falls Creek	Falls Creek	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
140615	Bus shelter-Willowgreen Rd & Princes Highway-Falls Creek	Falls Creek	Monthly	2	31/12/2023	SCC	Concrete	Alumin framed/Steel cladding	Colorbond steel
415	Bus shelter-Anglers Parade-Fishermans Paradise	Fishermans Paradise	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
328	Bus shelter-Greens Road & Spies Ave-Greenwell Point	Greenwell Point	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
393	Bus shelter-West St near Cannon park-Greenwell Point	Greenwell Point	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
392	Bus shelter-Greenwell Pt Rd & West St-Greenwell Point	Greenwell Point	Fortnightly	1	30/06/2024	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
157009	Bus shelter-Duncan St & Novra St-Huskisson	Huskisson	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
275623	Bus shelter-Princes Hwy, west side, north of Strongs Road-Jaspers Brush	Jaspers Brush	1	31/12/2018	Claude	Concrete	Steel framed/Metal cladding	Colorbond steel	Colorbond steel
377	Bus shelter-Princes Hwy, east side at Strongs Road-Jaspers Brush	Jaspers Brush	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
433	Bus shelter-Princes Hwy, opposite Croziers Road-Jaspers Brush	Jaspers Brush	Fortnightly	2	31/12/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel
479	Bus shelter-Princes Hwy, north of Mullens Lane-Jaspers Brush	Jaspers Brush	Fortnightly	2	31/12/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel
48419	Bus shelter-Moss Vale Road south of Bendeville Road-Kangaroo Valley	Kangaroo Valley	Monthly	2	31/12/2017	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel
318	Bus shelter-Upper River Road & Moss Vale Road-Kangaroo Valley	Kangaroo Valley	Monthly	2	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
378	Bus shelter-Moss Vale Rd east of Nagents Creek Rd-Kangaroo Valley	Kangaroo Valley	Monthly	2	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
416	Bus shelter-Kings Point Road & Oakley Place-Kings Point	Kings Point	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
417	Bus shelter-Murrumbidgee Road & Bunde Hill Road-Kioloa	Kioloa	Monthly	3	31/12/2014	SCC	Earth	Timber	Colorbond steel
354	Bus shelter-Murrumbidgee Road & Merry St-Kioloa	Kioloa	Monthly	4	31/12/2016	SCC	Concrete	Timber	Colorbond steel
356	Bus shelter-Lake Conjola Entrance Road & Milham Street-Lake Conjola	Lake Conjola	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
355	Bus shelter-Princes Hwy & Lake Conjola Entrance Road-Lake Conjola	Lake Conjola	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
357	Bus shelter-Lake Conjola Entrance Road & Norman Street-Lake Conjola	Lake Conjola	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
481	Bus shelter-Princes Hwy South of Egans Farm Lane-Yatba Yattah	Lake Conjola West	Monthly	3	31/12/2019	SCC	Concrete	Alumin/Polycarbonate	Aluminium
47496	Bus shelter-River Road east of Princes Hwy-Lake Tabourie	Lake Tabourie	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
483	Bus shelter-Princes Hwy opposite River Road-Lake Tabourie	Lake Tabourie	Fortnightly	3	31/12/2019	SCC	Concrete	Alumin framed/Steel cladding	Aluminium
360	Bus shelter-Conjuring Point Road & The Bartizans-Manyans	Manyans	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete
273179	Bus shelter-Carvers Dr East of Phone Box-Manyans	Manyans	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
