

15. CITY STREETS ASSET MANAGEMENT PLAN

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The purpose of this report is to present and seek approval for the City Streets Asset Management Plan (AMP). The Summary Asset Management Plan has been circulated separately.

BACKGROUND

The City Streets Asset Management Plan was first produced in 1998. The asset planning process is cyclic and to meet changing needs and requirements asset management plans are constantly monitored and reviewed. Over the last 18 months staff have been carrying out a major review of the City Streets Asset Management Plan and it has reached a stage where formal approval is required. During the review process asset data has been updated, including collecting incomplete data and more accurately aging various assets. Customer research has also been undertaken and in November 2002 a price/quality survey of residents was carried out to determine residents' views on existing quality and their preparedness to pay for increase quality, or conversely to reduce costs for a lower quality.

The timing of this review has been planned to coincide with the development of the Council's first Long Term Council Community Plan (LTCCP). Up to date and advanced asset management plans are an essential input to the LTCCP.

A key input to the Asset Management Plan is the Metropolitan Christchurch Transport Statement (MCTS), which is also being considered by the Committee as part of this agenda. The Asset Management Plan will be updated and aligned to the MCTS when it is approved.

PROCESS

A draft version of the Asset Management Plan was presented at a seminar of the Sustainable Transport and Utilities Committee on 20 October 2003, and was presented to Community Boards via three seminars during the week of 10 November 2003. Feedback from these seminars has been generally supportive of the direction and levels of service proposed in the plan. A number of issues raised at the seminars are discussed below.

ISSUES RAISED AT THE SEMINARS

Under Strength Road Pavements

The AMP identifies that 22% of the roading network (350km) has under strength pavements and the proposed strategy to deal with this issue means it will take 35 years to bring them all up to the required strength. The Committee seminar thought this was too long and asked that options be looked at to reduce the time.

Most understrength pavements are located on local roads and will provide an adequate level of service for many more years. Prudent asset management aims to minimise lifecycle costs and so balancing maintenance costs against renewal costs is a prime consideration. The understrength pavements should only be replaced at the optimum time. To determine this the AMP identifies a future strategy of introducing more sophisticated deterioration modelling of the pavements performance so that better monitoring can take place and optimum replacement times identified.

About half of the understrength pavements are on roads with old style dished channels and so they will be replaced progressively over the next 20 years when the streets are renewed as part of the Kerb and Channel Replacement (Street Renewal) programme.

To deal with understrength pavements on roads with new style flat channels that will need replacing, a sum of \$500,000 per year has now been included in the AMP. This will not substantially reduce the length of time to replace all of the understrength pavements, but it will provide funding so that those that need replacing are replaced at the optimum time. This will maintain the required level of service.

This whole situation will be constantly reviewed as the new modelling tools are brought into effect and the AMP will be updated as new information comes available.

Footpath Resurfacing

The AMP review identified a shortfall in the length of footpath resurfaced in the last three years and extra funding has been included to bring the length up to the required 20 year resurfacing cycle time (113km per year). The Committee seminar requested we look at catching up on the three years of below target achievement.

Over the last 10 years the average annual length resurfaced has been around the 113km. On that basis we believe the lift to 113km will maintain the level of service without the need to 'catch up' on the three years of below length achievement.

Street Name Plates

Community Board members raised two issues in relation to street name plates. One was their visibility (ie size of lettering and location), and the other was the inclusion of street numbers on the signs.

The current level of service is to have white letters on a blue sign located at the intersections. Current funding levels allow for this and work is progressively occurring to achieve this. Signs are being placed on separate poles rather than the nearest lamp post. Also at traffic signals the streets signs are being placed on the signal poles to ensure maximum visibility.

The question of street numbers on signs has been considered by Council in the past and was rejected on the basis of cost.

No change to the current level of service is proposed.

Footpath and Street Cleaning Outside Suburban Strip Shopping Areas

Community Board members raised the issue of cleaning at suburban strip shops and asked for a higher level of service.

The current level of service is that the street channels are cleaned as part of the normal street cleaning cycle and footpaths are not cleaned. This AMP does not provide for a change in this level of service.

CHANGES IN LEVELS OF SERVICE

The following changes in level of service are included in the AMP.

Sweeping marked on-road cycleways at selected sites

Debris and glass on on-road cycle lanes are creating safety issues for users. This is supported by the amount of feedback and requests for individual cleaning from users. The proposal is to sweep selected known problem sites. The cost of this is \$100,000 per year.

Bridge and Culvert Strengthening

The AMP review identified that very few bridges and culverts meet the current design codes and will be susceptible to damage or collapse in a major earthquake. Currently about \$150,000 is budgeted for bridge strengthening. The AMP review identified a need to increase this to speed up the bridge and culvert strengthening programme. An additional \$300,000 is included.

CONCLUSION

Christchurch needs to have a sustainable transport system and having a robust and comprehensive AMP is the key to achieving that goal. An approved AMP is also a key input to the LTCCP.

CHAIR'S COMMENT

Committee members will recall that at the last meeting of the Committee a report on the Amenity Cleaning Contract Extension was considered wherein it was resolved:

"That the existing contract be extended for a further one year period to allow the Council to assess whether the contract needs to be restructured to meet any changes in levels of service."

I propose therefore that the staff recommendation be subject to a new level of service for street cleaning being established by way of a seminar and then formal Sustainable Transport and Utilities Committee recommendations before the end of March 2004, to feed into the LTCCP. Such new levels of service to especially refer to central city and suburban shopping areas.

Staff

- Recommendation:**
1. That the City Streets Asset Management Plan be adopted.
 2. That the Asset Management Plan be updated to include the requirements of the MCTS when it is approved.

Chairman's

Recommendation: That the staff recommendation be adopted but that recommendation 1 have these words added, 'for street cleaning subject to new levels of service (especially for central city and suburban shopping areas) being established by the Sustainable Transport and Utilities Committee early next year.'