

District Council of Robe

211730R005

ROADS & CIVIL ASSET MANAGEMENT PLAN 2025-2035



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1 Introduction and Background

1.1 Introduction

The District Council of Robe is located in the South East of South Australia, approximately 335km south of Adelaide. The Council district covers an area of 1,092 km² of prime grazing and cropping land over aquifer, renowned terra rossa over limestone soil, freshwater lakes and estuaries, coastal dunes, rugged cliffs and family beaches.

Robe is home to approximately 1,542 permanent residents (Census 2021) and a retreat to a large number of holiday homeowners. During the summer season, the township of Robe welcomes up to 15,000 additional people as tourists and seasonal workers in the district's wine, fishing and tourism industries.

Council provides a Roads and Civil infrastructure network to residential and commercial properties in both the rural areas and built-up township areas.

The Roads and Civil infrastructure assets provide transport services through the provision of a safe and effective road, footpath and footbridge network. The road network includes unsealed surfaces, sealed surfaces including the underlying pavement, kerbing, footpath and footbridge assets.

1.2 Asset Management Plan Background

This Asset Management Plan (AMP) communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over an agreed planning period.

The AMP is to be read with the Council planning documents:

- Strategic Plan 2024-2028
- Long Term Financial Plan 2024-2034
- Asset Management Policy
- Asset Capitalisation and Materiality Thresholds Policy
- Risk Management Policy and Framework
- Disability Access and Inclusion Plan

The District Council of Robe is progressing towards a robust asset management process and the full integration of strategic plans, asset plans and long-term financial plan. The development of this AMP for Roads and Civil and the corresponding AMPs for CWMS, Robe Marina and Buildings & Open Space assets will further strengthen Councils asset management practices and support ongoing continuous improvement.

The infrastructure assets covered by this AMP include Roads, Footpaths, Footbridges and Kerbs assets in the towns of Robe and the rural transport network interconnecting the district and linking to State owned roads and neighbouring Councils. Proposed upgrades and new works including Davenport Street and Robe Street are not included in this AMP as these are subject to funding. These will be included in future versions once funding is confirmed.

The infrastructure assets included in this plan have a total replacement value of \$104.1M as at 1 July 2024. An overview of the Roads and Civil infrastructure assets covered by this asset management plan are shown in Table 1.1.

It is anticipated that the development of Stormwater assets and spatial data, will lead to the inclusion of these assets in future versions of this AMP or the development of a standalone Stormwater AMP. There are currently approximately \$3.2M of Stormwater assets listed in Councils fixed asset register.

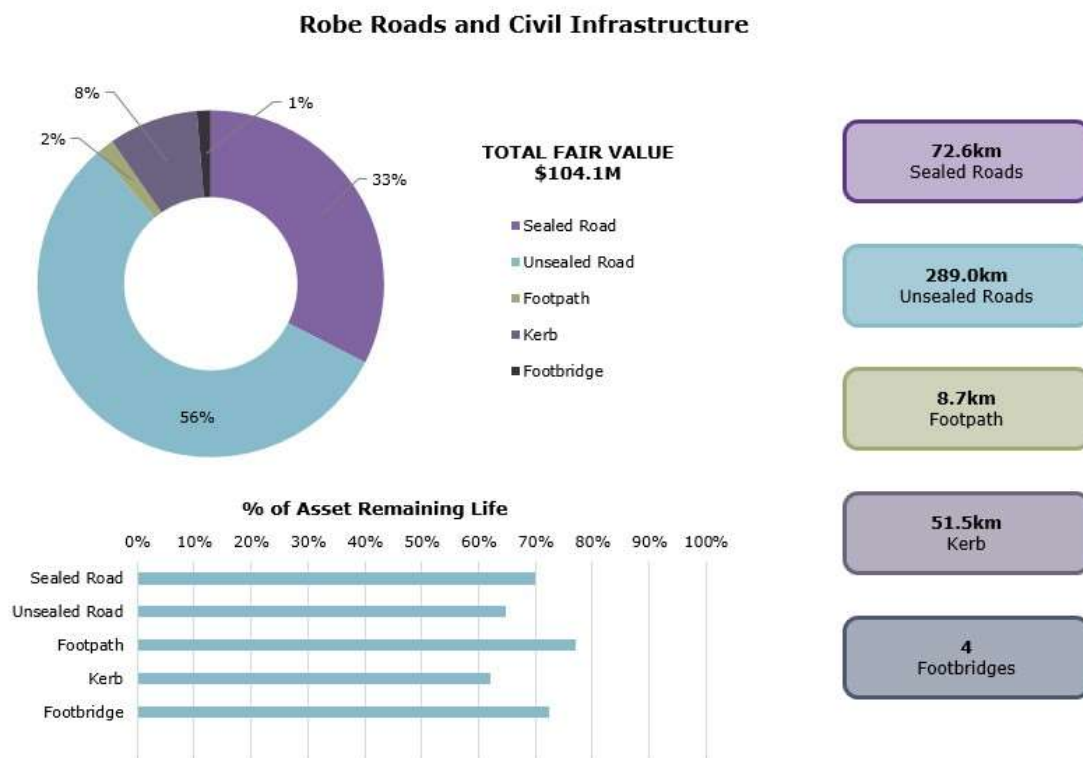
Table 1.1 Assets covered by this plan as at 1 July 2024

Asset Category	Dimension / Quantity	Replacement Value
Sealed Roads	72.6km	\$33,830,529
Unsealed Roads	289km	\$58,591,630
Footpaths	8.7km	\$1,634,606
Kerbing	51.5km	\$8,695,718
Footbridges	4	\$1,338,972
TOTAL		\$104,091,454

Council is also responsible for several unsealed rubble footpaths and some unformed tracks, however these are not shown in the asset register. These assets are not currently included within Table 1.1 above, and should any renewal works be required, it will be funded through maintenance expenditure. One rubble footpath was identified as an existing asset within the asset register and has been included within the above table, however no further rubble footpath assets were added to the asset register.

Figure 1.1 shows the distribution of Roads and Civil assets by replacement value as at 1 July 2024.

Figure 1.1 Roads and Civil Assets by Replacement Value as at 1 July 2024



1.3 Plan Framework

This Roads and Civil infrastructure asset management plan is based on the fundamental structure of the IPWEA NAMS Asset Management for small, rural or remote Communities template and has been simplified to tailor the content to suit The District Council of Robe.

Council provides services for the community in part through the provision of infrastructure assets. Council have acquired these assets directly through construction by Council staff and contractors or by donation of assets constructed by developers and others over time.

The goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach.
- Developing cost-effective management strategies for the long term.
- Providing a defined level of service and monitoring performance.
- Managing risks associated with asset failures.
- Sustainable use of physical resources.

Key elements of the plan are:

- Levels of service – specifies 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 the organisation will manage its existing and future assets to provide the required services.
- Financial summary – what funds are required to provide the required services.
- Plan improvement and monitoring – how the plan will be monitored to ensure it is meeting the organisation's objectives.

Key Stakeholders in the preparation and implementation of this AMP are shown in Table 1.2.

Table 1.2 Key Stakeholders

Key Stakeholder	Role in AMP
Mayor and Elected Members	Represent needs of community. Allocate resources to meet the Council's objectives in providing services while managing risks. Ensure Council is financially sustainable. Adopting AMP, annual infrastructure budget approvals, support Council staff with plan implementation.
Chief Executive Officer	Endorse the development of asset management plans and provide the resources required to complete this task. Set high level priorities for asset management development and raise the awareness of this function among staff and contractors. Support the implementation of actions resulting from this plan and lead improvements to asset management strategies and service delivery. Support for an asset management driven budget and LTFP.
Director Infrastructure & Operations	Lead the development of Asset Management Plans. Deliver the annual Capital, Operational and Maintenance works plans. Coordination of works team and external contractors. Manage Technical Levels of Service.

Director Corporate Services	Consolidation of the asset register and ensuring the asset valuations are accurate. Development of supporting financial policies such as capitalisation and depreciation. Preparation of asset sustainability and financial reports incorporating asset depreciation in compliance with current accounting standards.
Project Manager	Project delivery, implementation of annual renewal and upgrade programs.
Community (residents, businesses, property owners), Visitors	End users of the Assets, provide feedback on Levels of Service. Reporting defects and deficiencies in Councils service request system.
Insurers	Mutual agreement with Council to cover risk exposure.
Asset Management Consultants	Provide support for the development of asset management plans and the implementation of effective asset management principles within Council. Provide Asset Revaluation Support.

2 Levels of Service

Levels of service relate to outcomes the customer receives in terms of quality, quantity, responsiveness and performance as provided by the asset, they are developed in line with Councils strategic and corporate goals and legislative requirements.

2.1 Strategic and Corporate Goals

The 2024 Strategic Plan was developed to 'provide an opportunity to reflect on the regions strengths and community aspirations, reassess strategic directions, and develop actions and deliverables for the Robe community' and was adopted by Council in mid-2024. The Strategy presents six key directions with a number of priority actions assigned to each. The summary below highlights the priority actions that relate to this Asset Management Plan and how they may impact this plan.

Goal	Objective	How Goal and Objectives are addressed in the AMP
Strategic Direction 1 – Plan for Liveability		
	1.2 - Identify areas for residential growth, including the potential to rezone deferred urban lands for development.	Service levels defined in this AMP are aligned with Infrastructure guidelines SA and are utilised to develop construction standards for development zones.
		Ensure lifecycle costs are captured for future AMP
	1.7 - Establish a rural roads maintenance program to ensure safe and accessible roads.	Agreed Service levels to be defined and adopted for rural roads maintenance program.
		The requirements from the rural roads' maintenance program will be an input to the next version of this AMP.
Strategic Direction 2 – Grow Robe's Entrepreneurial Spirit and Economy		
	2.1 - Investigate the potential to rezone land adjacent the Aircraft Landing Area (ALA) on Sandy Lane to accommodate light industrial needs and storage.	Support with the Service Levels and construction standards developed as part of this AMP.
	2.2 - Review long-term land use for the Flint Street/White Street/Denton Drive light industrial precinct in the context of commercial and residential demand, and best use of land.	Agreed upgrades to inform the next version of this AMP.
Strategic Direction 4 – Protect our Natural Environment and Coastline		
	4.1 - Investigation of the potential for rationalisation of beach access in areas where community access is not adversely affected and in consultation with the community.	Agreed upgrades to inform the next version of this AMP.



