

**REDDALE LANDFILL COMMUNITY LIAISON COMMITTEE**  
**Minutes of Meeting**  
**Monday 15 October 2012 starting with a site tour at 7:00pm**

**Present:** Mick Hunt (Chairperson)  
Kirk Storey  
Mike Kunzli  
Bob Gibbs  
Bill Earwaker  
Stephen Walker  
Richard Croker  
John McLean (AC)  
Nigel Donovan (AC)  
Martin Bradshaw (Dairy Flat School B.O.T)  
Mark Drury (Peer Review Panel)  
Chris Wills (TWM)  
Carl Temm (TWM)  
Robert Bailey (TWM)  
Michelle Kennedy (TWM)  
Roger Sorenson (Resident)

**Apologies:** Charlie Earwaker, David Hardy

**Absent:** Nil

**Welcome:**

Mike invited local resident Roger Sorenson who may be interested in joining the committee.

**Minutes of Previous Meeting:**

Minutes were circulated by mail prior to this meeting.

Was noted that David Hardy was listed as present and absent. Was confirmed that David was present at the meeting.

Minutes of the previous meeting were accepted "as corrected."

*moved Mick, seconded Michelle*

**Matters arising from minutes:**

Nigel Donovan confirmed that the air discharge consent had been finalised and also approval given for disposal into new cell.

**Correspondence:** Nil

**Election of Chairperson by Nominations:** Bill nominated Mike Kunzli, *seconded Bob, carried and accepted*

### **Operations report:**

**Disposal/Site Development:** Robbie reported waste started being placed into Cell 17c last week. This will continue for the next 3-4 months from the top towards the west. A new road is to be formed up to the top of the landfill and then fill be placed over the existing Rd till this time next year.

Oct-Nov are the windiest months so working down below.

Construction began last week in the Managed fill area placing the buttress to the toe of the proposed fill. The northern side of Phase 17a has been stripped in preparation for the allowing the northern wall to be taken up higher. Mudstone is going to stockpile 6.

**Complaints:** Carl distributed the complaints received from neighbours since 19 June 2012. The total number was eight with five odour complaints and three of litter discharging from trucks on SH17.

**Regulatory issues:** Nigel noted that the last quarterly report was received late but the current one is underway and expected on time. The Site Management plan for the managed fill was due and was noted in the draft that there were five to six conditions for the control of dust to be developed.

Conductivity elevation was reported at pond three, which is due to stagnant water. Samples are currently being taken on a regular schedule.

**Energy:** Robbie reported the engine rebuild for generator 4 was commissioned today. Rebuild was partially done in Wellsford area. The shell of the new workshop facilities should be completed in one month's time.

Chris reported that the installation of the hot water pipes to the glasshouses were delayed due to the trenches collapsing from the level of rain received. These pipes are expected to be laid later this month, weather dependent.

### **Current Issues:**

**Property:** Chris reported the Neil Wright land swap is finalised. An area of land has been offered to neighbours who have been living in the area for eight years.

John reported that Auckland Council are implementing a two year trial of a 60km/h School Speed Zone, effective during peak school traffic hours in the vicinity of Dairy Flat School. Electronic 60km/h speed limit signs with alternating flashing beacons on Dairy Flat Highway approaching the zone are expected to be installed by the beginning of December 2012. The school will manually activate the electronic signage from 8.25am to 9.00am and again in the afternoon 2.50pm to 3.15pm during the school week and they also have the authority to activate for short periods during major school events. Flyers will be distributed to local residents and Martin will email an electronic copy to Michelle for handout at the weighbridge for drivers to be aware of this change.

**G12 – G20 expansion/air discharge consent:** Discussion on this occurred in “Energy”.

**Biofuel proposals:** Chris reported the trial on the refuse gantry truck using Redvale’s landfill gas may cease as there is some discussion of the unit moving to another area. Some discussions currently over a proposal to clean up the landfill gas with potential for gas to feed into the line at Waitoki.

