

**Transport Advisory Committee
Town Hall
13.00 hrs, Friday 31st July 2020**

AGENDA

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| | Part 1 |
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| 1. | Apologies for absence |
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| 2. | Declarations of interest |
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| 3. | Confirmation of the minutes of the meeting held on 19 th February 2020 |
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| 4. | Matters Arising from the minutes of the meeting held on 19 th February 2020 |
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| 5. | Confirmation of new TAC Members – Colin Summers – Director of Public Works. |
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| 6. | Port Howard Lighting Request – Public Works Department/Work Boat Services – Report attached |
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| 7 | Application for a New Access Road – Colin Summers – Director of Public Works |
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| 8. | Highways Update - Ivan Porritt, Roads Engineer – Report attached |
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| 9. | Reallocation of Camp Roads Funding – Ivan Porritt – Roads Engineer – Report attached |
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| 10 | Ramps and Jetties Update – Job Mtetwa – Design Engineer – Report attached |
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| 11 | MPA Road Programme Acceleration – Colin Summers and Ivan Porritt, Public Works Department |
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| 12. | Exclusion of Press and Public |
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| | The Chairman to move as follows: |
| | <i>“I move that the press and public be now excluded on the ground that the next items to be considered are likely to disclose exempt information under paragraphs 10 and 17 of Schedule 3 of the Committees (Access to Information) Ordinance 2012.”</i> |
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| | Part 2 |
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| 13. | Confirmation of the draft exempt minutes of the meeting held on 19 th February 2020 |
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| 14. | Matters arising from the draft exempt minutes of the meeting held on 19 th February 2020 |
| 15. | Highways Update - Ivan Porritt, Roads Engineer – Report attached |
| | <i>NOT FOR PUBLICATION by virtue of paragraph 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to information about relevant contracts and negotiations and budgetary information.</i> |
| 16. | Reallocation of Camp Roads Funding – Ivan Porritt – Roads Engineer – Report attached |
| | <i>NOT FOR PUBLICATION by virtue of paragraph 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to information about relevant contracts and negotiations and budgetary information.</i> |
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TRANSPORT ADVISORY COMMITTEE

DRAFT OPEN MINUTES

**Minutes of the meeting held at 2.00pm on Wednesday 19th February 2020
In the PWD Conference Room, Bill Roberts Way**

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

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|---------------|---|---|
| Present: | MLA Roger Edwards (RE) | MLA |
| | MLA Barry Elsby (BE) | MLA |
| | Mr Colin Summers (CS) | Director of Public Works |
| | Mr Ivan Porritt (IP) | Roads Engineer |
| | Mr Marvin Clarke (MC) | Stanley Representative |
| | Mr Gus Reid (GR) | East Representative |
| | Mr Harold Neilson (HN) | West Representative |
| | Miss Louise Pole-Evans (LPE) | Island Representative |
| | Mr John Hellowell (JH) | FIDC |
| | Mr Iain Robertson (IR) | Director of Development & Commercial Services |
| | Mr Morgan Goss (MG) | FIGAS General Manager |
| | Mr Job Mtetwa (JM) | Design Engineer |
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| Minutes: | Valorie McLeod | Secretary |
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| Public: | 1 Members of the Press | |
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| PART I | | |
| | | ACTION |
| 1. | Apologies for Absence None | |
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| 2. | Declarations of Interest | |
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| 3. | Confirmation of minutes of the open meeting held on the 18th September 2019 | |
| | No amendments to the minutes. | |
| | | |
| 4. | Matters arising from the minutes of the open meeting held the 18th September 2019 | |
| | <p>Page 1 – Item 4 - New Aircraft MG reported that the aircraft is due to depart the UK on the 23rd March, arriving here on the 7th April 2020.</p> <p>The White Aircraft will be going back to the UK once FIGAS have managed to do the maintenance work required. The aircraft will not be used here. BE stated that even though this aircraft was not a success, this has had no cost to FIG.</p> <p>The 2nd Aircraft should be arriving in September/October 2020. The manufactures have assured that the delays that happened with the 1st Aircraft</p> | |

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| | <p>will not happen with this aircraft.</p> <p>MG also confirmed that there is a budget this year to cover overseas training for another pilot.</p> <p>Page 1 – Item 3 – Stand in’s for TAC Representatives At the last TAC meeting LPE was unable to attend the meeting but asked if Lewis Clifton could attend in her absence. RE checked with Cherie Clifford (CC) from Gilbert House if this was acceptable, CC went to the Attorney General’s office for advice who confirmed it was.</p> <p>MC wanted to get a clear understanding of the rules regarding Stand-in’s. At the TAC meeting held on the 11/05/2017, according to the minutes of this meeting it was recorded that Stand-in’s were not permitted and this was with the advice from the Attorney General’s Office, but at the last meeting Stand-in’s were allowed. RE will take this as an action and will go back to the TAC Terms of Reference and the Attorney Generals for clarification and will report back at the next meeting.</p> <p>Page 3 - Plant CS confirmed that all the outstanding Plant that was still in Ireland (Screen and Crusher for Highways) have now arrived, it is all commissioned and working well.</p> <p>Page 4/5 – Wooden Ramps Regarding who is responsible for the maintenance of ramps, LPE informed that the Saunders Islands wooden ramp is going to break up and will wash up where the Concordia Bay comes in which is a danger. CS said that there is a budget for repairs and that they will look into the ramp to see what can be done.</p> | <p>RE</p> <p>CS</p> |
| 5. | <p>Highways Update – Ivan Porritt – Roads Engineer</p> | |
| | <p>IP ran through the Highways update report:-</p> <p><u>Grading Works:</u></p> <ul style="list-style-type: none"> • Currently a team is grading on the West, due to be finished at the end of February/beginning of March 2020. • Grading team heading around the North Camp heading from Douglas to San Carlos. • The MPA road is being graded when weather allows. <p><u>East Roads Improvements Cat B:</u></p> <ul style="list-style-type: none"> • The East roads construction gang has relocated to the Douglas camp and are continuing their works from the Malo Bridge heading towards TI. • The Contractor is coming over the top of Sussex Mountain and is going to work around to the cattle grid at the Head of the Bay on the San Carlos road. <p><u>West Roads Improvements:</u></p> <ul style="list-style-type: none"> • A new 3 year contract has been awarded to the FIC. They are due to start the preparatory works looking for Borrow Pits, leasing with landowners for any decent areas that can be opened up. • Works are being carried out on the Dunnose Head road by FIC and Justin Knight. The road has also been graded where possible • Hill Cove road works will be done also. | |

Capping East Falkland Cat A:

- Capping works done from the Estancia to Suicide Hill

Cattle Grid Installation:

- All the box sections have now arrived. Justin Knight (JK) is in today to collect some and then booked to come back in and collect the balance at the beginning of March 2020.
- JK will then complete the 7 grids on the Shallow Harbour road then relocate to the East to the Fitzroy area.

