COOMALIE COMMUNITY
GOVERNMENT COUNCIL

ASSET MANAGEMENT PLAN:

TRANSPORT

EXECUTIVE SUMMARY

Purpose of the Transport Asset Management Plan

The Transport Asset Management Plan (Transport AMP) provides a strategic framework for managing Coomalie Council's transport infrastructure assets. These assets are critical for enabling safe and efficient movement of people and goods across the Council area, supporting local economic activity, and enhancing community connectivity.

This first iteration of the AMP provides a comprehensive framework for maintaining and renewing Coomalie Council's transport infrastructure, which includes:

- Rural and urban roads (sealed and unsealed),
- Bridges and major culverts,
- Kerb and channelling,
- Footpaths and cycleways, and
- Roadside furniture.

This AMP ensures these vital assets are managed sustainably, balancing community expectations, financial constraints, and environmental challenges.

Key Objectives

- Maintain safe, accessible and reliable transport networks.
- Optimise the lifecycle of transport assets through efficient maintenance, renewal and upgrades.
- Provide strategic guidance for funding and prioritisation of works.

Summary of Findings

1. Transport Network Condition:
    - The overall road network condition is Fair (average rating of 3.05), but urban roads require urgent intervention.
    - Urban roads (50 km/h) have a lower average condition score (2.71), meaning they are in Poor-to-Fair condition and need immediate maintenance and resurfacing.
    - Rural roads (80 km/h) are in better condition (3.35) which means they are in Fair-to-Good condition) but require ongoing maintenance to prevent localised deterioration.
    - Some bridges, culverts, and kerbs require more frequent inspections and planned interventions to address risks related to ageing infrastructure.
2. Funding Adequacy:
    - Current funding levels support basic maintenance and partial renewals but fall short of meeting long-term renewal requirements.
    - Additional funding will be required to maintain, restore or renew ageing assets and to avoid potential risks associated with deferred renewals.
    - Future financial planning should focus on securing external grants, optimising resource allocation, and prioritising renewals of critical assets such as bridges and culverts, and urban roads.
3. Challenges:
    - Ageing Infrastructure: Many roads and structures are nearing the mid-point of their service life, increasing maintenance costs.
    - Environmental Impacts: Flooding, erosion, and temperature extremes accelerate deterioration of assets.
    - Funding Shortfalls: Current budgets do not fully cover long-term renewal needs, resulting in an inability to fund all high-priority renewals
4. Opportunities:
    - Improving data collection and condition assessments to prioritise works more effectively.
    - Exploring grant opportunities and innovative materials to enhance road durability and reduce costs.

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1. INTRODUCTION

1.1 BACKGROUND

Coomalie Community Government Council (Coomalie Council) has an Asset Management Policy that mandates the creation of Asset Management Plans (AMPs) for each asset class to guide sustainable management practices and ensure strategic alignment. This Transport Asset Management Plan (AMP) is the first of its kind for this Council, and provides a structured framework for managing the Council's transport assets. It reflects the evolving needs of the community and establishes a foundation for addressing infrastructure priorities in a sustainable and systematic manner.

1.2 STRATEGIC ASSET MANAGEMENT CONTEXT

Coomalie Council is responsible for the management, operation, and maintenance of various infrastructure asset classes. The development of Asset Management Plans (AMPs) for each asset category provides fit-for-purpose planning and also:

- ensures the sustainable management of assets for the benefit of the community,
- informs the Long-Term Financial Plan (LTFP) and financial sustainability strategies,
- documents current practices and identify opportunities for improvement,
- addresses infrastructure specific compliance with policy and reporting requirements,
- supports business cases and funding applications; and
- align asset management practices with community and organisational needs.

The Transport AMP is developed in alignment with Coomalie Council's broader strategic and financial planning framework, ensuring that asset decisions are integrated with long-term goals and financial sustainability.