**Managed fill proposal:** Consent granted by council and pre construction meeting held today. Council awaiting Site Management plan. There were three to four submissions. Fill may have slight contaminants in the soil but not enough to harm environment.

**Stockpile 6:** Chris reported receiving draft of set of conditions. Three to four weeks for final conditions from Council. Expecting waste control and dams preparation works to start mid November.

**Peer Review:** Mark Drury presented report No. 39 which was discussed. Chris outlined the extension of the 11kv powerlines which are currently 12 years old and advises the cost outweighs replacement. Poles and transfer lines to be moved and extended.

#### **General Business:**

Mick noted that the Committee needs to have eight local residents representing the area and currently we are under that threshold. Committee commented that we have the loop of Dairy Flat well covered except for Tenders Rd. Chris to approach residents for any interested volunteers to join the committee.

Committee members agreed to the agenda and minutes being emailed to them in future. Mark advised he would like his email listed for members to contact him for enquires on the Peer Review reports if needed.

Chris thanked Mick on behalf of the Committee for his fourteen years of service as a committee member, ten of which were as Chairman.

**Next meeting:** Christmas function Monday 3<sup>rd</sup> December, Northridge Country Lodge. First meeting of the New Year to be held on Monday 18<sup>th</sup> March, starting with a site tour at 7pm.

Meeting closed at 8:25pm.

## SUMMARY OF COMPLAINTS

(18/6/12 - 15/10/12)

Date	Complaint	Complaint Location	Day	Time of odour	Comments
19/06/2012	Litter from trucks	SH17			Litter reported flying from top of bin. Customer notified.
19/06/2012	Odour	1153 SH17	Tues	11:50am	Notified 2 hours after odour.
21/06/2012	Odour	Dairy Flat School	Thurs	2:30pm	Special waste loads stopped for retreatment
19/07/2012	Odour	118 Kahikatea Rd	Thurs	7am	Agreed no odour when visited 10 min later
27/08/2012	Odour	Dairy Flat School	Mon		No details.
31/08/2012	Odour	348 Horseshoe Bush Rd	Fri	1:10pm	Of short duration.
14/09/2012	Litter from trucks	SH17			Litter reported flying out from top of bin. Customer notified.
2/10/2012	Litter from trucks	SH17			Litter reported flying out from top of bin. Customer notified.

RECEIVED  
8 OCT 2012  
REDOVALE LANDFILL

Transpacific Industries Group (N Z) Limited  
PO Box 228  
Silverdale 0944

4 October 2012

### Dairy Flat School – 60km/h Variable Speed Limit School Zone

To the owner/resident

Auckland Transport is planning to implement a 60km/h School Speed Zone, effective during peak school traffic hours, in the vicinity of Dairy Flat School. This will be achieved by installing electronic 60km/h speed limit signs with alternating flashing beacons on Dairy Flat Highway approaching the zone. Additionally, static 60km/h speed limit signs displaying operating times will be installed on Landfill Access Road. The electronic signs will operate at the beginning and end of each school day and require motorists to reduce their speed to below 60km/h during these times. The speed limit reverts to 80km/h when these signs are not in operation.

The school will manually activate the electronic signage. The 60km/h speed limit will apply during the following times:

- 8:25 – 9:00AM (35 minutes before the start of school until the start of school).
- 2:50 – 3:15PM (20 minutes at the end of school, commencing no earlier than 5 minutes before the end of school).
- 10 minutes at any other time of day when the warrant conditions are met.

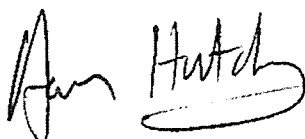
The electronic signs will automatically turn off after the pre-programmed period has lapsed. Red colour surfacing with "SLOW" marked in white will also be painted across the road at the signage locations on Dairy Flat Highway, to create a gateway effect.

Their installation is part of a two year trial undertaken by Auckland Transport, in partnership with NZTA. The intention of the trial is to create a low speed zone within the vicinity of Dairy Flat School, resulting in a safer environment for pupils and people travelling to and from the school. Auckland Transport will conduct traffic analysis before and during the trial and the information gathered, together with input from Dairy Flat School, will be used to determine whether the signage becomes permanent.

