



Institute of
Public Works
Engineering
Australia
(NSW Division)

IPWEA (NSW) ROADS & TRANSPORT DIRECTORATE

2011 NSW Local Roads Congress

Regional Transport Planning – Sustainable Local Roads

The Congress will have been held by the time this Newsletter is delivered.

Thank you to all those Roads & Transport Directorate members who supported the Congress, particularly the Councillors who registered.

The May Newsletter will include the full Congress Communiqué together with information on other outcomes from delegates discussions.

RMCC Extension

Members who attended the recent IPWEA Regional Forums will be aware of a review process being carried out into the operation of the existing Road Maintenance Council Contracts. RMS has confirmed that in accordance with Clause 3.2 of the contract shown below, the RMCC will be extended for a period of 12 months.

3.2 Extension of Contract Term

On the last day of the Initial Term, and on each anniversary of that date (Rollover Date), the Contract is automatically extended for one year from that date, unless RTA gives notice of termination under clause 29 at least six months before the next occurring Rollover Date, which notice will operate to terminate the Contract with effect from that next occurring Rollover Date

The review of the RMCC commenced in 2011 will continue during 2012/13 with a view to establishing a closer relationship between RMS and Councils.

Quad Axle Group evaluation reports

Road & Maritime Services (RMS) is supporting and monitoring a pilot project for the introduction of 27 tonne quad axle groups on selected routes in NSW. This pilot scheme is comprised of modelling and measurement of applied forces, pavement material response, equipment performance under the described loads, together with monitoring of actual pavement condition over time. RMS would like to permanently implement these pilot routes.

RMS are about to release reports covering the operation of the pilot scheme. The reports detail the experimentally measured tyre forces in a quad axle semi trailer while operating in quad axle and tri axle modes. The draft information paper will be released for consultation in mid May, and the technical reports will be made available to local councils during the consultation period.

NSW Long Term Transport Master Plan

IPWEA (NSW) and the Roads & Transport Directorate have made a submission to the NSW Long Term Transport Master Plan. The conclusions to the submission are:

1. There is a need for the NSW Government (Transport for NSW) to work collaboratively with Local Government in developing Integrated Regional Transport Plans.
2. Integrated Regional Transport 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.
3. 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.

4. 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.
5. 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.
6. 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.

A copy of the submission will be available on the website.

RMS Stakeholder briefing

Mark Turner, John Roydhouse and Mick Savage attended a recent RMS Breakfast briefing summarised by RMS in the following release:

More than 200 key Roads and Maritime Services (RMS) stakeholders gathered at Parliament House on 24 April 2012 for a briefing hosted by Chief Executive Peter Duncan. The presentation provided information on the creation of our organisation and how we are shifting direction to put greater focus on our customers and stakeholders.

Duncan Gay, Minister for Roads and Ports, and Les Wielinga, Director General Transport for NSW, also spoke at the event.

The Chief Executive outlined our Vision, the role of the Customer Focus Program and provided an update on some of our major projects currently underway such as the Pacific Highway Upgrade, work on the Hunter Expressway and the Wharf Improvement Program.

"With the creation of Roads and Maritime Services we have a beginning that puts the needs of you as our customers and stakeholders first," Peter said.

"We want to make the experience of doing business with RMS a rewarding and successful venture."

We took the opportunity to briefly outline the concerns of the Local Government industry with both Peter Duncan and the Roads Minister.

Greenhouse Footprint of Roads Tools

Australian and New Zealand road agencies have jointly funded a project to develop a common approach to the assessment of greenhouse gas emissions associated with the design, construction and operation of a road project.

The final product is the joint effort of six road agencies (NSW Roads and Maritime Services, the New Zealand Transport Authority, the SA Department of Planning, Transport and Infrastructure, the Tasmanian Department of Infrastructure, Energy and Resources, Main Roads Western Australia, and VicRoads), although it is anticipated that it will be utilised by all road agencies across Australia.

The project has involved two discrete stages:

- the development of a workbook to document the emission factors utilised and the assumptions made to develop a standardised approach for a suite of standard pavement designs over the whole of life of a road project; and
- the development of a user-friendly calculator known as Carbon Gauge® to identify emissions associated with each stage in the life of a road considered to generate

materially significant amounts of greenhouse gas emissions, namely construction, maintenance and operation (street lights and traffic lights).

What is unique in the approach adopted by the Australian and New Zealand road agencies is that for the first time, proponents can assess the whole of life emissions associated with a particular road construction project.

The result is a consistent and transparent approach to estimating greenhouse gas emissions over the 50 year life of any single road project.

The workbook is available through the agency websites. In addition, the Carbon Gauge® Calculator is being investigated for its suitability to become a web-based online tool, which will ensure its ongoing integrity and avoid obsolete versions being used by interested stakeholders. This will also enable capture of information for benchmarking purposes with the potential for setting targets for road construction projects into the future.

For further information contact Con Lambous - Senior Environmental Specialist (Sustainability) at RMS.

RMS Test Methods

The following test methods were published at the end of April and are available on the Roads and Maritime Services website:

- T201 'Particle distribution of aggregates (by washing)'
- T203 'Particle distribution of aggregates finer than 75um (by washing)'
- T237 'Rate of application of precoat to aggregate'
- T240 'Road surface texture depth (sand patch)'
- T271 'Ball penetration test'
- T274 'Aggregate spread rate (field method)'

Details are available at <http://www.rta.nsw.gov.au/doingbusinesswithus/specifications/volume1materialstestmethods.html>

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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