434	Bus shelter-Princes Hwy, south side, at Morchells Lane-Meroo Meadow	Meroo Meadow	2	30/06/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
435	Bus shelter-Princes Hwy, east side, south of Lamonds Lane-Meroo Meadow	Meroo Meadow	2	31/12/2027	Claude	Concrete	Steel framed/Metal cladding	Colorbond steel	Colorbond steel
164779	Bus shelter-Princes Hwy, west side, north of Boxalls Lane-Meroo Meadow	Meroo Meadow	2	31/12/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
418	Bus shelter-Croobyer Road end of bitumen-Milton	Milton	Monthly	2	31/12/2018	SCC	Concrete	Alumin framed/Steel cladding	Colorbond steel
421	Bus shelter-Woodburn Road & Clyde Ridge Road-Milton	Milton	Monthly	2	31/12/2018	SCC	Concrete	Alumin/Polycarbonate	Colorbond steel
432	Bus shelter-Woodstock Road & Evans Lane-Milton	Milton	Monthly	2	31/12/2018	SCC	Concrete	Steel framed/Metal cladding	Aluminium
158665	Bus Shelter-Showground-Milton	Milton	Fortnightly	3	31/12/2018	SCC	Concrete	Metal	Colorbond steel
361	Bus shelter-Little Forest Road & Woorawa Lane-Milton	Milton	Monthly	2	31/12/2019	SCC	Concrete	Alumin/Polycarbonate	Colorbond steel
420	Bus shelter-Croobyer Road & Gordon Street-Milton	Milton	Fortnightly	2	31/12/2020	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
422	Bus shelter-Watson Street near Mellick's-Milton	Milton	Weekly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete
419	Bus shelter-Croobyer Rd & Watson St-Milton	Milton	Fortnightly	3	31/12/2023	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
275625	Bus Shelter-Princes Hwy, north side, west of Bishop Drive-Milton	Milton	2	31/01/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
275626	Bus Shelter-Princes Hwy, south side, west of Bishop Drive-Milton	Milton	2	31/01/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
273180	Bus shelter-Woodstock Rd, north of Eyeams Dr-Milton	Milton	Monthly	1	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
273197	Bus Shelter-Princes Hwy, south side, east of Slougherhouse Rd-Milton	Milton	1	1/04/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
273193	Bus Shelter-Princes Hwy, north side, opposite Camden St-Mollymook	Mollymook	2	31/01/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	Colorbond steel
423	Bus shelter-Tallowood Ave & Jones Road-Mollymook Beach	Mollymook Beach	Fortnightly	1	31/01/2033	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel
275619	Bus shelter-Leo Drive & Sagittarius Way-Narrawallee	Narrawallee	Fortnightly	2	31/12/2018	SCC	Concrete	Steel framed/Metal cladding	Colorbond steel

*Shoalhaven City Council
Asset Management Plans – Bus Shelters*

Asset ID	Asset Description	Suburb	Cleaning		Expected Replacement		Owner	Floor		
			Frequency	Condition	Date	Material		Wall Material	Roof Material	
372	Bus shelter-Illaroo Road south side opposite Primary School-North Nowra	North Nowra	Fortnightly	3	31/12/2016	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
373	Bus shelter-McMahon's Road & Pitt-North Nowra	North Nowra	Fortnightly	3	31/12/2016	SCC	Concrete	Timber	Colorbond steel	
47425	Bus shelter-Illaroo Road north side at Primary School-North Nowra	North Nowra	Fortnightly	3	31/12/2017	SCC	Concrete	Timber framed/Steel cladding	Colorbond steel	
310	Bus shelter-Page Ave & Judith Drive-North Nowra	North Nowra	Fortnightly	3	31/12/2018	SCC	Concrete	Alumin framed/Steel cladding	Colorbond steel	
309	Bus shelter-Pitt Street & Page Ave-North Nowra	North Nowra	Fortnightly	2	31/12/2019	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