As a result of this trial, the existing 80/100 km/h permanent speed change signs south of Dairy Flat School will be relocated to approximately 110m south of its existing location. This will allow a greater deceleration length between the 80/100 km/h permanent speed change signs and the 60km/h variable speed limit sign. Please refer to the enclosed drawings for further information, including details of where the variable speed limit signs will be installed.

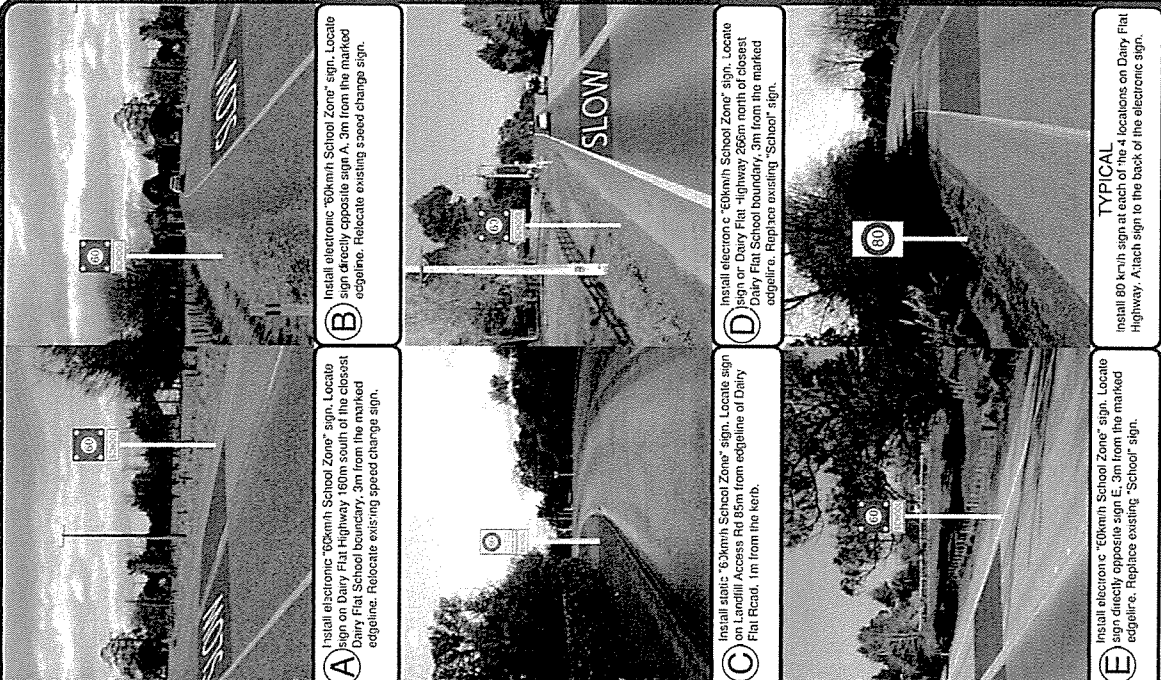
Works are expected to take place at the end of November / beginning of December 2012. The installation will take 10 days, during which time a shoulder closure will be in place and a 50km/h speed restriction will apply. If you have any questions or concerns, please contact Aaron Hutching on 09 839 3248 or email [aaron.hutching@aucklandtransport.govt.nz](mailto:aaron.hutching@aucklandtransport.govt.nz).

Yours faithfully,



**Aaron Hutching | Stakeholder Management Specialist**  
Major Projects – Infrastructure  
Private Bag 92250, Auckland 1142





**A** Install electronic "60km/h School Zone" sign. Locate sign on Dairy Flat Highway, 60m south of the closest Dairy Flat School bus stop. Relocate existing speed change sign.

