



Institute of  
Public Works  
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Australia  
(NSW Division)



# IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

## State Government Road Management Changes

The State Government has been active in making changes to policy affecting road managers and road users in NSW. Some of the recent Ministerial Press Releases (with links to the full document) include:

### Councils Can Crack Down on Illegal Parking

NSW Local Government Minister Don Page has reminded NSW Councils that they have the powers to act on street-clogging activities such as the mass-sale of private vehicles on suburban roads, or long-term parked cars.

*"There are ample powers under both the Roads Act and the Local Government Act for Councils to deter people from cluttering suburban streets with impromptu vehicle markets, or by parking in local roads for extended periods," Mr Page said.*

The Minister's reminder comes after comments from Sydney City Council representatives to ratepayers in Potts Point recently, in which the Council has claimed it did not have the necessary legal powers to remove vehicles which were being parked on the side of a road and marked 'For Sale'.

<http://www.dlg.nsw.gov.au/dlg/dlghome/documents/Information/Media%20Release%20-%20Councils%20can%20crack%20down%20on%20illegal%20parking.pdf>

### More Roads Approved for Higher Mass Limit Heavy Vehicles

NSW Minister for Roads Duncan Gay has announced more NSW state roads will be available to Higher Mass Limit (HML) heavy vehicles after an extensive review of the freight network by the RTA.

HML is a nationally agreed scheme which allows semi-trailers and B-doubles carrying higher mass loads to access approved routes throughout the state. A further 600km of roads will now be accessible to HML heavy vehicles which have previously been restricted.

*In addition to opening the roads the RTA will be uploading maps of HML approved routes on the RTA website for the first time – irrespective of enrolment in the RTA's Intelligent Access Program (IAP) to make them more accessible to freight operators.*

*Mr Gay said the freight industry would have a greater ability to transport freight with the opening of approved key routes allowing HML heavy vehicles to travel from one end of the state to the other.*

*"More routes for HML heavy vehicles reduce freight costs and the number of trucks on the road. It also improves productivity, reduces air pollution and noise issues associated with heavy vehicles and helps reduce the number of crashes.*

*"Importantly, having full access to HML maps will allow freight operators to better assess the benefits their transport operation may derive from participating in IAP," he said.*

*The sections of State road which will now become available for HML semi-trailers and B-doubles include:*

- The Monaro Highway from Cooma to the ACT Border (90km);
- The Pacific Highway from just south of Ballina to the Queensland Border (100km);
- The Bruxner Way from the Pacific Highway near Ballina via Lismore to West Casino (60km);
- The Summerland Way north of Grafton via Casino to Kyogle (130km); and
- The Pacific Highway north from Hexham to Bulahdelah with HML semi-trailers able to travel further north to Port Macquarie (220km)

[http://www.rta.nsw.gov.au/newsevents/downloads/minister\\_releases/110704\\_higher\\_mass\\_limits.pdf](http://www.rta.nsw.gov.au/newsevents/downloads/minister_releases/110704_higher_mass_limits.pdf)

### Red Tape Cut from Wool Bales

NSW Minister for Roads Duncan Gay today announced an immediate 2.7 metre width concession for the transportation of wool bales in NSW.

*"The NSW Liberals & Nationals Government recognises the current dimensions and structure of many wool bale packs, as well as the wool baling process, contributes to wool bale loads exceeding the current 2.5 metres maximum width limit," Mr Gay said.*

*"As every wool producer and carrier knows, when placed and restrained tightly on a truck, wool bale loads can deform or bulge out" beyond 2.5 metres in width.*

*Producers and carriers have been incurring heavy fines because of impractical and prescriptive rules and regulations that don't account for the natural, physical attributes of wool bales.*

*"I know of a small Dubbo carrier who has incurred crippling fines of more than \$6,500 since November last year – this reform will inject some much needed common sense back into the equation", Mr Gay said.*

*The 12 month concession – which will take immediate effect from tomorrow (Friday 1 July) – will give the NSW Government time to amend existing regulations to reflect the concessional width increase from 2.5 metres to 2.7 metres.*

*Mr Gay said to ensure road safety issues are adequately dealt with a number of important conditions will apply to the 12-month concession; notably:*

- A maximum 100 mm side load projection on any one side of the vehicle;
- Vehicles travelling at night carrying more than 2.6 metre width loads of wool

- bales must have a flashing light, load delineators (i.e. reflective devices which identify the extremities of the load) and appropriate warning signs; and
- Clearway, transit lane and critical location restrictions will still apply.

