

David Munday, Senior Project Engineer  
Phil Devon, Manager Transport Network

March 2019

Dear David and Phil

Many thanks David for your considered response to our email of 11 February 2019 regarding the Scotland Island Roads and Drainage works program.

We are pleased with the progressive improvements facilitated by the annual funding for capital works. We like you believe that the current process that allows for ongoing input from SIRA's Roads and Drainage subcommittee to help prioritise the various projects on a 3 year rolling basis is working well and cost effective.

It is good news that an inventory of walking tracks is in progress. Our subcommittee is aware that some tracks may not be well mapped and happy to assist as required. As per your suggestions, it would be appreciated if you could provide us with Council contacts for the island paths and Catherine Park. We can then follow up with the additional information requested for steps at Eastern Wharf, the path at the intersection to Fitzpatrick / Thompson Street and include access ways in our request for a management plan for Catherine Park.

Regarding maintenance projects, we will forward our requests to NBC as you have suggested and will convert references to chainages to street addresses. However, we do not feel that the suggested process of relying on customer requests to schedule maintenance works is appropriate for Scotland Island. In the general NBC area council might deploy staff and equipment to attend various maintenance requests on a demand basis. For Scotland Island such ad hoc deployments are not feasible or economic due to the need to transport staff and equipment to the Island by barge. We would suggest that it would be more cost effective to schedule regular maintenance and to include as much as possible customer requests at these times. Over time with infrastructure improvements and the implementation of the traffic management plan it is likely that maintenance needs, costs and frequency will be reduced.

Aided by a quarterly maintenance program NBC can ensure that drains and water bars are open and functional, that potholes and surface are patched and thereby minimize damage to the road surface and drainage during extreme events. Prior to each scheduled run NBC might consider an onsite inspection to determine what maintenance works are required and then schedule the appropriate staff, equipment and materials. This is especially helpful when heavier equipment is required to excavate and remove sediment. We are happy to work with NBC during these proposed onsite inspections to help prioritise maintenance requirements. Customer requests can then feed into this process rather than drive it.

Before forwarding a separate submission to NBC to propose implementation of a quarterly scheduled maintenance program for Scotland Island we would welcome your advice and suggestions.

Kind Regards  
Sharon Kinnison, SIRA Vice President  
Convener Roads, Drainage and Environment Subcommittee