



Roads Asset Management Plan 2025

Adopted by Council
23 June 2025 Council Meeting
Minute 110/2025
Ref: DOC/25/5090



GLOSSARY

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 consumption ratio	The current value of Council's depreciable assets relative to their current replacement cost. $\frac{\text{Current Value of asset (Roads)}}{\text{Current replacement cost of assets}}$
Asset sustainability ratio	The approximation of the extent to which the infrastructure assets managed by Council are being replaced as they reach the end of their useful lives. $\frac{\text{The capital expenditure on the renewal of asset}}{\text{Depreciation expense}}$
Current replacement cost	The current cost of replacing an 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 (AASB 116)
Depreciated replacement cost	The current replacement cost 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	The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.
Life cycle cost	The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The LCC 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. LCE may be compared to LCC to give an initial indicator of life cycle sustainability.
Life cycle sustainability index	Life cycle expenditure (LCE) divided by life cycle cost (LCC) to provide indicator of life cycle sustainability.
Planned maintenance	Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspections,

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.

Renewal gap

The difference between the required spend as determined by a specialist (AusSpan) and the forecast spend as determined by Council.

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. (AASB 116).

It is estimated or expected time between placing the asset into service and removing 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.

1. EXECUTIVE SUMMARY

The Dorset Municipality covers 3,200 square kilometres and includes the major centres of Scottsdale and Bridport, and smaller centres including Branhholm, Derby, Winnaleah, Ringarooma, Legerwood, Gladstone, Herrick, Tomahawk, Musselroe Bay and Pioneer.

The municipality has a scattered population of approximately 6,900 and has an extensive road network of 690 km that serves local communities and industry. Major industries in the municipality are agriculture, forestry, tourism, mining and fishing.

Council's goal is to manage road assets in a way that meet the needs of the community and industry in the most cost effective manner.

Council's road assets comprise of the following assets:

- 53 km urban sealed roads
- 5 km urban unsealed roads
- 197 km rural sealed roads
- 435 km rural unsealed roads
- 52 km footpaths
- 74 km kerbs and gutters
- 1,393 minor culverts

This Asset Management Plan (AMP) details how Council intends to manage its road assets over the next 10 years. The AMP will cover the following topics:

- levels of service
- future demand for services
- lifecycle management plan
- financial projections

Council's management plans in relation to bridges and major culverts is outlined in the Bridges AMP which was adopted by Council June 2023.

Plans for the Future

Council plans to operate and maintain the road network to achieve the following strategic objectives.

1. Ensure the road network is maintained at a safe and functional standard.
2. Ensure the road network is affordable and sustainable for the rate payer and broader community.
3. Ensure the road network services the needs of the community.

Cost

The life cycle cost (average cost over the life cycle of the asset) to provide the road network service is estimated at \$5.621 million per annum. Council's planned life cycle expenditure of the asset management plan is on average \$5.481 million which gives a life cycle sustainability index of 0.98 which is within the range of Council's desired index of 0.9 to 1.0.

The total operations and maintenance and capital expenditure required to provide the road service in the next 10 years is estimated at \$55.81 million. This is an average of \$5.6 million per annum, comprising \$2.5 maintenance, \$3 million capital renewals and \$0.1 million capital new/upgrade expenditure.

The Next Steps

This actions resulting from this AMP are:

- Develop systems and processes to ensure roads asset data in GIS and financial asset register remain up to date and aligned
- Liaise with local industry and community to understand future needs and long term road usage forecasts.
- Review road intervention levels and response times
- Develop a set of performance indicators and benchmarks to facilitate reporting on operations and maintenance programs.

2. INTRODUCTION

2.1 Overview of assets

Council owns and manages an extensive network of roads assets for the benefit of the community and industry.

During the 2024/25 Financial Year Council engaged external consultant Shepherd Services to conduct a comprehensive road asset revaluation. The results of this revaluation project are shown in table 2.1 below.

Table 2.1: Road components, lengths and values per 2025 Road Revaluation Project

Road Asset	Length	Current Replacement Cost \$'000	Depreciated Replacement Cost \$'000	Annual Depreciation \$'000
SEALED ROADS				
Wear Surface	250km	12,780	6,541	807
Pavement	250km	49,405	27,157	672
Sub Base	250km	36,766	23,057	167
Formation/Earthworks	250km	20,329	20,329	0
Kerb	73.6km	6,804	3,732	98
Total sealed roads		126,084	80,816	1,744
UNSEALED ROADS				
Wear Surface	440km	13,496	7,753	1,129
Pavement	440km	42,105	42,105	0
Formation/Earthworks	440km	22,614	22,614	0
Total unsealed roads		78,215	72,472	1,129
FOOTPATHS	52 km	11,983	8,203	201
MINOR CULVERTS	1,393 items	5,292	2,062	66
TOTAL ALL ROAD ASSETS		221,574	163,553	3,140

The State Government is the owner and manager of the Tasman Highway, and Bridport Road (Scottsdale to Bell Bay), Waterhouse Road and North Ansons Bay Roads. Council advocates on behalf of the community in relation to the maintenance and renewal of these State owned roads.

The State and Federal Governments provide grants to assist council with the maintenance and renewal/upgrade of the road network. These grants usually consist of:

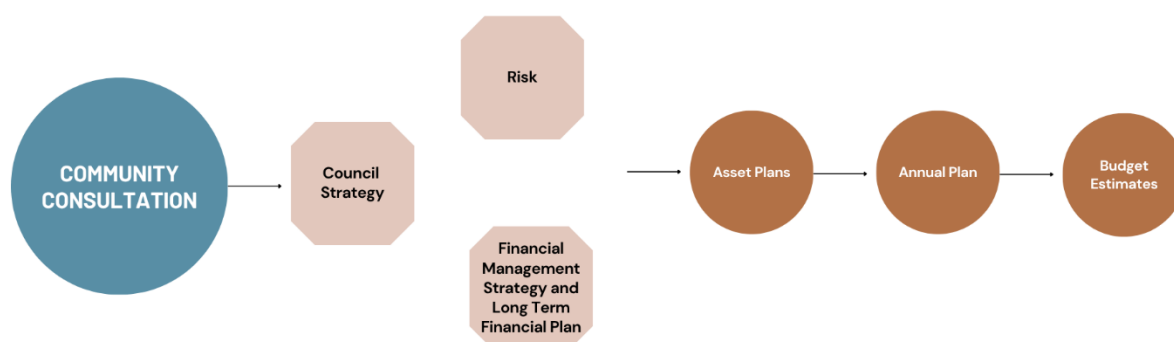
- Financial Assistance (FA) Grants (Road and Brides portion) – Australian Government grant administered by the State Grants Commission (SGC). The SGC use a Road Preservation Model (RPM) to determine each Council's allocation of grant funds. The RPM calculates an estimate of each Council's annual road maintenance and renewal costs. This estimate is then used to

determine each Council's share of the FA Grants Roads and Bridges Tasmanian allocation. For 2024-25 FY Council's share of the grant was \$392,852.

- Roads to Recovery (RTR) Program – An Australian Government program administered by the Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts. Council allocations are set on a national level but based on information provided by the SCG RPM. For 2024/25 FY the amount of RTR grant funding was \$977,000.
- Other one off grants – Either State or Australian Government. Targeting road safety improvements (e.g. Safer Rural Roads Program) or improvements to cater for freight and heavy vehicle movements (e.g. Heavy Vehicle Safety and Productivity Program). Council has been successful over recent years at receiving grants under these categories.

