

“ The programme of works

This excerpt from the WDC’s AMP discusses one of the problem statements from WDC’s strategic case – one related to sealed roads.

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Transportation Activity Management Plan 2018-2048



6.2 Sealed Roads

Work Categories: 111 Sealed Pavement Maintenance, 212 Sealed Road Resurfacing, 214 Sealed Road Pavement Rehabilitation & 341 Low Cost/Low Risk Improvements
(Associated activities: 113 Routine Drainage Maintenance & 213 Drainage Renewals)

6.2.1 Links to Strategic Case

Problem Statement: Our sealed roads have some of the highest costs per kilometre in our peer group. This is largely due to our high VKT and our sealed roads being vulnerable to damage, particularly from logging trucks and other heavy vehicles, because of having thin, narrow pavements, poor geology and semi-tropical climate, over-stabilisation and historical under investment in renewals. We also have a significant length of old void fill seals which are overdue for resurfacing and are resulting in higher maintenance costs.

Benefits of Addressing Problem: A fit for purpose Level of Service for our sealed roads that is suitable for the traffic demands, particularly freight, while optimising the long-term maintenance costs. Over time our narrow pavement widths will be widened.

Consequences of Not Addressing the Problem: Our sealed roads will deteriorate under increasing traffic and freight demand leading to a reduced level of service, reduced resilience during wet weather events, increased road hazards (pot holes etc) and increased maintenance costs.

6.2.2 Levels of Service

ONRC Customer Outcomes:
ONRC Amenity CO1 – Smooth Travel Exposure (STE) – roughness of the road
ONRC Amenity CO2 – Peak roughness

Customer Levels of Service:
ONRC Amenity TO1 – Roughness of the road (median and average)
ONRC Safety TO4 – Loss of Control on wet roads
ONRC Safety TO7 – Hazardous faults (NO DATA AVAILABLE)
ONRC Cost Efficiency 1 – Pavement rehabilitation
ONRC Cost Efficiency 2 – Chipseal resurfacing
ONRC Cost Efficiency 3 – Asphalt resurfacing
ONRC Cost Efficiency 5 – Overall network cost
LTP 1.1.5 – Percentage of the sealed local network that is resurfaced (Current measure - DIA)
LTP 1.1.6 – Percentage of the sealed road network that is rehabilitated (Current measure)