



Institute of
Public Works
Engineering
Australia
(NSW Division)

IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

Productivity Commission Submission

A submission was made in response to the Productivity Commission's issues paper titled *Performance Benchmarking – The Role of Local Government as a Regulator*. Our submission draws attention to a number of areas of business regulation in which Local Government plays an active role but which have not been specifically dealt with in the Issues Paper. In summary, these matters include:

1. The approval of the use of regional and local roads by heavy vehicles and the perception that a negative response is simply obstruction by local councils. In reality this is a significant asset management issue which local councils need to have adequately resourced.
2. The use of S64 and S94 contributions to fund infrastructure for new communities is seen by developers as an unnecessary cost imposition on development. The continued application of S.64/94 is important to avoid cost-shifting from a small number of developers to local ratepayers.
3. There are a number of constraints on Local Government which restrict its day to day operations. It is not argued that the majority of these constraints should be removed, but simply that they are applied using common sense and that assistance is provided to councils (in some cases legal protection) by way of development of guidelines and training in their application. In particular, the areas of Risk Management, OH&S, Environmental Legislation and Waste Management Legislation need to be reviewed to ensure that their aims are being met without unnecessary costs to local communities.
4. Over a period of years councils (particularly in rural areas) have developed a range of local businesses to provide service to their local communities. There are concerns now that the regulations covering these operations will be relaxed as a result of pressure being applied by private operators. This will allow private operators to enter the industries at lower cost because of the need for a lower level of compliance, thus devaluing the value of the community resources contributed by local ratepayers.

Further information on the submission is available by contacting Mick Savage at:
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Staysafe Inquiry into School Zone Safety

As advised in the last newsletter, the Roads & Transport Directorate made a submission to the Staysafe Committee's Parliamentary inquiry into NSW School Zones. The summary of our submission concluded:

Road safety practitioners in local government have raised a number of important issues into the provision and effectiveness of road safety facilities providing access to schools across NSW. These comments are summarised in the following points:

1. Anecdotal evidence suggests that the increase in the number of School Zones has resulted in a reduction of both pedestrian and vehicle incidents adjacent to schools.
2. Despite the introduction of additional School Zones, excessive speed, lack of awareness of road rules, the unpredictable behaviour of students and inappropriate parking in restricted zones by parents and carers are the major factors contributing to a lack of pedestrian safety adjacent to schools.
3. There is a need for increased education of both motorists and children.
4. There is a need for a commitment to road safety by both schools and the Education Department in developing all future school building projects. Local Government does not have the funds to carry out school road safety works alone.
5. The Road Safety Officers Programme which is a collaboration between the Roads and Traffic Authority and Local Government needs to be reinforced and extended as a matter of urgency.

The full submission is available on the Parliamentary website at: [http://www.parliament.nsw.gov.au/Prod/parliament/committee.nsf/0/e540b21e5fe46b9dca25792f0022b414/\\$FILE/Submission%2013%20-%20IPWEA%20\(NSW\)%20Roads%20&%20Transport%20Directorate.pdf](http://www.parliament.nsw.gov.au/Prod/parliament/committee.nsf/0/e540b21e5fe46b9dca25792f0022b414/$FILE/Submission%2013%20-%20IPWEA%20(NSW)%20Roads%20&%20Transport%20Directorate.pdf)

As a result of this submission, IPWEA (NSW) has been invited to address the Staysafe Committee on 21st November.

Great Lakes Council Constructs Green Road out of Gravel

Great Lakes Council has completed construction of the second and final stage of their glass recovery and recycling project – a 230m section of granular pavement using recycled crushed glass (RCG), the first regional NSW site to use RCG in granular road construction.

The second stage of the project used a total of 117 tonnes of locally produced RCG from the glass reprocessing plant at JR Richards & Sons Tuncurry Material Recovery Facility, funded by the PSF and JR Richards & Sons which was opened in February 2011. The first stage of this demonstration project saw the successful completion of a 100 metre asphalt pavement using RCG as a partial sand replacement at Hawks Nest in August 2011. The Tuncurry plant is able to recycle more than 4,500 tonnes of glass collected through council kerbside recycling systems annually (equivalent to nearly 25 million stubbies).

Member for Paterson, The Hon Bob Baldwin, congratulated Great Lakes Council on its leadership: "Great Lakes Council is making a real difference to the environment with this innovative regional initiative working directly with the beverage industry and relevant state authorities to divert glass packaging from landfill and at the same time reduce the amount of virgin materials mined to make our roads. This is a great example of what can be achieved when industry and all sectors of government work together," said Mr Baldwin.



Partnership representatives at the launch of the Great Lakes project

Great Lakes Council Mayor, Jan McWilliams, said "This project is part of our vision towards a Sustainable Great Lakes which acknowledges that the best outcomes for our environment, community and the economy are achieved through working with business and other government agencies. Resource efficiency to reduce waste and energy use is a key component and using glass in road construction reduces the burden on our landfills and saves energy required to mine aggregates. This one stretch of road has stopped the equivalent of over 650,000 stubbies going to waste."

PSF General Manager, Jenny Pickles, thanked Great Lakes Council for supporting this innovative regional recycling initiative.

"The decision to process and re-use locally collected glass in the road construction sector provides one of the most significant opportunities to dramatically boost glass recycling rates nationally.

"Establishing a market for the use of RCG as an alternative to virgin sand in civil construction applications has the potential to increase glass recycling rates dramatically. This is of particular importance for regional and remote communities in NSW (and other areas of Australia) that are challenged by considerable distances and associated costs to end markets for recycling. The "Tuncurry/Great Lakes model" provides a means to increase glass recycling in regional areas and reduce the costs of kerbside collections to local governments," Ms Pickles said.

The project is a partnership between Great Lakes Council, the Australian Food and Grocery Council's Packaging Stewardship Forum (PSF), the Office of Environment and Heritage NSW, the Roads and Traffic Authority NSW (RTA) and the Roads & Transport Directorate of the Institute of Public Works Engineering Australia (IPWEA) and local recycling contractor, JR Richards.

Roadway Lighting at Level Crossings

The Transport NSW Roads and Traffic Authority (RTA) are proposing to develop new guidelines for the provision of roadway lighting at railway crossings in NSW. ARRB Group has been commissioned by the RTA to assist in developing the new guidelines.

The objective of the guideline is to develop generic design for roadway lighting to address these safety risks associated with railway crossings:

- The ability of a driver to interpret the railway crossing existence and road alignment through the site, particularly where the railway crossing provides a constriction in road width or is located past a curve or hump in the road or other sighting restriction
- At passive control railway crossings, the ability of a driver to observe a train occupying the crossing, particularly where the trains stop or shunt or long trains travel at low speed through the railway crossing.

The guideline will include the design elements of roadway lighting such as lighting pole type, pole

setback, luminaire type, illuminance, glare and power supply. In addition, the guideline will also include warrants for the installation of lighting at railway crossings in NSW.

The Roads & Transport Directorate has been invited to contribute to this project. Any Councils requiring more information or wishing to provide information for the project should contact the Directorate.

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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