2.2 Planning

Goals and objectives in relation to the delivery of services are set out in the Council's Strategic Plan. The strategic framework represents a pragmatic approach with strategy, risk and the Financial Management Strategy (FMS) and the LTFP all informing each other in a non-linear way. This framework is shown in the diagram below:



This Roads AMP is developed within the context of this strategic framework.

2.3 Goals and Objectives of Asset Management

Council's goal in managing roads assets is to meet the required level of service in the most cost effective manner for present and future customers. Council's goals and objectives and how these are addressed in the roads AMP are shown in Table 2.3 below:

Table 2.3: Goals and how these are addressed in this AMP

Goals	Objective	How Goal and Objectives are addressed in AMP
Provide best practice management, systems and processes that maximise council's effectiveness in the delivery of services	Manage resources in a transparent way that ensures efficient, effective and consistent delivery of services in compliance with legislative requirements.	Allocate resources in annual budgets to meet asset acquisition, construction, and maintenance. Review and update the AMP every 3 to 4 years.
Ensure the provision and maintenance of a safe and functional transport network within Dorset.	Maintain knowledge of current and forecast community and heavy vehicle transport industry needs within Dorset.	Regular consultation with relevant road users. Periodically review and update Council's road prioritisation list (Refer Appendices 4, 5, 6, 7 & 8).
Ensure that Council provides adequate roads and footpaths that meet the current and future needs of residents, community and businesses.	Provide and maintain an effective urban street and footpath network within Dorset townships.	Continued implementation of the footpath strategy. Develop priority schedules for the replacement or upgrade of urban streets and kerbing.

2.4 Legislative Requirements

There are many legislative requirements relating to the management of road assets. Legislative requirements that impact the delivery of road services are outlined in Table 2.4 below:

Table 2.4: Legislative requirements

Legislation	Requirement
Local Government Act 1993 & Local Government (Content of Plans and Strategies) Order 2014	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Work Health and Safety Act 2012	Sets out the roles and responsibilities to secure the health, safety and welfare of persons at work.
Vehicle and Traffic Act 1999	Details rules, responsibilities and enforcement.
Roads and Jetties Act 1935	Provides for the appointment of the Commissioner of Highways and provisions for the construction and maintenance of roads and associated assets.
Local Government (Highways) Act 1982	Sets out roles and responsibilities regarding highways, notable with respect to roads open to the public.
Australian Road Rules	The Australian Road Rules are incorporated into the State Traffic Regulations under the Road Traffic Act.

3. LEVELS OF SERVICE

3.1 Current Levels of Service

Council has adopted Department of State Growth Maintenance Intervention Level and Intervention Response Time targets. Consideration is given to safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance in meeting these parameters.

During the recent road revaluation project a visual inspection of all road assets within the municipality was undertaken. The resulting video data of road segments was analysed and a condition score was allocated. Sealed road surfaces and pavements were rated on a scale of 0 – 10. Unsealed road surface and all pathways were rated on a scale of 1 – 5. Refer to Appendix 2 for the condition rating descriptions.

Table 3.1 on the next page summarises Council's intervention levels.

Table 3.1: Intervention Levels

KPI	Level of Service	Performance Measure Process	Performance Target	Current Performance
Condition	To provide road infrastructure that is fit for purpose	Condition monitoring ratings for all road components. Customer Service Request	Maintain infrastructure at the following levels: - Condition 1, 2 & 3 (unsealed roads) - Condition 1- 6 (sealed roads) - Condition 1, 2, 3 (pathways) at 3/ yearly assessment periods.	Refer 5.1
Function	To provide a road network that delivers appropriate mobility for commuter, transport and non-motorist users	Develop a systematic approach to determine trends of vehicle traffic volume, speed and type at key locations.	Develop a systematic approach to determine trends of vehicle traffic volume, speed and type at key locations. Relates to data collection and industry engagement.	Applied on a needs basis.
Safety	Provide a safe municipal road network	Adopted Department of State Growth Road inspection intervention levels	<u>Potholes</u> Unsealed road > 50mm deep, 400mm Ø Sealed road > 25mm, 200mm Ø Deformation > 75mm deep Edge breaks > 150mm wide <u>Guide Posts</u> Guide posts – minimum at every culvert & outside of curves <u>Regulatory Signage</u> – clear and legible <u>Culverts</u> > 30-50% obstruction <u>Table Drains</u> > 40-50% obstruction <u>Shoulder Depth</u> > 75mm for a continuous length exceeding 100 linear meters <u>Verge</u> – restricted sight distance, vegetation & trees <u>Unsealed Roads – corrugations/rutting</u> >75mm deep and 10 m in length	Inspection program covering entire road network in a year Annual budget allocation used to maintain roads within intervention levels

4. FUTURE DEMAND

Table 4.1 Demand Factors, Projections and Impact on Services

Demand Factor	Present Position	Projection	Impact on Services
Population	7,001 (Estimated June 2023) ¹	6,258 (June 2053) ² without intervention (note that population growth is one of the key strategic imperatives in Council's Strategic Plan 2023-2032)	Decline in road usage from permanent residents
Ageing Population	Dorset Median Age 48.8 (Estimated June 2023 ³) 26.5 % of population above age of 65 ⁴	Dorset Median Age to rise 36.1 % of population above age 65 ⁵	Greater demand on leisure travel
Industry/Commerce	Significant shared use of road network: Forestry, Mining, Agriculture, Tourism, Local Communities	As per present position	Ongoing demand for road maintenance and capital renewal from diverse range of road users
Tourist and visitor numbers	Key tourist attractions include Blue Derby (80,000 visitors annually), Bridestowe Lavender Farm (pre-Covid 85,000 visitors annually) Bridport peak holiday periods, Barnbougle Golf Courses	Ongoing growth in tourist and recreational visitor numbers	Increased road usage to/from key tourism attractions Increased demand for safety improvements and upgrades to cater for tourists and visitors
Single Vehicle Configuration	B double and truck and dog combinations permitted on designated routes only	Greater number of Higher Mass Limit (HML) and Higher	Higher geometric standards on designated routes

¹ Refer p.17, TasPOPP 2024 Final Report, Department of Treasury and Finance.

² Refer p.17, TasPOPP 2024 Final Report, Department of Treasury and Finance.

³ Refer ABS Regional Population by age and sex

⁴ Refer Dorset Summary Profile, 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

⁵ Refer Dorset Summary Profile, 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

		Productivity Vehicles (HPV) Accelerated road deterioration wanting access to last mile roads Greater risk to Council
Community expectations of road standards	50Km/Hr urban speed limit on most urban streets 100 Km/Hr maximum rural sealed road speed limit 80 Km/Hr maximum rural unsealed road speed limit 91% of urban and 31% of rural roads are sealed.	Greater demand for higher road standards Increased demand for improved ride ability, traffic safety and amenity. Demand for sealing urban and rural unsealed roads
Availability and cost of road making materials	Petroleum based products readily available but prices have been steadily increasing Gravel pits (mid to low grade gravel) are located across the municipality and financially viable to extract and process Cost effective access to high grade gravel is limited	Petroleum based materials continue to increase in cost Increased cost of road maintenance and construction materials Limited local high grade gravel resource

Based on the table 4.1 it is clear that the main demand on Dorset's road network comes from tourism and industry/commerce. It is these two factors that will drive Dorset's road maintenance and capital expenditure programs in the future.

4.3 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this AMP.

