

# Our Transport Journey Ahead

## A Magical Mystery Tour?

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Warren Sharpe OAM  
President IPWEA NSW  
Director Infrastructure Services  
Eurobodalla Shire Council

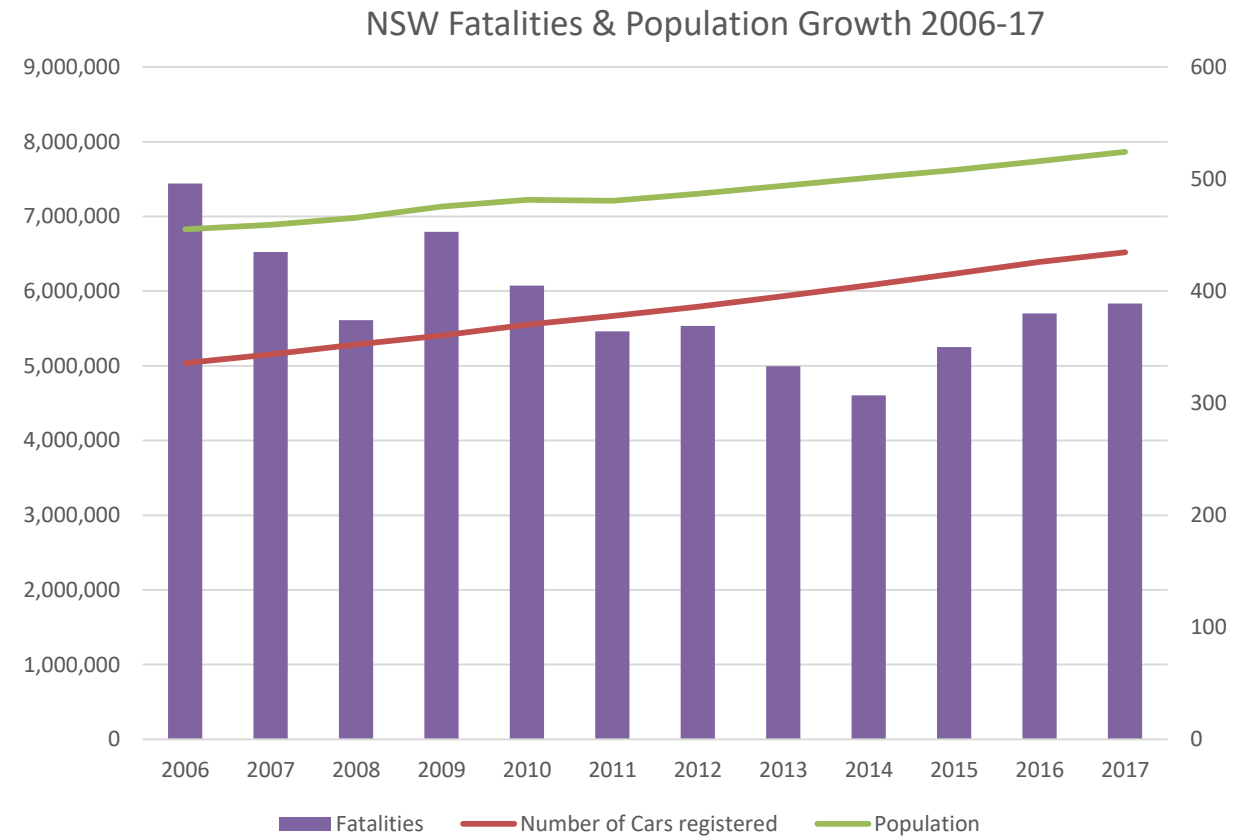


New South Wales

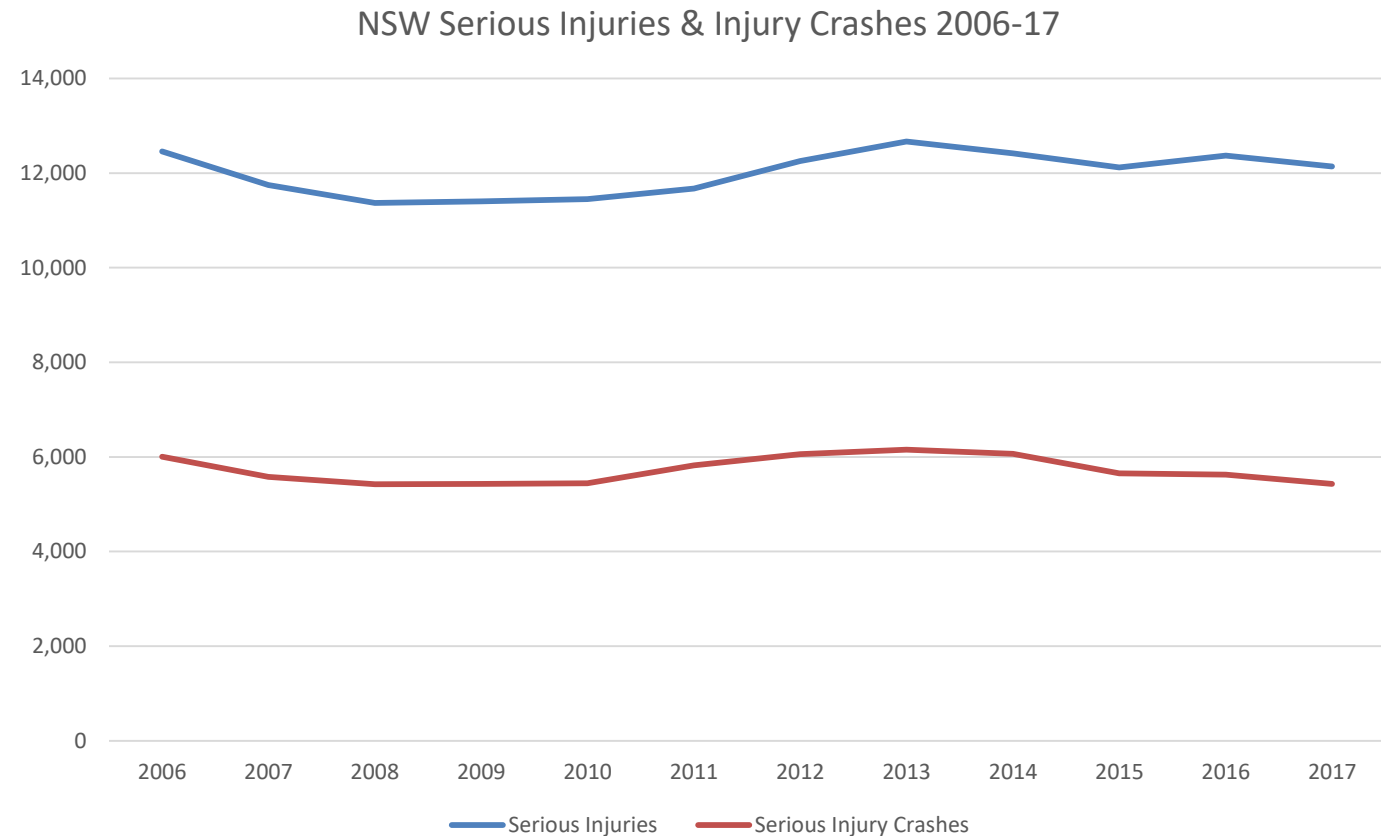


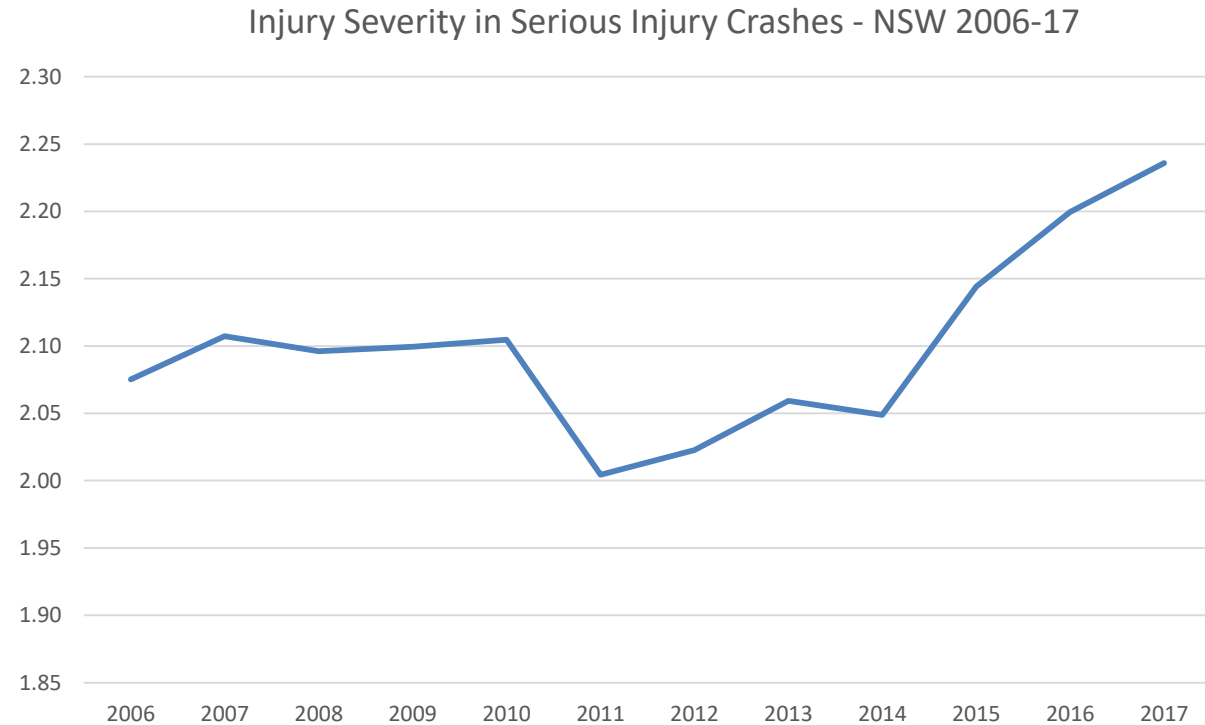
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Local road renewal shortfall 2006 \$729m pa – 2017 \$339m pa  
67% of fatalities in regional areas





Increasing severity of injury crashes

# Achieving better road network safety

## ▲ Roads to Recovery – Statement of Expectations Minister Chester Nov 2017

- Highlights objective to help meet National Road Safety Strategy 2011-20
- Calls on Councils to focus R2R on road safety
- Allows Councils to integrate R2R funding with other funding sources (eg FAGS) for road safety
- Recognises critical role of intersection upgrades, resealing, gravel resheeting play in road safety

## ▲ R2R increased to \$500m per year from 2019-20 (up from \$400m per year)

## ▲ Calls on Councils to develop road safety plans on a network basis

Road Safety  
Strategic Plan

## ▲ Calls on use of a safe systems approach consistent with the NRSS

## ▲ FAGS – Roads Component – redistribution to regional areas?



New South Wales

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# Achieving better road safety outcomes

- ▲ NSW Road Safety Plan 2021
- ▲ NSW Government Funding
  - Saving Lives on Country Roads
  - Fixing Country Roads
  - Bridge Program
  - Active Transport
- ▲ Local Government Road Safety Officer Program
- ▲ Support for IPWEA NSW – Road Safety Audit Training 2017-19
- ▲ Support for IPWEA NSW – Road Safety Plan Training 2019-20

