

TRANSPORT ADVISORY COMMITTEE

DRAFT OPEN MINUTES

Minutes of the meeting held at 9am 13th March 2014
In the Liberation room, Secretariat, Stanley

*“These minutes are draft minutes until confirmed by
Resolution at the next meeting of this Committee”*

Present:	Hon Gavin Short	MLA
	Hon Phyl Rendell	MLA
	Mr Manfred Keenleyside	Director of Public Works
	Mr Simon Catton (SC)	Roads Engineer
	Mr Sebastian Reid	Assistant Roads Engineer
	Mr Adam Cockwell (AC)	Work Boat Services
	Mr Keith Knight	West Falklands Representative
	Mr Martin Slater	General Manager FIDC
	Mr David Roberts (DR)	East Representative
	Miss Louise Pole-Evans (LPE)	Islands Representative
	Mr Owen Betts (OB)	Town Representative
	Mr Simon Fletcher	Director of Central Services
	Mr Morgan Goss (MG)	FIGAS Representative

Minutes: Ms Karin Sanchez Administrative Officer

PART I

ACTION

1. Apologies

There were no apologies received.

2. Declarations of Interest

One declaration of interest received from Louise Pole-Evans. Item 5 Highways project Update. Ref: Saunders Island air strip.

3. Confirmation of Open Minutes held on 8th July 2013

Minutes confirmed with no amendments.

4. Matters Arising from the minutes held on 8th July 2013

Item 3. Ref 10 - Sea Truck – Adam Cockwell

AC informed members that the sea truck arrived safely in August 2013. Unfortunately once here it was discovered that there was a misunderstanding with the specifications given and the vessel could not carry the 4 tonnes as specified. Workboat Services were assured by the builders, Alnmaritec, throughout the build process that a 4 tonnes capacity would be reached but when it arrived it was clear that this was not the case. AC explained to members that in their specification for the sea truck they stated a JCB8035 digger should be used as a reference (a JCB 8035 weighs 3651Kg). It was later discovered that Alnmaritec had used a different machine. Workboat Services and FIG have been working closely with Alnmaritec to find a solution. Various options were given, with one design chosen and approved by the certifying company, Mecal.

This was then under discussion with FIG, with approval given recently. AC explained to members there is no clear timeframe for works to be completed.

Item 5. proposed restructure FIGAS Flight policy – Morgan Goss, FIGAS Representative

MG informed members the 5 day/7 day schedule is now in operation. It was run last year and used every day.

PR expressed her appreciation to FIGAS for this service, especially vital when Concordia Bay was not available.

5. PWD Highways – Project Update – Sebastian Reid, Assistant Roads Engineer

SR presented a detailed report of the ongoing roads programme to members.

Stanley Roads – Works on service crossing repairs are now completed.

Surfacing works – Peter Bows, the specialist here to oversee the asphalt trials has now arrived. Trials have now been completed and works on Sapper Hill phase 2 have now commenced. Moody Brook road to start on the 24th March 2014.

East Crushing – A further 6,000t of materials has been blasted and now sitting at Port Harriet. It is hoped this material will be used for the alternative water supply works.

Further core testing is being done, some samples from which would be tested in the UK. The coring will also help establish the extent of material available.

East and West Capping – Capping is proposed be done in a linear progression, starting at the borrow pits and working out along the roads. SR explained to members this method would be much more suited than the current 'targeted' capping as this process of hauling capping on uncapped sections causes significant damage to the road and excessive amount of wear to the vehicles using the road. SC informed members a full GPS survey will be carried out to obtain a definite answers as to how much capping mileage has been covered.

Un-surfaced Road maintenance and improvements – SR explained to members a new system for logging inspections and prioritising works is being developed and due to be completed in September 2014. SR further explained that using dynamic cone penetrometer/Clegg soil Impact tester will commence this winter to identify what limits should be imposed on roads during winter and possibly re-evaluate the weight restrictions. This is expected to link with the asset management plan.

Highways Asset Management Plan - An asset register is being compiled with input from the Design Section and SAERI. Fully digitising this data could potentially allow limited public access to the information.

Category A, B and C Roads – Works ongoing as per report.

Wreck Point Causeway – Tender granted to PJ McKay. Works to commence on Monday 17th March 2014.

Turners Stream – Tender to be released at the end of the week.

Port Howard Jetty – Works to commence before winter.

Saunders Island Air Strip – SR explained to members there can be difficulties getting plant off the Islands. However it is hoped grading works can be done before winter. Highways to liaise with AC regarding transportation of equipment onto the Islands. LPE queried whether grading works would have sufficient time to set before winter came in. LPE further explained that recently there have been puddle formations at the end of the runway. SR assured LPE there should be sufficient time for everything to set. MK commented that there is always an element of risk when weather is involved. This summer it was noted that some works were put on hold at times because of weather conditions.

Stanley Airport – SR to liaise with Bruce Wilks regarding works required.

PR expressed her thanks to SR for a very informative report.

6. Possible installation of distance markers on road network – Gavin Short, MLA

GS explained to members he would like to look into the possibility of installing distance markers on the road network. Further explaining that should as person be out on the roads, they could easily identify where exactly they are by using these markers, for example marker kilometre 23 from MPA. Discussions with MK had brought up concerns of costing. **SC**
MK

MK commented that there could be quite a significant cost, given that there is almost 1,000kilometers of road. Mile markers would for example mean fewer than kilometre markers and therefore cheaper.

Members discussed whether this was a real safety issue.

DM raised the point that people are usually aware of where they are, how long far out of a town they are and roughly where. Commenting also that people have to take some responsibility for their own safety.

PR commented that when in another country you usually expect to do some map reading.

Members discussed further and agreed that costs and options should be presented at the next meeting for further discussion.

7. Date of Next Meeting

The next meeting to be confirmed.