



Institute of
Public Works
Engineering
Australia
(NSW Division)



IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

Roads & Transport Directorate 2010 NSW Local Roads Congress

The 2011 Local Roads Congress was held at Doltone House in on Tuesday 17th May 2011. The Congress was attended by 80 delegates including a number of Councillors and General Managers. Feedback from delegates was that they all found that the Congress met their expectations and rated the Congress overall as good or excellent.

The Congress issued the following Communiqué:

The NSW Roads & Transport Directorate, a partnership of the Institute of Public Works Engineering Australia (IPWEA) and Local Government and Shires Associations of NSW in holding the 2011 NSW Local Roads Congress resolved to announce the following communiqué.

The Congress calls on all Councils and their communities to support the inclusion of local government in the Australian Constitution so that the doubts surrounding the Federal Government's ability to provide funding directly to local government is removed.

The infrastructure funding gap confronting councils is not diminishing as evidenced by the results of the 2010 Road Asset Benchmarking Report and the current rating structure presents ongoing challenges in responding to funding requirements to meet this challenge. The funding provided by R2R is critical in replacing local road infrastructure but this programme must be made permanent and the level of funding increased and tied to the Road Construction Cost Index so that an adequate level of service can be provided to local communities.

This Congress calls on the NSW Government to work collaboratively with Local Government in developing Integrated Regional Transport Plans. Such plans should address the efficient movement of freight to/from markets including

agricultural product, address the needs of tourism, provide for alternate transport modes (e.g. public transport, cycling and walking) and ensure social connectedness. This should include looking at the opportunities for increased movement of freight by rail to reduce the reliance on heavy vehicles in city and regional areas, a State wide strategy for the location of intermodal hubs and a clear plan to ensure the efficient delivery of goods to/from ports (including international air ports). Plans for each region of the State must be commenced immediately. Staged preparation of regional transport plans is unacceptable as this will result in stagnation of economic development, land use planning and major decisions regarding the provision of infrastructure in those regions where the process is delayed.

With the completion of the Timber Bridges on Regional Roads Programme, the Congress once again calls on the Federal Government to provide a similar assistance program to help Local Government renew and upgrade the more than 7,000 bridges located on Local Roads, based on regional priorities. This is a critical part of implementing Higher Mass Limits on local roads.

This Congress recognises the efforts of the RTA over the past year in reviewing the heavy vehicle route assessment guidelines and the initiation of effective consultation with technical staff

from councils. The congress notes, however that there is further technical data required so that factual information can be provided to local communities in relation to the introduction of HML vehicles on local roads. The Congress supports the principles of the current COAG Road Reform Plan (CRRP) aimed at establishing a more equitable revenue stream to Councils that provides adequate compensation for the road pavement deterioration attributed to higher mass limits.

The Congress draws attention to the extensive course development work completed in the last year and encourages the Local Government Industry to continue to work with State and Commonwealth Governments, professional bodies and tertiary educational institutions to address the worsening skills shortage by introducing more training incentives. The development of these skills is a critical element in providing sustainable infrastructure for local communities in the medium to long term.

Further enquiries:

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ASCP First National Conference

ASCP has invited the International Society for Concrete Pavements (ISCP) Board to Sydney in August. While here, the ISCP Directors will present at ASCP's *Concrete Pavements Conference* in Sydney on 2 August. This Conference will focus on concrete road pavements.

The ISCP Directors presenting at the Conference are all eminent speakers and world experts in their field. This is a unique opportunity for Australian practitioners to obtain up to date information about concrete road pavements from overseas.

The Conference sessions are divided into four major topic areas – **Pavement Design, Pavement Materials, Sustainability, and Pavement Performance**. These technical sessions will be followed by a Conference Dinner which will include an address by the ISCP President (Mark Snyder) and a report on EuPave activities by Luc Rens.

Full details for the Conference can be found on the "ASCP Conference" tab on the ASCP website (<http://www.concretepavements.com.au/News.aspx?NewsID=56>).

Registrations are now open at <http://www.concretepavements.com.au/Conferences.aspx>.



Benchmarking Survey

A third Benchmarking Survey was commissioned to provide a snapshot at the end of the 2009/10 financial year. Two reports titled *Road Asset Benchmarking Project 2010 – Road Management Report* and *Road Asset Benchmarking Project 2010 – Timber Bridge Management Report* were published as part of this project. These reports were launched at the 2011 NSW Local Roads Congress on 17th May 2011.

At the end of the data collection period a total of 142 Councils had submitted valid data to the project. It is disappointing that the remaining Councils were unable to provide data.

Copies of these two reports have been sent to the Mayor and General Manager of all councils.



Greenspec Training

In April 2010 The Department of Environment, Climate Change and Water, in conjunction with the Roads & Transport Directorate, published the *Specification for Supply of Recycled Material for Pavements, Earthworks and Drainage* known as the *Greenspec*. The purpose of this 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. The Specification sets out the performance standards required of the materials processing industry for the supply of quality recycled materials.

In order meet this aim the Office of Environment and Heritage is working with IPWEA's Professional Development Staff to develop a training module based on the Greenspec. A pilot course has now been held and it is expected that delivery of the first course will occur in July.

Asset Management for Small, Rural or Remote Communities

Practice Note #4 is about to be released. The Australian Centre of Excellence for Local Government (ACELG) will provide 2 copies of the Practice Note to all small councils (under 5,000 population) in Australia. IPWEA has scheduled training for the AM4SRRC Practice Note during the remainder of the year.

The renewal modelling methodology under AM4SRRC provides 3 options for developing capital renewal projections:

- Asset register
- Condition modelling including PMS
- Network renewals / defect repairs

The network renewals/defect repair methodology offers a simpler renewal planning system that is more suitable for services that are have a small capital renewal component such as buildings and recreation. The expenditure modelling and graphing has been incorporated into the NAMS.PLUS web site. Access to the AM4SRRC templates and modelling is through the NAMS.PLUS web site using a user name and password unique to each organisation.

Further information is available on the IPWEA National website.

"Last Mile" Access Panel

The Roads & Transport Directorate has been involved in panel discussions over the past twelve months with representatives from the Transport Industry and the RTA in relation to Restricted Access Vehicles (RAV). An issues paper is expected to be released for comment in the next two months.

The issues paper aims to identify and document the key issues that confront local councils when managing applications for RAV's to access regional and local roads managed by local councils.

Further updates on the release of this paper will be included in future newsletters.

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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