Goal	Objective	How Goal and Objectives are addressed in the AMP
Strategic Direction 6 – Council’s Organisational Response		
	6.3 - Prepare and adopt asset management plans for community assets to better understand Council’s financial position, with a priority on Roads, Lake Butler Marina, parks and open space and the trails network.	The development of this AMP and its Service Levels and improvement plan to inform Council’s LTFP.
	6.4 - Develop and implement a prioritisation methodology for capital works that responds to asset management plans, relative priorities between asset classes, precinct level upgrades and scheduling considerations.	Detailed service levels, and 10 year renewal plan developed in this AMP.
	6.5 - Prepare and adopt a long-term financial plan focused on financial sustainability, completing already committed projects, and cost-effective/high benefit actions.	The development of this AMP and its Service Levels, 10 year Renewal plan and improvement plan will inform Council’s LTFP.
	6.7 - Review policy settings regarding contributions by developers in relation to flow-on impacts from their developments associated with the upgrade of Council Infrastructure.	The development of this AMP and its Service levels and construction standards will help to inform Council’s review of policy settings.

2.2 Legislative Requirements

There are many legislative requirements relating to the management of assets. Some of the legislative requirements that impact the delivery of the Roads and Civil infrastructure service are shown in Table 2.1.

A full listing of relevant legislation can be found at www.legislation.sa.gov.au

Table 2.1 Legislative Requirements

Legislation	Requirement
Local Government Act 1999	Sets out role, purpose, responsibilities, and powers of local governments including the preparation of a long-term financial plan (LTFP) supported by asset management plans for sustainable service delivery.
Work Health and Safety Regulations 2012	Sets out roles and responsibilities to secure the health, safety and welfare of persons at work and covering injury management, emphasising rehabilitation of workers particularly for return to work. Organisations are to provide a safe working environment and supply equipment to ensure safety.
Work Health & Safety Act 2012	An Act to provide for the health, safety and welfare of persons at work; and for other purposes
Return to Work Act 2014	An Act to provide for the recovery, return to work and support of workers in relation to work injuries; to repeal the Workers Rehabilitation and Compensation Act 1986; and for other purposes.
Disability Discrimination Act 1992 (Commonwealth)	This act sets the standard for accessibility with the objective to eliminate as far as possible discrimination against persons on the grounds of disability.

Legislation	Requirement
Disability Inclusion Act 2018 (SA)	The Act provides a legislative framework to support equal access and inclusion for people living with disability in community activities and services, including recreation, education, health, and public transport.
Environment Protection Act 1993	The Environment Protection Act 1993 provides the regulatory framework to protect South Australia's environment, including land, air and water.
Environment Protection Regulations 2023	The regulations support the Environment Protection Act by providing detailed provisions for environmental authorisations, fees, exemptions, and related administrative processes.
Road Traffic Act 1961	The act gives legal effect in South Australia to the Australian Road Rules. It provides for vehicle standards, mass and loading requirements and other safety measures in relation to light vehicles; to regulate the identification of vehicles; to provide for the installation, use and maintenance of traffic control devices; to provide for the closing of roads for traffic management and other purposes
Roads (Opening & Closing) Act 1991	An Act to provide for the formal processes around the opening and closing of gazetted roads
Highways Act 1926	An Act including provisions for the appointment of a Commissioner of Highways, and to make further and better provision for the construction and maintenance of roads.
Heavy Vehicle National Law and Regulations (HVNL)	The National Heavy Vehicle Regulator (NHVR) administers one set of laws for heavy vehicles over 4.5 tonnes gross vehicle mass. This set of laws consists of the Heavy Vehicle National Law (HVNL)* and five sets of regulations.
Dangerous Substances (Dangerous Goods Transport) Regulations 2023	Provides the regulatory framework for the packaging and transportation of dangerous goods by road and rail.
Landscape South Australia Act 2019	An Act to promote sustainable and integrated management of the State's landscapes, to make provision for the protection of the State's natural resources, and for other purposes (previously NRM Act 2004 now ceased)
Native Vegetation Act 1991	An Act to provide incentives and assistance to landowners in relation to the preservation and enhancement of native vegetation; to control the clearance of native vegetation; and for other purposes. The Act and Regulations apply to the management of native vegetation on Council land, roadsides and road reserves.
Planning, development and infrastructure Act 2016	The Act is the main legislation governing land use and planning in South Australia. The Act gives regulatory force to the NCC through its integration into the building rules within South Australia's planning and development system
Civil Liabilities Act 1936	The act governs the principles and procedures related to civil claims including personal injury and property damage. It provides the legal framework for determining liability and assessing damages.

Council's operations in relation to Roads and Civil infrastructure assets and associated installations are also required to comply with following codes, standards, criteria and guidelines:



Regulation/Code	Description
Australian Accounting Standards - including ASSB 13 (Fair Value Measurement) and AASB 116 Property, Plant and Equipment	Sets out the financial reporting standards including Fair Value Measurement for Assets and for the (re)valuation and depreciation of assets.
Australian Standards	Multiple Australian standards are relevant for Roads and Civil infrastructure to ensure safety, quality and interoperability across roads, rail, bridges etc. these include AS1742 Manual of Uniform Traffic Control Devices, AS5100 Bridge Design, AS3845 Road Safety Barrier Systems, AS 1428 Design for Access and Mobility, AS 1158 Lighting for Roads and Public Spaces.
AustRoads Guidelines	Austroads develops and maintains technical guides and tools to promote a nationally consistent approach to the design, maintenance and operation of road networks.
Council Standard Drawings	Roads, Footpath, Kerb & Gutter, Pram Ramp standard drawings per Infrastructure Guidelines SA.
National Road Safety Strategy 2021-30	Australia has a 10-year strategy to improve safety on our roads.

2.3 Asset Hierarchy

The asset hierarchy determines the strategic importance of Roads and Civil assets within Council's network. Council does not have the resources to maintain every asset to the same level of service. Ranking the assets within a hierarchy and assigning different levels of service for each enables Council to prioritise resourcing that is appropriate for each asset type. This means that the higher order assets attract greater resources because they carry greater risk and are of greater importance to the community. They may have shorter lead times to intervention to repair, maintain or renew the asset. Whereas assets that sit lower down the asset hierarchy, do not carry the same level of importance and lead time to intervention may be greater.

To assist in this process of determining the level of service all Roads and Civil assets are classified using the categories outlined in Table 2.2. A future improvement item from this AMP is the further refinement and development of this hierarchy to support the development of service levels which will in turn inform the long term renewals and LTFP.

Table 2.2 Asset Categorisation

Service Hierarchy	Service Level Objective
Sealed Roads	
Collector Road - Hotmix, Spray Seal	High use collector Roads are Councils heaviest usage roads. They provide the primary links to population centres and to state owned arterial roads.
Local Road - Hotmix, Spray Seal, Cold Overlay, Block Paved	Local roads in the Council area generally have lower traffic volumes but provide essential access to smaller centres of population and to residential, farming and commercial properties.



Rural Road - Spray Seal	Rural sealed roads in the Council area generally have lower traffic volumes but also provide essential access to smaller centres of population and to residential, farming and commercial properties.
Parking Lane - Hotmix, Spray Seal	Parking lanes on township collector and local roads providing access to commercial properties.
Unsealed Roads	
Sheeted Surface - Rubble	Rural unsealed roads in the Council area generally have low traffic volumes but provide essential access to rural sealed and collector roads, and to rural, residential and farming properties.
Footpaths	
Block paved footpath	Footpaths provide safe access in township areas to essential services – schools, medical etc and to commercial properties.
Hotmix bitumen footpath	
Concrete footpath	Higher standards of construction – paved, Hotmix and Concrete are applied to highly trafficked footpaths whereas lower order footpaths are constructed using spray seal or compacted rubble.
Spray sealed footpath	
Rubble Footpath	
Kerb and Gutter	
Median Kerb	The service level provided by kerb & gutter is determined mainly on its ability to remove stormwater however certain types of kerbing (i.e. median kerb) will also be required to provide other functions such as road delineation and the provision or prevention of vehicular access.
Mountable Kerb and Gutter	
Rollover Kerb and Gutter	
Spoon Drain	
Upright Kerb and Gutter	
Footbridges	
Single Span Steel Truss & Timber Deck Footbridge	The service level provided by a footbridge is determined mainly on its ability to provide safe, accessible connections along public walkways.
Multi Span Timber/Steel/Concrete Girder & Timber/Recycled Plastic Deck Footbridge	
Multi Span Timber Girder & Timber Deck Footbridge	
Multi Span Recycled Plastic Footbridge	

Council has defined service levels according to “Community Levels of Service” and “Technical Levels of Service” and provides the level of service objective, performance measure process and service target in Table 2.3 and Table 2.4. These service levels apply only to the valued assets in the above hierarchy.

Non-valued assets have not been considered for management within this AMP.



2.4 Community Levels of Service

Community levels of service relate to the service outcomes that the community desires in terms of quality reliability, function and responsiveness.

