

6.2.6 Financial Impact

The following table shows the financial impact of the options selected (note some of the costs have been rounded off):

W/C	Description	Cost Impact	Overall Impact (excl Growth & Escalation)
111	Sealed Pavement Maintenance	-\$400,000/yr due to implementation of ONRC principals and additional watertable maintenance +\$50,000/yr to carry out test pits +\$100,000/yr to carry out service lid adjustments	-\$250,000/yr
212	Sealed Road Resurfacing	-\$235,000/yr for reduction in reseals to 90km/yr and use of large chip/single coat chip seals +\$150,000/yr for an increase in the TAC programme to target poor condition sections or urban arterials +\$300,000/yr to carry out high skid resistance (SCRIM) seals or watercutting	+\$215,000/yr
214	Sealed Road Pavement Rehabilitation	No change	No change
113	Routine Drainage Maintenance	+\$100,000/yr to carry out additional watertable maintenance.	+\$100,000/yr

6.2.7 Level of Service Impact

The following table shows the expected Level of Service impact of the options selected:

<p><b>AMENITY</b> – Expect a decrease in peak roughness for both urban and rural roads. This is due to better targeting of the highest roughness areas when undertaking maintenance activities, increased TAC in urban areas and the smoothing of uneven service covers.</p>	<p><b>AMENITY</b> – We also expect a decrease in mean (average) roughness. This gain will be achieved by targeting the peak roughness areas. Over time, we are expecting the roughness to match the peer group average on which our targets are based.</p>	<p><b>SAFETY</b> – We expect a decreasing trend in wet road loss of control crashes on all road classes. This will be achieved by implementing the proposed programme of SCRIM seals. This will reverse the increasing trend on Arterials and Secondary Collectors.</p>
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These expected gains in level of service will improve customer ride comfort and safety on our network.

Source: Whangarei District Council Transportation AMP 2018-2048