

## **Meeting:** 20 April 2017: NZ Transport Agency National Office, Room 5.07

### **Meeting summary**

- SIG-LVR has delivered on its first three tasks and is ready to deliver on the fourth of the four tasks given to it in its terms of reference.
- A substantial body of useful information has been assembled within the shared Dropbox folder and this now needs to be shifted to the website to be more widely accessible.
- TERNZ, GeoSolve and BERL have provided useful reports, but inconsistencies between the three reports need to be resolved.
- Both the GeoSolve and TERNZ reports need to be revised to be briefer.
- Case studies on developing pavement maintenance cost impact assessments will be needed. Wairoa should be able to offer case studies for light pastoral and forestry. Another North Island council should probably also contribute a forestry case study. Similarly, it would be useful if dairy case studies could be done for both Southland and Taranaki.
- It would also be informative to have data on the time required to collect the data needed for each case study, to assess the investment involved.
- The goal is for the guidelines to be signed off by the end of June, therefore the next meeting will on Thursday 1 June, with the draft circulated one week before.

### **Actions**

1. **J. Cox** to identify a designer for the guidelines cover and layout. (As the RCA Forum already employs someone with skills and contacts in this area, a first contact might be Larissa).
2. **J. Cox** will approach Vincent/Carolyn and Joe Bourque about preparing a case study for dairying.
3. **J. Cox** will approach BERL about providing assistance to prepare case studies using data provided by selected councils.
4. **J. Cox** will prepare case studies for light pastoral and forestry land uses.
5. **P. Fourie** will prepare a draft communications plan/strategy.
6. **W. Newman** will set up meeting venue/teleconference for 1 June.
7. **W. Newman** will circulate the draft guidelines and associated documents on 25 May.
8. **W. Newman** will report to RCAF R&G Group on proposed timetable for consultation and ratification.
9. **W. Newman** will draft introductory cover note for guidelines and pull together additional material for public presentation of the draft guidelines.
10. **W. Newman** will request from TERNZ and GeoSolve an explanation of the differences in values used for key data in their reports and seek to get consistent values.
11. **W. Newman** will identify material within the shared Dropbox folders that should be placed on the Group's pages on the RCA Forum website.

## 1. ATTENDING AND APOLOGIES

### Present:

Jamie Cox	Wairoa DC	Convener
Cr Ann Court	Far North DC	
Jacqui Robson	Far North DC	
Garry McGraw	Kaipara DC	
Bernard Petersen	Kaipara DC	
Rui Leitao	Whanganui DC	
Steve Murrin	Marlborough Roads	
Murray Gimblett	NZTA P&I	
Philippa Fourie	Fonterra	
Glen Mackie	NZFOA	
Grant Rutledge	NZFOA - Nelson Forests	
Mike Chilton	Aggregate & Quarry Assoc. NZ	
Fiona Knight	Cresmere Consulting	Secretary

### Apologies:

Warren Furner	Ruapehu DC
Michael Voss	Waitaki DC
Henri van Zyl	Kaipara DC
Tom Simonson	Local Government NZ
Peter Scott	Auckland Transport
Jeff Devine	Whangarei DC
Vincent Lim	South Taranaki DC
Carolyn Copeland	South Taranaki DC
Wayne Newman	RCAF R&G Steering Group
Chris Bailey	NZFOA - HNRG
Wayne Furlong	Waikato DC
David Rhodes	NZ Forest Owners Assoc.

## 2. GROUP'S TERMS OF REFERENCE

The Group has delivered on the tasks given to it:

1. The likely freight demand on low volume roads in light of the Government's Business Growth Agenda for primary industries has been identified and a substantial volume of information has been assembled within the shared Dropbox folder. This material now needs to be reviewed to identify what is best suited for shifting to the group's pages on the RCA Forum website.
2. A robust and transparent process to identify the cost impact of intensive heavy vehicle activities (not just forestry) on low volume roads has been completed. Again, a significant volume of material within the shared Dropbox folder needs to be reviewed and the appropriate information placed on the RCA Forum website to be generally accessible.
3. Significant progress has been made to determine an equitable mechanism to reflect the cost impacts of heavy vehicle activities on low volume roads.
4. The next step is to develop national guidelines on the best practice response to the future impacts of heavy vehicle activities on LVR that will

allow appropriate planning of investment by both road controlling authorities and primary sector investors. National guidelines cannot be in place in time to inform the present LTP round, because the process for completing the draft, approving this for consultation, promulgating the document for consultation, receiving and reviewing all submissions, revising the draft document to take account of submissions, approving the final document and proposing this to the Ratification Group will necessarily take several months. The draft guidelines could, however, be provided to each RCA as a resource kit for the present LTP round. Any national guidelines should also anticipate a review period after two years in effect.