Road Safety  
Strategic Plan

New South Wales



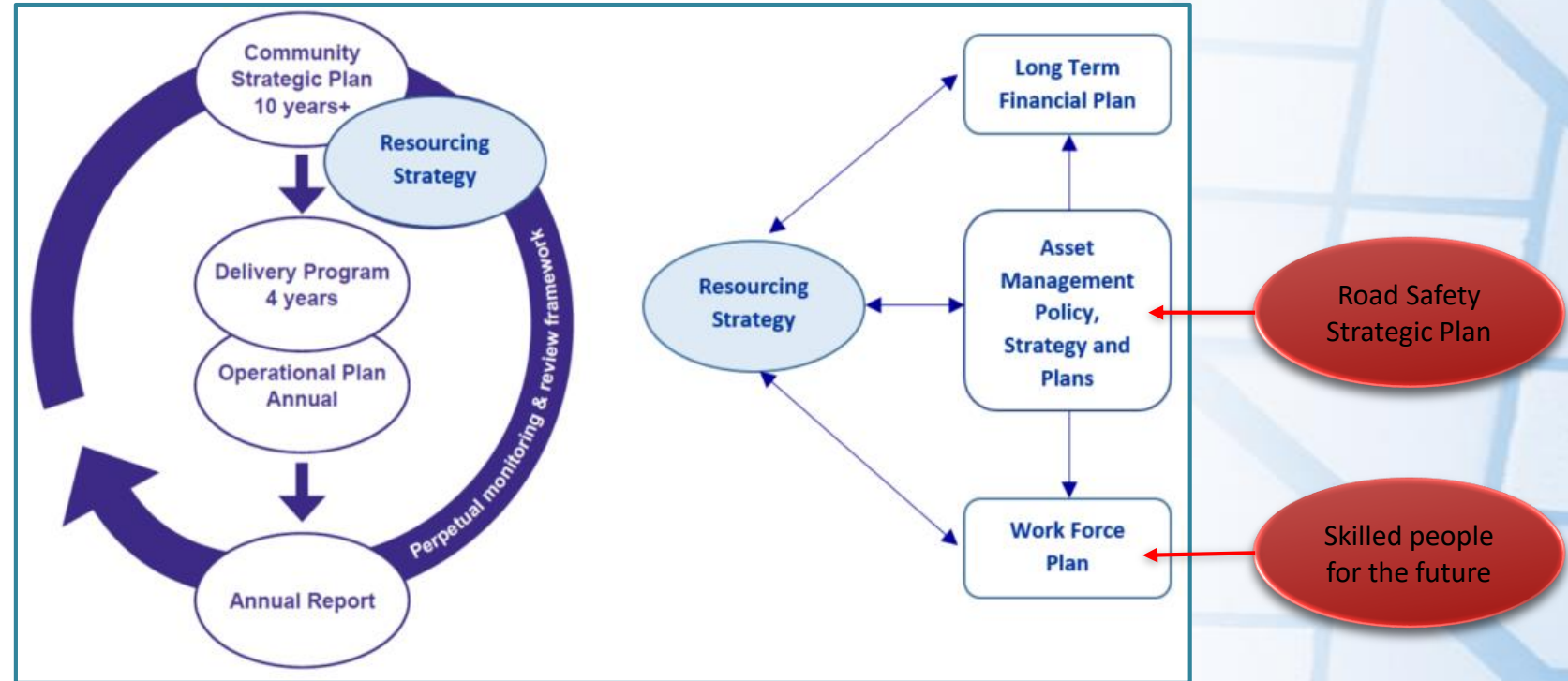
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# Achieving better road safety outcomes

## ▲ Integrated Planning and Reporting Framework – A Safe Systems Approach





# Achieving better road safety outcomes

- ▲ Council officers trained in road safety audit & road safety plans
- ▲ Put trained staff to work - ingrain the road safety lens into organisation culture
- ▲ Example rural road safety review at Eurobodalla – combine technical Design/Traffic staff with operational Roads Inspectors – coaching session with Director – initial review of roadside hazards and other issues for 280km of rural road complete ready for review
- ▲ Focus on transport routes and networks & all road users for the best results
- ▲ Consider more formal regional road safety audit teams
- ▲ Develop a formal Council road safety plan

