

## “ The programme of works

An AMP needs to provide evidence of the programme and its elements having been optimised for the mix and timing of activities. The CODC’s AMP reflects good practice in that area. For a start, it defines a priority used for programming work maintenance and renewal work across all asset types. This priority is assigned by field staff, during inspections, or as a result of public calls.

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Priority	Description
Priority 1 – Urgent Needs to be addressed within one week	This is where a level of service failure is currently occurring. It is an immediate safety issue where someone could be hurt, or the repair will become a larger job if left.
Priority 2- Routine can be programmed over the next few months	This is where a level of service failure is highly likely to occur if not addressed. This work is routine in nature, not an immediate safety issue, and should be undertaken when the equipment is in the area, or the weather is suitable for this type of work.
Priority 3 – Programmed can be tied in with a future renewal	This is work that is likely to result in a level of service failure in the future and: <ul style="list-style-type: none"> <li>• Could be undertaken efficiently if it was tied in with other work, but won’t result in a larger repair if left.</li> <li>• May be a small safety improvement that would be desirable to do if the equipment was on site for other work.</li> <li>• Should be done before a renewal to prolong the life of renewal work. For example, asphalt leveling that should be complete before a reseal is undertaken.</li> </ul>
Priority 4 – monitor nice to do but not essential	This is where we have identified an emerging issue, but it is not causing any immediate problems. For example, it could be Eco sealing the approaches to a cattlestop, bridge or taking out a tree out to improve a line of sight along a road.

“ As an example of optimising a programme, the CODC’s AMP identifies that:

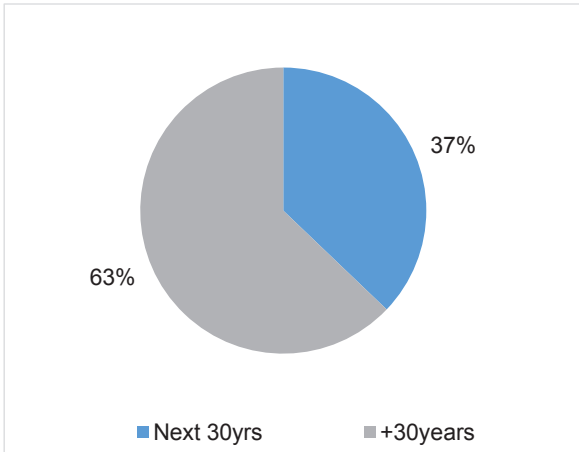
- 67 bridges are coming to the end of their economic life in the next 30 years
- replacement of all these bridges to retain the original levels of service is unlikely to be economically viable or affordable for the community.

The CODC has continued to develop their strategy for bridges over the last four years in a way that allows for community consultation and enables the evaluation of proposed structural investigations and network options. They are working on the format for wider stakeholder and community engagement, planned for 2020-21.

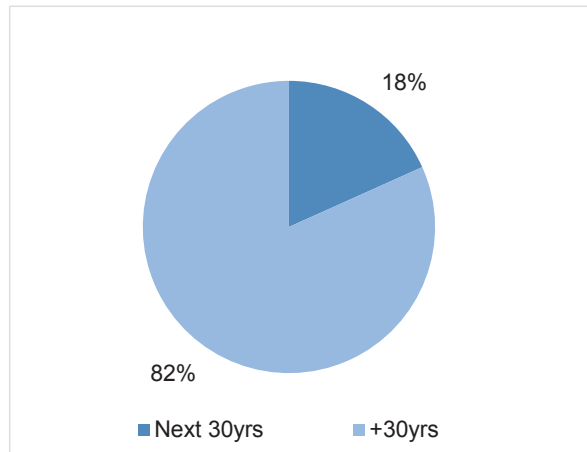
Optimisation for bridges includes options for replacing essential bridges, installation of wash-over culverts and retiring some bridges. If implemented, it will result in a significant reduction in the proposed budget over the next 30 years when compared to replacing all bridges and retaining a fully accessible level of service.

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Source: Central Otago District Council Transportation AMP 2018-2021



**Figure 6.10 Bridges at the End of Remaining Useful Life (67 out of 177 Bridges)**



**Figure 6.11 Optimised Bridge Replacements**

“ The council has recognised that to be cost-effective, provide value for money and keep services affordable, some bridges will need to be retired when they reach the end of their lives, rather than replaced.

By selecting the right things to do and ensuring it is doing them at the right time and for the right price, the council is strategically focusing its efforts to achieve its objectives.



This is an example of fit-for-purpose effort.

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