Table 4.3 Demand Management Plan Summary

Service Activity	Demand Management Plan
Transportation strategies	Council will act to encourage more efficient and safe forms of commercial transportation (i.e. improved heavy vehicle designs) and review the road hierarchy and linkages to allow the road network to develop in an efficient manner.
Traffic controls	Increased development of urban areas may create the need to implement traffic control strategies. Traffic control strategies include the installation of devices that help to control/direct traffic and pedestrian flows within urban areas and the intersections.
Public Education	Undertake public education programs as required to inform community of changes to service levels and/or to influence usage patterns
Reduced Level of Service	This is likely to involve undertaking traffic saturation strategies and reviewing traffic design standards and informed decision making should funding levels be insufficient to maintain the required level of service. It should be noted however, that Council would be reluctant to reduce the level of service provided.
Capital works	Schedule long-term capital works program, in conjunction with long term financial plan, investigate options for cooperating with adjacent councils to achieve economies of scale and cost savings.
Road upgrade	Institute load limits & traffic control devices where appropriate to avoid the necessity to upgrade a road to a higher class of construction. Develop service levels in a manner that will 'direct' to favored routes, such as heavy vehicles to forestry or state roads.

5. LIFECYCLE MANAGEMENT PLAN

Table 5.1 Known Service Performance Deficiencies

Location	Service Deficiency
Municipality	A number of road assets are considered to be underperforming or not suitable given: • The existing mix and/or volume of traffic • Historical construction technique and materials used in construction • Adjacent land uses (i.e. mining or plantation timbers and logging)
Golconda Road	Extensive wear surface and pavement failure, between Oakdene Road and the municipal boundary at Wyena. Increasing use by heavy vehicles particularly between Blumont Road and the Municipal boundary.
Mathinna Plains Road	Road is significantly damaged due to heavy vehicle operating on the road – predominantly logging related. Substantial renewal/upgrade is required. The road is a Gazetted HML/26m B Double route.
Gladstone Road	Gladstone Road is a Gazetted HML route. Council receives NHVR permit requests to operate HML/HPV vehicles between Garabaldi Road and the Tasman Highway. The road requires widening between Herrick and Pioneer to meet HPV geometric requirements.
Derby Back Road	A 3,900m section from the Tasman Highway and Station Road is narrow and winding with poor pavement condition. Widen pavement first, with a view to eventual pavement rehabilitation.
Ellenor St, Scottsdale	270m of pavement failing between Alfred St and Rail Trail

The above service deficiencies were identified from routine condition monitoring of the local road network.

5.1 Asset condition

Asset condition is assessed in the following ways:

- 3-4 yearly road condition surveys that record roughness, rut depth, cracking and edge break. The information is used to plan for longer term maintenance and upgrade/renewal activity.
- Routine inspection of the road network against established intervention criteria. This inspection program aims to cover the entire road network over 12 month period.

During the recent road revaluation project a visual inspection of all road assets within the municipality was undertaken. Resulting video data was analysed and a condition score was allocated to each road segment. Sealed road surfaces and pavements were rated on a scale of 0 – 10. Unsealed road surface and pathways were rated on a scale of 1 – 5. Refer to appendix 1 for the condition rating descriptions.

The graphical representation of condition scores derived the road revaluation project are shown below:

Figure 5.1.1: Sealed Road Surface Condition Scores

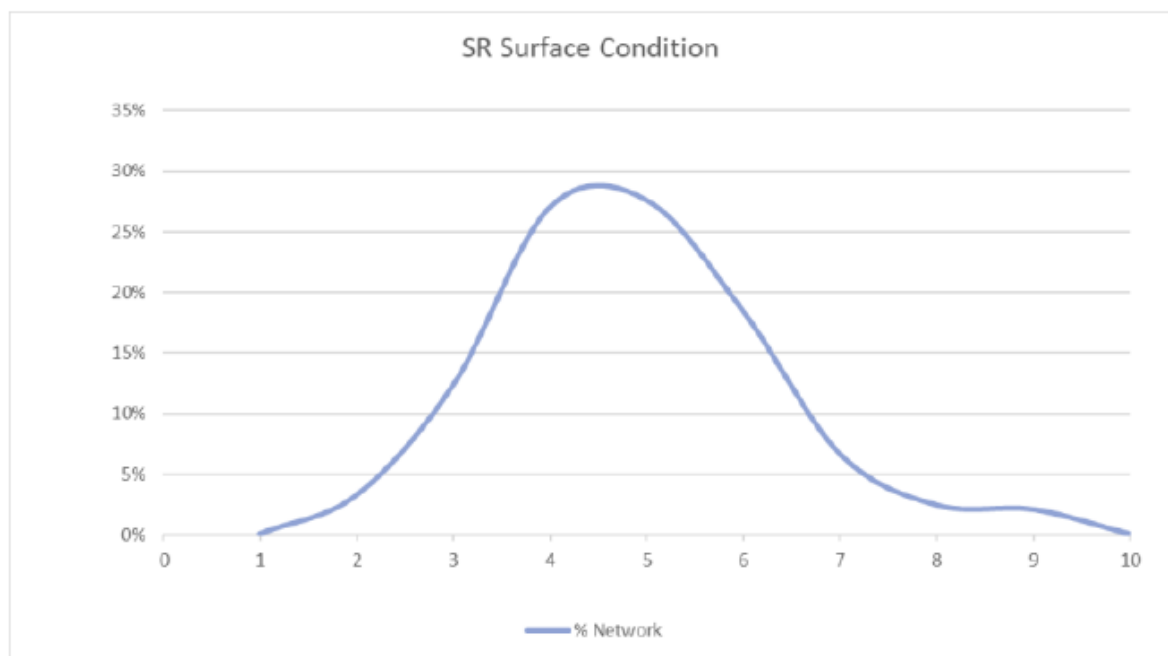


Figure 5.1.2: Sealed Road Pavement Condition Scores

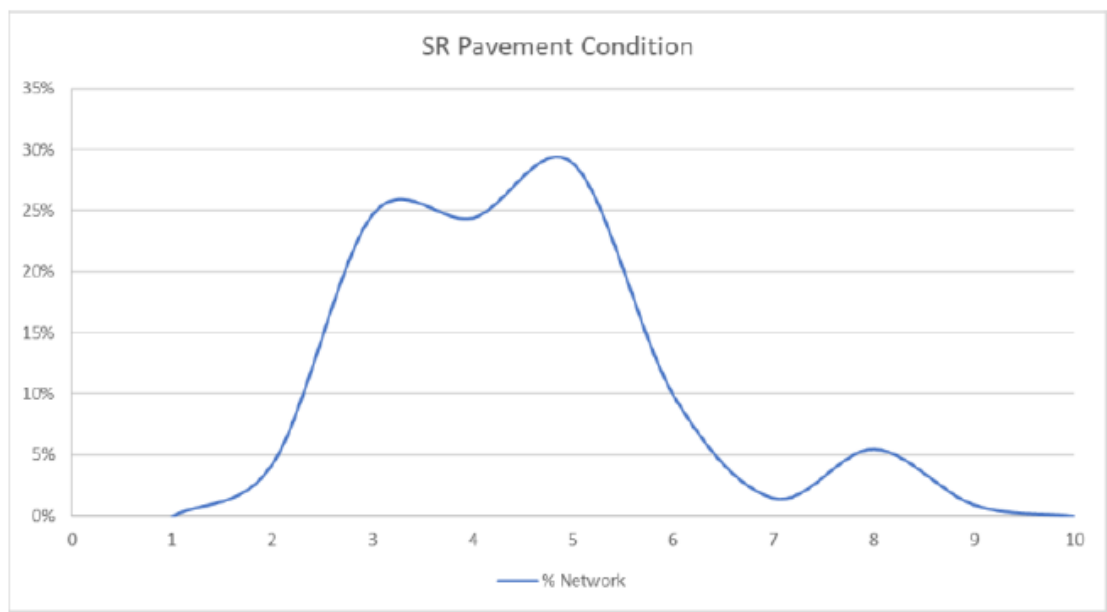


Figure 5.1.3 Unsealed Road Surface (also known as Pavement) Condition Scores

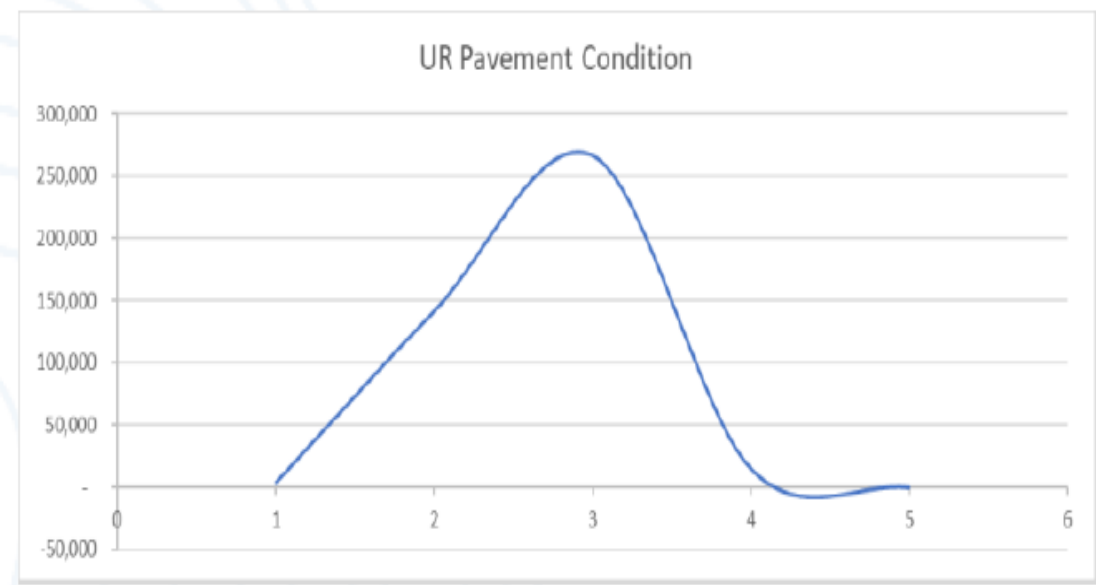
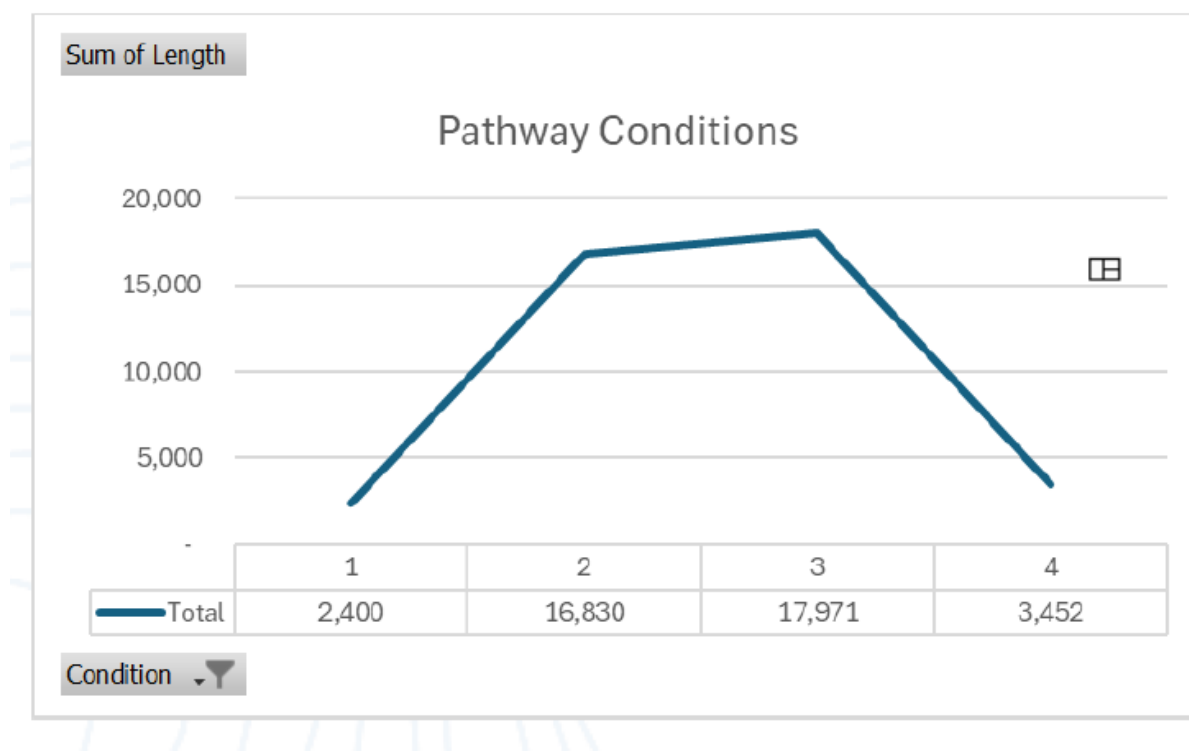


Figure 5.1.4: Pathway Condition Scores



It is noted that only the pathways in Scottsdale and Bridport were captured in the video survey conducted by Shepherds. The remainder of footpaths condition was assessed by age and estimated remaining life.

5.2 Asset Sustainability and Consumption

Council's sustainability reporting reports the average rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion over the life of the asset class.

Asset consumption ratio: 73.8%

This ratio shows the current value of Council's depreciable assets (depreciated replacement cost or DRC) relative to their "as new value" in current prices (current replacement cost or CRC). This ratio is calculated using figures from Table 2.1. This ratio also seeks to highlight the aged condition of the physical assets. In this case the above percentage indicates that Council has consumed approximately 26.2 % of the service potential of its roads assets. Overall, at this point in time when looking at the level of consumption combined with the average condition rating of Council's road assets there is sufficient capacity to continue to provide services to Dorset ratepayers and other road users.

Asset sustainability ratio: 161.3%

This ratio (derived from Note 10.6 (h) of the 2023/24 Financial Report) calculates the extent to which Council is maintaining operating capacity through the renewal of its existing assets. The benchmark prescribed by the Tasmanian Audit Office for this ratio is 100%. This ratio will increase and decrease over time depending on available funding streams and the balance of renewal and new/upgrade works. Based on the 2023/24 FY result Council is well above the prescribed benchmark which indicates Council's current level of annual investment in its road assets sufficient to cover the annual decline in value of these assets (i.e. annual depreciation).

5.3 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council.

Very High:	Critical risks, requiring immediate corrective action;
High/Medium:	Requiring prioritised corrective action; and
Low:	Requiring regular monitoring

Risks identified in the infrastructure risk management plan are summarised below in Table 5.3.

Identified common failures/defects that occur with each individual road component are listed with the road categories as what can happen (in Table 5.3) and given a consequence rating which outlines the potential severity of an incident caused by the failure/defect.

