

5.1 Introduction

This section provides an overview of asset information regarding the individual asset groups within the Transportation Activity.

Council uses the Roding Assessment and Maintenance Management (RAMM) asset management software to record information regarding the roading assets. A high-level summary of the transportation assets is shown in Table 5.1.

Asset Details	Quantity
Total Length of Road	1,913 km
Length of sealed road	514 km
Length of unsealed road	1,399 km
Number of bridges *	177 *
Length of footpaths	167 km
Number of street lights	2,006
Number of signs	8,117 **
Number of culverts, mudtanks and soakpits	7,719 ***
Length of constructed kerb and channels	204 km
Length of surface water channel	3,253 km

* Includes 3 footbridges managed by CODC

** Excludes signs recorded as privately owned within signs data

*** Excludes culverts recorded as privately owned within culvert data

Table 5.1 Summary of the Transportation Assets (2017)

Visual Condition Inspections

Visual condition rating has been undertaken on all of the asset groups above, except street lights, in the 2014-15 period. Sealed roads have been condition rated in 2016 by a Consultant who holds a current NZTA rating certificate. Street lighting inspections to confirm the District's complete inventory, as part of the LED street lighting upgrade, were completed during the 2015-18 period.

Table 5.2 has been used by Council Officers to ensure consistency in the definition of condition of bridges, footpaths, signs, and drainage assets. This is read in conjunction with the Visual Assessment Guides contained in Appendix 2, including the first version of the ONRC Road Maintenance Visual Guide. These are used for both condition rating and routine inspection purposes.

Condition Rating	Individual Defect Description	Description of Defect Scale	Maintenance Required
Excellent	As new, no defects	As new, no defects	No maintenance required
Good	Looks fine, only minor superficial defects	Looks fine, only a small number of isolated defects	Crack sealing and minor patching
Average	Starting to show signs of deterioration but not enough to affect level of service	A greater number of isolated defects but not enough to affect level of service	Minor components or isolated sections need repair or replacement
Poor	Advanced deterioration requiring maintenance to remain operational	More significant larger defects, requiring maintenance to remain operational	Substantial repair work required
Very Poor	Failed or close to failure	Completely failed over length of section	Reconstruction or replacement required urgently

Table 5.2 Condition Rating Descriptions

Value of the Transportation Assets

The replacement value of our transport assets has been re-assessed in 2016 at \$548.2 million. These assets are depreciating at the rate of \$4.8 million per annum.

Figure 5.1 shows the relative value of the assets. This excludes the cost of road formation, which accounts for 54% of the total gross replacement cost of the roading valuation. Formation is not depreciated, or managed as a separate asset (such as land) and is therefore not included on the graph. It also excludes the estimated replacement value of \$1.5million dollars for the Alexandra Airport assets. These are included in the Property Portfolio.

While unsealed roads make up the 73% of the District’s roads, they make up only 7% of the gross replacement cost. Sealed roads (combining the replacement value of both the surface and the pavement structure) and bridges are the most valuable assets, at 35% and 29% of the total replacement cost respectively.