This Transport AMP is informed by these documents:

- Asset Management Policy (Council Resolution 2024/11/19/008),
- Strategic Asset Management Plan 2025,
- Long-Term Financial Plan 2024–2028,
- Coomalie Shire Plan 2024–2025, and
- Coomalie Strategic Plan 2023–2027
- CCGC Road Hierarchy Plan (Council Resolution 2021/10/19/019),

Th Transport AMP is a living document, subject to regular review and updates to reflect changing community needs, funding availability and asset performance.

1.3 PURPOSE OF THIS AMP

The purpose of this AMP is to:

- **Provide a structured framework** for managing Coomalie Council's transport assets.
- **Ensure sustainability** by balancing maintenance, renewal, and financial constraints.
- **Improve decision-making** by integrating asset condition assessments, risk management, and lifecycle planning.
- **Prioritise investments** in critical infrastructure to maximise service levels and community benefit.

This plan establishes clear guidelines for managing the full lifecycle of transport assets, ensuring optimal performance, safety, and longevity while aligning with Coomalie Council's strategic priorities and financial planning processes.

2. ASSET OVERIEW

2.1 OVERVIEW OF TRANSPORT ASSETS

Coomalie Council's transport network is vital for ensuring connectivity and accessibility across the community. It supports residents, businesses and visitors by enabling safe and efficient transportation. This asset management plan encompasses a variety of transport infrastructure, including:

- **Road Network:**
  - Arterial Roads: 60 km, with 59% unsealed.
  - Collector Roads: 32 km, with 23% unsealed.
  - Property Access Roads: 64 km, fully sealed.
- **Bridges and Culverts:** These structures are essential for vehicle and pedestrian crossings, and includes structures with spans greater than 6 metres.
- **Pathways**: 5 km of footpaths and cycleways, promoting safety and active transportation, recognising the need to upgrade to widths greater than 2 metres.
- **Roadside Furniture:** Traffic signs, streetlights, and guardrails to enhance road safety and functionality.

Asset Valuation and Financial Summary

Based on the 2023 valuation report:

- **Gross Replacement Cost (GRC):** $25 million (roads, including footpaths and kerbs).
- **Current Fair Value:** $12.4 million.
- **Annual Depreciation:** $1.2 million for roads and associated infrastructure.

Transport assets represent 64% of the total replacement value of the Council's portfolio of assets, highlighting their critical importance to the community and Council operations.

Current Asset Condition

- **Sealed Roads:** These roads are generally in Fair condition, with a planned resealing cycle for sections nearing the end of their service life.
- **Unsealed Roads:** Unsealed roads, including local access roads, rural access roads, and minor collector roads as classified in the Annual Roads Return, require frequent grading and upkeep, particularly after heavy rainfall and erosion events to maintain accessibility and safety.
- **Bridges and Culverts:** These structures are in Moderate condition overall, with some requiring repairs or upgrades based on structural assessments.
- **Pathways:** Well-maintained but requiring periodic inspections to ensure compliance with safety and accessibility standards.

Key Challenges

1. **Ageing Infrastructure:** Many roads and bridges are nearing the mid-point of their service life, requiring proactive renewal planning to avoid costly future repairs.
2. **Environmental Impacts:** Seasonal flooding, erosion, and temperature extremes accelerate asset wear and pose risks to transport infrastructure.
3. **Funding Constraints:** Current funding levels do not fully address long-term renewal and upgrade needs, highlighting a reliance on external grants and limited funding for anything but the most critical works.

3. LEVELS OF SERVICE

3.1 INTRODUCTION TO LEVELS OF SERVICE

The levels of service (LoS) define how the Council plans, maintains and operates its transport assets to meet community needs and expectations. These service levels balance safety, functionality and accessibility within the constraints of available funding and resources.

Service levels are categorised into Community Levels of Service (the outcomes experienced by the community) and Technical Levels of Service (the internal standards and operational metrics used to deliver those outcomes).