Table 5.3 Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan
Urban roads and rural roads (sealed and unsealed)	Poor ride quality due to continuing patching of potholes, and high degree of pavement failure.	High	Identify and prioritise based on risk and within budget.
Unsealed Rural roads	Poor ride quality due to potholes, corrugations and poorer grade gravels available for resheeting.	High	Compare existing intervention and work processes with alternative maintenance methods and gravel quality to improve the efficiency and effectiveness of the treatment.
Sealed and unsealed rural roads	Vehicle accident due to variable road geometry and poor sight distances	High	Continuous monitoring and assessment of vehicle incidents. Continue road condition monitoring /inspection programme and prepare treatments as appropriate to mitigate risk. Identify and prioritise based on risk and within budget.

5.4 Operations and Maintenance (O&M) Plan

Operations activities or services are those that do not physically alter an asset, but are required to provide the appropriate level of service. Examples include vegetation management and inspections.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition. Maintenance activities may be classified as preventative maintenance or reactive maintenance. These activities physically change the asset, e.g. repairing of potholes, patching of seals or unsealed road grading. Preventative maintenance is planned maintenance and reactive maintenance is unplanned.

Road defects are identified and managed by Council officers using a GIS inspection app. Routine inspection of the road network aims to cover the entire network over a 12 month period. The inspection process includes assessing the road asset against established intervention criteria. Defects are logged in the GIS app and allocated a priority. Maintenance works are then scheduled in order of priority.

Maintenance requests can also arise from customer service requests made by the general public.

Operations and maintenance activities undertaken on the road network are shown in Table 5.4 below:

Table 5.4 Operations and Maintenance Activities

Road Type	Operations and Maintenance Activities
Urban Roads – Sealed	Patching and repairing surface, fixing signs, clearing kerbs and drainage, spraying, mowing nature strips, routine inspections
Urban Roads - Unsealed	Potholing, maintenance grading, clearing culverts and drains, vegetation management including mowing, repairing signs, repairing guide posts, spraying, routine inspections
Rural Roads – Sealed	Shoulder grading, patching and repairing surface, slashing of vegetation, tree trimming, spraying, clearing culverts and drains, repairing signs, repairing guide posts, maintain line marking, routine inspections
Rural Roads – Unsealed	Maintenance grading, potholing, slashing of vegetation, tree trimming, spraying, clearing culverts and other drains, repairing signs, repairing guide posts, routine inspections
Footpaths & Kerb	Routine inspections, repairing uneven/cracked surfaces, spaying and vegetation management

A summary of roads O&M expenditure over the past four years is shown below:

Road Type	2021/22	2022/23	2023/24	YTD 30 April 2024/25	4 year average
Urban (incl sealed and unsealed)	518,745	558,398	713,976	520,280	577,850
Rural - sealed	444,260	483,062	523,357	800,485	562,791
Rural - unsealed	672,594	918,419	867,651	972,351	857,754
Total	1,635,599	1,959,880	2,104,984	2,293,116	1,998,395

A breakdown of O&M expenditure according to road type is provided in the table below:

Road Type	4 year average	Total KM	Maintenance Costs \$/KM
Urban (incl sealed and unsealed)	577,850	58	9,961
Rural - sealed	562,791	197	2,856
Rural - unsealed	857,754	435	1,973
Total	1,998,395	690	14,791

The above O&M costs include contractors, materials, internal labour and internal plant hire costs.

The road O&M budget for the 2025/26 financial year is shown below:

Road Type	2025/26 Budget	Comments
Urban (incl sealed and unsealed)	153,150	contractors and materials
Rural - sealed	413,220	contractors and materials
Rural - unsealed	414,950	contractors and materials
*internal labour (estimate)	1,000,000	based on 2024/25 FY, budgeted in employee expenses
*internal plant hire (estimate)	500,000	based on 2024/25 FY, budgeted plant operations
Total	2,481,320	

In the 2021 Roads AMP O&M costs were forecast to be around \$1.5 million per annum. Consequently there has been an increase in a \$1 million per annum increase in O&M costs from 2021 to 2025 (4 years). This represents \$250k per year or an increase of 16.6% per year.

Appendix 3 show the last four years of O&M costs by task line. This table offers some insights in the movement of O&M costs per task in recent times.

The increased funding of roads O&M over recent years is expected to lead to improved road user experience, improved road user safety, lower asset replacement costs and maximise the number of assets reaching their expected useful life. Council officers will develop performance measures and increased reporting to assess the effectiveness of the O&M program over the long term.

5.5 Renewal plan

Assets requiring renewal are identified from condition and estimates of remaining life obtained from the asset register. Candidate proposals are inspected to verify accuracy of remaining life estimates and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.5.

Table 5.5 Renewal Priority Ranking Criteria

Criteria	Weighting
Safety – Number & severity of accidents	28%
Vehicle Usage	22%
Condition – extent of deterioration of road components	44%
Amenity – satisfaction level of local community with road asset	6%
Total	100%

There are two ways to consider future renewal expenditure requirements.

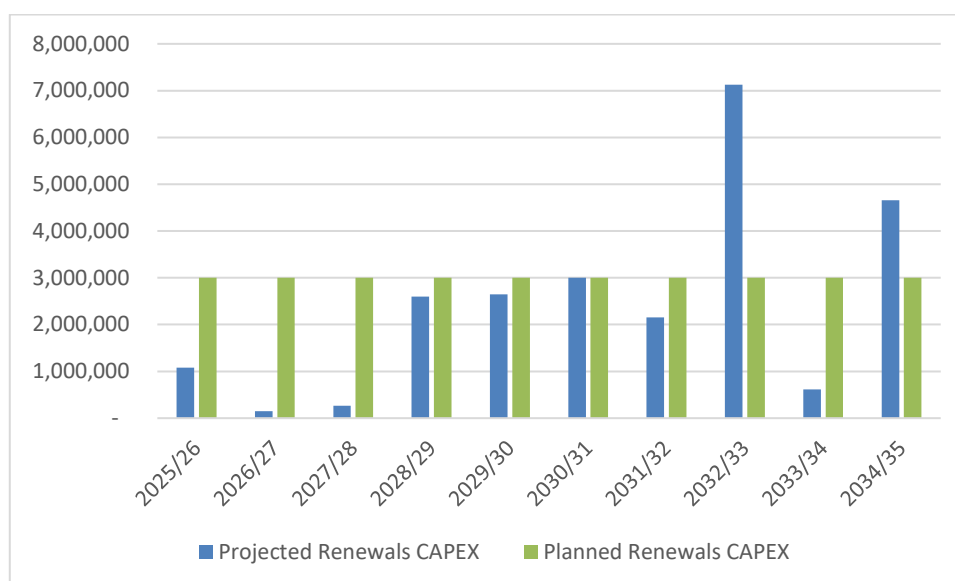
Projected future renewal expenditures is derived using the roads asset register which has been recently updated using the 2024/25 comprehensive revaluation figures. The revaluation financial model determines current replacement costs for each road component by referring to the latest industry costs and benchmarking against other council data. Remaining useful life of each road asset is calculated either by referring to the assigned condition score or the age of the asset. The projected future renewal expenditure is therefore the sum of current replacement costs of all assets expiring in a given year. The updated road asset register shows that an average annual capital expenditure of \$2.43 million is projected over the next 10 years.

