

NOTES OF WORKSHOP ON FUNDING UNPLANNED PAVEMENT CONSUMPTION OF  
LOW VOLUME ROADS BY HEAVY VEHICLES: NOVOTEL AUCKLAND AIRPORT  
7 AUGUST 2014

Present:	Martin Taylor	Whakatane
	Bernie Hopkins	(Opus) Whakatane
	Warren Furner	Ruapehu
	Jim Paterson	Western Bay of Plenty
	Fiona Vessey	Matamata-Piako
	Murray Hasler	Gore
	Dawn Inglis	Waipa
	Yvonne Warnaar	Waimakariri
	Andrew Dixon	Timaru
	Henri van Zyl	Kaipara
	Wayne Newman	Research and Guidelines (secretary)
Apologies:	Barry Jagersma	Stratford
	Matt Busch	Thames-Coromandel
	Jamie Cox	Wairoa
	Rui Leitoa	Wanganui
	Gordon Naidoo	South Waikato

Murray Hasler in the chair as convenor of Research and Guidelines Steering Group.

Discussion noted a number of issues for rural road controlling authorities that might be equally or more urgent to address. All aspects of funding infrastructure renewal are creating significant difficulties for asset managers. Local authorities are preparing 30-year infrastructure and asset management plans in the context of a potentially much larger, much heavier freight traffic burden. Funding bridge and culvert renewal is a significant problem for many authorities within the current funding rules and activity classes.

Road asset managers in different parts of the country face a common problem from differing causes. In the central North Island the cause is forestry, but in other regions it is dairy conversions, quarrying and heavy agricultural vehicles. Depending on the geology and topography, and the nature of the local network, the consumption of sealed pavement is the main concern in some areas, whereas the damage to unsealed roads is the main cost driver in other areas.

A trigger for a national working group on the issue is the varying treatment of forest owners in different districts. Forest owners have accepted that they received a significant subsidy from sheep and beef farmers. Over a 30-year period the impact of sheep and beef freight is calculated at 1 tonne/ha pa and forestry freight at 22 tonnes/ha pa (generally all at the end of the crops life cycle). Forest owners accept that they should pay more, but there is no agreement on how much more and no consistent approach across authorities.

Part of the mix is the growing recognition that theoretical pavement life models have been too conservative and risk averse. Performance monitoring has shown that pavement life can be significantly greater than the models suggest, with the exception of where increased heavy vehicle traffic above forecasts has accelerated pavement deterioration.

The workshop agreed that the Forum be asked to approve a new work group on funding heavy vehicle impacts on LVR, with Jamie Cox as convenor and up to seven members, to take a business case approach to establishing the scope of the problem, and ToR of the group.