Community Levels of Service
These describe what the community expects from the transport network:

- **Quality:** Roads, pathways and associated infrastructure are well-maintained, smooth, and visually appealing.
- **Functionality:** Transport assets are accessible and support safe, efficient movement for all users, including pedestrians, cyclists and vehicles.
- **Safety:** The network is safe for all users, including appropriate lighting where possible, with hazards such as potholes and unsafe footpaths promptly addressed.

Performance Measures:

- **Community Feedback:** Annual surveys and public feedback indicate high satisfaction with road quality, safety and usability.
- **Incident Reports:** Minimal accidents or injuries related to transport assets.
- **Accessibility Ratings:** Compliance with accessibility standards.

Technical Levels of Service
Technical service levels focus on the maintenance and operational standards needed to achieve community expectations. Key activities include:

1. **Operations:**
    - Grading unsealed roads every 6–12 months.
    - Clearing debris from pathways and roads after seasonal events.
    - Regularly inspecting bridges and culverts for structural integrity.
2. **Maintenance:**
    - Resealing sealed roads every 8–12 years.
    - Repairing identified hazards such as potholes, cracks, or erosion within a timely manner (within 28 days) depending on water over road and seasonal conditions. If immediate repairs aren't possible, use warning signs, traffic management, or temporary access solutions to ensure safety.
    - Managing vegetation along roadways to ensure visibility and safety.
3. **Renewal:**
    - Reconstructing or replacing ageing bridges and culverts when they reach a condition rating of 2 or lower (Poor or Very Poor).
    - Upgrading unsealed roads to sealed standards based on usage and priority.
4. **Upgrades and New Assets:**
    - Expanding pathways and cycleways to enhance connectivity and safety.
    - Installing new lighting and guardrails where safety risks are identified.

Performance Measures:

- **Condition Ratings:** Maintaining roads, pathways and culverts at condition levels 3–5 (Fair to Excellent).
- **Response Times:** Meeting defined timelines for repairs and emergency interventions.
- **Lifecycle Costs:** Adhering to budget allocations for operations, maintenance, and renewals.

Table 1. Levels of Service

Service Area	Performance Measure	Target	Recommended Improvements
Sealed Roads	Condition rating greater than level 3	80% of network	Increase resealing frequency for ageing segments.
Unsealed Roads	Grading frequency	Twice annually	Monitor seasonal impacts to adjust schedules.
Pathways	Accessibility compliance	70% of network	Expand pathways to underserved areas.
Bridges/Culverts	Structural integrity inspections	Annual inspections	Include advanced testing for high-risk structures.
Roadside Furniture	Lighting and signage functionality	95% operational at all times	Install additional safety features in high-risk zones.

Challenges in Maintaining Levels of Service

- **Community Expectations:** Rising expectations for safety and accessibility often outpace available resources.
- **Ageing Assets:** Ageing roads and bridges require increased maintenance and renewal funding.
- **Environmental Factors:** Climate change is increasing the frequency and intensity of seasonal weather events, requiring more frequent interventions and impacting on resource allocations.

4. FUTURE DEMAND

The demand for transport infrastructure within Coomalie Council is expected to evolve due to changing community needs, economic factors, environmental considerations, and population growth. Coomalie Council must ensure that transport assets continue to meet service level expectations, safety standards, and long-term sustainability goals, particularly in response to rural and regional development pressures unique to the area.

4.1 FUTURE DEMAND PROJECTIONS

As Coomalie's population, economy, and transport needs evolve, the demand for safe, efficient, and well-maintained transport infrastructure will continue to grow. Strategic planning is essential to ensure transport assets remain fit-for-purpose and capable of meeting future challenges.

