



Institute of  
Public Works  
Engineering  
Australia  
(NSW Division)

# IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

## CRRP Submission

As foreshadowed in the June Newsletter, the Roads & Transport Directorate has made a submission on the COAG Road Reform Plan *Preliminary Findings Consultation Report* on heavy vehicle pricing and funding arrangements.

The submission concludes:

Local Government in NSW has a funding shortfall of \$677million each year in budgeting to maintain the regional and local road network in its present condition. This is an important consideration in assessing heavy vehicle efficiency strategies that result in an increase in the level of service to be provided.

There is an obvious need for additional financial assistance to local councils to allow them to reverse this long term trend. Clearly the local roads network is in an unsatisfactory condition and is deteriorating year by year.

The difficulty this creates in terms of higher productivity freight vehicles is threefold:

1. The existing Regional and Local Road networks have not been adequately maintained and are not able to provide the level of service for which they were designed.
2. The design standards adopted a generation or more ago for the Regional and Local Road networks did not envisage the current HML vehicle loadings and their effect on pavement life.
3. The charging of heavy vehicles for the damage they cause to pavements will provide only marginal cost recovery for road authorities and will not address the need for capital expenditure to bring the Regional and Local Road networks up to a satisfactory standard.

Any system of charging must be simple to apply for both road users and road owners. Charges levied on transport operators must be returned to the road owners to provide the increased level of maintenance resulting from increased pavement loadings.

Road authorities must be able to demonstrate that funds generated by freight vehicles are expended on the portions of the road network used by heavy vehicles. In summary, any new user charging system must be simple and transparent.

It is still not too late to make a submission on this report as the deadline for submissions has been extended until 22<sup>nd</sup> August, 2011.

### ALGA R2R Campaign

The ALGA President Councillor Genia McCaffery has announced a campaign to renew the R2R Programme. The details were released in a recent ALGA Newsletter which stated:

*Last week, I wrote to all councils urging them to pass a motion calling on the Federal Government to increase and extend the Roads to Recovery Program and address the estimated shortfall of investment in local roads.*

*With the Roads to Recovery Program due to end in 2014, I believe it is now time for us to begin our campaign for the Program's continuation. In the past, we have been very successful in securing two extensions to the Program and an increase in funding, which saw allocations rise to \$350 million in 2009. By the time the Program ends in 2014, more*

*than \$4.5 billion in additional funding will have been provided for local roads.*

*Our previous success has stemmed from the execution of a strong and united campaign that has sent clear messages to the Federal Government about the needs of councils in meeting the expectations of our communities and industries. For future success, our next campaign requires the support and involvement of every council, as the continuation of Roads to Recovery is not a certainty in the current economic environment.*

*There is no question that local government needs the funding. Research commissioned by ALGA and released at the 2010 National Local Roads and Transport Congress in Bunbury, shows that the annual national shortfall in funding for local roads is about \$1.2 billion.*

*The resolution for councils that I have suggested also calls 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.

## Electronic Work Diaries

NSW Roads Minister Duncan Gay has announced the start of a trial program to help heavy vehicle operators and drivers manage fatigue. The RTA, in conjunction with other state road agencies, the National Transport Commission and the Federal Government, will run a pilot of electronic work diaries starting on 25<sup>th</sup> July.

The Minister said the \$5 million pilot program will be carried out on key routes between NSW and Victoria over the next three years and initially would involve about 20 trucks and buses. NSW has engaged Transport Certification Australia to carry out the pilot and an industry reference group has also been established to represent broad industry interests across states taking part.

Mr Gay said the use of electronic work diaries were expected to result in road safety benefits including improved fatigue management and reduced risk of non-compliance. Heavy vehicle and driver fatigue laws in Queensland, NSW, Victoria and South Australia require drivers of heavy trucks, when travelling 100 km outside of the driver's base and 200 km outside of the driver's base in Queensland, to record their hours of work and rest in a work diary.

## Review of Speed Cameras

Following the release of the Auditor General's report into speed cameras, the NSW Government has agreed to remove the cameras which were found to be ineffective. Where cameras provide no road safety benefit, the Roads Minister has agreed that they will be removed. The audit also found that 38 of the existing 141 fixed speed camera locations had not reduced crashes.

The Roads Minister advised that the RTA would take on board the recommendations of the Auditor General's report, which included:

That the RTA:

- By June 2012: Publish trends in crashes, revenue, and speeding or infringement data for each speed camera, and update this annually.
- By March 2012, develop an overarching strategy for speed cameras incorporating all camera types; prioritises potential sites based on death or serious injury; defines how the effectiveness of each camera type will be assessed and includes its new focus on reducing speeding across the road network, as well as at specific locations.

- Document reasons for all future camera decisions where the location is inconsistent with site selection criteria
- By December 2011: Annually review existing site locations to check if speed cameras are still appropriate
- By September 2011: Assess the crash impact of existing fixed speed cameras for a minimum of five years post installation; where there has been no significant impact consider an alternative camera site and other road safety treatments for that site
- By March 2012: Annually monitor the effectiveness of individual speed cameras

## Greenspec Training

A course titled *The Use of Recycled Materials* will be held on Wednesday, September 21, 2011. Details are available on the IPWEA (NSW) website.

This course has been developed specifically to provide local government road designers, civil construction contractors and asset managers with a better knowledge of the use of recycled materials in road construction along with improved awareness of the Greenspec Specification.

The aim of the Greenspec Specification is to encourage local government professionals and other key players within both the private and public works engineering sector to use recycled concrete, brick and asphalt materials. These materials are valuable resources capable of being recovered, processed and used in projects and have important economic, environmental and social benefits.

With the increase in the recovery of recyclable materials comes the need to develop alternative waste technologies, in particular the reuse of crushed glass. Trials have recently completed on several strategically selected carriageways utilising crushed recycled glass, showing this method to be a viable strategy for the replacement of a major percentage of crushed roadbase in roads construction. This course will provide civil construction workers with the knowledge for the safe and proper use of recycled materials in Pavements, Earthworks and Drainage construction.

## Tax Invoices For 2011/2012

A big thank you to the 118 Councils that have paid their Roads Directorate subscriptions at the end of July.

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](mailto:msavage@ipwea.org.au)

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