

# Scotts Road Feedback Workshop 29-11-05

Road upgrade, harvesting & transport representatives present were:

Graeme Tong: PNCC Roding Manager

Sumithra De Silva: PNCC Roding Engineer

Mark Johnston: PNCC Forester

Peter Lissington: Forest Manager – NZ Pine Manager

John Turkington: Forest Harvest Manager

Mark McCarthy: McCarthy Transport

Peter Handford: Forestry and Environmental Consultant

Approximately 20 residents / landowners attended

First section of the workshop, between 6pm and approximately 7:15pm involved individual residents / landowners talking one on one with representatives of Roding, Harvesting, Transport etc

Between approximately 7:15 and 7:45, a group discussion was held. This was broadly structured into discussion of:

- Upper road upgrade and transport.
- Upgrade of lower sealed section
- Ongoing communication

## Overview points made (in addition to those in report to residents of 17 November)

### Road upgrade

- Work will involve cutting back of some key corners on the unsealed hill section. The intention is to use much of this cut material to widen parts of the lower sealed section of the road. This will involve trucking of the material through the more densely populated part of the road.
- The contractor involved aims to use enough equipment to undertake the work relatively rapidly, within around 6 weeks. This will minimise the period of disturbance. There will be large numbers of truck movements, carting material from the upper road, during this period. The main works will start from 16 January. Some initial work may occur in the week of 9 January.
- Upgrade of the lower sealed road will involve a minimum of creating wider areas for easy passing of other vehicles. It may be possible to extend this widening over much of the lower road section, depending on the final quality and availability of material from cuts on the upper road.
- The upper road hill section (above houses) will need to be closed for much of the period of normal work hours to allow construction machinery to operate. It is intended to have standard opening hours for the road to allow traffic through at certain times of the day.

## Key points raised during the workshop included:

- When future log transport begins, owners who access to their properties off the centre of the hill section (John Todd & Andrew Hamilton) will need to be supplied with hand held radios to check in with trucks when they are leaving their properties. Other owners on the upper road will be able to use radio boxes at each end of the hill section.
- Vehicle access points to properties in the hill section where cuts are occurring need to be maintained or improved during the upgrade operation.
- A contact system is needed between upper road landowners / residents and the contractor undertaking the road upgrade. This will allow communication of the standard hours that road will be open and closed during construction, and one off communication from owners where specific access is required.

- Army need to be contacted about their operation on the road. Best approach is probably to keep them off the road during summer months when logging is occurring.
- The lower unsealed section, below the lower truck passing bay, needs attention – mainly to improve visibility. There are several residents on this section, so interaction with upgrade and logging trucks is more critical here. Key areas are:
  - Corner below Murray driveway (507).
  - Corner below and driveway area for Mike & Liz Williams (460) and Scott & Dianne Thompson (462) has poor visibility and needs improvement prior to upgrade and logging truck traffic.
- Maintenance on unsealed section of road has been very poor over period of PNCC control, with owners sometimes having to do work themselves. There was strong concern in a number of areas in relation to maintenance including:
  - Road rapidly deteriorates at present after a small amount of heavy traffic – so need to be able to rapidly sort out any problems.
  - There is scepticism that PNCC would maintain a decent road standard for light vehicles during the logging operations.
  - There needs to be an effective and reliable system of residents / owners being able to point out maintenance issues – and these being quickly responded to, and fixed by council.
- Vegetation along the hill section of the road has greatly reduced visibility and needs to be trimmed in key areas.
- The major corner below the top truck passing bay has very poor visibility. During the work to cut back this corner, attention needs to be given to maximising visibility – or even cutting through corner completely.
- Upgrade truck traffic will be very substantial as material is carted from the hill section to the lower sealed road. This traffic will involve much greater numbers of truck movements per day than future logging traffic. Residents were concerned about maintaining a safe road during this construction period. Some important points made were:
  - Avoid trucking in peak times – school transport times
  - Voluntary speed restriction (possibly 20-30km) through top S bends on seal and most heavily populated area.
  - Will weekends be worked – prefer not.
- Good communication about what is happening with upgrade works is required including:
  - Start time
  - Expected period of works
  - General outline of what will be involved.
- A number of residents made the point that doing at least basic work around the lower unsealed area at the start of the upgrade operation was important. This would ensure better visibility and safer interaction of residents / owner vehicles and upgrade trucks on this section before the large number of truck movements occur to cart material down to lower road.
- There was considerable discussion of the increasing use of the road by recreational users. It was identified that this appears to be increasing and is likely to continue to increase with the development of the Te Araroa Trail etc. The Council intention to develop more recreational opportunities from the Kahuterawa Road end was outlined. This includes development of an integrated plan for outdoor recreation around the Kahuterawa area. There was a strong feeling that recreational use of Scotts Road would increase irrespective of this. Residents / owners clearly stated that it was important that the road allowed safe passage of recreational users, without requiring major additional upgrade works.
- There was some confusion over what the upgrade of the lower sealed section would consist of. This was re-stated by Graeme Tong as being a minimum of areas of widening / passing bays

where a truck and light vehicle could easily pass. Depending on the amount of useful fill finally obtained from the upper road, widening over the whole length of the sealed section could occur.