Key Future Demand Projections:

- Increased traffic volumes due to residential and economic growth, particularly in Batchelor, Adelaide River, and Lake Bennett.
- Higher freight and agricultural transport usage, placing additional strain on the local road networks.
- Upgrades to ageing transport assets to maintain service levels, safety, and compliance with modern engineering and accessibility standards.
- Climate resilience improvements, such as flood-resistant infrastructure and erosion control measures to mitigate environmental impacts.
- Integration of smart technology and sustainability, including road surface monitoring, energy-efficient street lighting, and climate-adaptive designs.

4.2 DEMAND MANAGEMENT STRATEGIES

As demand for transport infrastructure increases, existing assets may experience:

- Higher traffic loads, leading to increased wear and maintenance costs.
- Capacity constraints on key transport routes, particularly those serving growth areas, tourism hubs, and freight corridors.
- Greater safety risks, requiring targeted interventions such as intersection upgrades, road widening, and improved pedestrian pathways.

To address these challenges, Coomalie Council will implement the following strategies:

1. **Optimise Existing Assets**
    - Develop a proactive maintenance program to extend the lifespan of road networks, bridges, and culverts.
    - Improve the multi-modal functionality of transport infrastructure, such as integrating pedestrian pathways and cycling lanes where feasible.
2. **Prioritise Upgrades and Renewals**
    - Identify high-priority transport assets requiring upgrades based on traffic data, road condition assessments, and safety risks.
    - Align asset investment with population growth projections and regional development strategies.
3. **Pursue Funding and Partnerships**
    - Seek Northern Territory and federal grants for road upgrades, bridge replacements, and climate-resilient transport solutions.
    - Explore partnerships with industry stakeholders, tourism operators, and local businesses to co-fund transport infrastructure improvements.
4. **Improve Data and Asset Monitoring**
    - Conduct regular road condition assessments to track performance, predict renewal needs, and prioritise funding.
    - Integrate smart technology and sustainable design into transport planning, such as solar-powered street lighting and enhanced stormwater management systems.

By implementing these strategies, Coomalie Council will ensure its transport infrastructure remains safe, reliable, and future-ready, supporting the long-term mobility, economic growth, and connectivity of the region.

5. LIFECYCLE MANAGEMENT PLAN

The Lifecycle Management Plan outlines how Coomalie Council assesses, maintains and renews its transport assets to ensure safety, functionality and cost-effectiveness throughout their lifecycle. This plan incorporates a condition-based framework for prioritising maintenance and renewal activities, aligned with available resources and community needs.

5.1 ASSET LIFECYCLE STAGES

Acquisition and Creation:

- New transport assets are added through development projects, grant-funded initiatives, or Council investments.
- Standards for new assets ensure compliance with safety, environmental and design requirements.

Operations and Maintenance:

- Routine activities keep assets functioning, including grading unsealed roads, resealing sealed roads, vegetation management and debris clearance.
- Maintenance schedules are based on asset type, condition and criticality.

Renewal and Replacement:

- Renewal prioritisation is guided by condition assessments and lifecycle cost analysis.
- Key activities include resealing roads, rehabilitating pavements and replacing ageing bridges and culverts.

Upgrades:

- Improvements to address increased demand or safety concerns, such as sealing high-traffic unsealed roads or expanding footpath networks.

Disposal:

- Assets that no longer provide value or are beyond repair are decommissioned or replaced, following cost-benefit analysis and community consultation.

5.2 ASSET CONDITION ASSESSMENT FRAMEWORK

Transport assets are assessed using a condition rating system that assigns a numerical score (1–5) based on their visual and structural state (see Table 2). This system enables consistent and objective evaluations, to ensure resources are allocated effectively.

