

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

Teleconference: 9:30 Thursday 27 August 2015

Present; Jamie Cox -Wairoa DC, Henri Van Zyl -Kaipara DC, Murray Gimblett -NZTA P&I, Wayne Furlong -Waikato DC, Jeff Devine –Whangarei DC, Wayne Newman -RCAF,

Apologies : Rui Leitao -Wanganui DC, Martin Taylor –Whakatane DC, Steve Murrin -Malborough Roads,

Teleconference summary

The workstreams on engagement with industry stakeholders, pavement consumption, landuse issues, business case preparation and editing tasks reported on current progress.

Reports

Engagement: Martin has refined the draft MOU with FOA (and FFA) and this has been sent back to FOA with the email discussion between the engagement team members. This should form the basis for discussions with FOA (and FFA) representatives in Auckland on 4 September.

Pavement: Jeff has received no response yet from Rui and Joe, and will follow up next week.

Land use: Wayne has not received anything yet from Warren, who was completing the work that has been done on this so far, and will follow up next week.

Business case: Murray has been using Wairoa as a case study for a Business Case approach. Initial data shows that forestry impacts will be corridor specific. Extra surface maintenance costs are generated on even the more robust pavements, but in many cases the width of pavements and corner radii will be insufficient to prevent significant damage to the road.

Editing: The editing task won't begin until the other workstreams have progressed aggregating data. This in turn is going to rely on effective engagement with the stakeholders and interested parties.

Discussion

The objective of the work group is to produce a toolbox for road controlling authorities to respond to the impacts of heavy vehicles from any land use. However, the data suggests that there will be a huge forestry harvesting load being placed on many RCAs over the next decade. Aggregated data from the work group's research might contribute to a wider national discussion on whether rural regions are paying relatively more and receiving relatively less from contributing the bulk of national exports. A case might be able to be made that there is a strategic fit under the GPS for deeper investment to sustain economic growth where the local share of road costs is being used to maintain infrastructure generating national, rather than local, benefits.