Table 2.3 Community Levels of Service

Key Performance Measure	Level of Service Objective	Performance Measure Process	Current Service Level	Target Service Level
Condition	Sealed Roads – rideability and potholes, rutting, cracking, edge condition	Service requests, elected member and staff inspections/ feedback. Local Business inputs and feedback.	Some negative community feedback on quality of road network. Ad-hoc inspections during other works to prioritise actions. Reactive response to customer service requests. Monitoring of tourism roads and priority issues. Focus on township overhanging trees / vegetation clearances. Focus on higher use and known problematic roads during wet weather periods. Proactive inspections prior to high demand tourist season.	Opportunities for future improvement through additional proactive maintenance inspections with logging and actioning of defects. Use of condition inspection data to develop targeted treatments. Optimised levels of service to meet new subdivision and development requirements.
	Unsealed Roads – rideability / corrugations, potholes, loose surfaces, dust, washouts, vegetation clearance.	Service requests, elected member and staff inspections/feedback. Rural sector (farming community) feedback.	Ad-hoc inspections during other works to prioritise actions. Reactive response to customer service requests. Monitoring of tourism roads and priority issues. Focus on higher use and known problematic roads during wet weather periods. Proactive inspections prior to high demand tourist season.	Opportunities for future improvement through additional proactive maintenance inspections with logging and actioning of defects. Use of improved condition inspection data including core drilling to develop targeted treatments.



Key Performance Measure	Level of Service Objective	Performance Measure Process	Current Service Level	Target Service Level
		Patrol grading and inspection, vegetation and drainage maintenance schedule.	Some inspection and feedback from grading staff, priority items highlighted daily. Reactive response to customer service requests.	Develop shovel ready programs for unsealed roads improvements to support grant funding opportunities Optimised grading program through GIS or equivalent allowing for tracking of defects and assignment of actions/treatments.
	Footpaths, footbridges, kerbs, shared paths – Trip Hazards, slipperiness, visual amenity	Service requests, elected member and staff inspections/feedback. Local Business inputs and feedback.	Some backlog of maintenance work due to limited local external resources and budget constraints. Proactive inspections and maintenance for footpaths and alfresco dining areas prior to high demand tourist season. Some challenges with DDA compliance.	Reduced backlog with improved work practices with annual contractor workplan & schedule, implementation of panel contractor arrangements. Detailed upgrade program to manage DDA requirements and optimise public access. Compliance with Outdoor dining and street traders' policy requirements. Formal footbridge inspection process – Level1/2/3.



Key Performance Measure	Level of Service Objective	Performance Measure Process	Current Service Level	Target Service Level
Function	Roads are fit for purpose and suitable for expected vehicle usage – freight, community access, farm machinery, and tourist routes.	Community feedback and staff assessment	No major issues from an access / function perspective. Deal with issues on an as needs basis – e.g. flood/weather impact.	Continue to respond to requests in accordance with defined Council policies and timeframes and respond on an as needs basis.
	Footpaths, footbridges and shared paths connect all key public locations, business and commercial properties.	Community feedback and staff assessment. Regular Robe Tourism Association meetings and feedback through Council community development staff.	Some challenges with footpath gradient, alignment and transition, widths of kerb and pram ramps.	Comprehensive footpath strategy and connectivity plan to led to detailed upgrade requirements for AMP.
Capacity/Utilisation	Roads and Civil assets suitable for current and forecast traffic volumes/levels	Community feedback – traffic counts / surveys, NHVR permits	Some challenges during peak tourist season. Recent residential development increasing pressure on capacity of existing road and footpath assets.	No change anticipated unless significant demand is driven by district development or Council strategic direction.



2.5 Technical Levels of Service

Technical levels of service support the community service levels and are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the council undertakes to best achieve the desired community outcomes. Technical service measures are linked to the activities and annual budgets covering:

Upgrade – the activities to provide a higher level of service (e.g. sealing an unsealed road) or a new service that did not exist previously.

Operations – the regular activities to provide services (e.g. Road sweeping, cross drain clearing, verge and street tree management, inspections, etc.

Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition. Maintenance activities enable an asset to provide service for its planned life (e.g. road patching, unsealed road grading, kerb and footpath repairs),

Renewal – the activities that return the service capability of an asset up to that which it had originally provided (e.g. road resurfacing, pavement reconstruction & pipeline replacement),

Table 2.4 Technical Levels of Service

Key Performance Measure	Level of Service Objective	Performance Measure Process	Current Service Level	Target Service Level
Operations	Efficiently utilise assets which will consume resources such as manpower, energy and materials.	Community feedback, Budget tracking, fortnightly team meetings.	Priorities driven by management and supervisors. Reactive to community requests.	A more proactive operations schedule linked to reinspection program and asset hierarchy 12 month rolling plan for all operations activities.
Maintenance	Retain assets as near as practicable to its original condition but excluding rehabilitation or renewal (capital).	Community feedback, Budget tracking, fortnightly team meetings. Seasonal schedule of works – e.g. grading during wet periods, kerb and footpaths during summer period and prior to tourist season.	Patrol grading program developed and managed. Priorities driven by management and supervisors. Reactive to community requests.	A proactive maintenance schedule linked to inspection program and asset hierarchy with targeted works plans. 12 month rolling plan for all maintenance activities utilising asset data and GIS (or equivalent) allowing for tracking of defects and assignment of actions/treatments.



Key Performance Measure	Level of Service Objective	Performance Measure Process	Current Service Level	Target Service Level
Renewal	Restore, rehabilitate or replace existing assets with assets of equivalent capacity or performance capability at the optimum point in an asset's lifecycle.	Re-sheet and Renewal program, annual capital works plan for all other assets. Project delivery tracking, monthly reporting to Council, quarterly budget/project reviews.	Renewal generally in line with annual budget program, some recent challenges with delivery road renewal projects with resource constraints.	Development of 10 year renewal plan with sustainable approach to renewal treatments and practices. Development of shovel ready projects for grant applications – e.g. Special Local Roads program.
Upgrade	Upgrades are cost effective, meet end user's needs, are affordable and are in line with council policies	Budget and Audit Review	Limited upgrade in road network. Some community aspiration to upgrade township and tourism unsealed roads to sealed.	Develop a 10 year agreed upgrade plan with consideration for whole of lifecycle costings that will inform the LTFP and be in line with a Council Upgrade Policy.

2.6 Construction and Renewal Standards for Roads

This plan has been developed based on assumptions related to the construction and renewal standards for the sealed and unsealed road network as developed during the valuation process.

Council recently resolved to subscribe to the Infrastructure Guidelines SA, as developed by the South Australian branch of the Institute of Public Works Engineering Australasia (IPWEA). The guidelines present standard infrastructure requirements, allowing Council's to have consistency in infrastructure across the state. However, the guidelines only provide a broad overview, and it is recommended that Council develop a further guideline to inform future construction by both Council and Developers on the minimum infrastructure requirements for development.



3 Future Demand

3.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc. Demand factor trends and impacts on service delivery are summarised in Table 3.1.

Demand for a change in services including provision of new services will be managed through a combination of:

- Further analysis of providing the service at current and target service levels,
- Managing existing assets through planned maintenance, renewal and upgrade,
- Providing new assets to meet demand,
- Communicate service levels to the community measured against current funding capacity,
- Disposal of assets determined surplus to requirements.

Opportunities identified to date for demand management are also shown in Table 3.1. The impact of climate change on assets is an emerging and complex discussion and further opportunities will be developed in future revisions of this AMP.

Table 3.1 Demand Factors, Projections and Impact on Services

Demand Driver	Present Position	Projection	Impact on Services	Demand Management Plan
Demand for wider vehicles and over-dimensional heavy vehicles for farm and commodity movement.	Meeting demand on approved routes.	Demand for upgrade of road network to meet expanding user requirements. Changes to distribution of Heavy traffic across the Council district.	Increased construction and maintenance costs. Potential road safety impacts. Reduction in life of assets and increase in maintenance costs. Potential for re-classification of some roads.	Work with the farming community to identify key challenge areas and develop prioritised plans. Seek grant funding for upgrade of key areas.
	Challenging to maintain clear widths desired by customers. Vegetation encroachment is a significant issue. Significant annual budget required for roadside vegetation management.	Ongoing challenges in meeting expectations.	Difficulty meeting customer expectation for carriageway clear width.	Increased inspections and targeted proactive maintenance.



Demand Driver	Present Position	Projection	Impact on Services	Demand Management Plan
Growth in Tourism – Increasing caravan and 4WD numbers.	Predominantly on main roads.	Increasing movements on local roads to destinations.	Potential expectation of higher quality roads. Change in vehicle types using road network and potential change in user risk profile. Increased corrugations leading to additional maintenance. Increasing dust generation.	Development of optimised grading program and process. Rip and reform in known problem areas. Upgrade of advisory signage including creation of new. Develop 10 year priority upgrade plan and submit for Special Local Roads funding. Review posted speed limits with DIT.
Major development.	Managing the impact.	Increasing asset base and costs for management.	Increased maintenance, operations and renewal requirements.	Develop 10 year detailed acquisition and upgrade plan to inform development of next AMP and LTFP.
DDA Compliance	Some footpaths not complying with current standards.	Community and regulatory drivers to increase compliance. New outdoor dining and street traders' policy may drive requirements for DDA compliance.	Increasing requirement for footpath renewal and upgrade. Increased unit price for replacement. Increase requirements for inspections and compliance.	Investigate deficiencies and create priority upgrade plan for footpaths including a review DDA plans.
Demographic Changes.	1,542 as at 2021 Census (ABS). Higher proportion of people aged +65 Years - 9.7% as at 2021 Census (ABS). Seasonal fluctuation.	Overall population numbers growing slowly with an increasing aging population.	Mobility considerations and Disability Access plan. Additional requirements for footpath and access points - e.g. kerb ramps.	Continued update of detailed upgrade plan informing LTFP.
	Increasing community expectation for high quality Roads and Civil assets.	Expected to continue.	Increasing demand on limited maintenance resources.	Optimised service levels and response times agreed with community while maintaining Heritage elements with stone kerbing.