Table 2. Visual Condition Assessment Criteria

Condition Rating	Condition Description	Colour	Criteria
5 (Excellent)	Perfect Condition	Bright Green	Surface intact with no cracks or potholes; culverts clear with no debris or damage.
4 (Good)	Minor Wear	Blue	Small cracks or surface wear; slight culvert erosion or minor debris.
3 (Fair)	Noticeable Defects	Bright Yellow	Visible potholes, moderate cracking, or uneven surfaces; culverts partially blocked or slightly damaged.
2 (Poor)	Serious Issues	Deep Orange	Large potholes, significant cracking, uneven or unsafe surfaces; culverts blocked or structurally damaged.
1 (Very Poor)	Failure Condition	Dark Red	Severely damaged or failed surface; culverts fully blocked or collapsed, causing safety hazards.

5.3 MAINTENANCE ACTIVITIES

Maintenance strategies focus on preserving assets in their current condition for as long as possible. Scheduled activities are prioritised based on the condition ratings.

Sealed Roads:
- Resealing every 8–12 years, prioritising roads rated 2 or lower.
- Pothole repairs completed within [e.g. 28 days] of detection.

Unsealed Roads:
- Grading conducted biannually, with additional grading for roads rated 2 or lower after adverse weather.

Bridges and Culverts:
- Annual structural inspections to identify and address risks.
- Priority repairs for assets rated 2 or lower to ensure safety.

Pathways and Cycleways:
- Crack sealing and surface repairs for pathways rated 3 or lower.
- Regular vegetation management to maintain accessibility and safety.

5.4 RENEWAL AND REPLACEMENT

Renewal activities focus on restoring or replacing assets that have reached the end of their useful life or are rated at condition 1 (failure condition). Renewal priorities are based on:
1. **Condition Ratings:** Assets rated 1 or 2 are given the highest priority.
2. **Risk Assessment:** Critical assets such as bridges or arterial roads receive priority to mitigate safety risks.
3. **Budget Availability:** Available funding influences the scope and timing of renewal activities.

Examples of Renewal Activities:
- Reconstructing arterial roads with significant wear or structural instability.
- Replacing culverts damaged by erosion or flooding.
- Upgrading pathways in high-use areas to improve accessibility.

5.5 FINANCIAL SUMMARY

The following table summarises projected lifecycle costs for transport assets (2023–2033):

Table 3. Projected Lifecycle Costs

Asset Category	Annual Maintenance ($)	Annual Renewal ($)	Annual Projected Upgrades/ New Works ($)
Roads (sealed/unsealed)	$450,000	$750,000	$250,000
Bridges and Culverts	$100,000	$150,000	$50,000
Stormwater	$50,000	$50,000	$20,000
Pathways and Cycleways	$40,000	$40,000	$20,000
Roadside Furniture	$10,000	$10,000	$10,000
Total	$650,000	$1,000,000	$350,000

The projected lifecycle costs for transport assets (2023–2033) indicate that Coomalie Council requires an annual investment of $2,000,000 across maintenance, renewal, and upgrades to sustain the transport network effectively.

With current total infrastructure funding estimated at $1.5 million annually, there remains a funding gap that underscores the need for grants assistance, targeted investment, prioritised resource allocation, and strategic planning to ensure long-term sustainability.

6. ROAD CONDITION INSPECTION RESULTS

A network-wide road condition inspection was conducted in December 2024, involving a comprehensive drive-through assessment of the entire road network. This visual inspection evaluated the condition of roads across Coomalie Council's jurisdiction, categorising them into urban roads (50 km/h or below) and rural roads (80 km/h or above).

The assessment provides critical insights into the current state of the transport network, informing key priorities for the AMP. The findings highlight the condition trends, maintenance needs, and renewal priorities necessary to ensure the network remains safe, functional, and sustainable for the community.