370	Bus shelter-McMahon's Road opposite Hanson's-North Nowra	North Nowra	Fortnightly	2	31/12/2020	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
308	Bus shelter-Illaroo Rd & Chittick Ave-North Nowra	North Nowra	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete	
311	Bus shelter-Illaroo Road & Russell Ave-North Nowra	North Nowra	Monthly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete	
273181	Bus shelter-Illaroo Rd Near Retirement Homes-North Nowra	North Nowra	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
394	Bus shelter-Clipper Road near Greenwell Point Road-Nowra	Nowra	Fortnightly	2	31/12/2018	SCC	Concrete	Alumin/Polycarbonate	Colorbond steel	
154773	Bus shelter-Stewart Place at carpark entrance-Nowra	Nowra	Weekly	2	31/12/2018	SCC	Concrete	Steel framed with glazing	Colorbond steel	
154775	Bus shelter-Stewart Place at carpark entrance-Nowra	Nowra	Weekly	2	31/12/2018	SCC	Concrete	Steel framed with glazing	Colorbond steel	
154776	Bus shelter-Stewart Place at carpark entrance-Nowra	Nowra	Weekly	2	31/12/2018	SCC	Concrete	Steel framed with glazing	Colorbond steel	
154777	Bus shelter-Stewart Place at carpark entrance-Nowra	Nowra	Weekly	2	31/12/2018	SCC	Concrete	Steel framed with glazing	Colorbond steel	
386134	Bus shelter-Stewart Place at carpark entrance-Nowra	Nowra	Weekly	2	31/12/2018	SCC	Concrete	Steel framed with glazing	Colorbond steel	
439	Bus shelter-Greenwell Point Road opposite Tarrago Cres-Nowra	Nowra	Fortnightly	3	31/12/2019	SCC	Concrete	Steel framed/Steel cladding	Aluminium	
47503	Bus shelter-St Ann St & Amalfi Cres-Nowra	Nowra	Fortnightly	2	31/12/2019	SCC	Concrete	Steel framed/Polycarbonate	Colorbond steel	
48467	Bus shelter-Purdie Cres & Schragel Place-Nowra	Nowra	Fortnightly	2	31/12/2020	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
331	Bus shelter-Ernest Street & Kinghorn Street-Nowra	Nowra	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete	
329	Bus shelter-Moss Street at High School-Nowra	Nowra	Fortnightly	3	31/12/2023	SCC	Concrete	Brick	Timber framed	
336	Bus shelter-B.T.U. Road & Sycamore Road-Nowra Hill	Nowra Hill	Monthly	3	31/12/2016	SCC	Concrete	Timber framed/Steel cladding	Colorbond steel	
273186	Bus shelter-Cabbage Tree Lane & Timber Ridge Dr-Nowra Hill	Nowra Hill	Monthly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
399	Bus shelter-Filter Road-West Nowra	Nowra West	Monthly	2	31/12/2022	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
273187	Bus shelter-Filter Rd near Cavanaghs Ln-West Nowra	Nowra West	Monthly	1	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
273182	Bus shelter-Comerong Island Rd Outside Ferry Cottage-Numbaa	Numbaa	Monthly	2	1/04/2027	SCC	Concrete	Alumin framed/Steel cladding	Aluminium	
273183	Bus shelter-Prentice Ave Outside #61-Old Drossal Bay	Old Drossal Bay	Fortnightly	3	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
140598	Bus shelter-At public hall in Otway Street-Orient Point	Orient Point	Fortnightly	2	31/01/2020	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
387	Bus shelter-Tern Street & Seagull Street-Orient Point	Orient Point	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
405	Bus shelter-Paradise Bch Rd at Public School-Sanctuary Point	Sanctuary Point	Fortnightly	2	31/12/2018	SCC	Concrete	Steel posts	Colorbond steel	
344	Bus shelter-The Park Drive near Stephens Rd-Sanctuary Point	Sanctuary Point	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
402	Bus shelter-Kerry Street & Cross St-Sanctuary Point	Sanctuary Point	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