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

#### **Actions from 10 November 2016**

1. W. Newman will follow up with M. Chiltern for aggregates data.  
**Closed.** Received data and provided to GeoSolve, but not incorporated.
2. J. Cox will approach members for contribution towards expert input cost.  
**Closed.** Several members were able to contribute.
3. J. Cox will approach potential consultants to provide expert input.  
**Closed.** BERL was contracted to do this.
4. W. Newman to liaise with LGNZ to establish dust working party.  
**Closed.** LGNZ has taken the lead on this, but a working group has been established.
5. W. Newman to liaise with LGNZ to ensure RCAF logo is included on submissions.  
**Closed.** LGNZ recognises RCAF sensitivities and will ensure the logo appears where both organisations prepare a joint submission.
6. W. Newman to circulate link for list of wide-load permits.  
**Closed.** Completed.

### **4. THE IMPACT OF LAND USE ON PAVEMENT WEAR – TERNZ REPORT**

TERNZ has provided a solid draft report. How this is to be incorporated into the structure of any guidelines document remains still to be determined. The contradiction between TERNZ and GeoSolve on appropriate ESA data for forestry vehicles still needs to be resolved, too.

### **5. THE IMPACT OF HEAVY VEHICLE TRAFFIC ON ROAD PAVEMENTS – GEOSOLVE REPORT**

The GeoSolve Report is an imperfect fit within the bundle of documents and its inclusion within any guidelines, even as an appendix, could be confusing. It takes a different approach from TERNZ, based on a very large data analysis of roads in service that indicates a higher load damage exponent than the classic mechanistic design formulae. It would be necessary to provide a clear explanation of the background to this report. It is also necessary to query the ESA figures adopted for some heavy vehicles, including logging trucks.

### **6. EQUITABLE FUNDING OF PAVEMENT MAINTENANCE OF LVR – BERL REPORT**

BERL has identified a tool kit of potential response options. It would be useful for these to be supported by sector case studies, ideally for wine, dairy, forestry and aggregates. The weighting given to the GeoSolve analysis, relative to the TERNZ analysis, needs to be clarified, if the weight given to

each document in the final guidelines is likely to differ. As the BERL report deals with rating options and deferred rating, the benefits and costs of each option will need to be fully analysed for any public consultation. Care will be needed, too, to avoid creating a situation where land use is controlled by using rating, rather than planning provisions.

**7. NEXT STEPS TO COMPLETE DELIVERABLES**

The most useful reports and research need to be extracted from the Dropbox folder and transferred to the RCA Forum website. Both the GeoSolve and TERNZ reports need to be revised to be briefer and more tightly focussed. The data used in both reports needs to be challenged and justified, ideally with consistent values agreed. A link between the impact on roads and a rating impost will be needed, to identify the cost allocation to each sector. This is where case studies on developing PMCI assessments will be useful. Wairoa should be able to offer case studies for light pastoral and forestry. Another North Island council should probably also contribute a forestry case study. Similarly, it would be useful if dairy case studies could be done for both Southland and Taranaki. It would also be informative to have data on the time required to collect the data needed for each case study, to assess the investment involved.

**8. OTHER BUSINESS**

NZFOA is working with SIN (Forest Research Institute) on a GIS resource for national use, with data available to local road controlling authorities, that would assess a potential logging route to ensure the roads are fit for purpose. Whanganui DC is undertaking a similar exercise for its district.

Northland RC is about to award a contract for a LIDAR survey of the region.

**9. FUTURE MEETING DATES**

The goal is for the guidelines to be signed off by the end of June, therefore the next meeting will on Thursday 1 June, with the draft circulated one week before.

Meeting concluded at 3.00 pm.