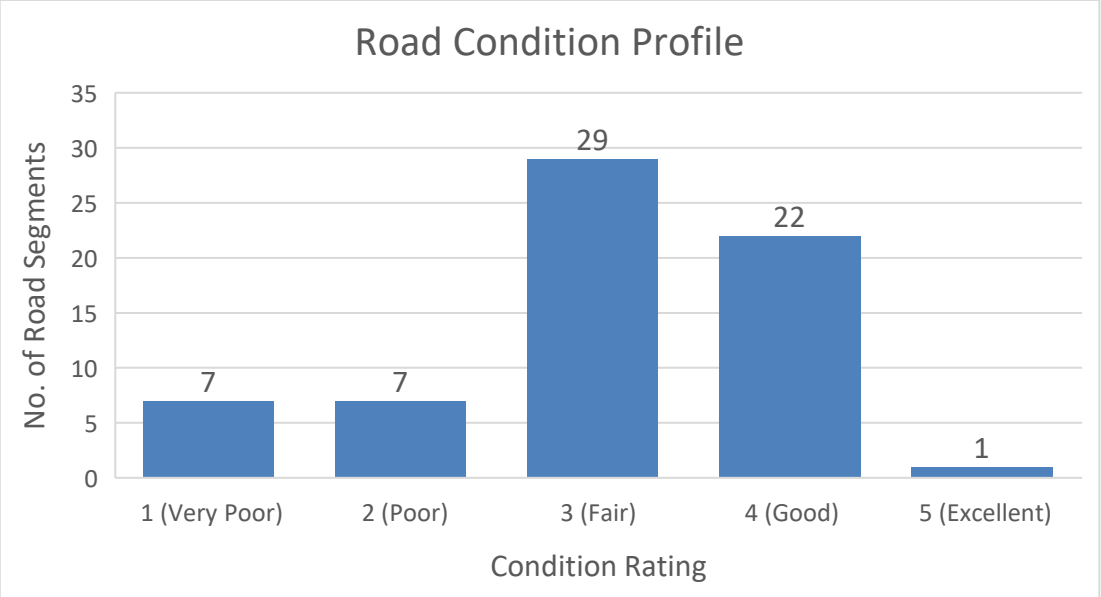

Figure 1. Road Condition Profile 2024

Figure 1 visually represents the distribution of road condition ratings from the December 2024 road inspection, highlighting the overall state of the network. The chart illustrates that the majority of roads (29 segments) are in Fair condition (3), while 14 segments are in Poor or Very Poor condition, and require urgent maintenance and renewal efforts. Additionally, only one segment is rated as Excellent (5), indicating widespread surface wear across the network.

Urban Roads (50 km/h) – Poor Condition (Average Score: 2.71)

- The average condition rating for urban roads is 2.71, which means they are in Poor-to-Fair condition, with many roads requiring urgent maintenance.
- The inspection revealed significant deterioration, including large potholes, surface cracking, and uneven pavements, particularly in high-traffic areas.
- More than 30% of urban roads are in Condition 2 (Poor) or Condition 1 (Very Poor), highlighting the need for immediate resurfacing and repair interventions.
- Only one road segment received a Condition 5 (Excellent) rating, demonstrating that most urban roads are already showing signs of wear.
- The high rate of deterioration is likely to be due to:
    - Increased traffic volumes and stop-start vehicle movements.
    - Ageing road surfaces with limited recent renewal investment.

- Environmental impacts such as water pooling and poor drainage.

Key Recommendations for Urban Roads:

- Immediate repairs should be prioritised for urban roads rated Condition 2 (Poor) and 1 (Very Poor) to maintain road safety.
- A structured resealing and rehabilitation program should be developed to prevent further degradation.
- Targeted funding allocation is needed to address the most deteriorated sections first, ensuring efficient resource use.

Rural Roads (80 km/h) – Fair Condition (Average Score: 3.35)

- The average condition rating for rural roads is 3.35, placing them in the Fair-to-Good category, with moderate surface wear but generally functional road conditions.
- The inspection found 18 road sections in Condition 3 (Fair), meaning they have visible defects such as cracking and minor potholes but are still serviceable.
- Fourteen road sections were rated Condition 4 (Good), demonstrating that regular maintenance and grading programs are effectively preserving these roads.
- Only one road segment was identified as Condition 1 (Very Poor), indicating isolated areas requiring immediate attention.
- The slow rate of deterioration for rural roads may be attributed to:
    - Lower traffic volumes than urban roads, reducing the frequency of surface wear,
    - Regular grading and maintenance schedules helping to maintain overall road quality, and
    - Less concentrated stop-start vehicle activity than urban roads, leading to fewer pavement stresses.