Skilled people  
for the future

Road Safety  
Strategic Plan



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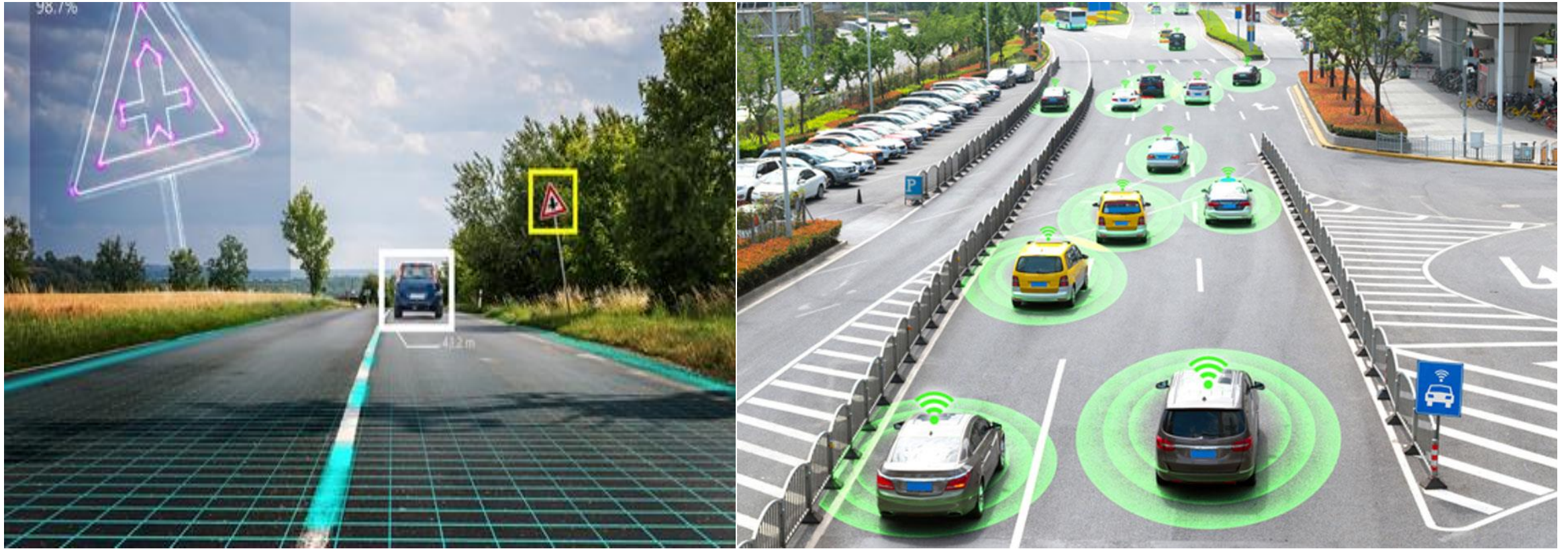
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New South Wales



Route improvement - adoption of low cost techniques – wide centreline, flexible barriers, rumble strips





But what will our road network need to look like in the future



And how will we adapt to the real world > 81,600km of unsealed road in NSW alone



# Servo development surges 272pc

Larry Schlesinger

The development of new service stations will jump 272 per cent this year, with 186 projects due to be completed nationwide, according to new figures by CBRE.

However, as the use of electric cars grows and revenue and profitability start to decline, development is expected to start tapering off in 2020 and 2021.

Over the next three years, almost 400 new service stations are due to be completed and a third of these will be in Queensland, a state bettered only by the Northern Territory in its lack of investment in renewable energy.

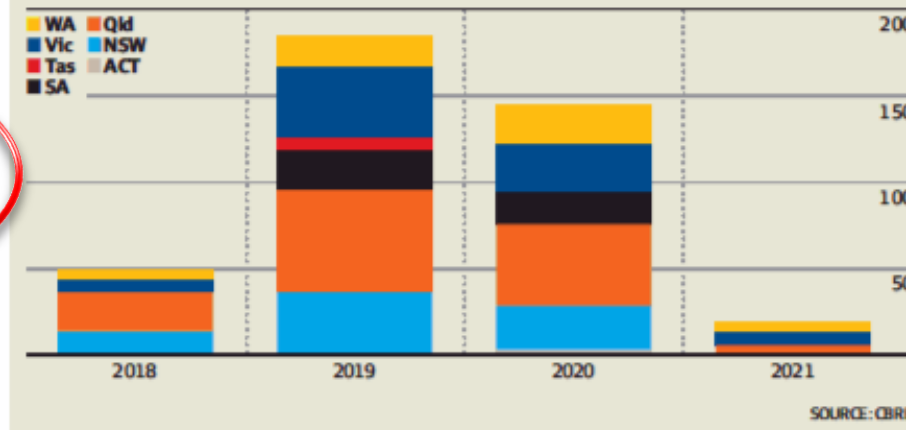
According to the Climate Council, Queensland derived only 7.1 per cent of its energy needs from renewables in 2017 compared with 13.6 per cent in Victoria and 12.6 per cent in NSW.