Safety, Signage and Realignment:

- The realignment works on the Newhaven road have been completed.
- PWD were short of explosives at the back end of the calendar year, unfortunately resulting in not enough capping to complete works. IP has since spoken to the Materials Manager and will try to get a blast done before the end of March so materials can be crushed and put down before the end of the season.

Culvert Replacement:

- A new 3 year contract has been awarded to the FIC. FIC have started doing the culverts over the Warrah.
- There are farms that still need to bring in wool and livestock, once the farm movements have been completed the culvert works will then take place.

MPA Road:

- All culverts have been replaced for the section that is currently being asphalted.
- Prep works are on-going ahead of the asphalt works.
- As of the 12th February 2020, have laid 6,900 tons of Base Course and 1,300 tons of Wearing Course.
- Shoulder works still to be completed.
- The paper work to issue a tender for the procurement for the purchase of equipment required for the hard shoulder works is completed.

Airport Road:

- No further works have taken place. Design works need to be done next season.

Contracts 2018/19:

- The contractor has completed 80% of the road to Philomel Farm, just some landscaping and cattle grids to be done.
- The contractor has been working on the cleaning and repairing of cattle grids when he has been rained off.
- The final year of the cattle grid installation contract is under way, Justin Knight started on the Shallow Harbour road then will mobilise to the East.

Contracts 2019/20 onwards:

- A new 3 year contract for the MPA road Pavement marking has been written, IP is just waiting for the financial certificate which he should receive by the end of the week. All works are going to be done by hand. The workers should be here by the end of March and will take 3 weeks to complete all works.
- Currently drafting tenders for a 3 year contract for East Road Improvements. IP has done a draft version for a 3 year contract for the MPA Road Haulage for Capping and Asphalt preparation works and

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| | <p>the supply of culverts.</p> <ul style="list-style-type: none"> IP is hoping to get all these tenders out by the beginning of March 2020. <p>Regarding blacktopping of Diamond Jubilee Road, this is in the programme to be done at the beginning of April 2020, the Training Centre road will also be done at this time.</p> <p>GR brought up grading on the North Camp Road. GR feels there is a bit of a vendetta with the North Camp road works. Last season the grader got to TI twice but did not go any further. This season the Grader has got to Douglas and no further. GR said that when the grader gang went back out to grade the road they graded the part of road that had already been graded which was the area from TI to Douglas. GR showed members some comments that were made on the Face Book Community board about the road being graded and in particular a comment made by the General Foreman from Highways. IP said that his reply was not something that PWD wants to put out as PWD's image.</p> | |
| | | |
| 6. | Jetties and Ramps Update – Job Mtetwa, Design Engineer, Public Works Department | |
| | <p>Job Mtetwa (JM) the Design Engineer presented his report on Jetties and Ramps. The report stated the progress and works to be done on the top 5 Islands which are Sea Lion Island, Lively Island, Speedwell Island, West Point Island and Weddell Island.</p> <p>Sea Lion Island</p> <ul style="list-style-type: none"> Idea is to do an upgrade rather than a new structure Looking at increasing the load capacity to 850kgs Have gone back to the suppliers due to the increase and they say they leading time is 6 weeks, so by end of March should have the firmed up quotation <p>Lively Island</p> <ul style="list-style-type: none"> Had meeting with farm owners to review the option that was proposed in 2017/2018. Working on the proposed option at the moment. This means that a site visit will be needed again. Currently do not have records of the seabed construction so hoping to take equipment out that will give more accurate information. <p>Speedwell Island</p> <ul style="list-style-type: none"> Have had problems as to getting information as to what is on the seabed. This is due to Speedwell being narrow so any works proposed would have to be under submerged conditions. JM has spoken to MARTECH who have some imaging equipment but would not be able to tell you if it is rock or clay. SARI has a vessel here in April 2020 which could have some equipment that could take samples of the seabed. Currently arranging a meeting to discuss further. <p>West Point Island</p> <ul style="list-style-type: none"> Site visit is planned for the 23rd – 25th February for investigation works under the seabed. <p>Weddle Island</p> <ul style="list-style-type: none"> Some works have been done A temporary location has been found where Plant can be off loaded for | |

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| | <p>works on the new airstrip.</p> <ul style="list-style-type: none"> This location could be an ideal site for a ramp using the Lego blocks. <p>AC from Work Boat Services advised that they have been in regular communication with JM regarding progress works.</p> | |
| 7. | Update on Remedial Works to Fox Bay Clay Airstrip – Morgan Goss – FIGAS General Manager | |
| | <p>This subject is item 11 on the TAC Agenda and was to be discussed in the closed section. RE felt this could be discussed in the open section as long as no figures were mentioned.</p> <p>In 2019 there was a budget allocated to renovate the Fox Bay airstrip. Expressions of interest were put out and two parties responded but both exceeded the allocated budget. MG felt that the £30,000 budgeted for the works was a reasonable figure.</p> <p>MG said that there are now two options; a) go back to SFC and ask for an increase in the budget or b) have a discussion on whether a clay strip is the best option for Fox Bay?.</p> <p>It was mentioned that Weddell Island is getting a clay strip and they will be using the top soil to create a grass strip alongside, meaning there will be a strip that is usable all the time.</p> <p>CS felt that issue with the Fox Bay strip is its profile. This resulting in it not draining well and if this was fixed then the strip could be usable around 95% of the time.</p> <p>AC asked if the spoil that came off the clay strip which AC thought was put to the East of the clay strip and could this be used to create a grass strip too.</p> <p>It was agreed that the £30,000 budget would be used for carrying out remedial works and TAC would look into other possible options.</p> | |
| 8. | Date of next meeting | |
| | Next meeting to be scheduled for May 2020, date to be confirmed. | |
| 9. | Exclusion of Public and Press | |
| | The meeting closed to the public. | |

Proposal for Lighting at Port Howard Ferry Terminal

After a successful installation of lighting at the New Haven ferry terminal, Work boat Services would like you to consider the same installation of lights at the Port Howard ferry terminal. The area around the dock is dangerous in the dark and there has been two accidents there in the past.