Key Recommendations for Rural Roads:

- Routine maintenance should continue to maintain the network in its current Fair-to-Good condition.
- Targeted repairs should focus on roads with a condition rating of 3 and lower, particularly in areas prone to erosion or drainage issues.
- Long-term renewal planning should be developed for sections approaching Condition 3.5 or below, ensuring interventions are cost-effective and timely.

Overall, the assessment confirms that urban roads are in significantly worse condition than rural roads, with several sections requiring immediate intervention to address critical deterioration. In contrast, rural roads remain in Fair condition, but ongoing maintenance is essential to prevent localised degradation. To ensure the long-term sustainability of the transport network, funding should be strategically allocated, prioritising urgent repairs and resurfacing for high-risk urban roads, while rural roads can be managed through a preventative maintenance approach to maintain their current condition.

7. RISK MANAGEMENT

This section addresses the systematic identification, assessment, and treatment of risks associated with Coomalie Council's transport assets. It ensures that risks are managed proactively to minimise disruptions and maintain service levels, guided by the principles of ISO 31000:2018 – Risk Management: Guidelines.

Effective risk management is essential to ensuring the long-term sustainability and safety of Council's building and facility assets. Risks associated with these assets can impact service delivery, financial sustainability, regulatory compliance, and public safety. This section outlines the key risks, assessment processes, and mitigation strategies.

7.1 KEY RISKS AND IMPACTS

This assessment has identified several high-level risks that pose significant challenges to Coomalie Council's transport assets. These include:

- **Flooding and Erosion:** Damages roads, culverts and bridges, leading to increased maintenance costs.
- **Ageing Infrastructure:** Causes structural failures and reduced safety.
- **Funding Shortfalls:** Delays maintenance and renewals, accelerating asset deterioration.
- **Climate Change:** Intensifies weather events, affecting asset resilience.
- **Safety Hazards:** Includes potholes, poor lighting and unsafe pathways, increasing accident risks.

7.2 RISK ASSESSMENT AND MANGAGEMENT PROCESS

Council follows a structured approach to assessing and managing risks, in alignment with ISO 31000:2018 - Risk Management Principles and Guidelines:

1. **Risk Identification** – Recognising potential threats to asset performance and service delivery.
2. **Risk Assessment** – Evaluating risks based on likelihood and consequence to determine priority levels.
3. **Risk Treatment** – Implementing appropriate mitigation measures such as preventative maintenance, renewal strategies, or operational adjustments.
4. **Monitoring & Review** – Regularly reviewing and updating risk profiles to reflect changing conditions, asset performance, and funding availability.

7.3 MITIGATION STRATEGIES

Key strategies to mitigate risks include:

1. **Flooding and Erosion:** Improve drainage systems and prioritise high-risk zones for repairs.
2. **Ageing Infrastructure:** Conduct regular inspections and schedule renewals based on asset condition and criticality.
3. **Funding Shortfalls:** Advocate for grants and allocate resources to the highest priorities (e.g. renewal of bridges, culverts and urban roads with condition ratings of 1 and 2).
4. **Climate Change:** Develop flood-resilient infrastructure and use durable materials.
5. **Safety Hazards:** Promptly repair potholes and improve lighting and signage.

7.4 RISK MONITORING AND REVIEW

- Inspections: Regular condition inspections, especially for high-risk assets.
- Risk Register: Maintain a centralised register to track risks and mitigation measures.
- Annual Reviews: Evaluate risk management effectiveness and adjust as needed.
- Community Engagement: Collaborate with stakeholders to refine priorities and solutions.

