

ASSET MAINTENANCE RENEWAL & UPGRADE

Asset Renewal and Maintenance

Asset renewal is simply defined as those works which return the asset to its “as-new” condition. For a peeling wall in your house this would be re-painting, for a worn-out timber park bench this would be replacing and for a road this includes resealing the surface or rehabilitating the underlying pavement – depending on what has “worn out”.

In order to realise the full potential of any asset, routine maintenance is required. Maintenance does not return the asset to its “as-new” condition, but it stops it from deteriorating quicker than it should. For the wall in your house this would include cleaning scuff marks and touching up paint chips, for the timber park bench this might include replacing a damaged slat or removing graffiti and for a road this includes pothole patching, edge break repair and table drain maintenance.

The cost of asset renewal (i.e. resurfacing and rehabilitation) plus routine maintenance is known as the ‘Whole of Life’ cost.

As the road network deteriorates, the routine maintenance needs increase (i.e. more pothole patching, edge break repair, table drain erosion and crack sealing). If the required maintenance is not available, including any increase associated with an ageing (deteriorating) network, then the rate of deterioration of the network will increase and result in a further reduction of the average network Pavement Condition Index (PCI).

Increased renewal funding will result in reduced annual maintenance costs over time. Utilisation of the special rate increase to provide greater focus on the renewal of existing priority regional and local collector roads will minimize the number of failed roads and improve the condition and amenity of the Council road network significantly over that time.

Council will typically **reseal** roads when the existing surface loses a significant percentage of stone. If the underlying pavement has also failed, as might be evidenced by large numbers of potholes, bumps in the surface or extensive cracking, **heavy patching** will be undertaken to repair the affected

area prior to resealing the surface. If the road pavement has failed beyond practical heavy patch repair, the entire road will be **rehabilitated** by either removal of the old pavement and replacement with new pavement or by improving the existing pavement with the addition of new material.

Asset Upgrade

In addition to the renewal of existing roads through reseal or rehabilitation treatments, there remains a backlog of ‘desirable attributes’ including road widening, ‘edge break’ repair, table drainage improvements, sealing un-sealed shoulders, sealing gravel roads and building kerb and gutter, piped storm water drainage and footpaths. These works are generally considered upgrades of an existing asset or new works.

It is not Council’s intention to allocate the special rate variation on the upgrade of any desirable attribute, but rather focus on maintaining those priority regional and local collector road assets we already have in order to facilitate continued improvement of their overall condition, extend their useful life and reduce their rate of deterioration.

Council will undertake limited table drain improvements and road widening as part of any rehabilitation treatment and will target edge break as part of routine maintenance prior to any reseal treatment. The upgrade of Council’s road network for all other desirable criteria will be undertaken on a priority needs basis within the limited road program funds allocated to these activities. Generally the upgrade of existing or the creation of new road infrastructure will be limited in so far as is possible to grant and developer contribution funded projects (including any Council obligations or apportionments), and only urgent or risk management related council funded upgrades of existing infrastructure will be prioritised.