[http://www.rta.nsw.gov.au/newsevents/downloads/minister\\_releases/2011\\_06\\_wool\\_bales.pdf](http://www.rta.nsw.gov.au/newsevents/downloads/minister_releases/2011_06_wool_bales.pdf)

### NSW Speed Zones Under Review

NSW Roads Minister Duncan Gay today announced the commencement of an audit of speed zones across NSW and called on the community to have their say on speed limits in their local area.

*"A review of some of the State's most annoying speed zones has commenced as part of a NSW Government election promise," said Mr Gay.*

*"This is about getting the balance right between ensuring we have the right speed zone for the road condition and not having an excessive number of speed changes.*

*"This will make it safer and simpler for motorists to stick to the speed limit.*

*"The audit immediately will start reviewing stretches of road where there are a number of speed zone changes and identify what changes can be made.*

*"These roads have long been identified as areas of concern by the community and the RTA.*

*Included in this initial review are stretches on the;*

- Newell Highway;
- New England Highway;
- Princes Highway;
- King Georges Road;
- Great Western Highway;
- Bucketts Way; and
- Various local roads in Western Sydney

*Mr Gay said a special website with an online feedback facility was currently being developed to allow the public to comment on speed zones.*

*"The RTA website will be up and running from July 19 and motorists will be invited to nominate the roads where speed limits and signs need to be changed – without putting safety at risk," he said.*

*"The public will be able to use the site to complain about the worst speed limits and the RTA will use this information to prioritise changes."*

*The top 100 roads, nominated by motorists, will be reviewed and this will be completed by 31 March next year.*

*Mr Gay said a new policy would be developed to ensure simpler guidelines are used when setting speed limits.*

Among the options being considered are:

- Eliminating 70 km/h and 90 km/h speed zones to make the system simpler for motorists
- Introducing a minimum length for speed zones – so motorists are not forced to constantly change speed over short distances
- Using short speed zone areas only for high risk areas

*"Naturally safety remains our top priority but we also want to make it simpler for motorists to stick to the speed limit," said Mr Gay.*

*"We are not only asking motorists to tell us where changes should be made but in coming months we will also offer an email alert so they are advised of when we revise speed limits.*

*"In other words, we don't want motorists to get caught out – we want them to have a say in prioritising speed zone changes across this State.*

*"Speed zoning guidelines will be reviewed in close consultation with key stakeholders including the NRMA and NSW Police."*

*The audit will be carried out by the RTA's Centre for Road Safety.*

[http://www.rta.nsw.gov.au/newsevents/downloads/minister\\_releases/2011\\_06\\_speed\\_limits\\_audit.pdf](http://www.rta.nsw.gov.au/newsevents/downloads/minister_releases/2011_06_speed_limits_audit.pdf)

### CRRP

The COAG Road Reform Plan Board, has released its Preliminary Findings Consultation Report on heavy vehicle pricing and funding arrangements for discussion.

This consultation paper integrates pricing and funding in its analysis and sets out preliminary views of the findings as a basis for recommendations to be made to COAG by December 2011. The Board is seeking feedback on the preliminary findings of the feasibility study. This input will assist the Board to make informed recommendations to COAG that better accommodate the objectives set out by COAG and the pragmatics of an important industry and business sector.

This report is the last formal opportunity for CRRP to consider industry feedback as part of the CRRP

feasibility study and we encourage all interested parties to be involved.

Formal submissions on the paper are invited and will be accepted until Friday 5 August 2011.

### Information Sheet – Regional Road Funding Assistance to Councils in NSW

The Roads & Transport Directorate has published this information sheet to provide member councils with an overview of Regional Road Funding assistance that is currently being provided.

The paper referenced in the Information Sheet was prepared for the RTA Local Government Liaison Committee (LGLC) as part of the process of improving the partnership and communication between RTA and councils and making funding arrangements more transparent. It informs

councils about the level of funding assistance for Regional Roads for 2010/2011, describes how the distribution of funds is determined and gives details of each council's Block Grant. It also summarises councils' reported expenditure and road outputs on Regional Roads in 2008/09.

The Information Sheet and links to the original RTA source document is available via the following link: <http://www.ipwea.org.au/IPWEA/RoadsTransportDirectorate/UploadedImages/pdfs/Info%20sheets/LG%20Funding%20paper%20June%202011%20Final%20V1.pdf>

### 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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