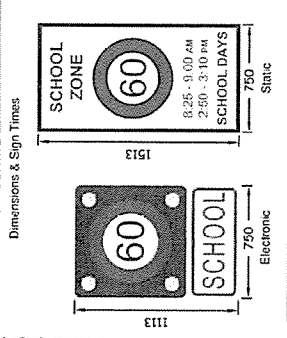
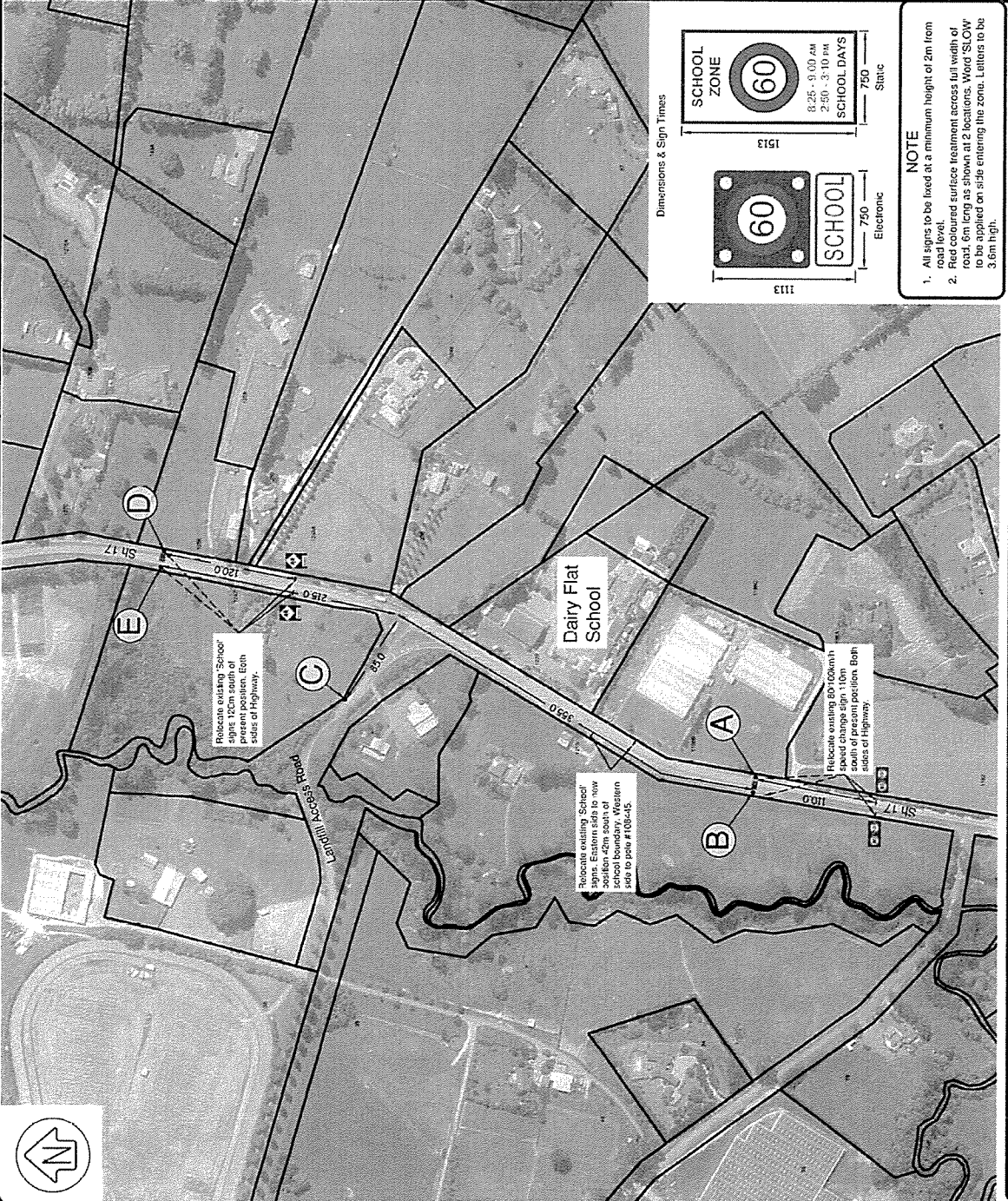
**B** Install electronic "60km/h School Zone" sign. Locate sign directly opposite sign A, 3m from the marked edge-line. Relocate existing speed change sign.