Demand Driver	Present Position	Projection	Impact on Services	Demand Management Plan
Climate Change.	Increasing rainfall events and intensity. Higher peak temperatures with extended hot periods.	Expected to continue.	Increased demand on road maintenance, renewal and grading services. Potential requirements for increased levee heights in problem areas.	Optimise work schedules for patrol grading and review renewal methodologies for suitability – this should include binder evaluation on sealed roads and rubble selection for resheeting.
	Increasing intensity of weather events and rising sea levels impacting coastal assets.	Expected to continue.	Increased demand on maintenance, renewal and asset upgrade.	Coastal adaptation plan for high risk areas informing detailed renewal and upgrade plan.

The District Council of Robe, like many rural areas has limited growth in population as shown in Table 3.2. The ABS states that in 2021 people in the +65 years group made up 17.2% of the Australian population and this is projected to increase over time. For Robe the % of people in the +65 years group has increased from 6.1% in 2011 through to 9.7% in 2021 highlighting the trend in demographics for the region and the potential for impacts to Council in its provision of footpath services.

Table 3.2 ABS Demographic Statistics for The District Council of Robe LGA

Census Year	Total Population	No. of Families	No. of People Aged +65 Years	% of People +65 Years
2021	1,542	439	148	9.7
2016	1,378	352	111	8.0
2011	1,398	375	85	6.1

4 Life Cycle Management

The life cycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in Section 2) while optimising life cycle costs.

4.1 Background Data

The District Council of Robe's Roads and Civil assets are located in both rural areas and townships within the Council and the assets covered by this asset management plan are shown in Table 1.1. It is anticipated that the planned work on the development of the Stormwater Asset register will lead to the inclusion of the stormwater assets in future revisions of this AMP.

4.1.1 Asset Condition

The condition of Councils Roads and Civil assets is monitored through regular field inspections by Council works Supervisors and management. The 2024 valuation process included a formal condition assessment of all assets.

The condition rating utilised a 0-100 condition score where a score of 0 is assigned to a new asset. A Condition End of Life (CEoL) was then developed and assigned for each asset type. The CEoL reflects the minimum service level or the point in the asset's lifecycle where a standard renewal intervention is targeted.

For the purposes of this AMP the condition scores have been converted to a 1-5 rating to facilitate the visualisation of the overall network condition. A score of 1 in the following graphs reflect an asset in excellent condition and a score of 5 represents an asset that is near to or fully expired.

Details of the condition assessment process are included in the 1 July 2024 Valuation Methodology Report prepared by Tonkin Ref: 211730R004.

The condition profile of the Roads and Civil assets as at 1 July 2024 shown by Current Replacement Cost (CRC) included in this plan is shown in figures 4.1 to 4.6.

Sealed Roads

Figure 4.1 Summary Sealed Road Surfaces Condition Profile

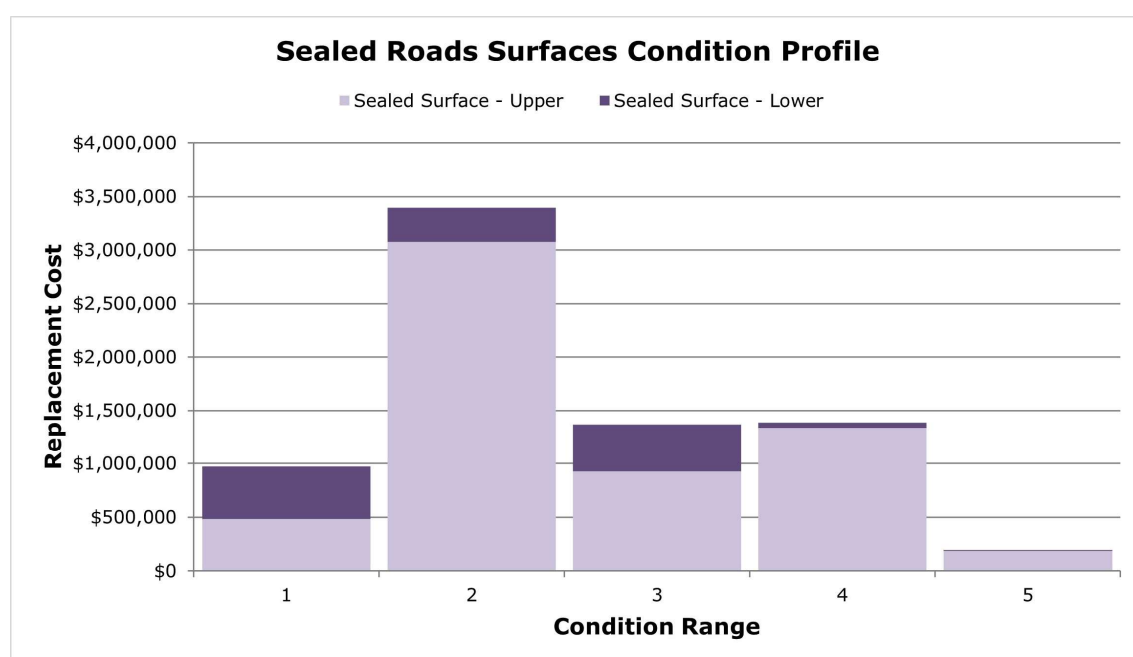
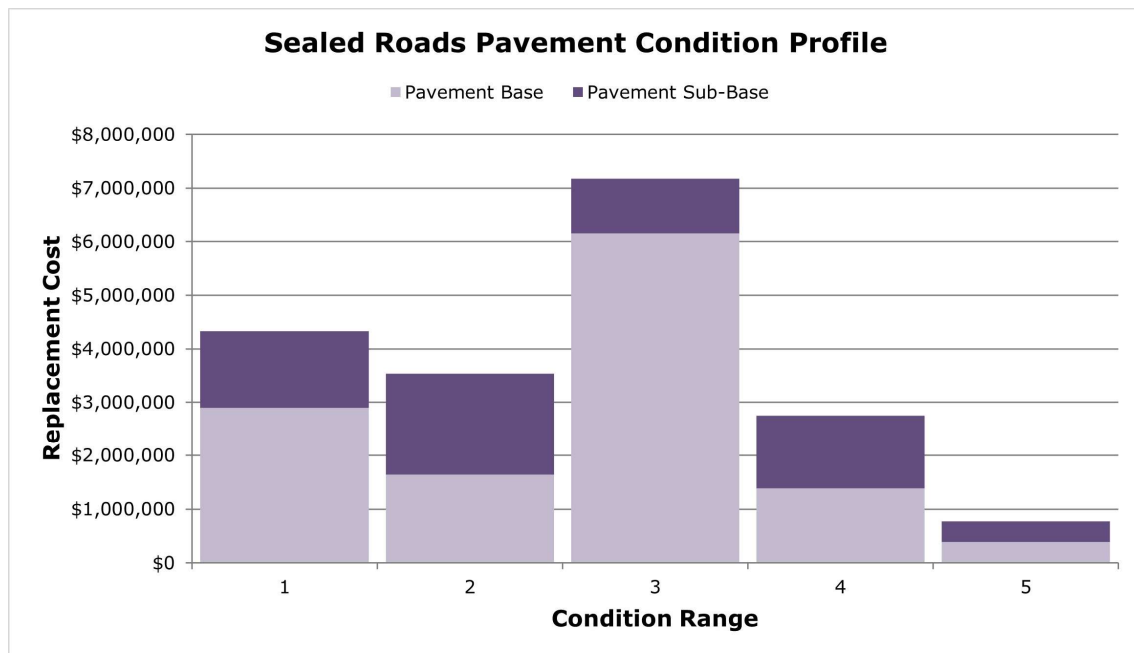


Figure 4.2 Summary Sealed Road Pavement Condition Profile



In addition to the sealed road surface and pavement assets the sealed roads formation assets are valued at \$7.9M, however these are considered a non-depreciable asset and renewal and maintenance of these assets is not required.

The Minimum Service Standard (CEoL) for Council's sealed road surfaces ranges between 50 and 60 depending on the road classification, for sealed road pavements the CEoL also ranges between 50 and 60.

The 10-year renewal plan targets assets that are reaching CEoL during the life of this AMP. There are approximately \$2.9M of sealed road surfaces and pavement listed for renewal within the 10 year planning period of this AMP.

Unsealed Roads

Figure 4.3 Summary Unsealed Road Condition Profile (Short Life)