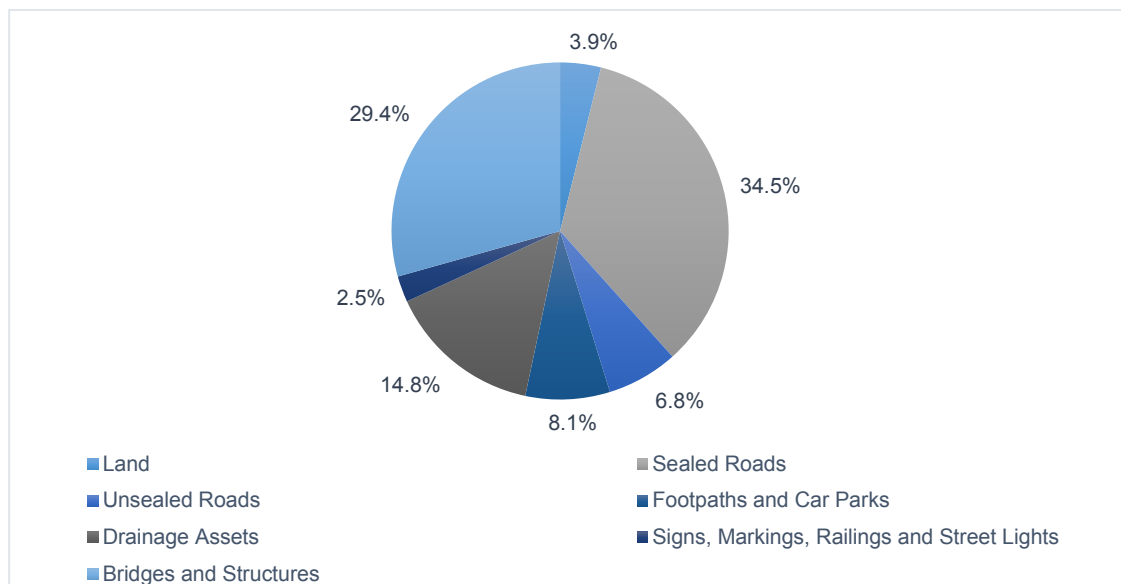


Figure 5.1 Gross Replacement Cost

Figure 5.2 shows the relative calculated annual depreciation amounts for the assets which are depreciable.

While unsealed roads and the surfacing component of sealed roads make up relatively small proportions of the gross replacement cost, they are a higher proportion of the total annual depreciation provision due to their relatively short lives. In contrast, bridges make up a smaller proportion of the annual depreciation due to their relatively long lives.

Source: Central Otago District Council Transportation AMP 2018-2021

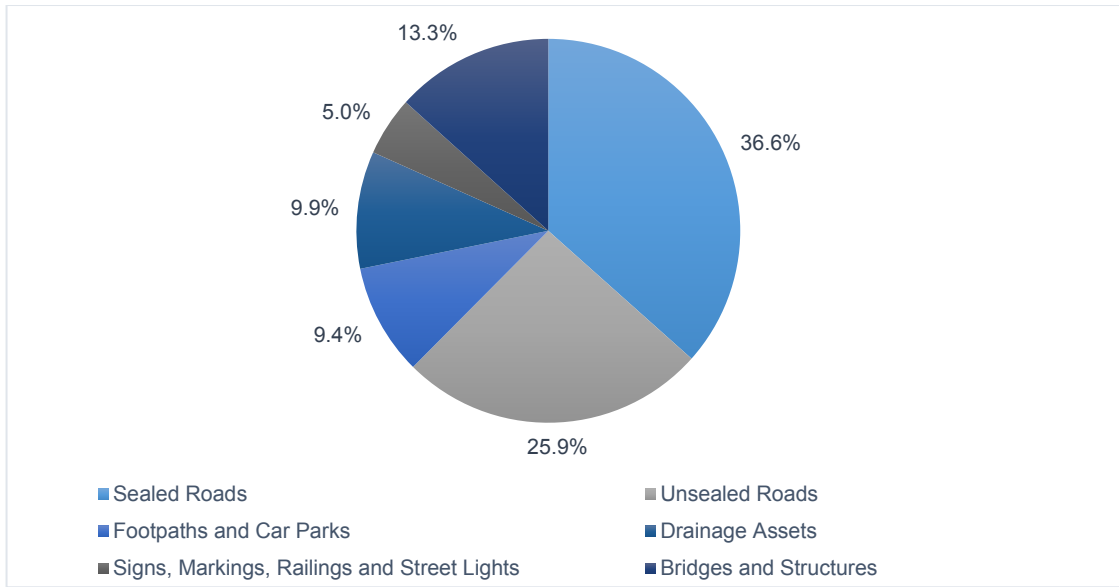


Figure 5.2 Annual Depreciation

Source: Central Otago District Council Transportation AMP 2018-2021