



Institute of
Public Works
Engineering
Australia
(NSW Division)



IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

Staysafe Inquiry into School Zone Safety

This inquiry is a current Parliamentary inquiry conducted by the Staysafe (Road Safety) Committee. The inquiry was established on 26th August to inquire and report into NSW school zones to determine whether current measures are effective and/or what else can be done to optimise safety for students and simplify school zones for motorists. The Committee is currently calling for submissions.

The Roads & Transport Directorate will be making a submission on behalf of members. Any issues that Councils might wish to raise should be forwarded as soon as possible. Submissions close on 30 September 2011.

Seat Belts for Truck Drivers

The Minister for Roads with the Road Freight Advisory Council and the Transport Workers' Union has made a call to NSW truck drivers to wear seatbelts. The RTA has a number of initiatives planned including:

- Encouraging heavy vehicle companies to create policies which reinforce the need to wear seatbelts;
- Carrying out observational surveys of seatbelt use by truck drivers;
- Carrying out research to show the reasons why truck drivers are not wearing their seatbelts;
- Development of a broad advertising campaign to encourage seat belt use by truck drivers;
- Development of a heavy vehicle safety publication about integrated seatbelts and decision making at the time of purchase to educate drivers and operators

This programme has been developed because, despite the fact it's been mandatory for truck drivers to wear a seatbelt since 2000, half the heavy vehicle drivers killed on NSW roads in the past three years were not wearing a seatbelt.

RTA Consultations

The Roads & Transport Directorate has been engaged with the RTA in a number of tasks during the year. The status of these projects is:

Road Maintenance Council Contracts (RMCC)

The Roads & Transport Directorate has been approached by the RTA to nominate some Local Government representatives to be involved in carrying out a review of the present RMCC Contract. The RTA have advised that the purpose of the review is:

The initial contract period of the RMCC expires at the end of June 2012. The contract also has an option of extending the contract in 1 year periods if required. This is a good opportunity to review the RMCC's and look at improvements and changes if any are required to be done. The first meeting will intend to establish what is working well and what is not. We will also try to identify improvements (if any) which can be made to the existing contract and also identify elements which need to be retained.

The first meeting of the review group will be held on 15th September. The Roads & Transport Directorate will be represented by Ken Thompson (Carathool), David Broom (Orange), Ian Bailey (Dubbo) and Mick Savage (R&TD).

NSW Route Assessment Guidelines

A review of the *NSW Route Assessment Guidelines for Restricted Access Vehicles* has been carried out on behalf of the Road Freight Advisory Committee (RFAC) Last Mile Subcommittee. A draft document has almost been completed and should be available for distribution for comment in early October. A copy will be made available on the R&TD website when it becomes available.

Local Government and High Productivity Vehicles

A review of local government issues impinging on HML access approvals has been carried out and will be documented in a paper titled *Local Government and High Productivity Vehicles*. Local Government issues identified are:

- Funding of assessments of infrastructure arising from access application requests;
- Funding of required infrastructure upgrades;
- Funding of resultant on-going maintenance costs;
- Managing local community expectations;
- Availability of technical knowledge and resources.

This document will be distributed for comment in the near future.

National Heavy Vehicle Regulator (NHVR)

On 2 July 2009, following an extensive consultation process, the Council of Australian Governments agreed to establish a single national system of laws for heavy vehicles over 4.5 tonnes.

These laws will be administered by an independent national regulator – the National Heavy Vehicle Regulator (NHVR). The NHVR Project Office, located in Brisbane, was set up to facilitate establishing the regulator. The regulator and laws are to come into effect from 1 January 2013.

The NHVR will be an independent statutory authority hosted in Queensland however established through the laws of all states and territories to ensure it has authority across Australia. While the NHVR will act independently, the Australian Transport Council (ATC) has overall responsibility for implementing the national system. The ATC will provide national strategic guidance to the NHVR and make decisions on regulatory business matters. This will ensure the NHVR achieves its objective whilst being transparent and providing equity to all.

The NHVR will also be responsible for ensuring consistency in operational policies and the services it provides, including compliance and enforcement. All levels of government are working together to develop the intergovernmental arrangements necessary to implement and support the new national system. NHVR aims to achieve:

- Efficiency – a common set of laws for heavy vehicles for all states and territories.
- Safety – a national safety monitoring and reporting system dedicated to heavy vehicles.
- Productivity – ability to provide quick responses to changing industry trends and needs.
- Services – a single point of contact for all heavy vehicle regulation in Australia.
- Independence – the NHVR will be an independent statutory body corporate.
- Compliance and enforcement – a unified strategy and approach.
- Registration – based on a national plate.
- Transparency and accountability – with review for key decision making.

Representatives from NHVR addressed the Roads & Transport Directorate's Management Committee on 31st August, 2011. Further newsletter updates will be provided as information becomes available from NHVR.

ALGA R2R Campaign

As noted in the July Newsletter, ALGA has commenced a campaign to renew the R2R Programme. ALGA has suggested that all councils adopt a resolution calling for a continuation of the current, simple and effective administrative arrangements for the Roads to Recovery Program, which give councils the power to make decisions about the use of the funds without the need for a complicated bureaucratic approvals process. We need to ensure that any new Program continues with similar administrative arrangements to avoid a web of red tape.

ALGA will be launching local government's Roads to Recovery campaign at the 2011 National Local Roads and Transport Congress to be held in Mount Gambier from 16-18 November.

All councils are urged to support this important initiative.

2012 Local Roads Congress

The IPWEA (NSW) Board has resolved that the 2012 Local Roads Congress and State Conference will be held in Coffs Harbour on Tuesday 8th and Wednesday 9th May 2012. The venue selected is the Novotel Pacific Bay Resort.

Planning has now commenced for the 2012 Local Roads Congress. The first steps are to determine the issues that should be covered and to adopt a theme for the event. Any members who have suggestions for the 2012 Local Roads Congress should contact the Directorate.

Land Matters Manual

Stage 1 of the Land Matters manual has now been completed and both the Water Directorate and the Roads & Transport Directorate have resolved to proceed with Stage 2 of the project immediately.

The Water Directorate is proposing to publish an interim manual based on the Stage 1 document which will be distributed to Water Directorate

members in October. It is anticipated that Stage 2 will be completed by the end of the year.

This document is a joint project of the Water Directorate and the Roads and Transport Directorate. The publication has been prepared by Maddocks Lawyers and provides guidance on all aspects of land acquisition for water, sewer and road infrastructure.

Bitumen Products

Over the past few months several councils have contacted the Roads & Transport Directorate expressing concern that asphalt is not being supplied in accordance with the requirements specified by council. Essentially the issue is that councils have specified the use of class 320 bitumen but the suppliers are supplying asphalt using class 450 bitumen.

The design implications for low trafficked streets is that the class 450 bitumen will oxidize more quickly resulting in a need to resurface more frequently than if class 320 bitumen was used.

I would like to hear from any councils having similar concerns. I would also like to hear from any councils that have carried out asphalt testing as part of their resurfacing programme or have had any discussions or correspondence from their suppliers in relation to this issue.

Tax Invoices For 2011/2012

A big thank you to the 128 Councils that have paid their Roads Directorate subscriptions at the end of August.

Tax invoices for the 2011/12 financial year were sent to Councils in early June. Please follow up to make sure that your payment has been made or phone or email me to check your council's financial status.

FEEDBACK

Your comments or reactions to any of the above issues are welcomed. Please email me at: msavage@ipwea.org.au

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