NSW and Victoria will account for a fifth each of the new service station supply to hit the market over the next three years, according to CBRE's 2019 *Service Station Market Review*.

The report expects a plethora of negative factors to affect the sector, includ-

## Pumping up

Service station supply pipeline (number of stations)



ing falling profit margins and revenues, declining demand for petrol, a moderation in the growth of vehicle ownership and the growth of the electric car segment.

However, private investors continue to favour service station investments, which typically come with long leases to the likes of Wesfarmers (Coles Express), Woolworths, BP, Caltex, 7-Eleven and United.

In a recent deal, a new 7-Eleven service station in Werribee in Melbourne's west with a 15-year lease sold for \$5.93 million to a private Melbourne-based investor on a yield of 5.04 per cent. In February, a Coles Express in Murwillumbah near the NSW-Queensland border sold for \$5.8 million on a 5.95 per cent yield. In that same month, two Viva Energy-backed Westside service stations in Morewell

and Sebastopol in regional Victoria sold for \$5.93 million and \$4.97 million respectively on yields of 6.67 per cent.

CBRE said service stations worth \$40 million were sold in the first quarter of the year. Burgess Rawson, another real estate firm, said it sold service stations worth about \$200 million over the 12 months to March with a combined total of \$424 million since January 2016.

CBRE's petrol station specialist Joseph Du Rieu said he continued to field strong demand from private and institutional investors for petrol station assets despite continued headwinds about electric vehicles entering the mainstream private car market.

"The number of new projects coming online reflects the confidence major companies have in the sector, where they typically look to enter into 15-year leases – resonating with the investor market," Mr Du Rieu said.

The report also notes that Shell has installed fast-charging terminals at 80 of its stations in the UK, Netherlands and China – a trend likely to emerge in Australia, where Caltex is considering a trial of EV charge stations.

AFR 29 May 2019



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new South Wales

BMW i. 