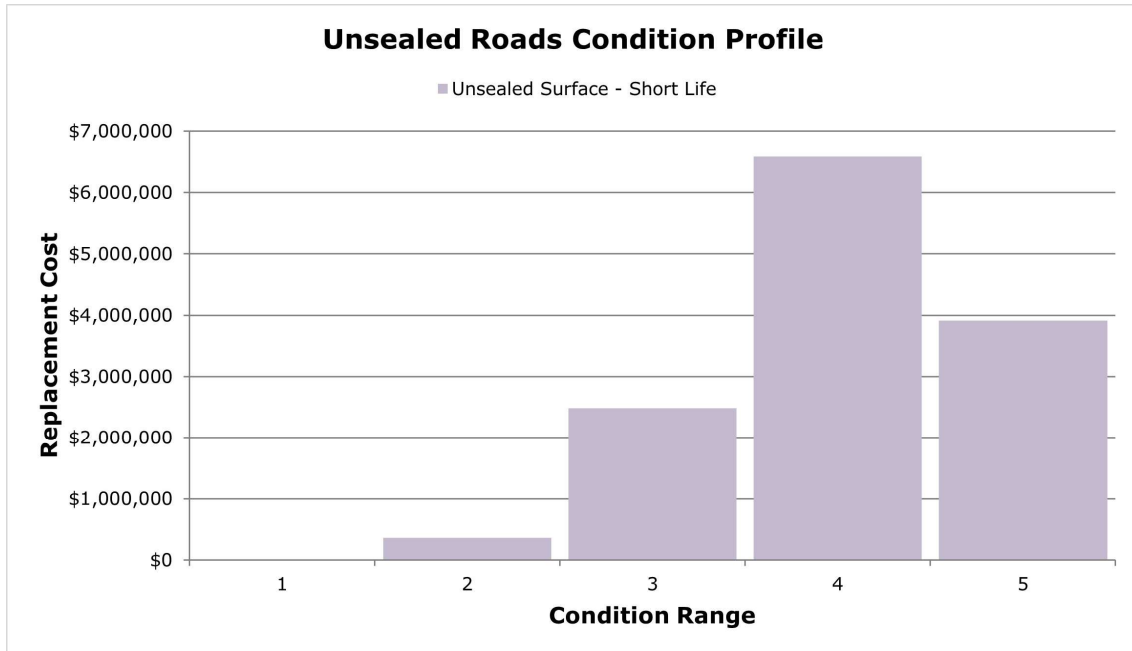
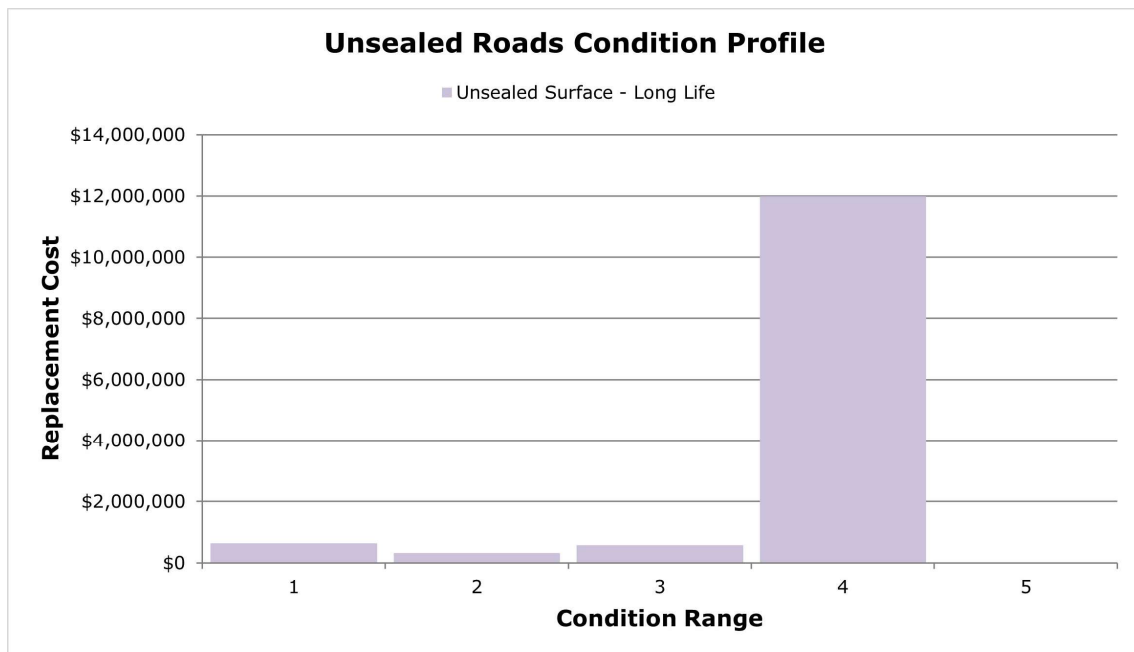


Figure 4.4 Summary Unsealed Road Condition Profile (Long Life)



The Minimum Service Standard (CEoL) for Council's unsealed roads is 100 this indicates that the road is fully expired prior to being considered for renewal. It is likely that community feedback would drive earlier intervention to some unsealed roads prior to reaching CEoL.

The 10-year renewal plan targets assets that are reaching CEoL during the life of this AMP. There are approximately \$10.7M of unsealed roads listed in the renewal plan.

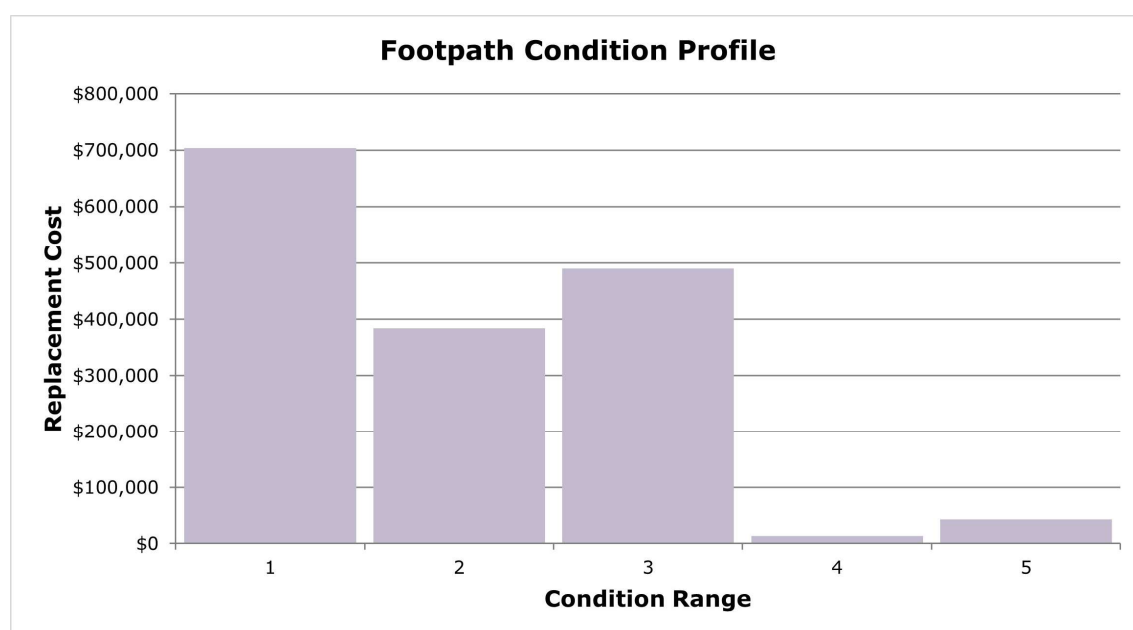
It should be noted that the condition data utilised for the unsealed road assets was assessed by a third party, with the data provided for use within the valuation process. Upon closer review of the data, very little information regarding assessment methodology has been provided, and thus confidence in the data for valuation and asset planning purposes is low.

The condition score was calculated based on the 'consumption' of the asset, sourced from the Council provided financial register. The consumption score was calculated using the Closing Accumulated Depreciation / Closing Cost. Based on the existing data, many of the unsealed road assets have expired and are considered Low Service Assets. As stated in Section 2.5 of the valuation report, these low service assets have had a manual adjustment to remaining life in order to record annual depreciation, these are included in the condition 5 assets in figure 4.3 and 4.4.

A key improvement item identified in the valuation report and this AMP is the requirement to undertake further data collection activities and a further revaluation sooner than what is typically undertaken. This will inform an updated detailed 10-year renewal plan in future updates to this AMP. Additionally a re-classification of the unsealed roads reflecting their hierarchy of importance within the network has been identified, this will inform future maintenance and renewal strategies and costs and provide more accurate information for the development of Council's LTTP.

Footpaths

Figure 4.5 Summary Footpath Condition Profile

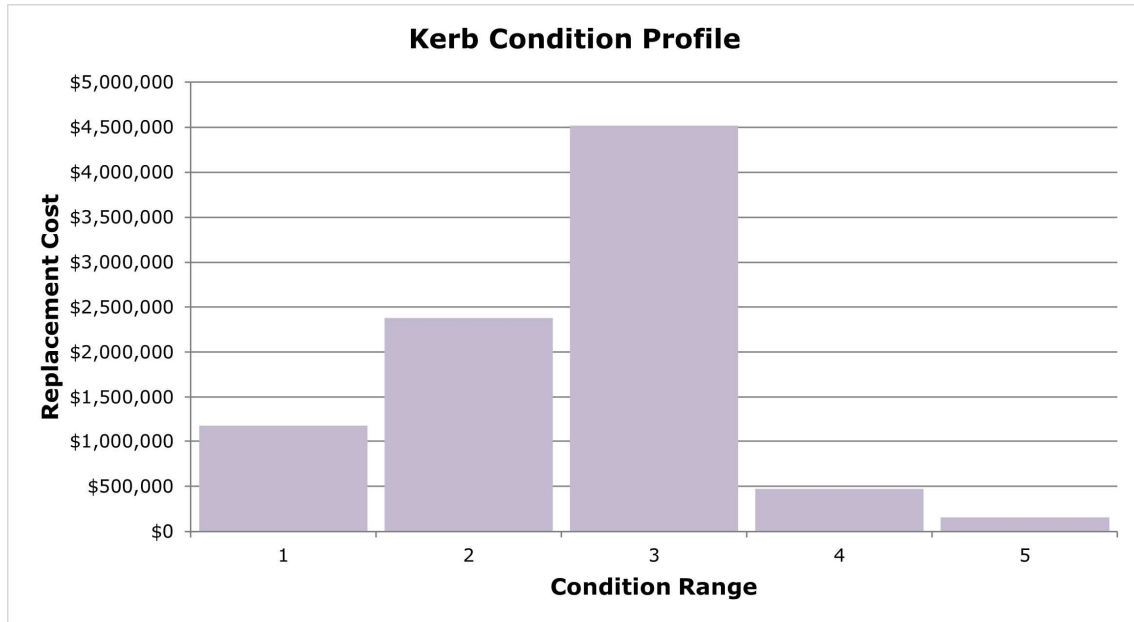


Valued footpath asset types include Block Paved, Hotmix Bitumen, Concrete and Spray Seal. Unsealed crusher dust and rubble footpaths are typically treated within the maintenance budget rather than capital renewal and are thus non-valued. It has been identified that one rubble footpath is currently listed in the Council's Asset Register and has been valued.

The CEoL assigned for footpath assets is 100, this indicates that the footpath is fully expired prior to being considered for renewal. It is likely that community feedback would drive earlier intervention to some footpaths prior to reaching CEoL. There are limited footpath assets due to expire in the 10 year planning period of this AMP with approximately \$60k listed in the 10-year renewal plan.

