

Name: Cr Ann Court

Date: August 2024

Meetings Attended

Date	Meeting Topic	Comment
8 August	Council Meeting	
	LGNZ Roundtable on Elected Members Physical Security and Safety Presentation covered on how to better secure physical locations, personal safety and the use of security technology	
9 August	Northland Electorate Lunch with Minister Shane Reti and local MP Grant McCallum	
13 August	Te Patukurea Kerikeri Waipapa Spatial Plan Community Board Workshop	
14 August	Local Water Done Well Virtual Information Session	
15 August	Bay of Islands Whangaroa Community Board Meeting and Workshops	
	Kerikeri District Business Association AGM and Business Expo	
19 August	Disability Action Group Meeting: JBC	
	Housing and Business Development Capacity Assessment	Provided feedback to Cr's Stratford and Kapa
20 August	Automobile Association Meeting: Whangarei	
	Climate Change Commission Adaption Monitoring Report	WIP. At 282 pages its not a quick or easy read.
23 August	Transport and Infrastructure Agenda Preview	
27-30 August	Building Nations Conference Auckland	Nb: I self-funded my attendance, travel and accommodation at this conference

Portfolio Update: (Transport)

- With the release of the final 2024 Government Policy Statement (GPS) the Road Efficiency Group (REG) has been charged with taking a more active role in monitoring expenditure and performance.
 - Specifically, REG will be monitoring spending on road maintenance, the reduction in expenditure on Temporary Traffic Management (TTM) and spending on reviews of the Network Outcomes Contract (NOC).
 - Membership of the group has been expanded to include the former Transit NZ Chief Executive Rick van Barneveld and Chief AA Transport Policy and Advocacy Officer Simon Douglas.
- The final Government Policy Statement on Land Transport bumped total projected national land transport revenue up for 2024-27 by almost \$2 billion to \$22 billion, compared with \$20.2 billion in the draft GPS.
- Clean Car Standards. The Government has made the following changes to the standards.
 - There will be a review of the targets every two years
 - Disability vehicles have been excluded
 - A more flexible approach to emission credit and debit trading is permitted
 - Importers will be allowed a longer payment obligation deferral
 - The rules around the mass of a vehicle have changed
- Michelin is experimenting with a process called pyrolysis to turn old tyres into new ones. Pyrolysis is a high temperature breakdown of materials without oxygen. Michelin has developed a bus tyre using this process which is currently being trialled. Whilst not entirely pollution free this process is cleaner than the production of new rubber.
- The Government has unveiled a \$1.3b Road Policing Investment Programme which aims target drunk and drugged driving, speeding and other high-risk behaviours on our roads. The programme incorporates a performance-based incentive funding model with \$72 million contingent on police meeting specific targets. The Northland Roding Policing Manager was our guest speaker at the Automobile Association Meeting (20 August) and spoke to us about how this new programme will roll out in Northland.
- Attached is a photograph that we took of TTM in Fairbanks, Alaska. No orange road cones just two flags well off the roading corridor, some orange bollards on the footpath and an EMS sign. You can see the men are working on the centre line, replacing cats eyes. On the state highway they tended to stop all traffic and then escort them through the work site with a pilot vehicle.
- Also attached is a paper that I was copied into that explains the difference between asphaltic concrete (AC) and Chipseal. FYI

AC vs CS. Notes from a casual conversation with an industry practitioner

The difference between Asphaltic Concrete (“asphalt” or “AC”) and Chipseal (“seal” or “tar seal”)

- Both products use bitumen (“tar”) which is a black, treacle like, sticky product. It is one of the products produced from distillation of crude oil. We used to make our own at Marsden Point.
- Chip sealing is when a thin layer of hot bitumen is sprayed onto the road surface, then stone chips are spread over top. If the chip is on a new road, it will generally receive two coats of sprayed bitumen and chips. For maintenance of existing chip sealed roads, an overlay of a singular coat of bitumen and chip is used.
- Asphalt is mixed up similar to concrete (hence the concrete part in the name) and laid in a thick layer either by hand or via a paving machine and then rolled to compact. It is generally laid 25-35mm thick. It comprises of hot bitumen as the binder (similar to how cement is used in concrete) and aggregate. It is mixed in a plant and trucked to site in heat insulated trucks. The asphalt is laid over top of a sprayed membrane, which is similar to the chipseal above. This membrane acts as a waterproof layer to protect the crushed rock layers below.
- Chip sealing is significantly cheaper than asphalt.

Now that we no longer make our own Bitumen, we need to import 100% of it from overseas.

A question that has been posed is, if the recent issues in seal failure are due to poor quality imported bitumen.

Prior to Marsden Point closing down NZ still imported about 40% of the bitumen we used, 60% was made here.

There have not been any noted issues with the quality of the imported bitumen to date.

Being an oil-based product, bitumen does not mix with water. The chip used will likely be damp or saturated as we do not keep stockpiles of chip undercover.

It will likely be saturated in winter. If that wet chip were spread over sprayed bitumen, the water would act as a barrier and prevent the bitumen sticking to the chip.

To remove this barrier, a binding agent (an emulsifier) is added to the bitumen which helps the bitumen stick to the stone.

There are many binding agents available and figuring out which one will actually work with the bitumen and chip used and the quantity required needs to be tested first.

Then hopefully the bitumen and chip used on the day are similar enough to the samples tested so that the type and quantity of binder used is still right.

A further issue with overlays is that the existing chipseal most likely comprises of bitumen and chip with different properties so the binder agent used may not work with those.

Further problems can occur if the temperature on the day is too cold, and the best time to do chip sealing is in summer.

A combination of these points are the likely culprits of some of the recent issues in some network failures.

The whole process is very scientific, and this is just scratching the surface of a lot of things that can affect the quality and longevity of these products.

Local weather conditions on the day plays a large part.

Northland's climate does not suit the NZTA category that has been given to Northland as it does not consider the cold winter temperatures we can get and as such the required viscosity of bitumen specified for northland is not actually suitable.

Without proper knowledge of that it is easy to just follow the book and use the wrong type.

TTM in Fairbanks, Alaska

