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# **Northland Regional Council**

## **Tabled Item**

**Regional Transport Committee**  
**Tuesday 4 April 2018**

## Kaipara District Council

### What are the problems

There is growing concern from residents on unsealed roads (not just forestry routes but developing areas) to seal their roads or at least their property frontages as dust is becoming more of a topic of discussion. This is to reduce the impacts of dust on resident's health and to improve road safety. KDC has received numerous complaints over the years to either seal a road or to undertake dust suppression.

### Where are the problems

The Council has undertaken an assessment of its highest risk roads for dust using the Dust Risk Matrix from NZTA's General Circular 16/04. An extract from this assessment is shown below. Pouto Road which carries our largest quantity of logging traffic within the district is currently our only known "high" dust risk scoring road within the Kaipara District. A business case to have the first 10km of the unsealed section of Pouto Road sealed, which carries the bulk of logging traffic has not been presented formally to NZTA, but has been a discussion point.

Dust Risk Assessment (Heavy vehicle Routes & High Volume Unsealed Roads) 2016												
F	Road Name	Start Displacement	End Displacement	Length	No of houses within 100m	Houses per km	*Avg daily traffic (incl HV + cars)	**Avg daily heavies (incl logging)	Logging route	Longevity of HCV route	Overall Score	Indicative Strategy
163	POUTO RD (163)	42506	65814	23308	16	1	207	64	Y	2	16	
587	PEBBLEBROOK RD (587)	30	1263	1233	22	18	55	4	N	0	15	
205	AVOCA RD (205)	478	10674	10196	11	1	105	15	Y	2	14	
84	KELLYS BAY RD (84)	6011	6467	456	1	1	80	7	Y	2	13	
540	BLACK SWAMP RD (540)	592	1912	1320	2	1	583	47	N	2	13	
538	BICKERSTAFFE RD (538)	3687	13476	9789	18	2	100	7	Y	2	13	
197	KAIHU WOOD RD (197)	468	3971	3503	8	2	110	8	N	1	13	
232	KIRIKOPUNI VALLEY RD (232)	55	14409	14354	8	1	95	13	Y	2	13	
169	REHUTAI RD (169)	51	5207	5156	27	5	105	15	N	0	13	
269	WAIHUE RD (269)	12302	27205	14903	30	2	75	11	Y	2	13	
200	BABYLON COAST RD (200)	273	17417	17144	13	1	110	8	Y	2	12	
224	HOUTO RD (224)	250	5015	4765	10	2	30	4	Y	2	12	
136	KELLYS BAY RD (NTH) (136)	0	6011	6011	2	0.3327	105	9	Y	2	12	
573	MAROHOMO RD (573)	55	3125	3070	9	3	157	16	N	0	12	
245	MIDDLETON RD (245)	0	1235	1235	5	4	54	5	Y	2	12	
145	MITITAI RD (145)	12335	22371	10036	13	1	240	41	N	0	12	
252	NICHOLS RD (252)	0	2855	2855	7	2	46	5	Y	2	12	
656	SCHICK RD (656)	34	1633	1659	4	2	50	3	Y	2	12	
267	TANGOWAHINE VALLEY RD (267)	17308	24199	6891	10	1	135	19	Y	1	12	
439	TE KOWHAI RD (439)	4175	11221	7046	20	3	190	21	N	0	12	
273	WAIAPA RD (273)	0	1323	1323	1	0.7559	46	19	Y	2	12	
206	AVOCA EAST RD (206)	0	1645	1645	4	2	30	4	Y	2	11	
541	BROWN RD (541)	38	2160	2122	15	7.0688	256	26	N	0	11	
228	KAIKOE RD (228)	0	13845	13845	3	0	50	20	Y	2	11	
468	SETTLEMENT RD (468)	68	7763	7695	43	5.588	595	30	N	0	11	
270	WAIMATA RD (270)	34	4325	4291	5	1	60	8	Y	1	11	
367	GOLDEN STAIRS RD (367)	68	2499	2431	5	2.0568	200	12	N	0	10	
242	MAROPIU RD (242)	0	6100	6100	3	0	40	6	Y	1	10	
243	MAROPIU SETT RD (243)	0	4535	4535	3	1	44	7	N	0	10	
154	NOTORIOUS WEST RD (154)	53	1027	974	10	10	205	29	N	0	10	
254	OPUTEKE RD (254)	1744	13870	12126	5	0	20	5	Y	2	10	
350	BULL RD (350)	0	10535	10535	2	0	10	1	Y	2	9	
792	CAMES ROAD (792)	0	3773	3773	34	9.0114	170	12	N	0	9	
370	HALL RD (370)	156	1910	1754	3	2	50	4	N	0	9	
137	KELLYS BAY RD (STH) (137)	6467	11808	5341	2	0.3745	40	4	Y	2	9	
235	MAITAI RD (235)	0	4516	4516	0	0	23	2	Y	1	9	
158	OPUNA RD (158)	232	3910	3678	1	0	56	11	N	0	9	
166	PUKEMIRO RD (166)	58	270	212	0	0	50	5	Y	1	9	
246	MONTEITH RD (246)	107	10057	9950	1	0	71	7	N	0	8	
247	MONTEITH SOUTH RD (247)	0	3625	3625	1	0	10	1	N	0	8	
157	ONEROA RD (157)	0	2388	2388	1	0	20	2	Y	1	8	
271	WAIMATENUI EAST RD (271)	0	8652	8652	2	0	10	2	N	0	7	
534	BAGNAL RD (534)	61	613	552	11	19.328	65	5	N	0	6	
340	ARCADIA RD (340)	0	4679	4679	6	1	30	2	Y	1	4	
106	ARIARI RD (106)	0	1633	1633	1	1	20	2	Y	2	4	