The solar lights have proved to be very good and light the area well. With careful positioning they are not a hazard to the ship when docking in the dark.

Attached is plan of the Port Howard sight of where we would like the lights positioned.

We would propose about four of the same lighting units as used at New Haven.

Also using the same installation method seemed to be the easiest and possibly the most cost effective as there is no concreting required.







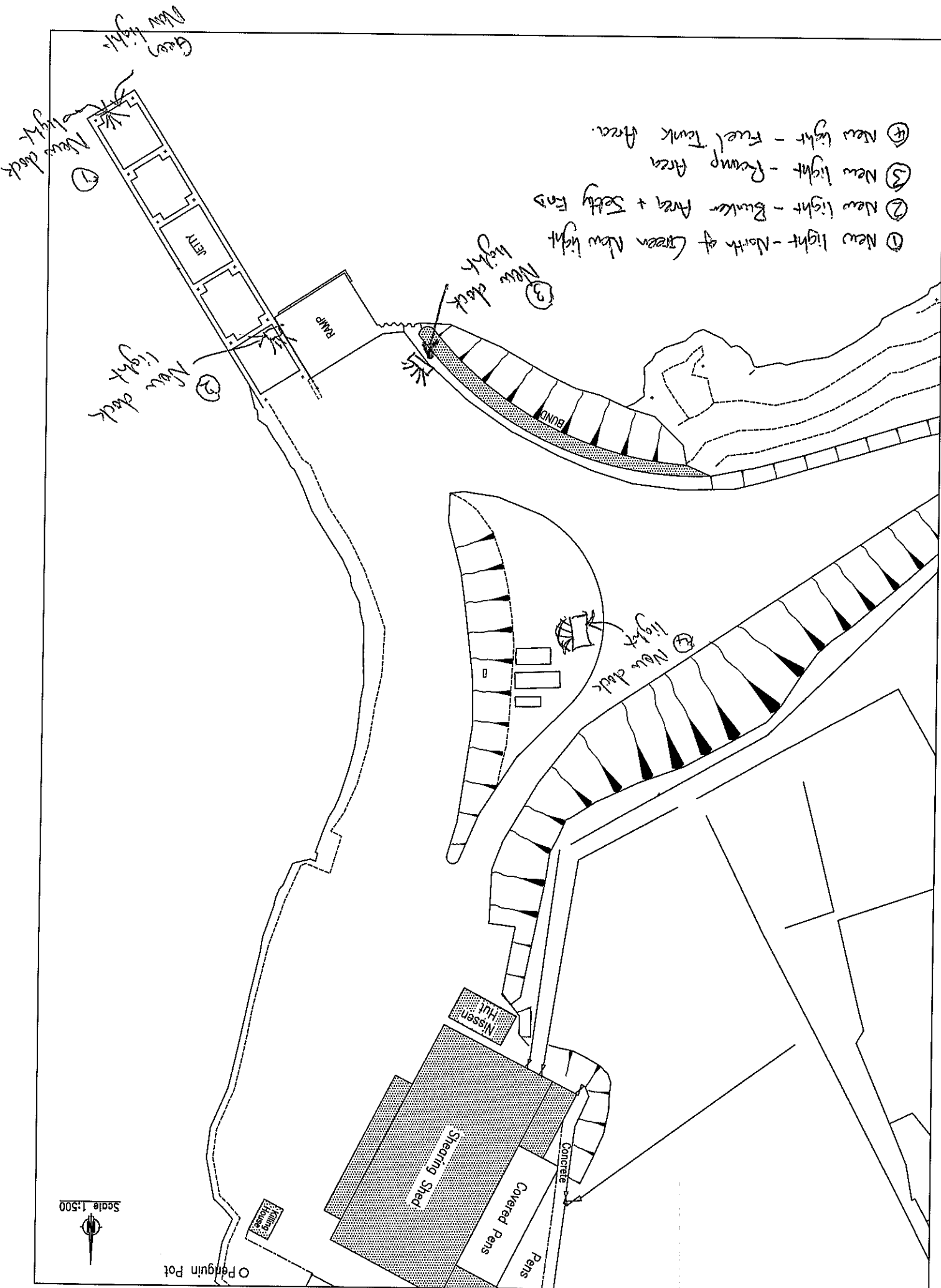








- ① New light - North of Green New light
- ② New light - Bunker Area + Selly End
- ③ New light - Rump Area
- ④ New light - Fuel Tank Area



Scale 1:500



Penguin Pot

Transport Advisory Committee

Title: **Proposal for Lighting at Port Howard Ferry Terminal**

Date: 31st July 2020

Report Author: Director Public Works

List of Documents:

1. Recommendations

Members are recommended to:

- (a) Approve the proposal to proceed with the request for lighting at Port Howard Ferry Terminal
- (b) Approve the proposal for the works to be funded from the 20/21 camp roads allocation**

2. Additional Budgetary Implications

2.1 None

3. Executive Summary

3.1 This paper is in support of the request received from Work Boat Services Ltd for the installation of solar powered lighting at Port Howard Ferry Terminal.

4. Background

4.1 Concerns have been raised on numerous occasions regarding a lack of lighting at both New Haven and Port Howard.

4.2 It had previously not been considered to be possible to provide lighting at these locations due to the lack of suitable power provision.

4.3 With improvements in technology PWD trialled a solar streetlamp and on completion of the trial confirmed that they would be suitable for use here in the Falklands.

4.4 The lights were installed at Newhaven and have successfully completed a winter providing suitable lighting for the ferry terminal.

4.5 We have 5 units remaining in stock, however 3 of these did not work when tested prior to the Newhaven installation. It is believed that this was because the charge time for the test wasn't sufficient enough so we would need to give the remaining units an extended test before we could commit to how many were available. If they continue to fail the test then new units would need to be ordered.

Item: 6

- 4.6 The positioning was review and confirmed as suitable by the Assistant Power Station Manager. However, he did question whether or not the one on the end of the jetty would interfere with how visible the green beacon is? WSL would be best placed to answer that, and the fact that they've sited it there suggests that they don't believe that it would be an issue. This would need to be confirmed prior to the locations being agreed.

