



Institute of
Public Works
Engineering
Australia
(NSW Division)



IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

Staysafe Inquiry into School Zone Safety

The Roads & Transport Directorate has made a submission to the Staysafe Committee's Parliamentary inquiry into NSW School Zones. The inquiry was established on 26th August to inquire and report 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 acknowledgement from the Committee advises that submissions received by the Staysafe Committee become the property of the Committee and they cannot be published or disclosed to any person without authorization. However, it is the usual practice of the Committee to publish the submissions it receives. The R&TD submission will therefore be available on the Staysafe Committee's website in the next few weeks. The link to the website will be provided in a future Newsletter.

A big thank you to the five Councils that provided detailed information upon which our submission was based.

Speed Limit Changes

The Minister for Roads has announced that Safer Roads NSW website now offers an email update service to alert the community to upcoming changes to speed limits. Interested motorists (and Councils) can sign up to receive updates about changes to permanent speed limits in nominated regions of the State. www.saferroadsnsw.com.au

The Safer Roads NSW website also provides a feedback capability which allows the public to have their say about speed limits or speed limit signs as part of an ongoing review.

RMCC – Overheads and Margins

The RTA has published RMCC Newsletter No. 9 titled Overheads and margins in Ordered Work. The Background to the newsletter is that Transport for NSW is committed to demonstrate an efficient and 'value for money' service through the effective use of resources. A recent review of the Ordered Work component of the services revealed a highly disparate proportion in the overheads charged by some Councils.

It is recognised that overheads amongst Councils may vary for valid reasons; however, in some cases the high overhead cost may be attributed to incorrect accounting procedures. The newsletter intends to clarify the accounting process and re-iterates the contractual requirements for the Ordered Work pricing structure. http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/lgr/rmcc_newsletter_09.pdf

Certified Transport Planning

The Australian Institute of Traffic Planning and Management (AITPM) has provided the following item covering the requirements for recognition as a Certified Transport Planner.

Certified Transport Planner

CTP are the letters that distinguish an individual as a Certified Transport Planner. The CTP is a professional qualification that provides a definitive standard for measuring capability and experience in the Transport Planning profession.

CTP and the Transport Planning Profession

The CTP brings together the breadth and depth of skills required of a modern Transport Planner. The CTP unifies the many disciplines - such as Engineering, Town Planning, Geography, and Economics - that make up the profession.

CTP status indicates professional recognition, from peers and employers, of significant experience and capability to plan, implement, manage and improve transport planning initiatives.

Professional Support

The CTP programme has been introduced by five prominent membership based professional associations, and the national Transport and Logistics Centre. These six organisations are represented on the national Transport and Logistics Certification Council, which oversees the management of the programme, and the regular auditing of the professional standards involved.

How to Become a CTP

To check your eligibility to become a CTP, and to apply, go to www.ctpinstitute.com

Austrroads Projects – Risk Management

The Roads & Transport Directorate is currently involved with two asset related projects dealing with road risk management.

Project **AT1691** titled *Managing Asset Management Related Civil Liability* is based on the premise that a sound, effective asset management system is likely to prevent a number of incidents from occurring on the network, and hence make a significant contribution to the road authority achieving positive road safety outcomes. Importantly, this also has the effect of reducing the road authority's vulnerability to civil claims.

Project **AT1692** titled *Asset Management within a Safe Road System Framework* looks at the links between asset management and road safety. Managing road assets as an asset management discipline has become a well established practice in the last decade. However, current practice still tends to focus primarily on the physical deterioration or consumption of pavement and bridge assets. There are other aspects of road management related to the safety and well being of the community that need consideration. In the field of road safety there has been a distinct shift in philosophy towards a Safe System approach. This approach is seen as the mechanism with which the required gains towards the ultimate elimination of death and serious injury on the road can be achieved.

Any members interested in these projects should contact the Roads & Transport Directorate for more information.

RTA Pavements 2011 Conference

The Roads & Transport Directorate was invited to take part in day 2 of the RTA's Pavements 2011 Conference which was held at the Australian National Maritime Museum in Sydney.

This conference was targeted at technical staff involved in pavement-related activities including geotechnical, pavement design, construction and maintenance. A wide range of topics was covered including case studies and industry presentations. The purpose of the conference was to support state-wide skills networking within the pavements community, which includes pavement

Cotton Pickers

The RTA has been working with the Cotton Industry on various transport issues for some time. With the advent of round modules, the increasing number picking machines which do this task and recent concessions for over width baled wool and hay transport, the Cotton Industry have a number of matters which they have been discussing with various parts of the RTA and Government and have organised a meeting in Moree on October 25th to progress a number of matters as outlined in the attached draft agenda.

Of particular interest to local government is the load restraint and walking the John Deere 7760 and / or floating of these machines. A number of councils have been requested to send representatives to this meeting. An update summarising the outcomes will be provided in future newsletters.



practitioners in all regional areas and operational groups, as well as many centralised groups both within and outside the RTA.

Further information including copies of the papers presented is available by contacting the Directorate.

2012 Local Roads Congress

A further reminder that 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.

RTA/DoT Marginal Cost Workshop

The Directorate took part in a workshop conducted jointly by the RTA and the Department of Transport aimed at:

- Enhancing jurisdictional understanding of the marginal cost issue
- Establishing a dialogue concerning the two different approaches that have been developed

- Providing peer feedback from jurisdictions on the approaches and underlying assumptions
- The relationship between marginal costs and the CRRP

These issues are important for Local Government since the COAG Road Reform Plan (CRRP) is suggesting that road user costs for heavy vehicles should equate to the marginal cost of damage caused to the road network. Being able to accurately model these costs is therefore critical in establishing an equitable basis for charging heavy vehicles using local roads.

Additional information can be obtained on this issue by contacting the Directorate.

Tax Invoices For 2011/2012

Thank you to the 130 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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