154699	Bus shelter-Larmer Ave & Sanctuary Pt Rd-Sanctuary Point	Sanctuary Point	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
273184	Bus shelter-Paradise Bch Rd opposite Community Centre-Sanctuary Point	Sanctuary Point	Fortnightly	1	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
315	Bus shelter-River Road & Jerry Bailey Road-Shoalhaven Heads	Shoalhaven Heads	Fortnightly	3	31/12/2018	SCC	Concrete	Alumin framed/Steel cladding	Colorbond steel	
275618	Bus shelter-Shoalhaven Heads Road opposite David Berry Street-Shoalhaven Heads	Shoalhaven Heads	Fortnightly	2	31/12/2018	SCC	Concrete	Steel framed/Metal cladding	Colorbond steel	
314	Bus shelter-Shoalhaven Heads Road & Explorer Boulevard-Shoalhaven Head	Shoalhaven Heads	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete	
312	Bus shelter-Shoalhaven Heads Road at Mt View Caravan Park-Shoalhaven H	Shoalhaven Heads	Fortnightly	2	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
313	Bus shelter-Oval Dr near Nimrod St-Shoalhaven Heads	Shoalhaven Heads	Fortnightly	2	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
275622	Bus shelter-Shoalhaven Heads Road opposite Explorer Boulevard-Shoalhave	Shoalhaven Heads	Fortnightly	2	30/06/2026	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
396	Bus shelter-Hillcrest Ave & John Purcell Way-South Nowra	South Nowra	Fortnightly	2	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
397	Bus shelter-Hillcrest Ave & Holloway Road-South Nowra	South Nowra	Fortnightly	2	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
275621	Bus shelter-Albatross Road & Braidwood Road-South Nowra	South Nowra	Monthly	2	31/12/2018	SCC	Concrete	Steel framed/Metal cladding	Colorbond steel	
401	Bus shelter-Albatross Road & Calymna Street-South Nowra	South Nowra	Monthly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
273200	Bus Shelter-Princes Hwy, west side, south of Quilns Lane-South Nowra	South Nowra		1	30/01/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
273191	Bus Shelter-Princes Hwy, west side, south of Browns Rd-South Nowra	South Nowra		1	1/04/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
273192	Bus Shelter-Princes Hwy, east side, south of Central Ave-South Nowra	South Nowra		1	1/04/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
273198	Bus Shelter-Princes Hwy, west side, south of Central Ave-South Nowra	South Nowra		1	1/04/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
273199	Bus Shelter-Princes Hwy, east side, north of Central Ave-South Nowra	South Nowra		2	1/04/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
438	Bus shelter-Princes Hwy, west side, north of Central Ave-South Nowra	South Nowra		1	31/12/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
407	Bus shelter-Tasman Rd & Terry Street-St Georges Basin	St Georges Basin	Fortnightly	3	31/12/2018	SCC	Concrete	Alumin framed/Alumin cladding	Aluminium	
408	Bus shelter-Island Point Road south of St Georges Road-St Georges Basin	St Georges Basin	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
388628	Bus shelter-Island Point Road south of Rauch Ct-St Georges Basin	St Georges Basin	Fortnightly	3	31/12/2018	SCC	Concrete	Glass	Polycarbonate	
388626	Bus shelter-Island Point Road & Meriton St-St Georges Basin	St Georges Basin	Fortnightly	1	31/12/2030	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
404236	Bus shelter-Island Point Road near Meriton Street (Retirement Village) -St G	St Georges Basin	Fortnightly	1	13/07/2032	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
