

# Corridor Structures and Fixtures ACMP Summary

## Network overview

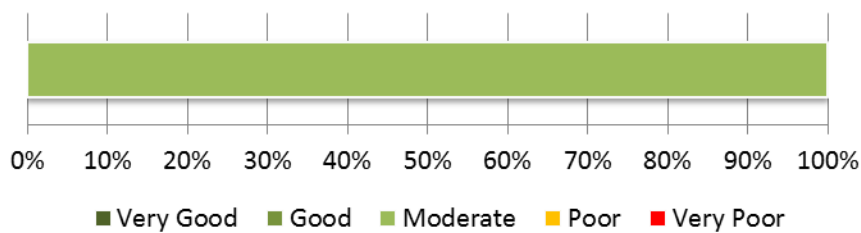
Railings	83.9 km
Fences	99.5 km
Total	183.4 km

Roundabout	92
Islands	1,054
Bollard	2,585
Speed bumps	96
Seats and benches	1,457
Cycle racks	138
Weigh stations:	2

	Replacement cost	Current values
Railings & fences	\$85,658,000	\$46,037,000
Edge marker post	\$103,000	\$40,000
Other structures	\$16,062,000	\$12,761,000
Traffic islands	\$63,657,000	\$51,177,000
Bollards	\$1,051,000	\$937,000
Cycle racks	\$318,000	\$161,000
Benches and seats	\$2,152,000	\$1,678,000

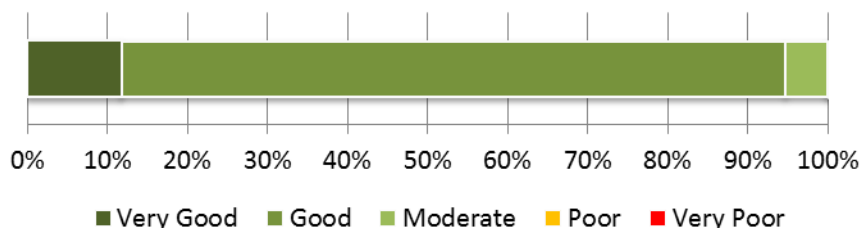
## Condition profile

(All) Condition Profile: Corridor Fixtures and Structures - Corridor fixtures (value)



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(All) Condition Profile: Corridor Fixtures and Structures - Corridor structures (value)



	Fences and railings	Traffic islands	Bollards, roundabouts and speed humps	Benches and seats	Cycle racks
Age data	Unreliable	Reliable	Reliable	Reliable	Reliable
Condition data	Unreliable	Unreliable	Unreliable	Unreliable	Unreliable

## Levels of service

Outcome:	Quality		
LOS statement:	Assets are maintained in good condition		
Performance measure	Current Performance	Target Performance	Target Date
Percentage of corridor structures in moderate condition (grade 4) or better	x	90%	TBC
Percentage of corridor structures with one or more defects	x	< 10%	TBC

Outcome:	Safe vehicle and pedestrian environment		
LOS statement:	Minimise fatal and serious injuries		
Performance measure	Current Performance	Target Performance	Target Date
Percentage of road side hazard risks mitigated by safety barrier	✓	95%	TBC
Fences are intact and prevent access to hazardous sites	x	95%	TBC
Crash attenuators are in a serviceable condition and will reduce the severity of a vehicle impact	✓	100%	TBC
Crash barriers are in a serviceable condition and will redirect the type of vehicles it has been designed to deflect	✓	98%	TBC

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Sight rails are clean and clearly visible at night	✓	100%	TBC
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Outcome:	Sustainable		
LOS statement:	Provide assets and services at the least lifecycle cost		
Performance measure	Current Performance	Target Performance	Target Date
Percentage of handrails, and safety barriers made from recycled metal	✓	80%	2018

Outcome:	Sustainable		
LOS statement:	The network is managed in accordance with sustainable practices		
Performance measure	Current Performance	Target Performance	Target Date
Percentage of sight rail and fences made from sustainable sources of wood	✓	85%	2018

Outcome:	The transport network is clean and pleasant to use		
LOS statement:	Quality: Footpaths and streetscape elements are maintained in good condition		
Performance measure	Current Performance	Target Performance	Target Date
Percentage of corridor fixtures in moderate condition or better	Not known	95%	2018

### Current (2015) backlog

Backlog: The financial value (quantity %) of assets in “very poor” condition.