Kerbs

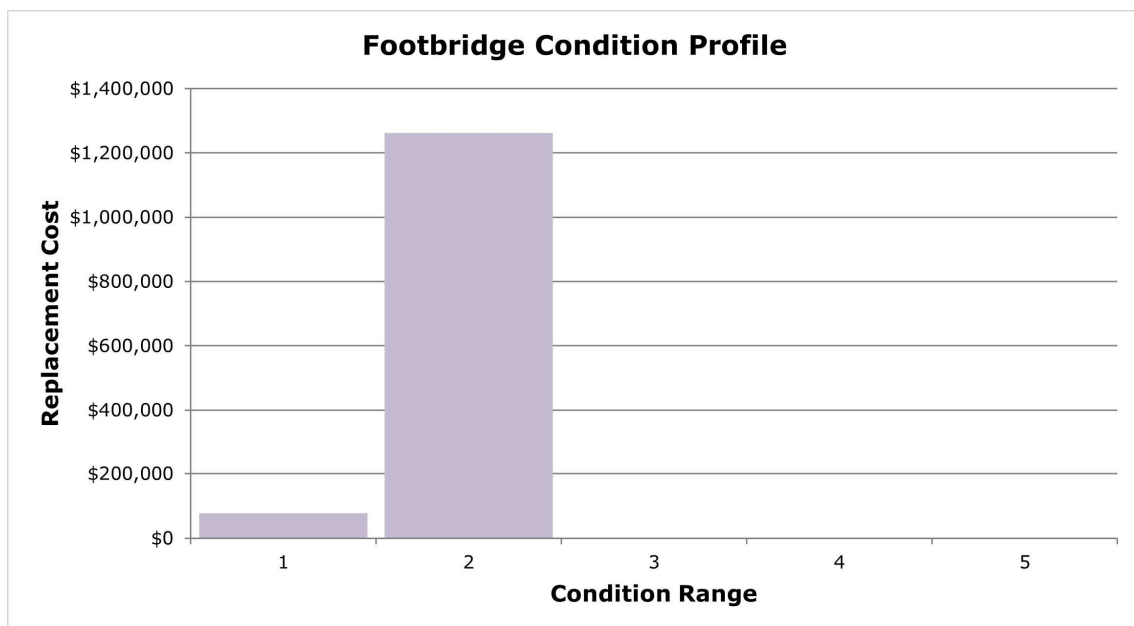
Figure 4.6 Summary Kerb Condition Profile



The service level provided by kerb is determined mainly on its ability to remove stormwater however certain types of kerbing (i.e. median kerb) will also be required to provide other functions such as road delineation and the provision or prevention of vehicular access. The Minimum Service Standard (CEoL) for Council's kerb & gutter assets is 80. There are limited kerb assets due to expire in the 10 year planning period of this AMP with approximately \$150k listed in the 10-year renewal plan.

Footbridges

Figure 4.7 Summary Footbridge Condition Profile





Council is responsible for 4 footbridge assets each with differing construction methodologies. The Minimum Service Standard (CEoL) for Council's footbridge assets is 80. There are no bridge assets due to expire in the 10 year planning period of this AMP.

The development of a standardised bridge inspection program aligned with the DIT Level 1,2, or 3 process is identified as an improvement item for ongoing management of footbridge assets.

4.1.2 Asset Capacity and Performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 4.1.

Table 4.1 Known Service Performance Deficiencies

Location	Service Deficiency
Robe Township	Challenges with connectivity of footpaths. Lack of footpaths in some residential areas including within some new developments.
Unsealed Roads	Backlog of renewals and insufficient ongoing maintenance due to grader operator shortages.
High volume roads including tourist and freight routes	Gaps in regular maintenance schedules leading to poor service levels including cracking and potholes. Deferred renewal on sealed roads over the last 5 years may contribute to peak renewal requirements in the short term including pavement renewals in areas with poor deformation.

4.2 Risk Management

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, assessed as being 'Extreme' - requiring immediate corrective action and 'High' - requiring prioritised corrective action will be identified with associated costs in future revisions of the plan.

This plan does not include a full risk assessment; future iterations of the plan may consider this. At a high level, the risks in Table 4.1 have been identified and considered in the development of this plan:

Table 4.2 Provisional Risk Assessment

Service or Asset at Risk	What can Happen	Risk Rating (Ext, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Renewal Funding	Council is heavily dependent on grant funding for renewal and operations of its Roads and Civil assets. Current funding levels may not be guaranteed in the long term or adjusted for increasing costs.	H	Continue lobbying for ongoing and increased funding commitments e.g. special local roads. Develop priority shovel ready projects for submission when new funding opportunities become available.	M	Ongoing costs are included in the operations budget



Service or Asset at Risk	What can Happen	Risk Rating (Ext, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Asset Maintenance and Renewal	Increasing cost of contract services leading to reduced capacity of Council to complete maintenance and renewal	Ext	Further develop asset hierarchies, customer and technical service levels to ensure only sustainable renewal and maintenance activities are required. Develop shovel ready projects for grant funding opportunities. Develop long term renewal plans to allow for adequate planning and project delivery efficiencies. Update renewal and maintenance methodologies as part of operational review improvement.	H	Costs to be developed in the operations and maintenance budgets as part of the improvement plan.
Loss of Key Staff	Key experienced staff have the technical skills and local knowledge to support the maintenance and renewal of the Roads and Civil assets.	H	Implement a corporate process to best engage key staff and update the documentation of current work practices. Multiple staff trained in each key role.	M	Ongoing costs are included in the operations budget
Lack of asset data	Limited condition information available to develop unsealed road renewal plan	H	Unsealed Roads Condition Assessments. Ensure there is data integrity across Infrastructure, finance and operations.	M	Costs to be developed in the operations and renewals budgets as part of the improvement plan.
	Limited asset management software systems and tools available to staff to manage Councils asset portfolio impacting the quality of maintenance and renewal planning.	H	Implement a standard Asset Management software system such as Conquest with support from external specialists. Deliver training to all relevant staff and develop of standardised operational processes.	M	Costs to be developed in the operations and budgets as part of the improvement plan.
	Defects causing injury or property damage.	H	Additional proactive scheduled inspections based on affordable and prioritised inspection schedule within agreed service level targets.	M	Staff time commitments managed within existing budgets.



Service or Asset at Risk	What can Happen	Risk Rating (Ext, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Environmental impacts	Increasing rainfall event frequency and intensity potentially leading to road erosion and premature renewal works. Increasing peak temperatures driving requirement for more expensive modified binders for road construction.	H	Ensure roadside verge and stormwater infrastructure are inspected and maintained frequently including full inspection prior to winter and regular wet periods. Pro-active maintenance or road surfaces including crack sealing, pothole and localised patch repairs. Application of polymer binders in standard road renewal programs.	M	Costs to be developed in the operations, maintenance and renewals budgets as part of the improvement plan review of environmental impacts and resilience.
	Damage to assets because of a significant natural event.	Ext	Continue to develop the processes and tools within the asset management system to cope with flood damage assessment and reporting in a streamlined fashion and ensuring consistent asset data is utilised. Link to BCP. Maintain flexibility in capital funding forecasts and LTFP to create capacity when required for disaster recovery.	H	Staff time commitments managed within existing budgets.

4.3 Required Expenditure

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10-year financial planning period. This provides input into the current long term financial plan and is aimed at providing the required services in a sustainable manner.

Note that all costs outlined in this section are Present values (2024 costs) – no indexation is applied in the AMP, this is managed through the LTFP.

4.3.1 Operations and Maintenance

Operations include regular activities to provide services such as public health, safety and amenity, inspections, cross drain cleaning, verge spraying, tree trimming etc.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again. Maintenance includes reactive (unplanned), planned and specific maintenance work activities, examples include road sign replacement, patrol grading, pothole repairs, sealed road edge repairs and patching. Assessment and prioritisation of reactive maintenance is undertaken by operational staff using experience and judgement.



Council's future Roads and Civil Operations and Maintenance forecasts are based on the costs provided for previous years and the budget for Year 1 of the AMP has been set at \$637.1k which takes into account recent materials and labour inflation and optimised maintenance schedules.

For the purposes of this AMP it has been assumed that Operations and Maintenance are split 30% - 70%.

Table 4.3 Annual Operations and Maintenance Expenses

Roads and Civil	2022-23	2023-24	2024-25	Yr. 1 – 2025-26 Forecast
Annual Operations and Maintenance	\$546.5k	\$541.2k	\$599.3k	\$637.1k

The condition assessment of the unsealed roads identified a number of roads requiring heavy maintenance activities that could be considered critical works or major defects. Whilst this is currently documented within internal reports, it has not been separated into a specific budget line at the present time. It is recommended that Council consider the implementation of a specific budget line within Operations and Maintenance costs for the rectification of identified major defects.

4.3.2 Renewal

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential.

The 10-year renewal plan for assets including kerb, footpath and roads assets was based on the condition assessment and expected expiry date for sealed roads, and the asset consumption expiry date, as detailed within the register.

The method used to develop the renewal plan for the sealed utilised the expiry dates from the most recent condition data collection in 2024. The unsealed roads renewal plan was prepared by Council, on the understanding that the Condition Assessment data collated by a third party formed the basis of the program. The Sealed roads expiring over the 10-year planning period were selected for final review and prioritisation.

During the valuation process, it was identified that a large spike for renewals of unsealed roads is predicted in year FY37/38. Further exploration into the forecast spike indicates it is a result of financial data for the unsealed roads for a large group of segments having the same expiry date. It is recommended that a further condition assessment be undertaken for the unsealed roads to provide further clarity on the expected end of life date for these assets, with an aim to reduce the forecast spike.