5. Options and Reasons for Recommending Relevant Option

- 5.1 **Option 1 (recommended)** – Approve the installation of the lighting at Port Howard Terminal, funded from the balance of camp roads budget.
- 5.2 **Option 2** – Do nothing – It is possible for the terminal to continue to operate without lighting. However, this is an increased health and safety risk and may lead to restricted operations.

6. Resource Implications

Financial Implications:

- 6.1 The installation costs for the 10 lights at Newhaven was just over £22,000. Therefore, allowing for the increased logistics involved with completing the works on the west the costs have been assumed at approx. £15,000.
- 6.2 If it was assumed that the existing lighting was not functional then the cost for 5 new units is approx. £25,000
- 6.3 Therefore, allowing for contingency it is suggested that a sum of £50,000 is allocated form the Balance of Camp roads.
- 6.4 Any remaining funds would be returned to the Balance of camp roads budget for re-allocation.

Human Resource Implications:

- 6.5 The installation works will be contracted out and therefore the HR impacts are minimal.

6.6 Other Resource Implications:

None

7. Legal Implications

None

8. Environmental & Sustainability Implications

None

Item: 6

9. Significant Risks

9.1 There are no significant risks arising from this report

10. Consultation

10.1 Report brought before TAC.

11. Communication

None

Item 6

Status Report for Jetties & Ramps

23.07.20 – Design Office

For week ending 31 July 2020

Sea Lion

- We were advised by MACE Industries, the UK Company that will supply ancillaries for the new 850/1000kg capacity carriage, that their design department is unable to process the order at this time, following unprecedented challenges due to COVID 19
- They are, however committed to process our order end of year/New Year.
- Consultations with MACE on-going.

Lively Island

- Site visit conducted
- Meeting with WbS has taken place and progress made on finer design details
- Preliminary design of the new structure is in progress
- Design based on a combination of sheet piling, precast concrete blocks and a rebuild of existing masonry/concrete runway
- Based on surveys carried out to date, design stage is at 40%
- A visit to the Islands to install tide gauges is pending – currently awaiting confirmation from the farm owner.

Speedwell – new ramp (sheet piled)

- Preliminary meeting with the owner to review existing and proposed design has taken place
- Meeting with WbS has taken place
- Site survey carried out
- Based on current data we have, the design will be based on a sheet piled ramp
- Design in progress and at 20%
- New structure will be a sheet piled ramp built alongside the existing timber jetty
- Enquiries were made on availability of plant to conduct undersea bed soil investigations
- Logistics are very complex and expensive and we have abandoned the idea
- We have consulted SAERI though and are awaiting response.
- SAERI to provide a rundown of ground investigation cost schedule and will be submitted next week.

West Point – new ramp (precast concrete blocks & reinforced concrete runway)

- Site visit conducted – site surveyed and owner briefed on our proposals
- With the mechanical auger, sea bed penetration was very limited due to pebbly/boulder layer at shallow depths
- Meeting with WbS conducted
- Design calculations complete
- Construction drawings complete
- Drawings currently being checked and progress at 50%
- Preliminary cost estimates based on design completed to date partially complete and a full cost estimate will emerge following formal requests for quotes from contractors
- A schedule of confirmed costs is attached for your perusal.
- **Budget allocation between £150 000 and £250 000**

Weddell - new ramp (precast concrete blocks & reinforced concrete runway)

- Site visit conducted
- Discussions on a feasible design held with the owners
- Survey data processed and passed on to design team
- Design calculations complete
- Construction drawings complete
- Byron Marine were approached in the first instance to provide cost estimates for the project
- The full schedule is attached for your perusal.
- **Budget allocation between £250 000 and £300 000**

Budgets

Attached are the extracts from the April 2019 report showing the allocated budgets. A comparison with the cost schedule shows that allocated funds will not be adequate.

The cost schedule for WestPoint does not cover the entire scope of works. We have not approached any contractors yet. The project cost is expected to exceed budget in view of the fact that the footprint for the works covers a wider area in comparison with Weddell.

Our preferred option – replacement of existing structures with concrete ramps was arrived at following consultations with WbS and farm owners. The availability of precast concrete blocks, we believed, would result in a cost effective method of construction. Seemingly this is not the case. Prior to sending out detailed designs to tender we await decision on whether we proceed on this basis or review the design options to bring down the costs to within budget.

Further options

The construction process for the jetty/ramp works falls in the same category of heavy marine works to the proposed new port facility. If the timing is right, we could secure a seabed investigation and construction works contract in the period the contractor is engaged with construction of the port.

We have also reviewed the possibility of PWD securing a crawler crane (price range £50 - £90,000) and barge (estimated cost not available at time of preparing the report). This would be a long term investment which would benefit the Islands not only for the current project but other land and marine works as well.

Reuben Harwood
Rum Station
P.O. 535
18-6-2020

D.P.W.

Dr - Mr Summers,

I am writing to request a track
to my shearing shed to aid in the loading
& transportation of wool + sheep. It will need
to be approximately 70 yards long with 2 ditches
to cross + an area for HGV's to turn around.
I look forward to hearing from you

yours faithfully,
R. Harwood

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| File | 511 | | |
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The Falkland Islands Government

[Department] Stanley Falkland Islands
Telephone: (500) 27193
Facsimile: (500) 27191
E-mail: csummers@pwd.gov.fk

Ref: 511

Reuben Harwood
Rum Station
P O Box 535

19/06/2020

Dear Reuben,

Thank you for your letter, dated 18th June 2020, regarding the construction of a track to your shearing shed. This request will need to be referred to the Transport Advisory Committee (TAC) for considerations.

The next meeting of the TAC will be in July and therefore I have requested that it be added to the agenda. PWD will prepare a report for the meeting and therefore if there is any additional information that you wish to be included/considered then please ensure it is submitted to me no later than Friday 17th July 2020.

Yours Faithfully,

Colin Summer
Director Public Works
Falkland Island Government

Reuben Harwood

P.O. Box 535

5.9.2020

Dear Colin,

Thanks for your reply to my letter of 18th of July.

As far as additional information goes since it is a small job I can see the sense in waiting a year or two until resumption of the ~~road~~ capping of the Port Stephens track when maybe that contractor could possibly do the job.