Corridor Structures and Fixtures	\$22,705.80	0.05%
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### Strategic approach

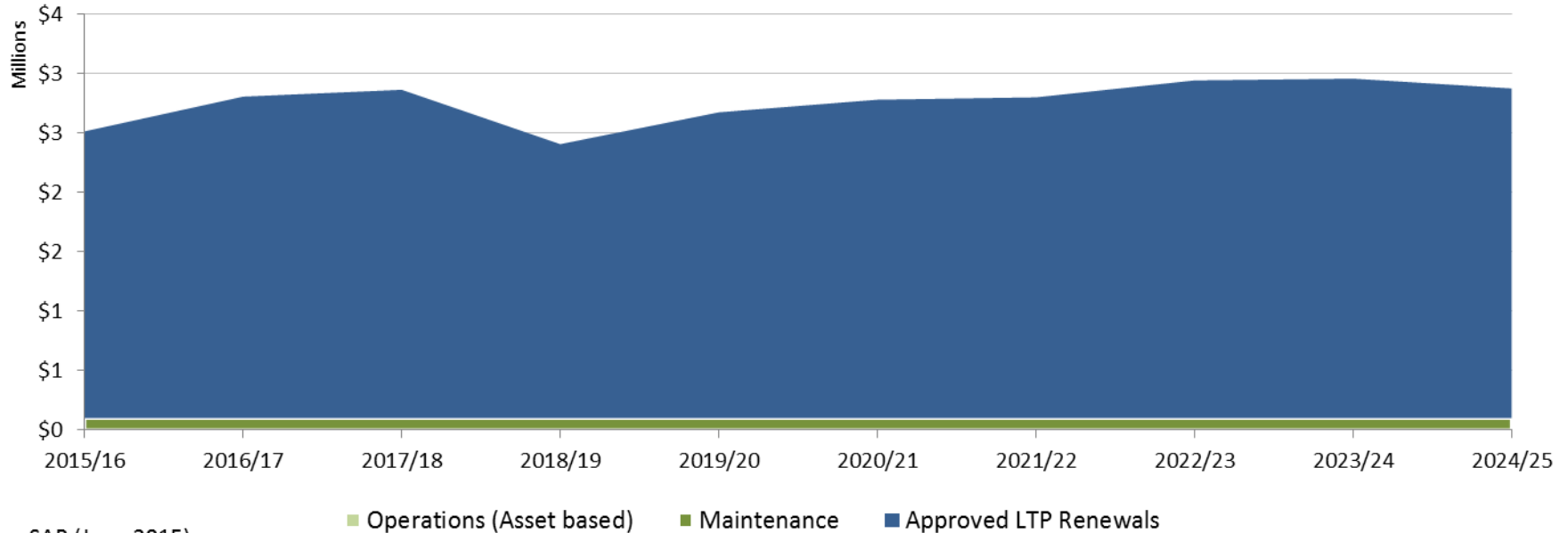
- Assets renewed promptly when classified level 5 ‘very poor’.
- Maintenance carried out at the most optimum time in the asset lifecycle.
- Number of assets in backlog (condition grade 5) will be ascertained and not be allowed to increase from current levels.

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## Renewal and Maintenance Costs (\$M)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-year total
Approved LTP Renewals (uninflated)		\$2.4	\$2.7	\$2.8	\$2.3	\$2.6	\$2.7	\$2.7	\$2.8	\$2.9	\$2.8	\$26.6
Renewal Investment Needs (uninflated)	\$1.9	\$3.0	\$1.8	\$5.6	\$7.8	\$8.3	\$7.8	\$6.9	\$6.0	\$5.3	\$4.9	\$57.4
Renewal shortfall		-\$0.6	\$0.9	-\$2.9	-\$5.5	-\$5.7	-\$5.1	-\$4.2	-\$3.2	-\$2.5	-\$2.1	-\$30.8
Maintenance		\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.0
Operations (Asset based)		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Consequential OPEX shortfall		\$0.1	\$0.2	\$0.3	\$0.4	\$0.5	\$0.6	\$0.7	\$0.8	\$0.9	\$1.0	\$5.4
Depreciation	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

10-year Corridor Structures and Fixtures Financial Forecast



Source: SAP (June 2015)

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## Consequences if asset needs cannot be afforded

- The backlog will increase by \$30.8m in the next 10 years.
- Maintenance will cost \$1.0m more over the 10 year period to ensure that all corridor structures and fixtures are maintained for optimal performance.
- Corridor structures and fixtures have a performance measure for asset condition of LOS 2 or no asset in this class to be worse than “poor” or grade 4 condition. To ensure no corridor structure or fixture fails unexpectedly.

## Key issues

Issue	Recommendation
A full condition survey of the corridor structures and fixtures assets is needed in order to produce accurate asset management planning needs forecasts. A condition survey should be completed and the data inserted into the AT RAMM database.	Analysis can be undertaken on current condition allowing AT to more accurately forecast the AMP needs budgets.
Cost codes to be more accurately defined. Booking of costs to be more accurate.	Historical expenditure will be easier to extract for each asset class.
AT is dependent on other third parties for some information about HCVs on local roads.	Improve relationships with external parties to ensure data, regarding the movement of HCVs, is shared.
Investigate good urban design features for secure bike parking and implement with re-development projects.	Secure bike parking will be available at all suitable locations. An increase in cycling usage.
Modelling using the renewals optimisation model cannot be undertaken	A full condition survey of these assets should be completed and the data inserted into the database.