424	Bus shelter-Sussex Inlet Road & Springs Road-Sussex Inlet	Sussex Inlet	Fortnightly	3	31/12/2016	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
425	Bus shelter-Government Road & Lakelhaven Drive-Sussex Inlet	Sussex Inlet	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
47500	Bus shelter-Princes Hwy & Sussex Inlet Access Road-Sussex Inlet	Sussex Inlet	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
275620	Bus shelter-Averton Road opposite Sussex Road-Sussex Inlet	Sussex Inlet	Fortnightly	2	31/12/2018	SCC	Concrete	Steel framed/Metal cladding	Colorbond steel	
426	Bus shelter-Sussex Inlet Road & Old Bernara Road-Sussex Inlet	Sussex Inlet	Monthly	3	31/12/2019	SCC	Concrete	Alumin/Polycarbonate	Aluminium	
273173	Bus shelter-Tradewinds Ave on Island Opposite #56-Sussex Inlet	Sussex Inlet	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
273174	Bus shelter-Suncrest Ave on Reserve Opposite Florida Close-Sussex Inlet	Sussex Inlet	Fortnightly	2	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
374	Bus shelter-Illaroo Road & Bugong Road-Tapitallee	Tapitallee	Monthly	3	31/12/2017	SCC	Earth	Timber	Colorbond steel	
307	Bus shelter-Koalooma Drive & Illaroo Road-Tapitallee	Tapitallee	Monthly	3	31/12/2018	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
47497	Bus shelter-Princes Hwy & Bowley Point Road-Terrill	Terrill	Monthly	2	31/12/2020	SCC	Concrete	Alumin framed/Steel cladding	Aluminium	
436	Bus shelter-Hawken Road near Tomerong Hill-Tomerong	Tomerong	Fortnightly	3	31/12/2019	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
275630	Bus shelter-Princes Hwy, east side, north of Pittman Ave-Ulladulla	Ulladulla		4	31/12/2018	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
273194	Bus Shelter-Princes Hwy, west side, north of Deering St, outside Harris Scarf	Ulladulla		3	31/01/2019	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
428	Bus/Taxi shelter-Watson Street, outside Marlin Hotel-Ulladulla	Ulladulla	Weekly	2	31/12/2021	SCC	Concrete	Steel framed with glazing	Colorbond steel	
427	Bus shelter-Princes Hwy, west side, at Camden Street-Ulladulla	Ulladulla	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
430	Bus shelter-Princes Hwy & Suncoast Cabins-Ulladulla	Ulladulla	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
431	Bus shelter-Princes Hwy, west side, north of Pittman Ave-Ulladulla	Ulladulla	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
273195	Bus Shelter-Princes Hwy, east side, south of North St, outside KFC-Ulladulla	Ulladulla		2	30/09/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
275629	Bus Shelter-Princes Hwy, west side, south of North St, opposite KFC-Ulladull	Ulladulla		2	30/09/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
275629	Bus Shelter-Princes Hwy, east side, north of Powell Avenue-Ulladulla	Ulladulla		2	30/09/2026	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
402	Bus shelter-Princes Hwy, north side, west of Ilett Road-Ulladulla	Ulladulla		2	31/12/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
275627	Bus shelter-Princes Hwy, south side, west of Ilett Road-Ulladulla	Ulladulla		2	31/12/2027	Claude	Concrete	Steel framed/Steel cladding	Colorbond steel	
429	Bus shelter-Princes Hwy, south of Watson Street-Ulladulla	Ulladulla	Weekly	1	31/12/2033	SCC	Concrete	Steel framed with glazing	Colorbond steel	
346	Bus shelter-Jervis Street & Elizabeth Drive-Vincentia	Vincentia	Fortnightly	3	31/12/2018	SCC	Concrete	Steel framed/Polycarbonate	Colorbond steel	