Also when I say enough room for an HGV. to turn around I mean a 40' trailer + tractive unit.

Kind regards,

R. Harwood.



Item: 7

TRANSPORT ADVISORY COMMITTEE

Title: Rum station / Camp Road Construction

Paper Number:

Date: 31st July 2020

Responsible Director: Director of Public Works

Report Author: Director

Portfolio Holder: MLA Roger Edwards

Reason for paper: This paper is submitted to Executive Council:

**For policy decision (including budgetary policy)
For policy update/information**

Publication: Yes

Previous papers:

List of Documents: Appendix 1 - Letter of request and responses

1. Recommendations

Honourable Members are recommended to:

- (a) Consider the request for and access road
- (b) To advise DPW on preferred option and Provide instruction how the application should be progressed.

2. Additional Budgetary Implications

2.1 There are no additional budgetary implications arising from this report. If the recommendations are agreed, and an application for a new road is received, this will have significant additional budgetary implications, consideration of which will form a key part of any subsequent decision.

3. Executive Summary

3.1 The following paper is to allow members to consider an application received for FIG to provide an access road to the shearing shed at Rum Station.

4. Background and Links to Islands Plan and Directorate Business Plan/s

- 4.1 The Islands Plan contains a commitment to “Increase funding for maintenance and improvement of the Camp road network and accelerate surfacing of the MPA road.” It does not contain any commitment to expand the Camp road network. However, a policy on new Camp roads was approved by Executive Council in 2017 and is referenced below.
- 4.2 Under the Highways Act 1980 as it applies in the Falkland Islands, there is currently no legal obligation on the Falkland Islands Government to construct any new camp roads.
- 4.3 The Falkland Islands Government does however have the power to provide new camp roads, and is required to maintain all those highways which are maintainable at public expense. The statutory power is not affected by the existence or terms of the 2009 Agreement
- 4.4 In terms of “policy” regarding construction of new roads in Camp, this was most recently considered by Executive Council on 28 June 2017. It was decided that applications for new Camp Roads would be considered in accordance with the following procedure:
- Applications are to be submitted to the Director of Public Works for review.
 - The Director is to submit a report with recommendations to the Transport Advisory Committee.
 - The TAC is to review the report and recommendations, make comment on these, and refer the matter to Executive Council for a decision.
- 4.5 The report prepared by the Director is to be based on the following matters:
- The applicant’s written submissions.
 - Any supporting information from other agencies (for example, Policy, Education, Social Services).
 - A review of the status of the farm concerned (size, use etc).
 - Any relevant historical decisions and agreements relating to the farm(s) concerned.
 - Estimated Costs for the construction of the road applied for.
- 4.6 There is currently no budgetary provision for the construction of a new road to Rum Station. There would need to be approval to incur costs outside of that provision or from within the existing balance of camp roads, so any successful application to Executive Council would be subject to sufficient funds being authorised by Standing Finance Committee and/or the Legislative Assembly.
- 4.7 Recently two new roads have been approved by the Committee, and subsequently Executive Council, to West Lagoons Farm and Philomel Farm.
- 4.8 Due to timing DPW has not been able to seek suitable information from other agencies. Information has only been gathered from what is available publicly.

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- 4.9 Rum station is considerably smaller as a farming concern than those previously approved. Based on the 2018 published Farm Statistics, Rum Station is approx. 3000 hectares and is stocked with 1000 sheep.
- 4.10 The farm is not permanently occupied. The owner holds a full-time job in Stanley and operates the farm on a part time basis. The owner has recently invested in improvements to the shearing shed and storage area.
- 4.11 It is estimated that the length of road required would only be approx. 100m.

5. Options and Reasons for Recommending Relevant Option

- 5.1 **Option 1** – Refuse the application
- 5.2 **Option 2** – Approve the application – If approved the paper would be submitted to Executive council for approval along with the Reallocation of funding paper. This would allow members to consider the proposal and then make the necessary funds available.
- 5.3 **Option 3** – Defer the application until the next meeting of the TAC. This would allow for more accurate costings to be produced and time to seek supporting information from other agencies.

6. Resource Implications

6.1 Financial Implications:

- The total cost per kilometre of new road is approx. £60,000. Therefore, allowing for overheads, mobilisation and demobilisation cost the estimated cost to complete this small section of work is £20,000.
- If the road was to be approved then funds could be allocated from the Balance of Camp roads 7023.

6.2 Human Resource Implications: None

6.3 Other Resource Implications: None

7. Legal Implications

None

8. Environmental & Sustainability Implications

None

9. Significant Risks

- 9.1 There are no significant risks arising from this report

Item: 7

10. Consultation

10.1 No consultation has been carried out to date.

11. Communication

11.1 The decision should be communicated to the owner of Rum Station, as recommended.

2019-2020 SEASON WORKS

JULY

GRADING WORKS:

- Grading works have been completed for this season.

EAST ROADS IMPROVEMENTS CAT B:

- PWD are reconstructing the road from the Marlo Bridge heading towards Teal Inlet.
- The Contractor has completed the basecourse works on the San Carlos Rd, in the Sussex Farm area.

WEST ROADS IMPROVEMENTS CAT A & B:

- The Contractor has been waiting for his plant & equipment arriving.
- He will now look at mobilising to the west, so that he will be ready to start the Hill Cove Rd works in October.

CAPPING EAST FALKLAND CAT A:

- Capping works have been completed from the Estancia Triangle heading towards Suicide Hill.

CATTLEGRID INSTALLATION:

- The Contractor has completed 7No grids on the Dunnose Head / Shallow Harbour Road.
- There are 3No to install on the Fitzroy Rd, 1No at Goose Green and possibly 2No to replace at Douglas.

SAFETY, SIGNAGE & REALIGNMENT:

- The realignment works on the Newhaven Road are 90% complete, the capping works were due to take place but there was a lack of explosives and then the COVID-19 restrictions came into effect.
- We will look at completing this during the 2020/21 season.

CULVERT REPLACEMENT:

- The Contractor has started on the replacement and realignment works at the Warrah.
- They relocated to the east when the COVID-19 restrictions came into effect.
- He has also completed 80% of the works on the Salvador Road. While adhering to the social distancing guidelines during the COVID-19 lockdown.

