

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

**Teleconference:** 9:00 Friday June 5<sup>th</sup> 2015

**Present;** Jamie Cox -Wairoa DC, Rui Leitao -Wanganui DC, Martin Taylor –Whakatane DC, Wayne Furlong -Waikato DC, Joe Bourque -Southland DC, Jeff Devine –Whangarei DC, Wayne Newman - RCAF,

**Apologies :** Henri Van Zyl -Kaipara DC, Warren Furner -Ruapehu DC, Steve Murrin -Malborough Roads, Gary McGraw -Far North DC, Murray Gimblett -NZTA P&I,

### **Teleconference summary**

Members reviewed the draft outline for the guidelines that had been circulated. They agreed to divide the preparation of the draft guidelines into several workstreams to handle engagement with industry stakeholders, pavement consumption, landuse issues, business case preparation and editing tasks. The engagement team will be looking to present a background report to the Transport and Logistics Committee of the FOA before that Committee meets on 6 August.

### **Discussion**

A mock-up draft guidelines document, using information from the Martin Gribble research, MWH work for Gisborne DC and Beca work for the Northland Regional Strategy, had been circulated to encourage discussion. It was agreed that the next step is to pull the draft apart into the key sections, with a smaller team looking at each section, to make the workload manageable.

Action: JC/WN – set up a matrix of sections and teams

A key team will be the engagement team. The project needs to connect with key industry stakeholders, preferably at the level of the national interface. For the timber industry this would logically be the Transport and Logistics Committee of the FOA. As this Committee is due to meet on 6 August and has expressed a desire to be advised of this project before then, Jamie and Martin will look to present something to them in July.

Action: JC – contact FOA TLC re presentation on group and project

The FOA is already engaging with individual authorities and at a regional level, and has expressed a desire for national consistency and a proactive approach. Balancing this is a need for a solid evidence base for any proposed response.

Rural regions are paying relatively more and receiving relatively less, but contributing the bulk of national exports. The local share is being used to maintain infrastructure generating national, but often not local, benefits. A case might be made that there is a strategic fit under the GPS for deeper investment to sustain economic growth.