Planned future renewal expenditure refers to the forward works plan determined by Council officers using the process described above. It is estimated that planned capital renewal requirements will be an average of \$3million (year 2025 dollars) over the next 10 years. This amount is broken down as follows:

Project Category	Planned Renewal Expenditure
Unsealed Roads – Resheeting	\$1.1 million
Sealed Roads – Reseals	\$0.8 million
Sealed Roads – Pavement renewals	\$0.75 million
Sealed Roads – Sub base renewals	\$0.25 million
Footpaths, Kerb & Gutters renewals	\$0.1 million
Total	\$3 million

A comparison of *Projected* and *Planned* Expenditure requirements is summarised in Figure 5 (and also in Appendix 1).

Figure 5: Projected and Planned Capital Renewal Expenditure



The data clearly shows the cyclical nature of asset renewals over time based on the designated useful life of assets within Council's road asset register.

5.6 Summary of future upgrade/new expenditure

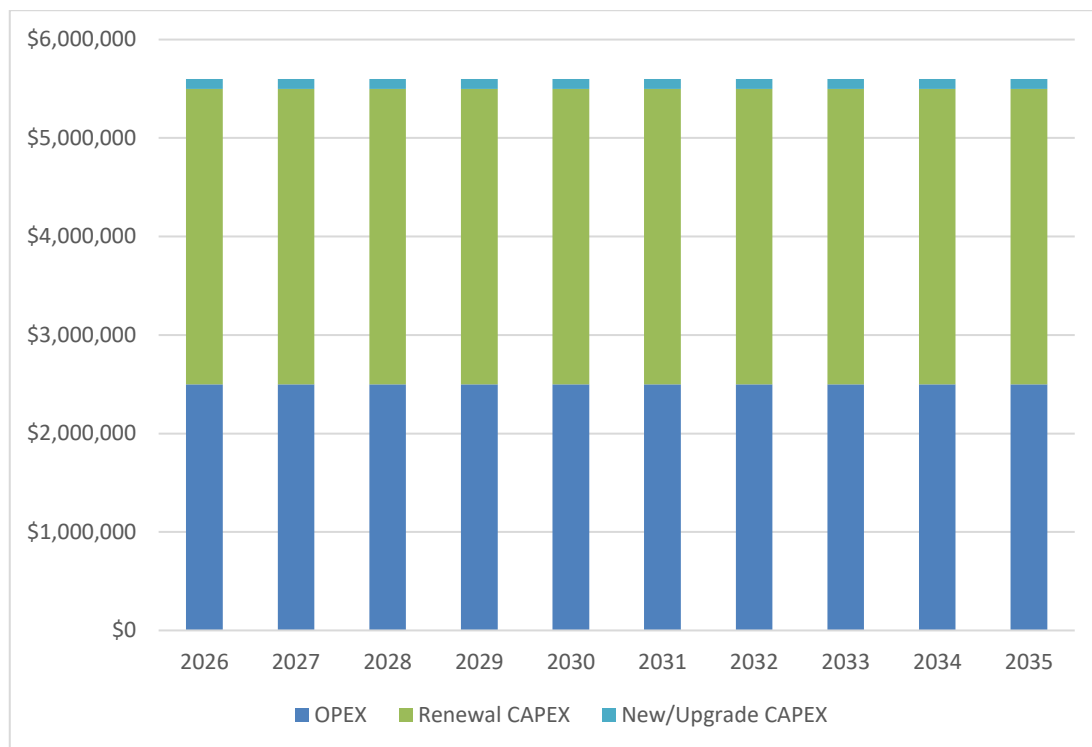
New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. New or upgrade asset requests are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. Council has introduced a priority ranking tool in order to rank verified proposals to include in future works programs subject to available funding. New or upgrade capital expenditure will improve service levels to the community. For example, sealing an unsealed road improves ride quality, safety and reduces dust nuisance to the surrounding area.

New or upgrade expenditure will add to council's future O&M and depreciation costs. It is therefore critical that any new or upgrade expenditure are assessed on a lifecycle basis. For the purposes of this AMP officers project an annual new/upgrade capital expenditure by Council of \$100,000 (year 2025 dollars). This does not take into account any one off grant funding for new/upgrade projects that Council could obtain in the future. Any successful grants to fund new and/or upgrade projects would allow Council to spend over and above what is projected in this AMP.

6. FINANCIAL SUMMARY

The financial projections are shown in Figure 6 for projected O&M and capital expenditure.

Figure 6: Planned O&M and Capital Expenditure (year 2025 dollars, not indexed)



6.1 Sustainability of Service Delivery

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the long term and include maintenance (\$2.481 million) and depreciation (\$3.14 million). The annual average life cycle cost for the services covered in this AMP is \$5.621 million.

Life cycle expenditure includes O&M (\$2.481 million) plus capital renewal expenditure (\$3 million). Life cycle expenditure will vary depending on the timing of asset renewals. The average life cycle expenditure is \$5.481 million

Life cycle expenditure can be compared to life cycle costs to give an indicator of sustainability in service provision. Council's life cycle sustainability index is 0.98 which is within the range of Council's desired index of 0.9 to 1.0 and indicates that proposed funding levels are sufficient to maintain current levels of service.

7. PLAN IMPROVEMENT AND MONITORING

7.1 Improvement Plan

Table 7.1 Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Develop systems and processes to ensure roads asset data in GIS and financial register remains up to date and aligned	Project Development Officer & Management Accountant	Budget	Ongoing
2	Liaise with local industry to better understand future needs and long term usage patterns	Director of Infrastructure/Project Development Officer	Budget	June 2026
4	Review road intervention levels and response times	Project Development Officer	Budget	June 2026
5	Establish performance data collection processes to enable appraisal of asset management programs	Project Development Officer	Budget	June 2026

7.2 Monitoring and Review Procedures

This asset management plan (and appendices) will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process. The Plan has a life of 4 years.

APPENDICES

Appendix 1	Projected and Planned Renewals and Expenditure Gap
Appendix 2	Condition Ratings
Appendix 3	O&M Costs by task – last four years
Appendix 4	2025-2030 Road Plan Prioritisation Summary
Appendix 5	Projects subject to business case analysis & securing funding
Appendix 6	Projects dependent on private sector developments
Appendix 7	Watching brief projects
Appendix 8	Ongoing operational actions

Appendix 1: Projected and Planned Renewals and Expenditure Gap

Year	Projected Renewals \$(000)	Planned Renewals* \$(000)	Renewal Funding Gap \$(000)	Cumulative Gap \$(000)
2026	\$1,079	\$3,000	\$1,921	\$1,921
2027	\$149	\$3,000	\$2,851	\$4,772
2028	\$267	\$3,000	\$2,733	\$7,505
2029	\$2,602	\$3,000	\$398	\$7,903
2030	\$2,643	\$3,000	\$356	\$8,260
2031	\$3,003	\$3,000	-\$3	\$8,256
2032	\$2,152	\$3,000	\$847	\$9,103
2033	\$7,129	\$3,000	-\$4,129	\$4,974
2034	\$617	\$3,000	\$2,383	\$7,357
2035	\$4,659	\$3,000	-\$1,659	\$5,698
Total	\$24,302	\$30,000	\$5,698	

* The estimated planned renewal spend per annum set out in the table above is an average of the total planned renewals forecast for the next 10 years. Actual annual renewal spend is subject to fluctuate in accordance with works scheduling, condition assessments, etc.