MPA Road:

- The asphalt works have been completed for the 2019/20 season, this saw:
14,500t 20mm Binder course laid.
5,000t 10mm Surface course laid.
- The hard shoulder works and placement of the verge marker posts are on-going, around the bends. This work is due to be completed by the end of July.
- The P&V Manager currently has a tender out to purchase the Road Widener machine; this will speed up the hard shoulder construction works.
- The pavement marking contract has been delayed, due to the COVID-19 lockdown both here and in the UK. This will be reviewed in Sept/Oct, so that the work can start asap afterwards

Airport Road:

- Nothing further has happened on this section of road, this season
- There is a section of approx. 200m to realign to allow for the access & egress to the new waste management centre.

Contracts 2019/20:

- The Contractor has completed the Philomel Farm Road
- The Contractor has also completed the West Lagoons Rd, with the installation of a cattle grid.
- The Contractor has been working on the Inspection, Cleaning & Maintenance of the cattle grids, on West Falkland.
- The final year of the cattle grid installation contract has seen 7No completed on the Dunnose Head / Shallow Harbour Road. There are still 4No to be installed on the east with a possibility of 2No at Douglas.
- The 3yr North Arm / San Carlos Rd Contract has been completed.
- The 3yr MPA Road Haulage Contract has also been completed.
- New 3yr contract for the MPA Road Pavement Markings has been issued.
- A Contract for the Supply of Culverts for the 2020/21 season was awarded to SATLAN.

Contracts 2019/20 onwards:

- A 3yr MPA Road Haulage Contract for Capping & Asphalt Preparation works 2020/21-2022/23 has been awarded to P.J McKay, waiting on him to sign and return his part.
- The 3yr East Roads Improvements tender 2020/21-2022/23 which closed on the 3rd July has been delayed. Following an evaluation by the Tender Board with no submission meeting the requirements set by FIG therefore resulting in the contract has not been awarded to any bidder.
- A 1 year tender will be issued for the rebuilding of the Johnsons Harbour Rd, while the tourism season is fairly quiet. A new 3yr East Roads Improvement tender will issued for the 2021-22 season onwards.

Item: 8

- A Small Works Contract for the reconstruction of 3No Cattle Grids in the next section of the MPA Rd to be asphalted; is being discussed with DDPW.

REQUEST FOR REPLACEMENT WORKS:

I received a call from Jan at Douglas Station, enquiring if it was possible for 2No cattle grids could be replaced. This is due to them being the old style which are shallow and have the round steel pipes in them, which is cattle wonder across and into the neighbouring farm.

Otherwise he would have to keep the gates closed, and additional fencing would have to be placed in order to accommodate the gates.

2020-21 BUDGET SPLIT:

As you will see on the following page, there was a considerable amount of carry-over from the 2019/20 season. This was due to the majority of the works being stopped due to the COVID-19 restrictions. There was no work done on the West Roads Improvements contract, the Culvert Replacement contract stopped before the realignment works could be completed at the Warrah River. However, work did continue on the east with the replacement of 80% of the culverts on the Salvador Road (while the contractor practised social distancing).

Our own in-house works stopped on the North Camp Tracks, as did the capping works on the Newhaven Road as part of the realignment works. All crushing stopped which did hinder the realignment capping works and also delayed the hard shouldering works on the MPA Rd.

Some of the money was spent on purchasing materials for the 2020/21 season, which included: culverts, wavycoil pipe, reno mattresses, some gabion baskets, bidim, gates, cattle grid sections for the MPA Road, gates for the cattle grid installation works, visqueen, tack coat for the MPA Rd surfacing etc.

The balance money is shown in the table on the following page, which is self-explanatory and will allow us to accelerate the works for this season.

Item: 8

| VOTE CODE | DESCRIPTION | 2019/20 CARRY OVER | 2020/21 BUDGET | Total Budget 2020/21 | Reason |
|-----------|---|--------------------|----------------|----------------------|---|
| 7009 | Unallocated Stores | £11,494 | £0 | £11,494 | Carried over from last season |
| 7011 | Camp Roads | -£68.00 | £68 | £0 | Taken from 7017 |
| 7013 | East Roads Improvements FIG In-house work | £64,553 | £ | £ | For PWD in-house work from Marlo Bridge to Teal Inlet. Also for crushing & placing capping material from Estancia Triangle to Marlo Bridge. |
| | East Roads Improvements Contract –Johnsons Harbour Rd | £64,552 | £ | £ | For rebuilding the Johnsons Harbour Road inc. additional drainage. |
| 7014 | East Roads Capping | £319,192 | £110,000 | £429,192 | This will be used to cap the road from Newhaven to Darwin Hills. It also includes the crushing of material at Salinas Beach, Bush Rincon & Port Harriet |
| 7016 | East Roads Crushing | £60,700 | £430,000 | £490,700 | For crushing capping material for the Lady Liz Rd & Gypsy Cove Rds. Also well as for capping the MPA Rd & Fitzroy Rd. |
| 7017 | West Roads Capping | £32,354 | £0 | £32,286 | From 219/20 season |
| 7019 | Safety, Signage & Realignment | £42,950 | £150,000 | £192,950 | Cover the crushing & capping works from 2019/20 & also includes £50,000 for the installation of the solar lights at Newhaven. |
| 7021 | West Roads Improvements | £197,269 | £ | £ | This money includes the balance for 1 st year of the 3yr contract and also for crushing capping material. |
| 7023 | Balance for reallocation | £50,000 | £50,000 | £100,000 | To be allocated or cover contingencies. |
| 7025 | Cattle grid Inspection | £38,730 | £ | £ | This will be used to carryout maintenance works during the final year of the 3yr contract. |
| 7026 | Cattle grid Installation | £36,971 | £50,000 | £86,971 | This funding will be to install the grids on the Fitzroy Rd and Goose Green. To replace 2No at Douglas Station. |
| 7029 | Culvert Replacement | £0 | £ | £ | £60,000 taken from 7017 to cover the cost of the PCC blocks. This also includes all the realignment |

Item: 8

| | | | | | |
|--|--|--|--|--|--|
| | | | | | works at the Warrah, Poncho Stream & Green Hill Stream |
|--|--|--|--|--|--|

DRAFT

EXECUTIVE COUNCIL

CONFIDENTIAL

Title: Proposed funding allocation from code 7009 – 7032 for 2020/21 financial year for the road programme.