During this review it was identified that there are some discrepancies between condition data developed during the field assessment process for the unsealed roads and the final review and prioritisation. A detailed renewal schedule has been finalised for Yr1 (2025-26) of the AMP however to improve confidence in the available data and determine the optimum long-term expenditure to maintain the condition of Council's road network a further field review and analysis will be completed over the next 12 months as part of the improvement plan.

The costs associated with the renewals have been aggregated for each financial year over the 10 year planning period and shown in Table 4.4 and Figure 4.8. The average annual capital renewal cost is \$1.3M.

A detailed renewal schedule for Years 1-5 of the AMP has been included as Appendix A – The schedule will be reviewed and updated annually as part of the budget development process and will be communicated in the Annual Business Plan.

Further to work on the re-inspection and categorisation of unsealed roads, and the development of a detailed 10 year renewal plan, it is anticipated that modelling will be undertaken to assist with the smoothing of the long term renewal expenditure profile.

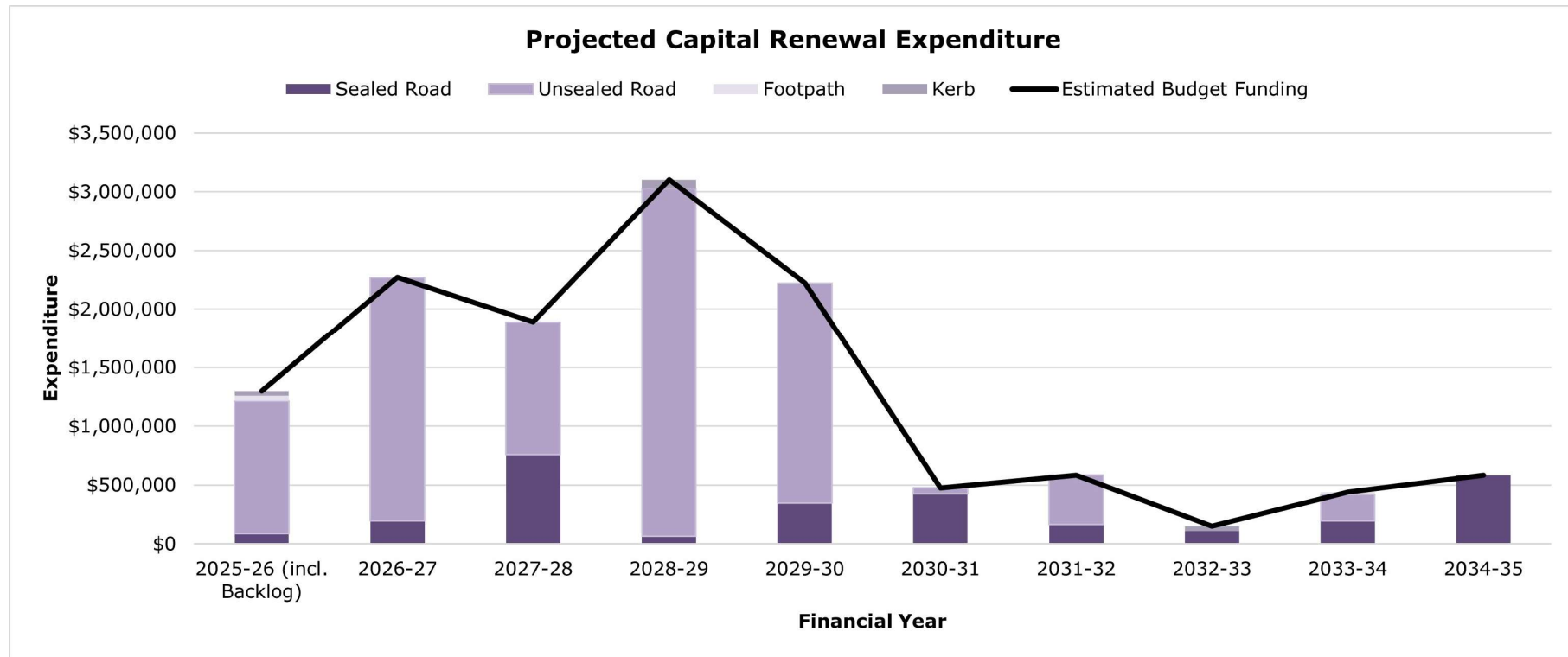
Council's LTFP for Roads and Civil Asset renewals has been informed by the 1 July 2024 valuation process and is aligned with the forecasts in the AMP.

Table 4.4 Required Capital Renewal Expenditure

Financial Year	Sealed Roads	Unsealed Roads	Footpaths	Kerbs	Footbridges	Total
2025-26	\$88,706	\$1,125,096	\$42,884	\$38,760	\$0	\$1,295,446
2026-27	\$193,566	\$2,077,218	\$0	\$0	\$0	\$2,270,784
2027-28	\$757,935	\$1,131,975	\$0	\$0	\$0	\$1,889,910
2028-29	\$64,796	\$2,960,629	\$0	\$76,510	\$0	\$3,101,935
2029-30	\$348,367	\$1,874,024	\$0	\$0	\$0	\$2,222,391
2030-31	\$422,912	\$53,563	\$0	\$0	\$0	\$476,474
2031-32	\$164,400	\$419,656	\$0	\$0	\$0	\$584,055
2032-33	\$108,468	\$0	\$0	\$39,950	\$0	\$148,419
2033-34	\$193,342	\$228,834	\$17,499	\$0	\$0	\$439,675
2034-35	\$583,473	\$0	\$0	\$0	\$0	\$583,473
Total	\$2,925,964	\$9,870,995	\$60,383	\$155,221	\$0	\$13,012,562



Figure 4.8 Required Capital Renewal Expenditure



4.3.3 Capital New/Upgrade and Acquisition

New/upgrade expenditure is major work that creates a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development.

Acquisition and upgrade projects are currently identified through the annual budget process. There are no current planned asset acquisition or upgrade projects identified within the 10 year planning period.

A key improvement from this AMP is the development of a detailed 10-year acquisition and upgrade plan which includes all assets to be gifted/donated to Council as part of ongoing developments within the district.

4.3.4 Disposal

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. In general the cost of disposal of an asset or component is included within planned renewal and upgrade projects.

There are no planned asset disposals within the 10 year planning period.

4.3.5 Financial Projections

The financial projections are shown in Table 4.5 and Figure 4.9 for projected Maintenance & Operations, Renewal, Upgrade & Acquisition, Disposals and total estimated budget funding.

The average annual forecast maintenance & operations, renewal, upgrade & acquisition and disposal expenditure required over the 10-year planning period is \$1.938M.

The corresponding planned budget is \$1.938M per year, indicating that 100% of the forecast costs required to provide the services documented in the AMP are accommodated in the proposed budget.

The level of expenditure will be updated following the development of the 10-year upgrade plan and the comprehensive review and analysis of the hierarchy and classification of Council's unsealed roads which will help determine specific annual renewal projects to optimise the sustainability of the management of Councils Roads and Civil assets.

Providing services in a financially sustainable manner requires a balance between the forecast outlays required to deliver the agreed service levels with the planned budget allocations in the LTFP.

Any gap between the updated forecast outlays and the amounts allocated in the LTFP during the 10 year planning period would indicate further work is required on reviewing service levels in the AMP (including possibly revising the LTFP).

We will manage the 'gap' by committing in this AMP to have a robust improvement plan, working to keep the predictive modelling accurate and continually optimising service levels in consultation with the community and in response to ongoing reviews of the LTFP.