338	Bus shelter-The Wool Road Bus bay near shopping centre-Vincentia	Vincentia	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
345	Bus shelter-at #157 Elizabeth Drive-Vincentia	Vincentia	Fortnightly	2	31/01/2022	SCC	Concrete	Concrete panels	Precast concrete	
347	Bus shelter-Elizabeth Drive & Albion Street-Vincentia	Vincentia	Fortnightly	2	31/12/2022	SCC	Concrete	Concrete panels	Precast concrete	
405	Bus shelter-Princes Hwy North of Wandean Road-Wandandian	Wandandian	Monthly	3	31/12/2019	SCC	Concrete	Alumin/Polycarbonate	Aluminium	
398	Bus shelter-Yakwal Road-West Nowra	West Nowra	Fortnightly	2	31/12/2019	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
273185	Bus shelter-Yakwal Road outside #95-West Nowra	West Nowra	Fortnightly	1	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	
349	Bus shelter-Woolamia Road & Falls Road-Woolamia	Woolamia	Monthly	3	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
350	Bus shelter-Woolamia Road & Knoll Pde-Woolamia	Woolamia	Monthly	2	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
351	Bus shelter-Woolamia Road at 6.2km-Woolamia	Woolamia	Monthly	3	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
352	Bus shelter-Woolamia Road & Willowford Rd-Woolamia	Woolamia	Monthly	2	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
353	Bus shelter-Woolamia Road at 7.5km-Woolamia	Woolamia	Monthly	3	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
410	Bus shelter-Woolamia Road at 7.7km-Woolamia	Woolamia	Monthly	3	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
48418	Bus shelter-Woolamia Road & Seasongood Rd-Woolamia	Woolamia	Monthly	2	31/12/2018	SCC	Concrete	Timber framed/Timber cladding	Colorbond steel	
273188	Bus shelter-Worrigee Rd North of the Cemetery-Worrigee	Worrigee	Fortnightly	2	1/04/2027	SCC	Concrete	Alumin framed/Steel cladding	Aluminium	
274468	Bus shelter-Worrigee Rd North of Bennett Place-Worrigee	Worrigee	Fortnightly	1	1/04/2027	SCC	Concrete	Steel framed/Steel cladding	Colorbond steel	

Shoalhaven City Council
Asset Management Plans – Bus Shelters

Attachment 2 – Priority List for New Bus Shelters

Ranking	Total Score	Village	Road in which shelter is proposed	Location	Bus Company	Comments	Estimated Cost
20		Ulladulla	To be determined	Ulladulla CBD - Bus Interchange		Ulladulla CBD Contributions Plan	\$678,000
12		North Nowra	Pitt St	Flagstaff - disability service		20 disabled workers requested in letter 6174 from J.Gash MP	\$30,000
8		Culburra Beach	Culburra Road	At Retirement Village	Culburra Coaches	Request from Culburra Coaches 08 Request from Retirement Village 20/10/03	\$9,000
8		Milton	Princes Highway	Site to be determined- Probably at Church opp IGA	Ullad Bus Line		\$12,000
8		Culburra Beach	Penguin Head Rd	NE corner of intersection with Woodlands St	Culburra Coaches	Request 28/2/08 - 20 school kids catch bus	\$30,000
5		Burrill Lake	Wyoming Avenue			Letter on File 17668, 36 kids use the bus stop	\$9,000
4		Tabourie	Princes Highway	Opposite Tucker Box Garage	Ullad Bus Line	Cannot be installed without land acquisition	\$35,000
4		Cambewarra Village	Nooramuga Av	top side Tannery Rd intersection	Kennedys	requested Kennedys June 08	\$9,000
4		Bawley Point	Murramarang Rd	western side near Thrush Street, Bawley Point.		Bawley Point/Kioloa Progress Association plus 4 submissions	\$30,000
4		Worrigee	Rayleigh Drive	Robinia Way	Nowra Coaches	Phone request for shelter in Rayleigh Gardens Estate 20 July 1999. Need to be on a westerly route	\$9,000