APPENDIX 2: CONDITION RATINGS

Condition Rating – Unsealed Roads & All Pathways

CONDITION RATING	DESCRIPTION	% ASSET REMAINING (BASED ON DELIVERY OF FUTURE ECONOMIC BENEFIT)
0	Brand New	100
1	Excellent (Only normal maintenance required)	95
2	Good (Minor defects only /minor maintenance required up to 25%)	75
3	Average (Significant maintenance required 50%)	50
4	Poor (Requires replacement within next 1-2yrs)	20
5	Asset Failure (Requires immediate replacement)	5

Condition Rating – Sealed Roads (Surface and Pavements)

CONDITION RATING	DESCRIPTION	% ASSET REMAINING (BASED ON DELIVERY OF FUTURE ECONOMIC BENEFIT)
0	Brand New	100
1	Near new with no visible deterioration	90
2	Excellent overall condition early stages of deterioration.	80
3	Very good overall condition with obvious deterioration evident.	70
4	Good overall condition, obvious deterioration, serviceability impaired very slightly.	60
5	Fair overall condition, obvious deterioration, some serviceability loss.	50
6	Fair to poor overall condition, obvious deterioration, some serviceability loss.	40
7	Poor overall condition, obvious deterioration, some serviceability loss, high maintenance costs	30
8	Very poor overall condition, severe deterioration, very high maintenance costs. Consider renewal.	20
9	Extremely poor condition, severe serviceability problems, renewal required immediately.	10
10	Failed asset, no longer serviceable. Should not remain in service.	0

Appendix 3: Operations and Maintenance by Task – last 4 years

Operations and Maintenance Task	YTD 2024/25	Annual % movement	2023/24 Actuals	Annual % movement	2022/23 Actuals	Annual % movement	2021/22 Actuals
Vegetation Management (Slashing, Spraying, Tree Trimming, Urban mowing)	863,455	25%	693,205	8%	641,253	15%	556,357
Roads & Bridge Maintenance (potholing, grading, patching, cleaning culverts and drains)	1,097,333	-6%	1,168,053	23%	946,454	0%	944,492
Storm Works (storm recovery clean up)	146,671	365%	31,522	-50%	63,277	604%	8,991
Anciliary road infrastructure repairs (line marking, guide posts, signage)	127,552	27%	100,310	92%	52,238	22%	42,815
Other sundry maintenance and operations	143,670	43%	100,601	-60%	254,097	224%	78,398
Total	2,378,681	14%	2,093,691	7%	1,957,319	20%	1,631,054

APPENDIX 4 - 2025 TO 2030 ROAD PLAN PRIORITISATION SUMMARY																
ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	Timeframe					COMMENTS
											2025/26	2026/27	2027/28	2028/29	2029/30	
1.1	H	M	M	M	Golconda Road (Burns Rd to Gillespie's Rd)	Main access for tourists visiting Bridestowe Lavender Farm approx. 55,000 visitations per year. Increased use from heavy vehicles	Reconstruction of widened 5.9km pavement	\$4.7M	Council/ State/ Federal	Seek grant funding. Consider staged construction.						Pavement showing signs of distress resulting in increased maintenance costs and risks to motorists due to degraded pavements and mix of local, tourist and heavy vehicles. Golconda Rd has highest traffic volume of all Council rural roads.
1.2	H	M	H	M	Golconda Rd (Little Forester River to Blumont Rd)	Increasing use by heavy vehicles	Pavement reconstruction and widening. Safety improvements of 3.4km	\$3.2M	Council/ State/ Federal	Funding secured through Heavy Vehicle Safety and Productivity Program. Work commenced, scheduled for completion June 2026.						Completion of this segment on Golconda Rd will allow HPV/ HML access to extensive timber plantations around Blumont/ Sideling and will connect to existing gazetted HPV/ HML routes on Pipers Brook Rd and Bridport Rd. Golconda Rd is a key arterial route between the Northeast and Launceston.
1.3	M	M	M	L	Derby Back Road (Tasman Hwy to Derby Station Rd)	Increasing use by heavy vehicles and tourists	Widening, safety improvements and pavement rehabilitation of 3.9km	\$3.9M	Council/ State/ Federal	Lobby State and Federal Governments to part fund remediation. Alternatively undertake staged remediation in subsequent budgets utilising Council funding						Promote option for swapping Derby Back Rd for segment of Tasman Hwy through Derby
1.4	H	H	M	M	Network	Pavement rehabilitation program	Improved safety and ride quality. Reduced maintenance costs	\$0.7m Per Km	Council/ State/ Federal	Develop 5 year program. Annual budget allocation for pavement rehabilitation program based on age, condition, safety and function. Seek external funding assistance where available						Councils road pavements are deteriorating due to age , increasing heavy vehicles and poor construction standards. This requires programed rehabilitation to maintain safety, productivity and contain maintenance costs. Currently Council has significant segments on Derby Back Rd, South Springfield Rd, Golconda Rd, Mathinna Plains Rd, Sledge Track, Main St Bridport and Ellenor St Scottsdale.
1.5	H	M	H	M	Network	Bridge renewal and upgrade program	Continuous improvement to Councils bridge inventory allowing increased heavy vehicle mass on key bridges, safe access for all road users and resilience to natural disasters	\$0.52	Council/ Federal	Annual funding allocation for replacement/ upgrade of bridge inventory as detailed in AusSpan bridge replacement schedule. Seek external funding assistance where available for upgrades to key bridges.						Funding opportunities exist through the Federal Safer Local Roads and Infrastructure Program for upgrades and natural disaster resilience.
1.6	M	M	L	L	Network	Road hierarchy	Consistent state wide reporting of road assets supporting increased road funding via FAGS and other funding streams	Internal Resources	Council/ State	Adopt State road hierarchy						Completed as part of road revaluation 2025.
1.8	L	L	L	L	Network	Road ownership	Council road inventory reflective of roads function and community needs	Internal Resources	Council/ State	Review current inventory and collaborate with relevant State Government Departments, STT and NRE Tas. on road swap options.						Council maintains roads and road segments whose predominate use is by one industry sector, I.E. Forestry. In turn STT, maintain roads that may be better managed by Council
1.9	L	L	L	L	Network	Urban Street Reconstruction Priority Plan	Continuous renewal and upgrade of urban streets	Internal Resources	Council	Council to develop a prioritised schedule for urban street reconstruction including unsealed streets.						Consider developing a kerb replacement priority schedule

APPENDIX 5 - PROJECTS SUBJECT TO BUSINESS CASE ANALYSIS & SECURING FUNDING											
ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	COMMENTS
2.1	M	M	M	M	Golconda Rd	Sections of Golconda Rd have limited passing opportunities which results in traffic banking behind slow and heavy vehicles	Slow vehicle passing lanes	\$0.1M	Council/ State/ federal	Undertake traffic analysis and road safety audit	Traffic banking behind heavy vehicles occurs in steep grades in two areas, east and west of Willis Rd and west of Burns Rd. Traffic banking leads to driver frustration which can result in unsafe passing manoeuvres. Funding for construction available through SRRP and SLRIP