### What is being done to address the issue

A business case to have the first 10km of the unsealed section of Pouto Road sealed, which carries the bulk of logging traffic (up to 100 trucks per day) has been developed and is currently being revised for re-submission. A number of other factors have been taken into consideration for this business case, including but not limited to being a national cycle trail, causing potential harm to threatened species, community resilience, etc.

A section of Blackswamp Road, Mangawhai has had a seal extension completed on it within the last financial year which has provided some dust reduction and safety improvements, however a short length through to the district boundary and through to the greater Auckland City Council remains unsealed. Logging here is believed to have ceased however could start up again within the next 2 – 3 years within the Auckland City Council boundary which may see truck movements through into the Kaipara. Funding for this project was gained through the collection of Development Contributions.

This financial year KDC are sealing a heavily built up residential section of Settlement Road, Kaiwaka, again utilising Development Contribution funds. Settlement Road, although not a logging route, sees a significant increase in traffic during summer months with thoroughfare traffic from SH1 to Mangawhai by both holiday makers and festival attendees.

The Kaipara District has previously undertaken dust mitigation trials with the results not proving to be a viable ongoing option to pursue. The same products trialled by KDC are also being trialled by FNDC currently and are believed to be further advanced in the application process which may provide better results for KDC to review. The trials have been focused on areas where individual ratepayer pressure has been at the forefront and are currently back to a regular maintenance.

Aggregate blend research has also been undertaken by KDC and although dust was not a focus of this research but rather increase pavement longevity and strength, a side result has been a visible reduction in dust. This research has been used to form the standards for unsealed metaling (unsealed rehabilitation) going forward as best practise, including being introduced into the new Road Maintenance and Renewals Contracts.

KDC's current practice is to not undertake any dust suppression unless the activity can be subsidised.

Further development of houses on unsealed roads is leading to more people being exposed to dust and more pressure for dust mitigation and road sealing. Examples of this are more evident within the Mangawhai area. Pebblebrook Road as an example being our second highest scored road in the District. Currently the road has 16 residential dwellings within a 1 km section, including horticultural and ecologically sensitive areas and even a restaurant open during summer months.

#### **What funding has been allocated/applied for (local / national)**

The following applications have been made in the RLTP:

- \$200,000 as part of dust safety projects.

#### **Under which category has the funding been applied for and the reasons why this funding category is being used.**

Funding has been applied for under the following NZTA Work Categories:

- Dust Suppression: Work Category 112 Unsealed Pavement Maintenance. (As part of the enhanced unsealed maintenance activities)