2		Fishermans Paradise	Fishermans Paradise Road	Intersection with Princes Highway	Kellam's		\$33,000
2		Myola	End of Myola Rd		Stuarts	Traffic Unit yet to select a site Bus co says 20 ppd	\$30,000
2		Basin View	Tallyan Point Rd		Nowra Coaches	South side between Mathie & Waterpark Rd	\$9,000
2		Greenwell Point	Greenwell Point Rd	play ground off Anglers Rest	Kennedys	requested Kennedys June 08	\$9,000
2		Worrigee	Worrigee Road	on side rd no 70	Kennedys	requested Kennedys June 08	\$30,000
2		Greenwell Point	Greenwell Point Rd	Hotel Bus Stop Southern Side	Kennedys	requested Kennedys June 08	\$9,000
2		Cambewarra Village	Goorama Drive	opposite tennis courts	Kennedys	requested Kennedys June 08	\$9,000
2		Kangaroo Valley	Moss Vale Rd	northern side of rd general store	Kennedys	requested Kennedys June 08	\$35,000
2		Burrill Lake	Balmoral Road	Intersection with Princes Highway, eastern side		requested July 08 - D08/110181	\$9,000
1		Falls Creek	Jervis Bay Road (1)	Intersection with Princes Highway	Nowra Coaches		\$32,000
1		Falls Creek	Jervis Bay Road (2)	Intersection with Princes Highway	Nowra Coaches		\$32,000
1		East Lynne	Mt Agony Road	for school pickup			\$32,000
1		Tomerong	Island Point Road (1)	Intersection with Princes Highway	Nowra Coaches		\$32,000
1		Tomerong	Island Point Road (2)	Intersection with Princes Highway	Nowra Coaches		\$32,000
1		Wrights Beach	Wrights Beach Road	Deakin/Fisher Streets	Nowra Coaches	Request from Errowal Bay Progress Assoc.Aug. 2000. Traffic committee request, May 2003	\$30,000
						Total:	\$1,214,000

Attachment 3 – Bus Shelter – Sealed Shoulder Needs

Village	Description	Sealed Shoulder
Culburra Beach	Bus shelter-Haven Street & The Lake Circuit-Culburra Beach	No
Culburra Beach	Bus shelter-Prince Edward Ave & Belgrave Street-Culburra Beach	No
Culburra Beach	Bus shelter-Prince Edward Ave & Orient Point Road-Culburra Beach	No
Sanctuary Point	Bus shelter-Sanctuary Point Rd near Edmund St-Sanctuary Point	No
Callala Bay	Bus shelter-Bay Street & Morton Street-Callala Bay	No
Callala Beach	Bus shelter-Callala Beach Rd & Verge Rd-Callala Beach	No
Ulladulla	Bus shelter-Princes Hwy & Pitman Ave-Ulladulla	No
West Nowra	Bus shelter-Yalwal Road-Nowra West	No
Callala Beach	Bus shelter-King George Street & Princess Street-Callala Beach	No
Callala Beach	Bus shelter-Quay Road & Sir Henry Cres-Callala Beach	No
Culburra Beach	Bus shelter-Seagull Street & Tern Street-Culburra Beach	No
Culburra Beach	Bus shelter-Park Row east of Flora Street-Culburra Beach	No
Greenwell Point	Bus shelter-Greens Road-Greenwell Point	No
Greenwell Point	Bus shelter-West St near Caravan park-Greenwell Point	No
Orient Point	Bus shelter-At public hall in Otway Street-Orient Point	No
West Nowra	Bus shelter-Filter Road-Nowra West	No
Bendalong	Bus shelter-Waratah Street-Bendalong	No
Currarong	Bus shelter-Nowra Road & Worrigee Road-Currarong	No
Currarong	Bus shelter-Weber Parade Near Tennis Court-Currarong	No
Currarong	Bus shelter-Yalwal Street & Jervis Street-Currarong	No
Erowal Bay	Bus shelter-Killarney Road 50m from Naval Pde-Erowal Bay	No
Fishermans Paradise	Bus shelter-Anglers Parade-Fishermans Paradise	No
Hyams Beach	Bus shelter-Cyrus St & Hyam Rd-Hyams Beach	No
Kioloa	Bus shelter-Murramarang Road & Bundle Hill Road-Kioloa	No
Kioloa	Bus shelter-Murramarang Road & Merry St-Kioloa	No
Manyana	Bus shelter-Cunjurong Point & The Bartizan-Manyana	No
	Total without Sealed Shoulder	26
	ESTIMATED COST	\$546,000