APPENDIX 6 - PROJECTS DEPENDANT ON PRIVATE SECTOR DEVELOPMENTS											
ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	COMMENTS
3.1	M	M	H	M	North Anson's Rd to Break O Day (BOD) boundary	North Anson's Rd and Anson's Rd are potentially part of tourist circuit covering Dorset and BOD Council. Sealing of North Anson's Rd (DSG and BOD) and Anson's Bay Rd (BOD) required to develop route as a tourist circuit.	Seal North Anson's Rd from Cape Portland Rd to BOD boundary (4.1Km).	\$3.5m	STATE/ FEDERAL	in conjunction with BOD develop strategy and lobby State and Federal Government's for sealing of North Anson's and Anson's Bay Rd facilitating the creation of a touring route	Indicative cost relates to the 4.1km gravel section of North Anson's Rd which is within the Dorset Municipality and a DSG responsibility
3.2	M	M	H	M	Waterhouse Rd (State Owned road)	Upgrade to HPV/ HML standard	Safety and Productivity Upgrades	NK	State	Lobby State for further upgrades to Waterhouse Rd between Bridport and Gladstone	HPV/ HML access is restricted due to several bridges being under capacity. Bridge and road upgrades required to allow unrestricted access supporting rural industries and commercial developments such as proposed wind farm
3.3	M	M	M	M	Cape Portland Rd, Tomahawk Rd, Homestead Rd	Maintain current condition of affected roads	Service Level Agreement	NK	Private	Negotiate a Service Level Agreement with North East Wind	Should the development progress to construction Council needs to negotiate with the proponent for maintenance of affected roads for the duration of the construction phase.

APPENDIX 7 - WATCHING BRIEF PROJECTS										
ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION
4.1	M	M	M	M	Ten Mile Track	Potential for increased traffic volumes in short to medium term whilst Sideling upgrade occurs	Safety improvements	NK	Council	Monitor road once construction commences. Undertake RSA. Liaise with DSG
4.2	L	L	M	M	Cuckoo Road/Prosperity Road	Potential for substantial increase in timber volume being transported from the area	Determine future infrastructure and management needs, including safety review	Internal resources.	Council	Determine road usage and assess the safety of the road.
4.3	L	M	M	M	Old Waterhouse Road - North Scottsdale to Waterhouse Road	Road is used for accessing irrigation areas at its northern end and as a link between Scottsdale and the northeastern agricultural areas There is potential for expansion of irrigated dairy in this area.	Unsealed segment carriageway width of 7m with improved geometry and sight distances and road drainage on several sections between Forester Road turnoff and Waterhouse Road	NK	Council/ State/ Federal	Determine the role of the road in the road hierarchy, particularly in relation to Banca Road, and the appropriate management standard for the route - geometry, sight distances, maintenance, signing, speed limit. Consider business case for widening and sealing versus maintaining as gravel.
4.4	L	L	L	L	Barnbough/Boddingtons/ Burnside/Jensen's Roads	Significant future logging activity is forecast within 10-15 years on coupes located along Barnbough Road with sand mining expansion possible at the Jensen Road quarries.	Determine future infrastructure and management needs.	Internal resources.	Council	Determine traffic flow and road usage statistics for the internal road network and forecast future freight requirements. Develop appropriate road asset management strategy and plans
4.5	L	L	L	L	Road Cluster - Banca Road, Banca Link Road, Racecourse Road), (Winnaleah Road - Winnaleah and Tasman Highway), (Winnaleah Main Street and Warrentinna Road (2km), Hardmans Lane to Derby Back Road)		Improved productivity and safety	NK	Council	Determine proportions of traffic on Banca Road, Banca Link Road, Racecourse Road, Winnaleah Road, Winnaleah Main Street, Warrentinna Road and Hardmans Lane Roads and review the role of these roads in the road hierarchy
4.6	L	M	L	L	Road Cluster - Derby Back Road (Tasman Highway to Tasman Highway) and Telita Road		Improved productivity and safety	NK	Council	Determine proportions of traffic on the Derby Back Road, Telita Road and other offshoot roads and review the role of these roads in the road hierarchy
4.7	M	L	L	L	King St	Sideling upgrade once completed is likely to increase traffic volumes which may impact amenity and vulnerable road users	Possible town bypass and/or pedestrian facility upgrades	NK	Council/ State	Monitor impact of increased traffic movements on functionality of King St
4.8	M	M	L	L	Gladstone Rd - Old Port Rd to Garabaldi Rd	This route is used by HPV log trucks under permit.	Gazetted HPV - B Double Route	\$1.5 m	Council/ State/ Federal	Secure funding to upgrade Gladstone Rd (Seg 3) and Main St Pioneer to HPV compliant route. 5.7KM
4.9	L	L	M	M	Key Transport Route - Mathinna Plains Rd (Ringarooma to Municipal Boundary, 16.4Km)	This route is a gazetted HPV route but has not been upgraded to the standard required for these vehicles.	Compliant HPV - B Double Route	\$11.8 m	Council/ State/ Federal	Secure funding to upgrade New River Road - Seg 01 and Mathinna Plains Road to HPV compliant route.
4.10	L	M	M	L	Road Cluster - West Maurice, East Maurice, Maurice, New River Road's	Significant logging and agricultural activity occur on these roads	Improved productivity and safety	NK	Council/ State/ Federal	Monitor performance. Seek funding opportunities for targeted safety improvements and pavement upgrades

APPENDIX 8 - ONGOING OPERATIONAL ACTIONS

ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION	COMMENTS
5.1	H	H	H	H	Tasman Highway - Sidling (State Owned Road)	Upgrade existing route to HPV standard	Retain as DSG Road		Federal/ State	Council continue to work with Federal and State Governments to complete the Sidling upgrade between Corkerys Rd and Scottsdale	
5.2	H	H	H	H	Corkery's Rd/ Weelaty Rd	Upgrade existing roads to HPV standard. Currently maintained by LCC and STT	Transfer to DSG		Federal/ State	Council continue to work with LCC, Federal and State Governments to complete the Sidling upgrade by developing Corkerys and Weelaty Rd to HPV standard.	
5.3	M	M	H	M	Waterhouse Rd (State Owned road)	Upgrade to HPV standard	Safety and Productivity Upgrades		State	Lobby State for further upgrades to Waterhouse Rd between Bridport and Gladstone	HPV access is restricted due to several bridges being under capacity. Bridge and road upgrades required to allow unrestricted HPV access supporting rural industries and commercial developments
5.4	M	M	M	M	Network	Seek funding opportunities to accelerate Councils road and bridge improvement programs. Location specific safety improvements at known accident locations and last mile roads with significant heavy vehicle movements.	Safety and Productivity Upgrades		Federal/ State/ Council	Council to be proactive in seeking funding for continued improvement to road and bridge network	Council needs to be flexible in adapting it's roads program to match funding criteria for grant programs as they become available.
5.5	M	M	M	M	Network	Council continue to work with DSG and National Heavy Vehicle Regulator to improve access for heavy vehicles and reduce administrative requirements for permits	Operational NHVR permit system		Internal resources	Council to work within established guidelines and processes.	Continue to develop new and refine existing heavy vehicle networks to improve last mile access in partnership with NHVR, DSG and adjoining Councils.
5.6	M	M	M	M	Tasman Hwy	Participate in State Government Review	Safety Improvements Derby Main St		Internal resources	Council to work with State Government highlighting regional importance of Tasman Hwy for freight and tourism movements	Promote view of road swap, Derby Back Rd for section of Tasman Hwy to alleviate congestion through Derby
5.7	M	M	M	M	Golconda/ Lilydale Rd's	Work collaboratively with CoL to promote Golconda/ Lilydale Rd's as regional freight route	Safety and productivity upgrades between Oakdene Rd and Pipers Brook Rd		Internal resources	Engage with LCC to promote route and seek external funding for upgrades.	Consider including Pipers Brook Rd and Georgetown Council as part of expanded scope