Paper Number: XX/17

Date: 21st July 2020

Responsible Director: Director Public Works

Report Author: Director Public Works/Roads Engineer

Portfolio Holder: MLA Edwards, MLA Elsby

Reason for paper: This paper is submitted to Executive Council:
For policy decision (including budgetary policy)
For policy update/information

Publication: Yes some deletions are suggested as highlighted / as in the attached Schedule before publication

Previous papers: 117/19

List of Documents: N/A

1. Background:

Honourable members are recommended to approve:

1.1. And recommend to SFC that the £2,500,000 balance Camp Roads for reallocation is allocated as follows for the Financial Year 2020/21:

- | | | |
|--------------------------------------|----------|---|
| • 7009 Unallocated Stores | £ | 0 |
| • 7013 East Roads Improvements | £ | |
| • 7014 Capping East Falklands | £110,000 | |
| • 7016 Crushing East Roads | £430,000 | |
| • 7019 Safety, Signage & Realignment | £150,000 | |
| • 7021 West Roads Improvements | £ | |

Item: 9

- 7023 Balance Camp Roads for Reallocation £ 50,000
- 7025 Cattle Grid Inspection, Cleaning & Maintenance £
- 7026 Cattle Grid Installation £ 50,000
- 7029 Culvert Replacement £

1.2 That this report is published with all figures redacted in line with the Committees (Public Access) Ordinance 2012, Schedule 3 paragraph 10 "Information about relevant contracts and negotiations"

2. Additional Budgetary Implications

2.1. None

3. Executive Summary

3.1. A capital allocation of £2,500,000 is approved by budget select for the purpose of Camp Roads. This paper includes the proposed allocation of the funding to specific areas of work.

4. Background (& Links to the Islands Plan and Directorate Business Plan/s)

4.1. 7009 Unallocated stores £0

There is a carry-over of £11,494 from the 2019/20 season. This will be used to purchase items required on any of our projects mentioned below.

4.2. 7013 East Roads Improvements £

This is split between the PWD works and Contract works.

To carry out improvements including: capping, realignment, drainage & remedial works to the road network on the North Camp Track, from Marlo Bridge to Teal Inlet.

Funding is also for rebuilding the Johnsons Harbour Road.

4.3. 7014 Capping East Falkland & 7016 Crushing East Roads £540,000

Crushing & capping the MPA Road using material from Port Harriet or Bush Rincon and for capping the Goose Green Road from Salinas Beach or Canada Rhonde.

4.4. 7019 Safety, Signage & Realignment £150,000

Funding to cover any realignment works during the 2020/21 construction season.

4.5. 7021 West Roads Improvements £

Funding is for the 1st construction year of a 3yr Contract for the works on the Hill Cove Road. The work is from the top of the hill continuing down over the cattle grid, to join up where the works started in the 2018/19 season. This also includes the replacement of the existing culvert.

4.6. 7023 Balance Camp Roads for Reallocation £50,000

There is a £50,000 contingency sum which was carried over from the 2019/20 season. This will be held over until required on any of the proposed mentioned projects.

Item: 9

4.7. 7025 Cattle Grid Inspection, Cleaning & Maintenance £

Funding is for the 3rd year of a 3 year Contract for inspecting, cleaning and maintaining the cattle grids on East & West Falkland.

4.8. 7026 Cattle Grid Installation £50,000

Funding is for the completion of the 5year Contract that was brought to a stop due to the COVID-19 lockdown. There are 3No grids to be placed on the Fitzroy Road, 1 at Goose Green and 2 old shallow grids to be replaced at Douglas.

4.9. 7029 Culvert Replacement £

Funding is for the 2nd year of a 3yr Contract for the replacement of the culverts on East & West Falkland. This also includes the cost of the realignment works at the Warrah, Poncho Stream and Green Hill Stream.

5. Resource Implications

5.1. Financial Implications

None.

The funds have already been voted to 7009 – 7032 Balance Camp Roads for Reallocation. This paper recommends how the reallocation should be split following appraisal of need by PWD.

5.2. Human Resource Implications

None.

5.3. Other Implications

None.

6. Legal Implications

6.1. There will be a number of new Contracts to be awarded for the proposed works and these will require Law & Regulation Dept. review and certification to comply with Financial Instructions.

7. Consultation


7.1. This paper has been presented to TAC for comment and approval before submission to ExCo. All comments and amendments have been included.

8. Communication

8.1. This paper has been discussed with the DPW & the proposed Budget split at the TAC meeting on 31st July 2020.

Budget summary sheet
23.07.2020

| Location | Proposal | Priority | Cost Range | Estimated cost projections | Within budget? | Variance |
|---|--|----------|------------------|----------------------------|------------------------------|--|
| Lively Island | Option 2, with modifications, as priced by contractor. | High | £200 - 250K | In excess of £250K | No | Pending – awaiting full completion of design |
| Sea Lion Island | Increase lift capacity, extend loading platform. | High | £50 - 75K | £75K | Expected to be within budget | |
| Speedwell | A new jetty to be built on same site. | High | £250 - 300K | In excess of £300K | No | Pending – awaiting full completion of design |
| Weddell | A new ramp to be built at different site. | High | £250 - 300K | In excess of £300K | No | Currently @£93K |
| West Point | Extend & repair old masonry ramp. | High | £150 - 250K | In excess of £300K | No | Pending – awaiting full quote from contractors |
| Total committed funds based on top end | | | £1,175mil | | | |


| | | |
|---|-----------------------------------|----------------|
|  FALKLAND ISLANDS GOVERNMENT PUBLIC WORKS DEPARTMENT DESIGN SECTION | Project number 706 | |
| | Sheet no. 1 | Rev. 0 |
| | Drawing nos. '06 -01 to 03 | |
| Project Name: | Weddell Islands | |
| Component: | Calculations by J. Mtetwa | Date: June '20 |
| | Checked by J.Mtetwa | Date: June '20 |
| Section: | Design Office | Reviewed by |
| | | Date: June '20 |

