



Inquiry into annual and financial reports 2024–2025

Answer to question taken on notice

Asked by: Mr Thomas Emerson MLA

Addressed to: Minister for City and Government Services

In relation to: Asset maintenance and Data from asset management system

Hearing: 13 November 2025

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Answer Due: 26 November 2025

Mr Emerson: That is good to hear. Obviously, he is keen to be able to lodge issues related to footpaths. The other side of footpath maintenance, of course, is the planned inspections and audits and so on. During estimates, I asked about this. No, perhaps it was a chamber question on notice that I received a response to from Minister Steel while you were away, minister, which includes—

Ms Cheyne: Better have a look at it.

Mr Emerson: For reference, it is a question on notice, chamber question on notice 494.

Ms Cheyne: Thank you.

Mr Emerson: It includes a table, and it says, “The below table indicates the frequency of planned path inspections based on risk profiles, pending resource availability. And just for the committee’s awareness, there different columns. Concrete, asphalt, pavers, and then different parts of the city, which some are expected to be inspected every two years. Some, it is three years. Some, it is four years. In the case of town centre pavers, it is every one year. I am curious about the “pending resource availability” line and to what extent this table is being followed based on resource availability, let us say, last financial year, this financial year.

Ms Cheyne: Mr Rampton.

Mr Rampton: Thanks. Tim Rampton, Executive Branch Manager, Roads ACT. I do not have that table in front of me, so I will try to go off memory there. Thank you very much. That is very helpful. So that table that Mr Emerson is referring to comes from our operations plan for path maintenance.

Ms Cheyne: It is the line above it that says “pending resource availability.”

Mr Rampton: Yes.

Mr Emerson: Yes.

Ms Cheyne: What does that mean?

Mr Rampton: So the pending resource availability for us is—the people that are doing the inspections are also multiple asset inspectors. So they are also inspecting my pavements, all the pavements out there in the network as well as paths. So it is a small team, and it is impacted when we have vacancies and leave. I think there is about five people in that team, so we do our best to get out there with the plan inspections.

As I mentioned in a previous sitting, the town centres, and particularly the city is most regularly inspected, because our biggest risk on our path network is our pavers, as opposed to any other type of path out there, because they do easily move around. We are actually about to commission and engage a company to do a testing of a technological solution to our path inspection, so that will be kicking off soon.

So we have engaged them to go through a number of suburbs throughout the territory, different ages, different path profiles, and they will—I will not talk about the technology they are using, but they will not be walking the streets, as we have done previously. They will be using a technology solution to then markup where we have got issues on our path network. So I am excited about that. It is something that we will see how it goes, and we also have some funding for over the next few years to do a full sweep of our path network.

Mr Emerson: Okay. And so with respect to this table, is there somewhere internally where you are tracking which part of the city—you know, “Okay. That was due to be inspected.” It is supposed to be every two years, say, in the Dickson town centre, but we have not done it for three years, or we just did that six months ago. Like, is that all tracked? It would be pretty complex, but—

Mr Rampton: Yes. It is captured in our asset management system when we are out onsite and logging work orders from those inspections. Yes.

Mr Emerson: Okay. This is going to be hard data to pull together, but is there any way that you can present that to the committee, whether it is in the form of, you know, “This percentage of the network has been inspected” according to that—you know, according to the timelines provided in that table? Is that something that could be provided?

Mr Rampton: I will take the details of that on notice, but we will see what we can give you.

Mr Emerson: Thank you. And if it is not a percentage, like, there is just some other way of representing the data, that is okay.

Ms Cheyne: Yes. If there is some way—

Mr Emerson: Yes.

Ms Cheyne: Perhaps, Mr Emerson, if there is—you are not asking us to create something for you, but if there is some way that we are capturing this at the moment that we can share—

Mr Emerson: That can be—yes, please. Do not just give me your database. Yes. That would be great.
Ms Cheyne: Sure.

Ms Tara Cheyne: The answer to the Member's question is as follows:

Roads ACT takes a risk-based approach to path inspections throughout the Territory; fully utilising the five asset inspectors available. Of the five inspectors, one is solely dedicated to planned inspections of pavers (highest risk).

Since the start of the financial year in July 2023 to 21 November 2026, a total of 7,735 work orders have been created as a result of inspections of community paths, shop building pavements, including footpaths, cycle paths, and other pedestrian areas. Of these, 1,871 work orders or 24.19% were generated through planned inspections of the network, mainly in the city, town and local centres.

Since July 2023, one planned inspection has occurred at 33 centres (town and local) and multiple inspections throughout the city. A full inspection of four residential suburbs has also occurred during this period.

The last full inspection of all the paths in the Territory occurred in 2020-21. This was undertaken using a large team of people walking along every path in the ACT.

Roads ACT is currently investigating suitable models to efficiently inspect the full network in a cost-effective way.

Approved for circulation to the Standing Committee on Transport and City Services

Signature



By the Minister for City and Government Services, Tara Cheyne MLA

Date:

27/11/25