

## **Workgroup developing Guidelines for funding accelerated pavement consumption from unplanned heavy vehicle traffic on low volume roads**

**Meeting:** 4:30 Thursday 26 November 2015

**Venue:** Draughtsman Room, Wellington Museum, Queen's Wharf, Wellington

**Present;** Jamie Cox -Wairoa DC, Murray Gimblett -NZTA P&I, Jeff Devine –Whangarei DC, Rui Leitao - Wanganui DC, Martin Taylor –Whakatane DC, Carolyn Copeland – South Taranaki DC, Wayne Newman -RCAF, Michael Voss –Waitaki DC, Michael Harrison –Dunedin CC

**Apologies :** Wayne Furlong -Waikato DC, Henri Van Zyl -Kaipara DC, Warren Furner –Ruapehu DC, Joe Bourque –Southland DC, Peter Scott – AT, Wil Pille –Far North DC, Steve Murrin – Marlborough Roads

### **Meeting summary**

The workstreams reported on current progress and identified work to be completed to have the draft land use and pavement consumption sections available by the end of March 2016.

### **Introductions**

Carolyn explained that South Taranaki district has extensive forestry over the inland hill country where access is along very narrow valleys, often with the road built on what was formerly swamp, and the trend is towards larger trucks pushing in to narrower valleys.

Michael Voss explained that 1200 km of 1800 km of roads in Waitaki district are unsealed and are being damaged by conversions, irrigation installation and larger agricultural machinery.

Michael Harrison explained that Dunedin city has a mix of urban and rural roads, with a HPMV route through it, so that local roads are damaged by HPMVs using local roads during diversions or to access services that are not on the HPMV route, while low volume roads are being damaged by unexpected heavy use.

### **Reports**

**Engagement:** Jamie reported the MOU with FOA needs to be signed. The engagement with FOA will form the basis for working with others, including FFA, DCANZ and Fed. Farmers, on specific areas of interest to those groups. The object is to avoid taking adversarial positions and to keep discussions amicable. There will be points on which it will be necessary to agree to disagree. Engagement with FFA is potentially more urgent now, because its membership owns the smaller, scattered woodlot plantations now coming up for harvest. The FOA has nominated Brett Gilmore to join the pavement consumption work stream and Brigid Jenkin to join the land use work stream.

**Pavement:** Rui reported that this work stream has assembled and circulated a massive quantity of information, and recognised that this is a very technical part of the exercise that will provide the guidelines on how to perform this calculation. For this reason the work stream has sought the assistance of Martin Gribble, now with NZTA, as a very experienced pavement designer. There seems to be general agreement on loadings, but not on the relationship to land use, and it would be very helpful to undertake a monitoring programme that began before logging commenced and continued throughout the logging period.

Carolyn noted that Rangitautau West Rd on the boundary between South Taranaki district and Wanganui district is due to commence logging soon and might offer a monitoring opportunity. Murray noted the importance of addressing the effect of overloading of the pavement and monitoring subgrade and water penetration. Michael Voss noted that *Roadroid* has proven to be very effective for Waitaki district as a monitoring tool.

**Land use:** A draft has been circulated to the work stream team and FOA representative to review. Further work is needed to expand the discussion of conversions of pastoral dry-stock farms to dairying, including some background similar to that provided for the conversion of marginal pastoral farmland to forestry. The scale of the impending forestry harvest also needs to be included. More work is needed on the effects of conversions and irrigation installation, too.

**Business case:** Murray reported he has prepared a draft and circulated it to members of his working group. Comments have come back from Whangarei and Kaipara. One suggestion was to simplify the guide. He had intended to circulate the guide within NZTA as well but this was delayed by changes of staff; and more recently by work to align with the One Network Road Classification. He was trying to align the guide with the business case approach adopted by NZTA and the ONRC and this was working against the recommendation to simplify. However, he thought it could be improved.

He will revise the draft and circulate it to members before the next meeting in February. Ultimately the value of the guide is to help RCAs prepare business cases for the effects of forestry harvest (principally) and to build on experiences. Work under way at Far North may contribute and working with South Taranaki could be an option too.

**Editing:** The editing task won't begin in earnest until the other workstreams have progressed aggregating data, but the draft sections can be edited as they appear, which was done with the draft Land use section.

### **Discussion**

The project aims to deliver two guidelines: templates and models for obtaining funding from NZTA; and options for raising the local share. While individual authorities will probably not present the research being done on land use and related pavement consumption, reference to this research is likely to anchor the use of the guidelines. It is therefore critical to get this preliminary work completed so that the guidelines rest on unassailable data.

Expert input on economic and legal issues will be needed as soon as the preliminary work is done and before serious assessment of alternative solutions is taken too far, to ensure that all options being considered are viable. One of the options that needs to be considered is a regional response, requiring business case approach models and case studies for regional collaboration.

Some discussion of the scale of the problem in providing roads to support primary industry exports in many areas needs to be included, possibly with an analysis of whether forestry or dairying can be regarded as sustainable in some areas, or whether they are viable only through subsidisation. It is likely that the economic impact of some activities will be negative for some localities.

A separate analysis of the RUC issue should probably be included within the funding section, simply to dismiss what appears to be a red herring. Paying RUC should not be seen as buying a licence to use the road as one wishes. RUC needs to be explained and the limitations on funding local roads under the current system analysed.

Murray noted that the project has six broad areas of work: defining the loads on roads from land uses; defining the maintenance and pavement consumption costs; defining the funding options; identifying the political solutions; engaging with the affected sectors for each land use type; and

assessing economic impacts. Each needs to be progressed separately; there is no obvious flow path through the project.

The effect of PM10 dust from logging trucks on unsealed roads also needs to be addressed. If local authorities are obliged to respond to a dust health risk where none existed before logging began, this is a direct cost of logging. Monitoring to meet the NES and treating the road to mitigate the dust need to be considered as potential costs from HCV use of LVR.

### **Timelines**

A first draft of the pavement consumption section should be completed by March and both this section and the land use section should be completed by June 2016.

### **Meetings for 2016**

The full group will meet by teleconference on 4 February, 3 March and 7 April.

A meeting on 12 May before the next Forum would review the completed sections.

### **Actions**

Engagement:

- Complete signed MoU with FOA. (Jamie)
- Confirm FOA participation on work streams. (Jamie)
- Approach FFA, DCANZ and Federated Farmers. (Jamie, Martin, Wayne)

Pavement consumption:

- Progress technical section using Martin Gribble. (Rui, Jeff, Joe)
- Establish monitoring trials. (Rui, Carolyn, others)

Business cases

- Complete explanations, templates and case studies. (Murray)
- Look at possible back country narrow valley business case study. (Murray, Carolyn)

Editing

- Add research on dairy conversions and irrigation. (Wayne, Michael V.)
- Add research on large farm machinery. (Wayne, Michael V.)
- Add research on impending forest harvest figures. (Wayne)
- Draft analysis of RUC. (Wayne, Murray)
- Research Rating Powers (Wayne)
- Research dust issue (Wayne, Jeff, Martin)