Project brief

Proposed new build ramp for Weddell Island

WEDDELL ISLANDS - NEW RAMP , COST SCHEDULE

| Item Description | PC £ | Labour hours | Unit | Quantity | Rate £ | Total rate £ |
|---|-----------|-----------------|----------------|----------|-----------|-----------------|
| 1.6x0.8x0.8 Concrete blocks | | | nr | 120 | 320 | 38,400.00 |
| Concrete slab | | | m ³ | 160 | 310 | 49,600.00 |
| Infill concrete to to precast blocks | | | m ³ | 12 | 310 | 3,720.00 |
| A393 mesh | | | m ² | 330 | 10 | 3,438.60 |
| 11.2m long R.C. beam | | | m ³ | 19 | 310 | 5,890.00 |
| Crushed stone backfill - 300mm layer - Pony Pass supplied | | | t | 217 | 32 | 6,835.50 |
| Locally crushed stone backfill - PCR - Weddell supplied | | | m ³ | 71 | | |
| Reinforcing steel | | | | | | 7,462.00 |
| Epoxy grout | | | nr | 3 | 298 | 894.00 |
| Epoxy grout accessories | | | nr | 2 | 196 | 392.00 |
| **** Plant hire | | | | | | |
| Machinery on site | 30,000.00 | | | | | 30,000.00 |
| Mobile crusher | | | | | | |
| Fuel | 8,000.00 | | | | | 8,000.00 |
| Labour - 6 men @£30/hr - 3month duration | | 672 | hr | 672 | 30 | 120,960.00 |
| Site compound establishment | 10,000.00 | | | | | 10,000.00 |
| Greenheart timber | | Byron supplied | | | | |

| | | | |
|---|---|-----------------------------------|---------------|
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| Project Name: Weddell Islands | | | |
| Component: | Calculations by J. Mtetwa | Date: June '20 | |
| | Checked by J.Mtetwa | Date: June '20 | |
| Section: Design Office | Reviewed by | Date: June '20 | |
| | | | |

| | | | | | |
|--|-----------|-----|----|----|-------------------|
| Timber shuttering | 15,000.00 | | | | 15,000.00 |
| Consumables - chairs, ties, expansion joint materials etc | 6,000.00 | | | | 6,000.00 |
| Brackets and bolts | 500.00 | | | | 500.00 |
| Flights 5 return @6no passengers | 4,500.00 | | | | 4,500.00 |
| Additional flights | 3,000.00 | | | | 3,000.00 |
| Accommodation - 6 persons | | day | 84 | 40 | 20,160.00 |
| Concordia Bay charter | | nr | 4 | | |
| Total main contactor costs | | | | | 334,752.10 |
| Underwater diving works | | | | | |
| Concrete additive | 560.00 | | | | 560.00 |
| Labour - 3men @£320/day each | | hr | 90 | 32 | 2,880.00 |
| Travel costs | 450.00 | | | | 450.00 |
| Accommodation - 3 persons | | day | 5 | 40 | 600.00 |
| Day rates -3men @320/day each | | hr | 60 | 32 | 1,920.00 |
| Drill & bits | 150.00 | | | | 150.00 |
| Compressor | 195.00 | | | | 195.00 |
| Total underwater & diving works | | | | | 6,755.00 |
| Grand total | | | | | 341,507.10 |
| Contingency @15% | | | | | 51,226.07 |
| Overall total projected costs | | | | | 392,733.17 |

| Network Classification | E Factor |
|------------------------|----------|
| Motorway | 1.15 |
| Built Up Trunk | 1.15 |
| Built Up Principle | 1.15 |
| Non Built Up Trunk | 1.15 |
| Non Built Up Principle | 1.15 |

| Month (Month No.) | Parameter a |
|-------------------|-------------|
| January | 126 |
| February | 105 |
| March | 149 |
| April | 287 |
| May | 316 |
| June | 408 |
| July | 512 |
| August | 639 |
| September | 445 |
| October | 297 |
| November | 268 |
| December | 285 |

| Parameter b | M factor | | |
|----------------|----------|-----------|----------|
| | SI = 1 | SI = 1.25 | SI = 1.5 |
| | | | |
| 276 | 402 | 471 | 541 |
| 261 | 366 | 431 | 496 |
| 244 | 394 | 455 | 516 |
| 73 | 360 | 378 | 397 |
| 33 | 349 | 357 | 367 |
| -57 | 351 | 337 | 323 |
| -163 | 350 | 309 | 268 |
| -287 | 353 | 281 | 209 |
| -102 | 343 | 318 | 292 |
| 61 | 358 | 373 | 389 |
| 121 | 389 | 419 | 449 |
| 130 | 415 | 448 | 480 |

Timber joists to the former plumbers workshop

From attached sketch, sk-13a, establish the reaction and size of floor joists

Spacing s : 300 mm Assume joist dead load = 0.54 kN/m²
Imposed load = 5.0 kN/m²

$W_{dead} = s \times W_{dead_flr} = 0.16$ kN/m $W_{imposed} = W_{imposed_flr} \times s = 1.5$

Sizing of timber joists

Establish the max. moment and shear effects

$M_{max} = w \times l^2/8 = 1.66 \times 5.42^2/8 = 6.10$ kNm $F_{v_max} = 4.50$

Joist section properties

depth d , 300 mm width b , = 57 mm
Second moment of area = 128250000 mm⁴
Section modulus Z , = 855000 mm³

K factors BS 5268-2:2002

Mod. factor for dur. of loading, $K_3 = 1.0$ Table 17
Depth mod. factor, $K_7 = 1.0$ Clause 2.10.6
Mod. factor K_8 for load sharing = 1.1 Clause 2.9

Strength properties

Modulus of Elasticity (mean) = 13800 N/mm² Table 8
Bending parallel to grain $\delta_{II} = 44.00$ "
Shear parallel to grain $\tau_{II} = 4.10$ "
Permissible stress = $K_3 \times K_7 \times K_8 \times \sigma_{II} = 48.40$ "

$Z_{required} = M/\delta = 126094$ mm³ **satisfactory**

Check shear stress

Design shear stress, $\tau_{design_joists} = 3F_n/(2A_n)$ where A_n shear area & F_n is applied shear
= 0.40 N/mm² **satisfactory**

Check deflection

$\delta_{dead+live} = 5 \times w_{dead+live} \times l^4/(384 \times E \times I) = 10.55$ mm **satisfactory**

Allowable = 0.003l = 16.26 mm O.K.

Max span = 5.42 m

kN/m

kN

force

| Network Classification | E Factor |
|------------------------|----------|
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| 33 | 349 | 357 | 367 |
| -57 | 351 | 337 | 323 |
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kN/m

kN

force