

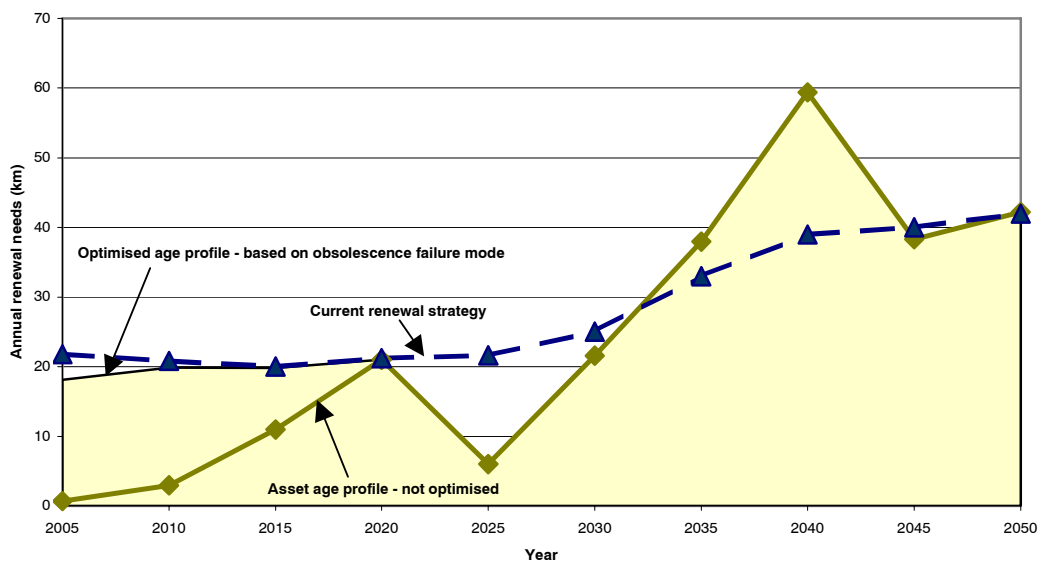
Transport and City Streets Asset Renewals

Asset renewal Programmes

The Transport and City Streets Asset Management Plan includes an assessment of future requirements for renewals of all streets components within the street corridor.

Street asset components include carriageways, kerbs and channels, footpaths, landscaping, grassed berms, streetlights, and signs and markings, etc. Asset lives have been aligned to optimise renewals timing. Assets with short or moderate life-cycles have their life expectancies aligned to ensure that life-cycles are optimised within the longer term life-cycle renewal needs for components such as carriageways and kerbs and channels. Age or condition-based failure modes are not appropriate for a number of current streets assets and asset obsolescence failure rather than age/condition-based failure modes is used. The graph below highlights renewals optimisation of the street assets.

Street Renewals to 2050



Transport and City Streets Asset Renewals (continued)

Key points to note are:

1. There are obsolescence factors considered for carriageways, kerbs and channels, streetlights, and footpaths to ensure renewal optimisation.
2. All Street corridor assets are assessed collectively in the context of Street Renewals.
3. Community-based levels of service would not be met without the current strategy.
4. There is a considerable peak around 2040.
5. After 2020 there will be early asset renewals to allow smoothing of the renewal programme over the entire 30 year period which follows.
6. Asset growth (11.25km of road per year) creates operational and maintenance needs in the short term, and creates future renewal needs for assets with both moderate and long term life expectancies within and beyond the graphed period.
7. There is a further (and higher) peak in renewals in 2080.