**C** Install static "60km/h School Zone" sign. Locate sign on Landfill Access Rd, 65m from edge-line of Dairy Flat Road, 1m from the kerb.

**D** Install electronic "60km/h School Zone" sign. Locate sign on Dairy Flat Highway, 20m north of closest Dairy Flat School boundary, 1m from the marked edge-line. Replace existing "School" sign.

**E** Install electronic "60km/h School Zone" sign. Locate sign directly opposite sign E, 3m from the marked edge-line. Replace existing "School" sign.

**TYPICAL**  
Install 80 km/h sign at each of the 4 locations on Dairy Flat Highway. Attach sign to the back of the electronic sign.



**NOTE**

- All signs to be fixed at a minimum height of 2m from road level.
- Red coloured surface treatment across full width of road, 6m long as shown at 2 locations. Word 'SLOW' to be applied on side entering the zone. Letters to be 3.6m high.

**60KM/HR SCHOOL SPEED ZONE  
DAIRY FLAT SCHOOL, DAIRY FLAT  
CONSULTATION PLAN**

SHEET 1 OF 1  
DRAWING REF  
2012-SSC027-1



DRWH	S Cammick	24/07/12	Rev F	14/09/12
DESIGNED	P Olson	24/07/12		
APPROVED				
ISSUED FOR CONSTRUCTION				
SCALE	1:4000 @A3	Notes: All dimensions given in metres		

# Rural school speed management trial

## INFORMATION SHEET



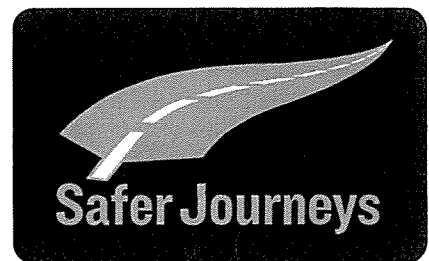
NZ TRANSPORT AGENCY  
WAKA KOTAHI

July 2012

## What is the rural school speed management trial?

Safer Journeys – New Zealand’s road safety strategy to 2020 (Ministry of Transport 2010) – envisions a safe road system increasingly free of death and serious injury and introduces the Safe System approach to New Zealand. The Safe System cornerstones include Safe Roads and Roadsides, Safe Speeds and Safe Road Use. The speed of traffic past rural schools is a high concern to many rural communities due to the conflict of the school drop-off and pick-up activities mixed with the high speed of through traffic.

The aim of this trial is to use a Safe System approach for improving road safety outside rural schools where the greatest risk of a high-severity crash is associated with traffic turning in and out of the school or the adjacent intersections. Generally rural schools have none or few pedestrians crossing the road outside the school and therefore a 40km/h variable speed limit is not required or appropriate. This trial investigates if an appropriate speed environment for the turning traffic risk can be achieved using 60 or 70km/h variable speed limits, which are activated before and after school times only.



## Layout of signs

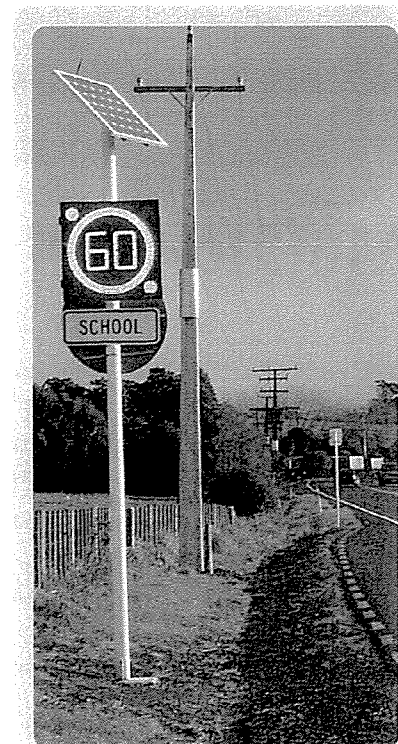
The electronic signs are a similar format and have the same terms of operation as the current 40km/h variable speed limit signs, but will display either 60 or 70 km/h speed limits, depending on the location of the school.

