

# Scotts Road Forestry & Log Transport

## Summary of Feedback from 2010-11 harvest season

### End of season feedback

In May this year feedback was sought from Scotts Road residents on the transport operations over the previous summer harvest period. A feedback form was mailed out to residents on the road. A total of six responses were received. In addition another five contacts were received from residents during the season making comment on operations. A summary of feedback is provided below.

#### Operation generally good (4 responses)

- Truck drivers courteous
- Impressed with way it has gone
- Speed limit good
- No problems using radio and operating around trucks on upper road
- Overall operations have worked well

#### Timing (4)

- Early transport times (4 am)

*Response:* Some transport occurred early in the morning. This could not be avoided due to higher volumes transported during the season and the difficulty of scheduling transport to Port Wellington which was working to capacity.

- Season continuing longer than on signs

*Response:* The season did continue longer than expected due to recovery of wind damaged forest. Updating of signs will be undertaken if this occurs again.

- Operation in agreed no transport times

*Response:* As identified in a communication to residents on 15 March 2011, there were major operational difficulties in achieving previous commitments to avoid transport in the 7:30am-8:30am and 3:30pm – 4:30pm times. These timing limitations were originally put in place to ensure that log transport operations did not create problems for children meeting the school bus. This issue was discussed with residents directly involved in moving students on and off the school bus and it was accepted that operations would occur within these times but additional steps would be taken to minimize interaction of log trucks with school bus transport.

#### Communication (3)

- Short notice of Sunday transport

*Response:* The contract harvest manager was given short notice by Port Wellington of the ability to take logs on a Sunday, which led to short notice to residents. Every effort will be made to provide as much notice as possible in the unusual future situation where Sunday transport occurs. Transport on a Sunday occurred only three times during the approximately 5 month harvest season.

#### Trucks stopping on road (3)

- A few occasions of trucks parking in dangerous places on brow of hill or near intersection
- Trucks stopping outside houses to check chains

*Response:* A layby for checking chains has been developed approximately 500m up the unsealed section of the road. Transport contractors have been instructed to use this layby and not park near the intersection or other locations on the lower road.

#### Speed (2)

- One of logging crews travelling too fast in light vehicles

*Response:* This issue was identified to the logging contractor. The crew member involved is no longer driving the crew vehicle.

- Speeding truck

*Response:* The voluntary speed limits were re stated to transport contractors. No truck number was obtained on this occasion. Where issues of speeding or other poor performance are identified residents should call 0800 LOGTRUCK and give the truck number.

#### Impact on recreational use of road (2)

- Recreational use of road much more impacted this year

*Response:* greater transport volumes this year have meant more trucks on the road and extended transport times.

#### Other

- Noise, dust and fumes (1)

*Response:* where practical steps can be identified to minimise these impacts they will be considered. However, log transport on a public road cannot be achieved without some level of impact.

- Need to stick to agreements with residents (1)

*Response:* as identified above, considerable effort has been made to discuss issues with residents and find a solution, where a change to original undertakings was required.

## End of season meeting

A public meeting was held at the Linton Country School on 7 June 2011

The meeting was attended by 9 members of the Scotts Road community as well as representatives from Palmerston North City Council, the main log transport contractor, the contract harvesting manager and the other private owner of Gordon Kear Forest.

The following points were made at the meeting

#### Comments:

- Logging Truck drivers show good performance and are courteous.
- Communication about the operations is appreciated.

#### Issues raised & responses

- Scotts Road is a public road for all

*Response:* It is agreed that there is a need for ongoing understanding and communication between all users of Scotts Road.

- Intersection upgrade would be useful.

*Response:* Decisions on upgrade of this intersection with the state highway are the responsibility of the NZ Transport Agency. PNCC staff have had ongoing contact with NZTA about this intersection. A further inquiry was made by PNCC staff following the meeting. NZTA confirmed that they do not currently see a need for upgrading this intersection based on their statistics.

- Pot holes partially filled

*Response:* at the time of the meeting potholes on the sealed section were partly repaired. This had been undertaken in order to allow a full repair to be completed once the season had ended. A full repair has since been undertaken.

- Engine braking sometimes occurring.

*Response:* Mark McCarthy of McCarthy Transport suggested that they could avoid using engine braking between the 1km and 2km mark on the road, where most residences are present.

- Logging crew speeding in light vehicle

*Response:* see response to feedback point above

- Dust contamination

*Response:* this has not been widely raised as an issue. Future options such as using dust suppressant will be considered if it becomes a significant problem.

- Roothing contractors working on Scotts Road travel fast on the road.

*Response:* A communication has been sent to roading contractors working on the road requesting that they follow the same voluntary speed limits as log transport.

- Why not 50km speed limit

*Response:* A voluntary speed limit is in place through the more built up area on the upper section of the sealed part of the road for Council's log transport and roading contractors and they have been reminded of this. However, 50km is not an appropriate speed limit for the majority of other users of the road.

- Early transport

*Response:* see response to feedback point above.

- Loss of recreational use of road

*Response:* Scotts Road is an important public road for a wide range of users. It is required for a range of vehicle transport and particular standards of recreational use cannot be guaranteed.

- Could a parking area be developed at the Scotts Rd – highway intersection

*Response:* Council's roading team are currently investigating options for a small carparking area.

- Council should consider providing a walking path down the lower sealed section of Scotts Road:

*Response:* Costing and proposal for lower section foot paths will be investigated for submitting to council funding approval process. It is initially considered that this would not have a high priority compared to other high use foot paths. Consideration has been given to this since the meeting and funding has been prioritized to other areas of the City based on numbers of users and long term benefit.

- Council should consider funding double glazing for residences close to the road

*Response:* PNCC do not consider this is appropriate. While it is accepted that there is some noise associated with logging traffic. There is minimal traffic for the majority of the life of the forest

- Wider PNCC bridle paths should be promoted

*Response:* this is a potential long term approach to providing opportunity for recreational users away from public roads. This is a city wide consideration and is beyond the scope of the current transport on Scotts Road. Residents interested in bridle paths are encouraged to raise this as part of wider council long term planning processes.

- Notification of 4wd events should be provided when these occur on Scotts Road

*Response:* organized 4wd events are uncommon. PNCC will suggest that organizers notify residents if events occur in the future.

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