

## **Meeting** 10 November 2016: NZ Transport Agency National Office, 2.32

### **Present:**

Warren Furner	Ruapehu DC
Jeff Devine	Whangarei DC
Murray Gimblett	NZ Transport Agency, P&I
Wil Pille	Far North DC
Cr Ann Court	Far North DC
Steve Murrin	Marlborough Roads
Vincent Lim	South Taranaki DC
Michael Voss	Waitaki DC
Glen Mackie	NZ Forest Owners Assoc.,
Philippa Fourie	Fonterra (DCANZ)
Wayne Newman	RCA Forum Research & Guidelines Group

### **Apologies:**

Joe Bourque	Southland DC
Wayne Furlong	Waikato DC
Carolyn Copeland	South Taranaki DC
Martin Taylor	Whakatane DC
Peter Scott	Auckland Transport
Michael Harrison	Dunedin CC
Rui Leitao	Whanganui DC
Jamie Cox	Wairoa DC
Henri van Zyl	Kaipara DC
Garry McGraw	Kaipara DC
David Rhodes	NZ Forest Owners Assoc.,
Grant Rutlege	NZ Forest Owners Assoc.,

### **Meeting summary**

- TERNZ has provided a useful peer review of the draft analysis papers.
- Data on aggregate transport is still needed.
- Expert input on rating and other funding options will be sought.
- Contributions for funding expert input will be sought.
- SIG will work with LGNZ on road dust working party.

### **Actions**

1. W. Newman will follow up with M. Chiltern for aggregates data.
2. **J. Cox** will approach members for contribution towards expert input cost.
3. **J. Cox** will approach potential consultants to provide expert input.
4. W. Newman to liaise with LGNZ to establish dust working party.
5. W. Newman to liaise with LGNZ to ensure RCAF logo is included on submissions.
6. W. Newman to circulate link for list of wide-load permits.

## 1. **MINUTES OF PREVIOUS MEETING AND ACTIONS ARISING**

### **Actions from 11 August 2016**

1. **Jamie Cox** to approach SOLGM and LGNZ for candidates to assist on rating and local authority funding sources.  
Close. Expert input is likely to need to be sought from a major consultancy.
2. **Murray Gimblett** to identify candidates for further information on Enhanced Targetted Rate and Regional Economic Development programmes.  
Issue to be investigated further.
3. **Wayne Newman** to produce two draft sections in essay format divorced from draft guidelines.  
Close. Completed.
4. **Wayne Newman** to identify potential candidates to present on dust issues to Forum by checking RR590 authors as start; to respond to Stimpson & Co; and to complete and lodge the RCA Forum VDAM submission.  
Close. Completed.

## 2. **REVIEWED SECTIONS**

The two draft sections on land use and pavement consumption had been converted to essay format divorced from draft guidelines and provided to TERNZ for peer review as "Land Use and Transport Demand Comparison" and "The Impact of Heavy Vehicle Traffic on Road Pavements".

TERNZ has provided a detailed critique, which is very useful, but does not provide a clear text to proceed with. This is the next necessary step to achieve a document acceptable to all parties. G. Mackie offered to approach TERNZ about undertaking this as a part of the peer review.

M. Gimblett queried whether the papers gave sufficient consideration to the difference in behaviour between dairy and logging traffic, with dairy traffic using more of the network and logging traffic using single routes. The TERNZ review had noted that modern dairy traffic is frequently more consistent with logging traffic than it was in the past.

G. Mackie noted that half of the annual forest harvest is not transported on local roads at all and presented some forecasts for forestry harvest based on wood supply data. The forecast for next year is about the same as for this year, 30.5 million m<sup>3</sup>. Of that harvest, 15 million m<sup>3</sup> is processed in NZ, of which 7 million m<sup>3</sup> is used here and 8 million m<sup>3</sup> must be exported.

It was noted that the transport of aggregates remains a significant gap in the research on land use and heavy vehicle impacts. W. Newman will follow up with M. Chiltern for data.

### 3. **Next steps**

Funding options: All options for funding the impact of unplanned loads need to be explored and available as a potential toolkit for RCAs. This could include innovative approaches, but expert input will be needed.

G. Mackie noted that the effect of any approach needs to be considered carefully to avoid making otherwise viable land use uneconomic. He cited the work done by Sion Research that indicates that 92% of wood lots under 40 Ha are currently economic to harvest:

<http://www.scionresearch.com/general/publications/scion-connections/are-small-forest-blocks-viable>

In response to a question from P. Fourie on how many roads or km of road were affected, it was agreed that the issue is funding the impact of loads that have not been planned or expected on roads that have not been designed for them. Providing the funding options for unplanned road pavement deterioration is a separate exercise from identifying likely roads at risk of future use for heavy vehicle traffic.

M. Gimblett queried whether a potential option would be to tolerate pavement deterioration closer to failure. It was agreed that this is an option and in some cases one that is already being used, with interventions being left to the last possible moment. The present rehabilitation threshold within the NZTA rules was noted as a factor in this.

#### **4. Dust**

The meeting noted that FNDC put a remit to the LGNZ National Conference that road dust is a public health issue with effects across multiple Crown agencies and there is increasing public protest against dust as a health hazard. It was agreed that the health costs added to social and economic costs made dust from unsealed roads a potentially serious issue for RCAs.

Draft ToR were noted for a specific working party on dust being established jointly by LGNZ with the SIG-LVR. Cr Court noted that membership of this working party needed to be as wide as possible. It was agreed that establishment of the working party needs to be completed as soon as possible. W. Newman to liaise with LGNZ.

A draft dust suppression policy has been circulated by NZTA, providing a matrix for making decisions on mitigation measures, and this will be trialled by several RCAs in coming months.

#### **5. Submissions**

The meeting noted that the RCA Forum has made submissions on the Draft VDAM Rule, GPS 2015 and Land Transport Amendment Bill, with input from the SIG-LVR members, and endorsed those submissions. It was agreed that submissions from the RCA Forum should be made under the RCA Forum logo wherever possible, and with the RCA Forum logo shown where a submission is made jointly.

#### **6. Other business**

Wide load permits: J. Devine queried whether other RCAs were experiencing wide loads arriving without notice. Transporters of wide loads were obtaining the necessary permit at the start of the journey, but not complying with their responsibility to notify every RCA on their route. S. Murrin noted that checking the permit lists regularly was effective insurance against this problem.

#### **4. Next Meeting**

The meeting agreed the group will meet again before the next Forum.

Closed: 5.25

#### **Convenor's meeting**

Jamie Cox, Warren Furner, Murray Gimblett and Wayne Newman met to discuss next steps immediately after the meeting. J. Cox had been caught in traffic and unable to reach the SIG-LVR meeting before it closed.

It was agreed that SIG-LVR members would be approached to investigate whether individual members might be able to find contributions from within their Network and asset management consultancy budgets to provide funding for expert input on the funding options.

It was agreed that a different party should be commissioned to consolidate the text from the peer review with the the two papers on land use and pavement impacts, so that the peer review was kept separate. It was noted that, while the peer review exercise had delivered a very satisfactory outcome, insufficient attention had been given in the three documents to the effects of overloading.