Risk management is embedded within the Strategic Asset Management Plan and aligns with the Long-Term Financial Plan to ensure that risk-based decision-making supports sustainable asset management. By adopting a proactive risk management approach, Council can reduce asset failures, optimise financial resources, and ensure safe and reliable facilities for the community.

The Council is committed to undertaking a thorough assessment of risks associated with road assets to enhance understanding and ensure these potential risks are systematically documented in a comprehensive risk register.

8. IMPROVEMENT PLAN

The Improvement Plan identifies key areas where Coomalie Council can enhance its transport asset management practices. These improvements aim to address gaps in data, processes and resourcing to ensure the transport network remains sustainable, reliable, and aligned with community expectations.

8.1 KEY IMPROVEMENT AREAS

The following improvement initiatives have been identified.

1. **Data Quality and Asset Information:**
    - Conduct comprehensive condition assessments for all transport assets, including roads, footpaths, bridges and roadside furniture.
    - Implement an integrated asset management system to centralise and improve access to asset data.
    - Regularly update the asset register to reflect new acquisitions, upgrades and renewals.

2. **Lifecycle Planning:**
    - Develop detailed renewal plans for high-priority assets, particularly ageing bridges and culverts.
    - Establish a resealing schedule for sealed roads to extend pavement life and reduce long-term costs.

3. **Funding and Resource Optimisation:**
    - Identify alternative funding sources, such as state and federal grants, to close the annual funding gap.
    - Develop a prioritisation framework to allocate resources efficiently across transport asset categories.

4. **Community Engagement:**
    - Improve communication with the community regarding transport asset priorities and planned works.
    - Use feedback mechanisms (e.g. surveys and public consultations) to align asset management strategies with user expectations.

5. **Risk Management:**
    - Conduct a transport-specific risk workshop to refine risk management strategies, as outlined in Section 7.
    - Implement proactive measures for climate adaptation, such as flood-resilient designs and materials for vulnerable assets.

6. **Long-Term Financial Planning**
    - Develop a structured budgeting framework within the LTFP that aligns with asset management strategies

9. MONITORING AND REVIEW

Monitoring and reviewing the Transport Asset Management Plan (AMP) is critical to ensure its effectiveness and relevance over time. Regular assessments allow Coomalie Council to track the performance of transport assets, adjust priorities based on changing conditions, and align strategies with evolving community needs and financial realities.

9.1 PERFORMACE TRACKING

Coomalie Council will monitor the performance of transport assets against the defined Levels of Service (in Section 3). Performance tracking includes:

- **Condition Inspections:** Conduct regular inspections of roads, footpaths, bridges, and roadside furniture to update condition ratings and identify emerging risks.
- **Community Feedback:** Collect feedback through surveys, complaints, and consultations to gauge satisfaction with service levels.
- **Budget Utilisation:** Monitor expenditure on maintenance, renewals, and upgrades to ensure alignment with planned allocations.

9.2 AMP UPDATES

The AMP will be reviewed and updated to reflect new data, priorities, and resources:

- **Annual Updates:**
  - Incorporate updated condition assessments and financial projections.
  - Reassess risk mitigation strategies based on new risks or changes in asset conditions.
- **Comprehensive Reviews (every 4–5 years):**
  - Align the AMP with updates to the Strategic Asset Management Plan (SAMP), Long-Term Financial Plan (LTFP), and Council's strategic objectives.
  - Include findings from major studies, such as climate impact assessments or infrastructure audits.

By implementing a structured monitoring and review framework, Coomalie Council can ensure the AMP remains relevant, data-driven, and aligned with community needs. Regular performance tracking and periodic updates will allow for proactive asset management, ensuring timely interventions that optimise resources, extend asset life, and enhance network safety. Through continuous improvement and strategic decision-making, the AMP will support long-term infrastructure sustainability, financial accountability, and service reliability for the Coomalie community.