

WORKING GROUP ACTIVITIES

The overall budget for the working groups for 2010/11 will be \$80,000, with income of \$10,000 from the CoPTTM-LRS project.

Level Crossings

Bill Horne has reported previously on the work of the National Level Crossings Working Group which has formulated and finalised a new section of the Traffic Control Devices Manual: "Part 9 Level Crossings". The Part is not published in hard copy, but can be found at:-

<http://www.landtransport.govt.nz/tcd-manual/part-9/index.html>

A link to the new section is on the Forum web-site.

Stormwater

The Stormwater Working Group has developed guidelines and a road run-off sensitive receiving environment risk assessment tool for roading managers, as well as a variety of resources on stormwater treatment and management, which are on the Group's pages on the web-site. The working group's focus has shifted to providing information through the website and identifying and steering further research.

The Group has been particularly concerned by comments from MfE that have dismissed research showing that effects from road run-off are negligible below 15,000 AADT and supported regional councils requiring stormwater to be treated before it leaves the road to a standard that will replicate the pre-development hydrological regime. The Group continues to argue for an element of economic realism in approaching this issue.

The Group is steering further research on the effectiveness of treatment devices and proposing new research projects for funding consideration, including using floating wetlands to treat water in detention ponds and undertaking a spill-risk assessment of roads traversing potentially sensitive receiving environments, including aquifers.

Russell Hawkes has resigned from the Group after his move to Environment Southland and left a vacancy for a roading practitioner with rural and/or South Island experience.

CoPTTM-LRS

The 2nd edition of the Local Roads Supplement has been launched and in use for three months. An Implementation Pack to help Road Controlling Authorities implement and operate the LRS was released with the 2nd edition. Over 1,000 copies of the LRS 2nd edition have been sold. It has been well received and feedback on it has been positive. There are now 54 local RCAs using the LRS. Perhaps surprisingly, the Waiouru Military Camp has also purchased it (paying the RCA Forum \$2000).

Several more RCAs have expressed interest and Training Aspirations will approach those RCAs that haven't adopted LRS to see if we can get more to join. Some may choose to wait until LRS & CoPTTM are combined, but that could take some time (possibly one to two years to complete), so it's worth trying to get more RCAs to join – and more income for the RCA Forum.

There have been some changes in the RCA Forum Local Roads Supplement project team. Alan Parsons has left the team due to a change in role at Hastings District Council. Ian Marshall has also had a change in jobs at Queenstown Lakes District Council and has stepped down as project co-leader, but fortunately is staying on the project team. It's going to be very important to have

the team stay together as we go into what might be the final phase of the Local Roads Supplement project – the amalgamation of LRS and CoPTTM.

The next Industry Review Group (IRG) meeting will be in Wellington on 9 & 10 December, and plans for the amalgamation of CoPTTM & LRS to form a new CoPTTM will be the main topic of that meeting. One possibility is to have LRS as a chapter of CoPTTM. Neil Johnstone, Barry Williams and John Sutton will be there to represent local authorities.

Stock Crossings

The Stock Crossings Working Group has developed a Model Bylaw for controlling stock movement across and along roads, which is on the web-site and has been used as a base for several local bylaws. The Stock Crossings Guidelines were developed in 2002 and are being reviewed this year. The draft revision has been circulated within the Group for further refinement and the review of the Guidelines is expected to be completed before the end of this financial year.

National Stock Effluent Working Group

The National Stock Effluent Working Group has continued to work on measures to resolve an unpopular issue. Membership has expanded to include AA and Dairy NZ. A major education campaign for farmers, livestock transporters and other affected parties has been continuing for the past year and a survey of current disposal facilities capacity and use has been completed. The working group is working closely with Environment Southland in a campaign to reduce the incidence of spillages, and plans to extend the campaign into other regions.

The working group is also supporting new research initiatives. The Group has presented a research proposal to MAF for funding from the Sustainable Farming Fund. The proposed research seeks to define the need for, and extent and pattern of, transportation of livestock; establish current knowledge of best practice in transporting stock; assess the impact of education efforts to date; and direct the future activities and focus of all concerned agencies, including the working group.

Applications closed on 7 October. Successful Phase I applications will be notified next week on 11 December and invited to submit a detailed Phase II proposal by 2 March 2010. Notice of the final decision will be sent on 15 April 2010 and the contracts for accepted proposals will commence on 30 June 2010.

The project has a tentative cost of \$60,000. Fonterra, Dairy NZ and MIA have offered contributions that amount to \$24,000. AA, Environment Southland and NZTA have each agreed to contribute \$1,000 and Environment Waikato has agreed to contribute \$500. Provision has been made in the working group's budget for 2010/11 for \$5,000 for this project.

Structures

The Structures Working Group is still struggling to establish itself. The review of gaps in the standards and guidelines identified a demand for guidelines on bridge maintenance, alternatives to W section rails for end protection on bridges on low volume roads and on construction and maintenance of retaining structures (including best practice for slips and debris fences). The Group is also trying to monitor the implications of changes in the over-dimension/over-weight vehicle regime and the Building Act review.

This working group needs another member with an interest in these areas to help it progress.

DZ 4404, Land development and subdivision draft is available for public comment

The follow is the report from Neil Johnstone to Peter Bailey. Neil Johnstone is the RCA's representative on the committee writing the new Standard. Note the RCA has only one voice on this committee. It is expected that you will have input into your Council's comment on the draft standard. It is expected that this note will identify changes that you should know are proposed so you can add to the discussion in your Council.

This draft has significant changes from the existing Standard.

I have attached an email below which provides an official overview of the draft with a link to obtain a copy and make a submission.

I have some concerns that I would like our members to consider:

- Arterial road requirements are no longer included in the tables.
- Private Ways, (very narrow or steep streets), may now become a public facility. They do not specifically have to be private.
- Road Reserve widths are more narrow (This leaves less space for utilities and roadside drainage)
- Road side parking is less mandatory. Council District Plans will need to stipulate roadside parking needs.
- Several road geometric design tables and diagrams have been removed with reference instead to Austroads codes and guides. This may make the standard less helpful.
- Road widening provisions at corners have been removed. This was considered a speed controlling measure.
- Cycle lane needs are no longer mandatory in what were formerly 'Collector' type streets, unless identified in a local or regional cycle network.
- Footpaths are no longer mandatory in the low volume streets.
- There is more emphasis on the use of swales and natural ground drainage but better stipulation of subsoil drainage may be needed to ensure road pavements are not weakened.

There are numerous other changes to the standard. I encourage members to read the draft carefully and make their own submissions.

I am happy to discuss any queries members may have.

Cheers,

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