

Special Interest Group on Low Volume Roads

Teleconference: 9:30 Thursday 3 March 2016

Present: Jamie Cox -Wairoa DC, Carolyn Copeland – South Taranaki DC, Henri Van Zyl -Kaipara DC, Warren Furner –Ruapehu DC, Jeff Devine –Whangarei DC, Wayne Furlong -Waikato DC, Peter Scott – AT, Murray Gimblett -NZTA P&I, Martin Taylor –Whakatane DC, Michael Voss –Waitaki DC, Wayne Newman –RCAF/RGG

Apologies: Michael Harrison –Dunedin CC, Steve Murrin – Marlborough Roads, Rui Leitao -Wanganui DC, Joe Bourque –Southland DC, Wil Pille –Far North DC

Meeting summary

- The MOU with FOA has been signed, but other significant interested parties now need to become engaged. Presenting the work done to date on the scale of the issue and the impacts, possibly to a workshop in April, will be investigated.
- The pavement consumption workstream will convene by teleconference next week to discuss their task and priorities, the possibility of using Graham Salt, and to choose a new lead.
- Road dust is a significant new issue being discussed by the group and a new folder for dust will be added in the Dropbox . A discussion will be held with the RCA research and guidelines steering committee about including a new workstream for the group.

Work-stream Reports

Engagement: Jamie reported the MOU with FOA has been signed. FOA is engaged, with Brigid Jenkin involved on land use and Chris Bailey and Damon Wise nominated to work in the pavement consumption work-stream. FFA has nominated Peter Berg to work with the group.

Martin noted that the group's ToR say it will liaise as necessary with key sector representative groups with an interest in the impact of forestry harvesting, dairy conversion, quarrying or other intensive heavy vehicle activities on LVR, which include (as well as FOA) Road Transport Association, Federated Farmers, Aggregate and Quarry Association and Local Government NZ. The group needs to engage with these bodies soon, to avoid being seen to present a *fait accompli*.

It was agreed that a workshop of all interested parties needs to be convened within the next two months, certainly before the scheduled group meeting in Wellington on 12 May. The material on the relationship between land use and heavy vehicle traffic is ready to present. Pulling together the key strands from the material on pavement consumption will assist this process.

Pavement: Jamie reported on his contact with Martin Gribble, NZTA, on being involved, and Martin has been added to the circulation list for meetings and the group Dropbox. Martin indicated he is currently too heavily committed, but he expects to get some relief soon. Rui has apologised and asked if someone else is prepared to pick up the lead on this work stream, because he is unable to give it the time required. A new lead is needed and Peter is considering this.

Peter noted that the pavement section is the next step after the land use section, and the critical challenge is to get agreement on a consistent approach to assessing pavement condition and deterioration. Defining accepted industry practice or recognised standard practice for this, such as by reference to the Austroads standard assessment for development, will ensure that consistent

methods are used nationally and there is an agreed evidence base for any subsequent discussion on who should pay for pavement consumption.

Reliance only on changes within maintenance cost data was discussed, with concerns that this would not provide a sufficiently robust evidence base, as maintenance costs are too inconsistent. Accurate annual maintenance data in RAMM can be supported by falling weight deflection or high speed deflection testing. Connecting pavement consumption to specific land use activity or changes in activity will remain a challenge, but obtaining a sound evidence base for the consumption was seen as vital.

Peter noted that Southland DC, MWH and GeoSolv have done a lot of high-quality work on this issue, and proposed hiring Graham Salt of GeoSolv to prepare the pavement consumption section.

Carolyn noted that Rangitautau West Rd is about to come on-stream and would offer a monitoring opportunity for an unsealed road that has almost no other traffic, but queried whether use of an M4 variant (Shellrock) might invalidate the results for comparison. The group noted that every assessment will need to be of a specific route and the key is consistency. One way to achieve this is to perform a FWD test now to get good data for condition rating.

It was agreed that the pavement consumption work stream will convene a teleconference next week to confirm tasks, priorities, leadership and use of Graham Salt to prepare draft guidance from the data and material assembled to date.

Land use: The revised draft will be circulated to FOA. Further work on expanding the discussion of conversions of pastoral dry-stock farms to dairying, including the effects of conversions and irrigation installation and background similar to that provided for the conversion of marginal pastoral farmland to forestry, remains to be done.

Business case: Murray has circulated model business cases for the effects of forestry harvest. It was agreed that no effective template could be designed, because each business case will be prepared for its own unique set of circumstances. Murray noted that the current trends in log supply and price made another crash of the industry more likely, with many more remote and marginal plantations potentially uneconomic to harvest in a few years time.

Dust

Peter noted that there are clear health risks from PM10 dust, but the effect of adding a suppressant chemical binding that degrades and becomes itself a component of the dust also needs to be considered. Dust settles on roofs and enters drinking water. Murray noted the implication of dust for ONRC amenity values and Jamie noted that dust potential is a significant factor in route choice.

Peter proposed establishing a separate work stream on dust. It was suggested that it might be possible to shift individuals from existing work streams as work reaches appropriate milestones. In the meantime it was agreed that a new folder can be added in the Dropbox and existing research into the issue can be placed there. Jamie to discuss with Research and guidelines steering group.

Next Meetings

The group will meet by teleconference again on 7 April and convene on 12 May in Wellington before the next Forum.

Actions

All members have at least one action.

Jamie, Martin, Murray, Carolyn, Michael V., Warren and Wayne N. have individual actions.

Actions listed by workstream:

Engagement

- Approach HHA, RTF, DCANZ, Fed. Farmers, AQA, FOA and FFA about convening a general meeting or workshop in April. (**Jamie, Martin**)

Pavement consumption

- Set up teleconference for pavement consumption work stream for week 7-11 March. (**Wayne**)
- Establish monitoring trials on roads with imminent forest harvest. (**Carolyn, Jamie**)

Land use

- Follow up on FOA comments on circulated draft section. (**Warren**)
- Add research on dairy conversions and irrigation, and research on large farm machinery. (**Wayne and Michael V.**)
- Add impending forest harvest data. (**Wayne**)

Business case

- Look at possible back-country narrow-valley business-case study. (**Murray, Carolyn**)

Editing

- Draft analysis of RUC and relevance to issue. (**Murray**)

Reseal flushing

- Circulate any assessment of change in scale or effect this summer, measures being employed to mitigate these, and effectiveness or consequences. (**ALL**)

Dust mitigation

- Circulate report on dust suppressant trials and site selection tool. (**Jamie**)
- Create new folder in Dropbox. (**Wayne**)
- Review existing literature on road dust and PM10 hazards, and populate new folder. (**Wayne**)