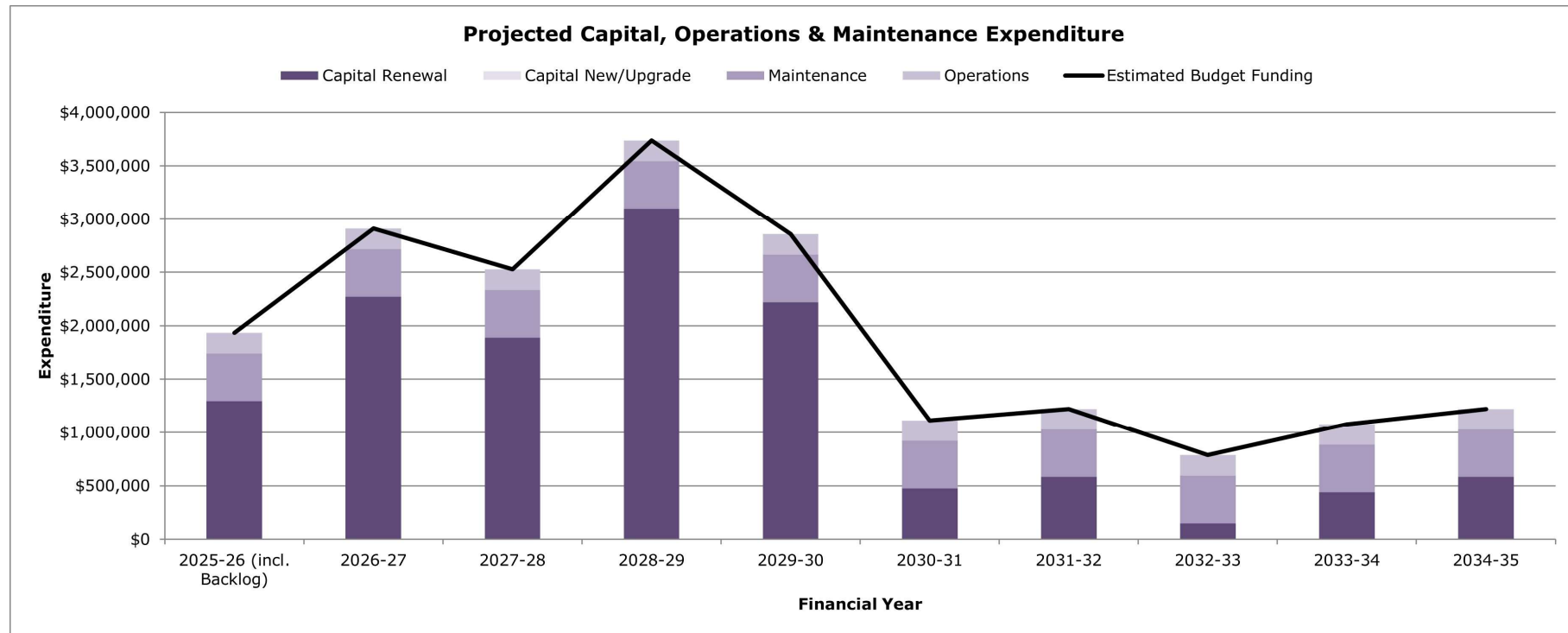


Table 4.5 Operating and Capital Expenditure

Financial Year	Maintenance & Operations Forecast	Renewal Forecast	Upgrade Forecast	Disposal Forecast	Estimated Budget Funding
2025-26	\$637,075	\$1,295,446	\$0	\$0	\$1,932,521
2026-27	\$637,075	\$2,270,783	\$0	\$0	\$2,907,858
2027-28	\$637,075	\$1,889,910	\$0	\$0	\$2,526,985
2028-29	\$637,075	\$3,101,935	\$0	\$0	\$3,739,010
2029-30	\$637,075	\$2,222,390	\$0	\$0	\$2,859,466
2030-31	\$637,075	\$476,474	\$0	\$0	\$1,113,549
2031-32	\$637,075	\$584,055	\$0	\$0	\$1,221,130
2032-33	\$637,075	\$148,419	\$0	\$0	\$785,494
2033-34	\$637,075	\$439,675	\$0	\$0	\$1,076,750
2034-35	\$637,075	\$583,473	\$0	\$0	\$1,220,548
Total	\$6,370,750	\$13,012,562	\$0	\$0	\$19,383,311



Figure 4.9 Summary Projected Maintenance, Operations and Capital Expenditure



5 Plan Improvement and Monitoring

The following tasks have been identified for improving future versions of the plan. Council should assign responsibilities and resources to these tasks as part of the endorsement of the plan.

Table 5.1 Tasks identified for improving future versions of the AMP

Task No.	Task	Responsibility
1	Undertake further condition data assessment and revaluation for Council's unsealed road network.	Council with External Consultant support
2	Review and update the Hierarchy and classification of Transport assets to support service level development and renewal priorities.	Council
3	Review and update unsealed roads segments into smaller manageable segments e.g. 2km max length.	Council with External Consultant support
4	Update construction standards for Roads and Civil assets in line with Infrastructure Guidelines SA.	Council
5	Comprehensive review and adoption of service levels for Roads and Civil infrastructure assets.	Council
6	Development of an updated 10 year renewal plan utilising the unsealed road revaluation and the inputs from the hierarchy and service level review. Include shovel ready projects for future grant applications.	Council with External Consultant support
7	Conduct a risk assessment workshop in order to develop a comprehensive asset management risk and treatment plan for inclusion in future iterations of the AMP.	Council
8	Develop a 10 year detailed acquisition and upgrade plan including all donated assets from district development. Include shovel ready projects for future grant applications.	Council
9	Development of an updated standardised and proactive rural roads maintenance program.	Council with External Consultant support
10	Development of an updated standardised and proactive inspection and maintenance program for Council's footbridge assets.	Council
11	Development of asset register and spatial data for Stormwater assets for the inclusion in future updates of this AMP or the creation of a standalone AMP for Stormwater.	Council with External Consultant support
12	Plan for and present a separate budget line within O&M costs for identified major defect repairs.	Council
13	Develop updated LTFP informed by this AMP and from the 10 year detailed renewal and upgrade plans.	Council

This AMP will 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.

This plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

6 References

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- District Council of Robe Transport Methodology and Valuation Report - 1 July 2024 (211730R004)



Appendix A 5 Year Renewal Plan

Location	Renewal Type	Forecast Estimate
2025-26		
Bagdad Road	Unsealed Road Sheeting	\$154,229
Baxters Hill Road	Unsealed Road Sheeting	\$358,231
Boomarooo Park Road	Unsealed Road Sheeting	\$160,618
Bowaka Road	Unsealed Road Sheeting	\$233,415
Bowyers Way	Unsealed Road Sheeting	\$60,232
McEwens Lane	Unsealed Road Sheeting	\$19,375
Ross Quarry Road	Unsealed Road Sheeting	\$138,996
	Total Unsealed Roads	\$1,125,096
Dening Street	Sealed Surface Upper	\$8,787
Dening Street	Sealed Pavement Base	\$27,809
Dening Street	Sealed Pavement Sub-Base	\$12,934
George Street	Sealed Surface Upper	\$4,716
Hateley Crescent	Sealed Surface - Upper	\$6,113
Hateley Crescent	Sealed Pavement Base	\$19,348
Hateley Crescent	Sealed Pavement Sub-Base	\$8,999
	Total Sealed Roads	\$88,706
Morphett Street	Footpath	\$18,047
Mundy Terrace	Footpath	\$9,636
Smillie Street	Footpath	\$15,201
	Total Footpaths	\$42,884
Davenport Street	Kerb	\$38,760
	Total Kerb	\$38,760
	Total 2025-26	\$1,295,446



2026-27		
Brewer Road	Unsealed Road Sheeting	\$9,477
Fayrfield Lane	Unsealed Road Sheeting	\$88,873
Flints Road	Unsealed Road Sheeting	\$76,658
Kangaroo Hill Road	Unsealed Road Sheeting	\$314,987
Old Naracoorte Road	Unsealed Road Sheeting	\$1,312,038
Powells Road	Unsealed Road Sheeting	\$275,184
	Total Unsealed Roads	\$2,077,217
Davenport_1 Street	Sealed Surface Upper	\$12,456
Frome_1 Street	Sealed Surface Upper	\$18,973
Marina (Lipson Terrace) Parking	Sealed Surface Upper/Lower	\$82,169
Marina (Lipson Terrace) Parking	Sealed Pavement Base	\$54,582
Marina (Lipson Terrace) Parking	Sealed Pavement Sub-Base	\$25,386
	Total Sealed Roads	\$193,566
	Total 2026-27	\$2,270,783
2027-28		
Legoes Road	Unsealed Road Sheeting	\$329,238
Nora Creina Road	Unsealed Road Sheeting	\$746,928
Sneath Road	Unsealed Road Sheeting	\$16,848
Spots Hill Road	Unsealed Road Sheeting	\$9,126
West Avenue South Road	Unsealed Road Sheeting	\$29,835
	Total Unsealed Roads	\$1,131,975
Bagot_2 Street	Sealed Surface Upper	\$13,377
Robe Street	Sealed Surface Upper	\$70,508
Robe Street	Sealed Pavement Sub-Base	\$131,134
Robe Street	Sealed Pavement Base	\$189,570
Robe Street	Sealed Surface Upper	\$63,683
Robe Street	Sealed Pavement Base	\$171,222
Robe Street	Sealed Pavement Sub-Base	\$118,441
	Total Sealed Roads	\$757,935
	Total 2025-26	\$1,889,910



2028-29		
Cowans Road	Unsealed Road Sheeting	\$277,641
Dairy Range Road	Unsealed Road Sheeting	\$574,938
Drabsch Hundred Line Road	Unsealed Road Sheeting	\$262,408
Evans Cave Road	Unsealed Road Sheeting	\$43,889
Jorgensons Road	Unsealed Road Sheeting	\$627,588
Lake Hawdon Road	Unsealed Road Sheeting	\$535,626
Sandy Lane	Unsealed Road Sheeting	\$92,102
Woodleigh Lane	Unsealed Road Sheeting	\$546,437
	Total Unsealed Roads	\$2,960,629
Hayes Avenue	Sealed Surface Upper	\$10,208
Lily Lane	Sealed Surface Upper	\$4,247
Mundy Terrace On Street Parking	Sealed Surface Upper	\$7,497
Sturt Street	Sealed Surface Upper	\$42,844
	Total Sealed Roads	\$64,796
Davenport Avenue	Kerb	\$36,416
Frome Street	Kerb	\$40,094
	Total Kerb	\$76,510
	Total 2028-29	\$3,101,935



2029-30		
Ballantynes Road	Unsealed Road Sheeting	\$128,115
Chinamans Lane	Unsealed Road Sheeting	\$52,650
Dawsons Lane	Unsealed Road Sheeting	\$66,971
Engelhart Lane	Unsealed Road Sheeting	\$30,642
Hermitage Road	Unsealed Road Sheeting	\$103,194
Jerusalem Hut Road	Unsealed Road Sheeting	\$122,850
Lighthouse Close	Unsealed Road Sheeting	\$2,808
Long Island Road	Unsealed Road Sheeting	\$352,544
Lou's Lane	Unsealed Road Sheeting	\$115,409
Loxtons Road	Unsealed Road Sheeting	\$143,208
Nunga Mia Road	Unsealed Road Sheeting	\$74,131
Shamrock Road	Unsealed Road Sheeting	\$221,130
Sneyd Island Road	Unsealed Road Sheeting	\$294,840
Ti Tree Swamp Road	Unsealed Road Sheeting	\$115,830
Tonkin Road	Unsealed Road Sheeting	\$20,218
Tuckers Road	Unsealed Road Sheeting	\$26,325
Vearing Road	Unsealed Road Sheeting	\$3,159
	Total Unsealed Roads	\$1,874,024
Baudin Place	Sealed Surface Upper	\$3,999
Evans Cave Road	Sealed Surface Upper	\$149,130
Flint Street	Sealed Surface Upper	\$111,921
James Street	Sealed Surface Upper	\$8,340
Joy Terrace	Sealed Surface Upper	\$26,186
Mundy Terrace On Street Parking	Sealed Surface Upper	\$28,387
Sargent Close	Sealed Surface Upper	\$20,403
	Total Sealed Roads	\$348,366
	Total 2029-30	\$2,222,390