The electronic 60 km/h speed limit sign is being trialled at schools situated on roads with a permanent 80km/h speed limit, and the electronic 70 km/h speed limit sign is being trialled at schools situated on roads with permanent 100km/h speed limits.

### Safety benefits

Reducing the speed limit to 60 or 70km/h near rural schools before and after school will reduce the risk of high-severity crashes involving turning traffic. It will also provide a safer road environment for any pedestrians or cyclists using the road outside the school.

The reduced speed limit signs will only operate for short periods before and after school times, which will have a minor impact on traffic.



60km/h variable speed limit school trial sign

# Previous school safety initiatives

## Standard school warning signs

For many years, standard reflective diamond-shaped school warning signs have been installed on roads where there is an entrance to a school. One disadvantage of any permanently displayed sign is that drivers sometimes fail to see it, or tend to ignore it if they pass the same sign regularly without requiring any action in response to it.

## 40km/h variable speed limit

40km/h variable speed limits<sup>1</sup> in school zones were first installed on a trial basis in Christchurch in January 2000 and they have been operating successfully in New Zealand since then. They were originally

intended for installation in urban or semi-urban areas where the permanent speed limit is 70 km/h or less. This is because in areas where the permanent speed limit is over 80 km/h, it is unlikely that motorists will slow to 40 km/h within the short length of the variable speed limit. The 40km/h speed limit is also based around getting speeds to a level where pedestrians and cyclists have a greater chance of survival.

## Active school warning signs

For schools where the 40km/h variable speed limit is not applicable, a trial of active school warning signs<sup>2</sup> was undertaken in the Timaru district and

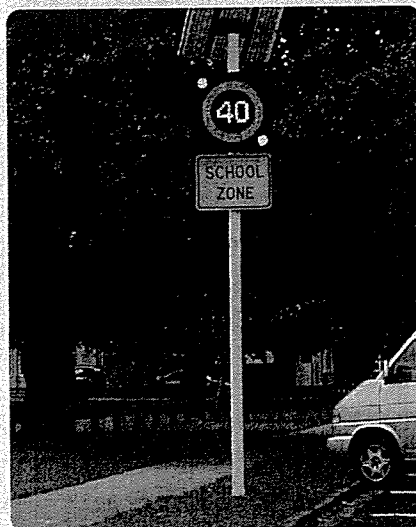
Invercargill city in 2004. In 2006 the trial was extended to Dunedin city. The results of the trial demonstrated a strong community support for the signs, with reduced traffic speeds at higher speed sites, and an increase in motorists' awareness of the school. The signs were then approved for use in 2008. However in some situations, these signs do not result in appropriate traffic speeds, particularly where the school is on a road that has high traffic volumes together with high speeds.

<sup>1</sup> See NZTA traffic note 37 at [www.nzta.govt.nz](http://www.nzta.govt.nz).

<sup>2</sup> See NZTA traffic note 56 at [www.nzta.govt.nz](http://www.nzta.govt.nz).



Standard school warning sign



40km/h variable speed limit school zone sign



Active school warning sign

## Monitoring

To assess the effectiveness of the trial, the following monitoring is being undertaken:

- speed recording tube counters, approximately one month before, one month after, and six months after implementation
- crash data obtained from the Police and the Crash Analysis System database
- feedback sought from the schools and community before and during the trial.

The duration of this trial is expected to be up to two years.

## Trial sites

As at July 2012, six schools have the trial variable speed limits installed: Te Uku (Waikato), Kaihere (Waikato), Whenuakite (Coromandel Peninsula), Pakipaki (Hawke's Bay), Kai Iwi (Whanganui) and Opiki (Manawatu).

We are also investigating other schools to trial the variable speed limits at in the future.



NZ Transport Agency

For more information about the NZ Transport Agency, visit [www.nzta.govt.nz](http://www.nzta.govt.nz).