Port Vila Urban Development Project (PVUDP)

PROGRESS UPDATE JULY 2016

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The Government of Vanuatu in Partnership with the Australian Government and Asian Development Bank (ADB) are funding the Port Vila Urban Development Project (PVUDP) as one of the major investments in the nation's capital. PVUDP will contribute to sustainable urban development in Port Vila through improved road, drainage, sanitation infrastructure and services. The Project duration is from February 2013 to December 2018.

WHAT TO EXPECT WHEN THE ROADS ARE BEING REFURBISHED

In September the Urban Roads and Drainage Phase 1 contractor, RMS, will begin sealing 13 km of Port Vila roads with a double coat of rubberized bitumen seal (hot tar). This waterproof coating is critically important to the lifespan of roads in Port Vila as heavy rains damage the road surface.

The bitumen (hot tar), is heated to 190 degrees and then is sprayed onto the road surface. This is a dangerous operation and bystanders should stay well away from the road works. If a person was to walk across the freshly sprayed bitumen in their sandals or thongs, their savat or jandal would stick to the bitumen and very likely their next step would be in a bare foot. Any bare skin would be severely burned if it came in contact with the bitumen (hot tar).

Bitumen (hot tar) spray truck at work

The bitumen sprayer is followed by a truck that will lay gravel aggregate over the hot bitumen. This is followed by a multi wheeled roller, which will push the gravel aggregate into the bitumen.

Port Vila roads will receive a double seal; 14mm layer of aggregate followed by a 7 mm layer of aggregate.

Bitumen spray truck followed by aggregate truck

Public Access Areas

Urban Road and Drainage, Phase 1 (UR&DPH1) is the major component of the PVUDP scope of works. The proposed improvements will include the road reserve and areas of privately leased land as agreed by the leaseholder for improvements such as pedestrian thoroughfare or drainage system or bus bay. These areas of privately leased land are called a Public Access Areas (PAA). PVUDP will be sending information to all landowners adjacent to the project area to ensure they are fully informed about the specific work to be carried out adjacent to their property.

PORT VILA TRAFFIC FLOW TO BE IMPROVED WITH 30 NEW BUS BAYS

The Urban Roads and Drainage Phase 1 (UR&D PH1) subcomponent aims to improve traffic flow and pedestrian safety through construction of footpaths and 30 additional bus bays. Residents of Port Vila will have observed a dramatic increase in the number of public buses on the roads. Port Vila Efate Land Transport Authority (PVELTA) report that there are now approximately 1300 licensed buses on the roads. The PVELTA has been established to address issues related to buses, including permits.

Existing bus bay in Port Vila

PVUDP seeks to improve traffic flow through an increased number of bus bays. However, in some locations, where the road is narrow, the project will require landowner permission for construction. **PVUDP is appealing to landowners to grant permission for the construction of bus bays where they overlap with private property.** Property owners are encouraged to think of the public good and the significant benefits to traffic flow that additional bus bays will bring. **A lack of landowner permission will reduce the overall number of bus bays.**

PVUDP IMPLEMENTS WATER SENSTIVE URBAN DESIGN

Water-sensitive urban design (WSUD) is a land planning and engineering design approach, which integrates the urban water cycle including stormwater, groundwater and water supply into the road design to minimise environmental degradation.

In order to reduce the amount of sediment and pollutants reaching the harbor, PVUDP conducted 110 infiltration tests during the design phase. The project was able to identify areas where the ground is highly permeable and can absorb large quantities of water very quickly. The national convention centre and the area adjacent to the netball courts are now being prepared as natural water detention basins. Storm water pipes will carry water runoff into these areas, where the highly porous coronous will work to absorb and filter the water.

Water filtered naturally in this way supports healthy ecosystems and livelihoods through smart management of all our waters.

Storm water running towards netball courts before the water detention basin is established by PVUDP

KERB AND CHANNEL WORKS UNDERWAY ALONG NORTH LINI (KUMUL HIGHWAY)

The Urban Roads and Drainage Phase 1 Contractor, RMS, has commenced work along the northern section of the Kumul Highway (formerly Lini Hwy). This stage of the work will remove the existing kerb and channel and in some cases the existing footpath. Organic material such as grass will also need to be removed as this could rot and cause problems to the settlement of the kerb at a later stage. Once the surface area has been prepared correctly a special kerb and channel machine will be used to build up the new kerb.

All sealed road surfaces require drainage and the kerb and channel system is designed to direct storm water towards drainage pipes or to areas of soft landscaping (grassy areas) known as detention basins. Along the Kumul Highway it will appear that the kerb and channel structure have been built too high for the road surface. However, these roads are going to receive 40mm of asphalt in 2017, which will bring the road surface level with the height of the kerb.

Kerb and channel machine at work

Pedestrian and Traffic Safety

It is very important that buses, private and corpororate vehicles and persons walking on foot remain alert and use caution when in the area of road works. When the Contractor is spraying hot tar, or bitumen the road surface will be extremely hot and can melt shoes and vehicle tyres.

Please follow the instructions of the traffic controllers, reduce speed and stay clear of all road works.

PORT VILA URBAN DEVELOPMENT PROJECT OUTPUTS:

Output 1: The Government has improved the road network and drainage system in greater Port Vila

Output 2: The Government has improved the sanitation system in greater Port Vila.

Output 3: Central area and settlement communities use improved hygiene facilities

Output 4: Government agencies and community and user organizations have the capacity to effectively and efficiently manage sanitation, roads and drainage systems.

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All enquiries related to George Kalsakau Drive, Phase 1 Roads and Drainage, Septage Treatment Plant and construction of Community and Public Toilets please contact the project

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