- Individual residents on the lower sealed section were concerned about the impact of any widening operations on their properties. PNCC representatives identified that where normal widening occurs this will add around 1-1.5 m to the seal width. It was identified that any larger passing bay areas should be located sensibly to avoid close proximity residences on the lower road.
- Access for upper road residents and owners during the upgrade operations was raised. The general feeling from upper road landowners / residents was that if there were standard times when the road was open and closed during the day, they could work around this. However there needed to be good communication to make sure everyone knew these times, and that in special situations contact could be made with the contractor to potentially get through at other times.
- Mark McCarthy of McCarthy transport responded to concerns over collisions with logging trucks on the road. Mark stated that trucks travelling at around 20km/hr, which is the speed they will need to travel to negotiate the hill section, can stop in 2-3m. McCarthys will be seeking to erect some graphic signs at key points on the road to encourage other vehicles on the road to travel slowly and carefully.
- Upgrade of the main highway intersection was raised. Graeme Tong, PNCC Roding Manager outlined that Transit NZ have said the intersection does not meet their criteria for work. The erection of signs around the intersection warning of trucks crossing was confirmed. This will occur prior to the start up of logging operations. Mark McCarthy of McCarthy transport commented that they had checked the intersection with a logging truck and the extra cab height gave visibility to see cars throughout the dip to the north of the intersection.
- Mark McCarthy invited residents to have a look at the truck operation when a truck was returned to the road to check alignment, following completion of the road upgrade works.
- The issue of recreational users parking in the small area at the end of Scotts Road was raised. This area can be sometimes full with up to 6 cars. It blocks Maurice Murray's access to his property and prevents larger vehicles turning at the end of the road. A strong need to sort this out was seen by landowners concerned. Graeme Tong, PNCC Roding Manager, stated that development of any significant carpark in this type of situation can end up significantly increasing road use. It was agreed that this was an important issue to sort out in a coordinated way as part of the Kahuterawa Outdoor Recreation Plan.
- Peter Handford identified that final legal steps are in progress to complete the exchange of part of Gordon Kear Forest for the Woodpecker Forest. This is expected to occur early in the New Year. PNCC will then take ownership of the Woodpecker Forest. There will then be a process to develop a Kahuterawa Outdoor Recreation Plan which will encompass management of the Woodpecker Forest and surrounding Council assets.

## **Initial summary of actions related to road upgrade operation.**

In response to issues raised at the meeting the following steps will be taken:

- Clear approach to daily opening and closing of the hill section during construction.

*Response:* The contractor will erect a sign at the start of the closed road section identifying standard times of closure and providing contact numbers for those needing access outside these hours.

- Contact system / communication between residents / landowners and the road upgrade contractor. This needs to provide:
  - Communication of the start time and likely period of works

- Clear communication on the timing of daily opening and closing of the road.
- Contact point for landowners needing particular access (e.g. stock truck outside normal time).

*Response:*

- Main works will begin from 16 January. Some initial work may be undertaken in the week of 9 January. The operation will run for approximately 6 weeks.
- It is intended to close the hill section of the (above number 532) between 8:00am and 12:00 in the morning and between 1:00pm and 5:00pm in the afternoon.
- Contact numbers for owners needing specific access at different times are:  
Mike James (Contract Manager, Works Infrastructure)  
Phone: 06 350 9080]  
Mobile: 027 248 2725

- Undertaking work on the lower unsealed section first (between end of seal and lower truck passing bay), prior to carting of road material from hill section to lower road. Notes on potential work are included above.

*Response:* Initial works on the lower sealed section will be undertaken at the start of the upgrade operation.

- Additional work may be required on upper hill corner, below top truck passing bay.

*Response:* Particular attention will be given to this corner during the upgrade operation to improve visibility.

- A safe approach to transport of fill material through the main lifestyle block area needs to be prepared, including consideration of:
  - Avoiding trucking in peak times – school transport times (7:30-8:30am and 3:30-4:30pm).
  - Voluntary speed restriction (possibly 20-30km) through top S bends on seal and most heavily populated area.
  - Avoiding weekends if possible.

*Response:*

- Contractor will avoid peak school transport times, identified above, during school term.
- A voluntary speed restriction of 30km/hr will be applied to the to S bends and 50km/hr over other areas.
- Saturdays will be worked over the construction period. This will minimise the number of weeks of disturbance.

- Planning of location of any passing bays, fill stockpiles etc on the lower sealed section so they are away from residences.

*Response:* Areas of any extended widening or passing bays, will be located away from residences where possible. Some widening to achieve a minimum sealed width may be undertaken throughout the sealed section, depending on availability of fill material.