  
HYUNDAI

  
JoongAng Control

  
HHPNE POWER & ENERGY SYSTEMS

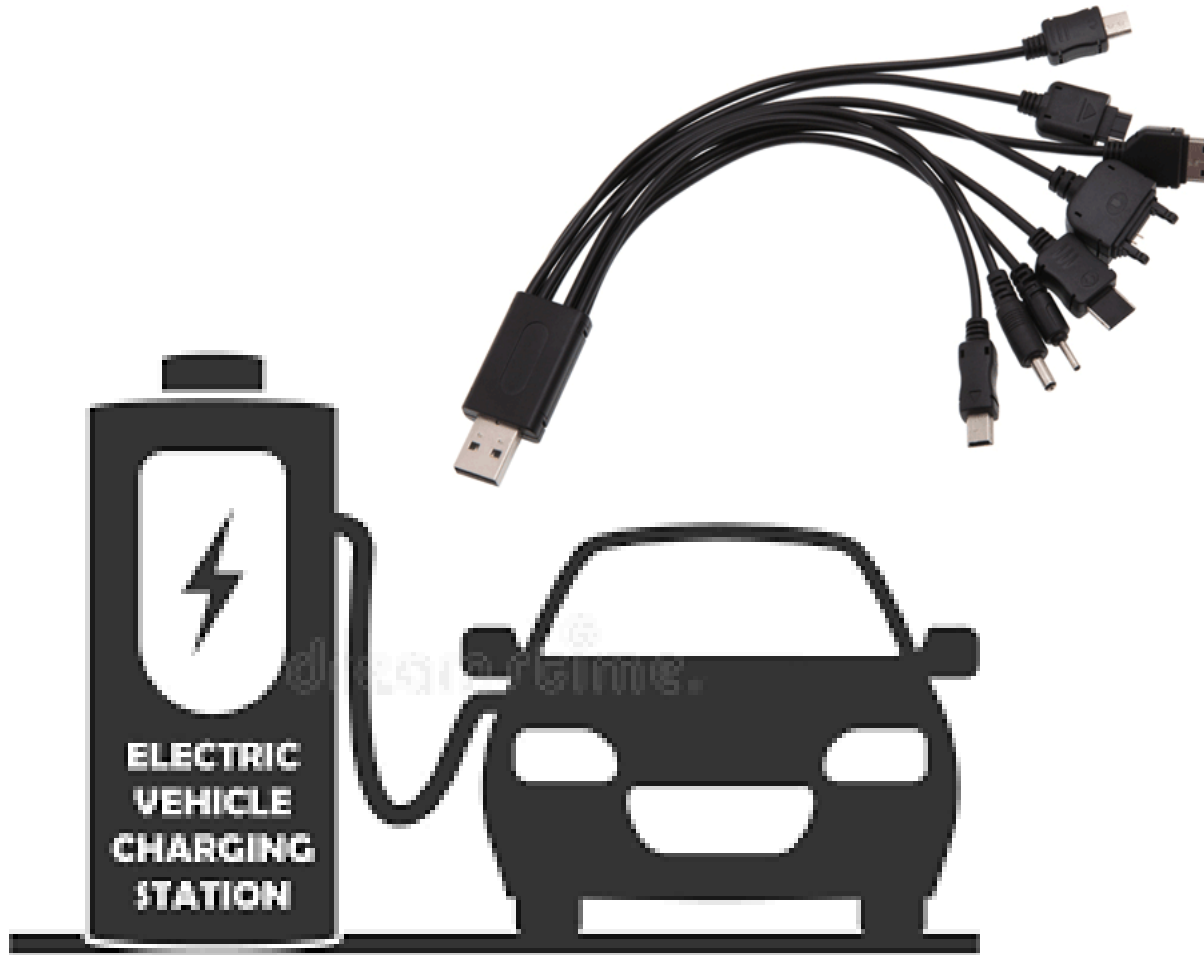
  
KIPNE

BMW 코리아 디자인  
상제어(주) 개발 생산  
디자인상 수상 (2015년)

South Wales

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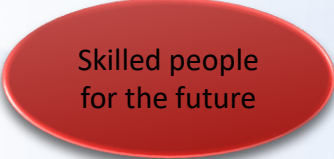



- ▲ Hydrogen
- ▲ Hydrogen is one of the most abundant elements in the universe. But more than just being abundant, it has properties that means it can power a number of different types of transportation.
- ▲ Vehicles fitted with hydrogen fuel-cells convert compressed hydrogen from their fuel tanks into electricity that powers the electric motor of a vehicle, providing a similar range to vehicles powered by internal combustion engines. And the best part? Whilst driving, hydrogen-powered vehicles only emit heat and water vapour.
- ▲ In the US, Shell has a network of 35 refueling stations in California and is set to increase it to 100 in the next two years, making it an increasingly viable fuel for even more types of vehicles



A Utah-based start-up is trying to revolutionise the trucking industry with hydrogen power. Nikola Motor Company unveiled its hydrogen-powered truck, the Nikola One. The truck primarily relies on hydrogen fuel cells, but also comes with a 320 kWh battery, with a range of over 1900km

# Questions for us all

- ⬆ How do we best existing resources to tackle road related death, injury and trauma now?
- ⬆ How will our local road network need to change in the future?
- ⬆ What will be the funding source for that change with a move away from fossil fuels?
- ⬆ How do we continue to ensure our people have the skills & knowledge to keep pace with the change – cadets, continuous upskilling? 
- ⬆ Will the gap between city and country widen further as technology develops, and should we re-distribute FAGS wealth to regional NSW to improve social equity & tackle road safety?
- ⬆ How will our road safety plans and grant funding programs be shaped to spark immediate action yet prepare us for a future transport paradigm? 
- ⬆ Will Governments and agencies lead & respond quickly enough, or be an impediment to innovation & progress?



# 2019 Local Roads Congress

## Monday 3 June

9:00am	<b>Welcome to Country</b> Uncle Allan Murray
9:05am	<b>Welcome</b> Warren Sharpe OAM, President IPWEA (NSW) <b>Opening</b> Cr Linda Scott, President of Local Government NSW
9:45am	<b>Keynote Address</b> The Hon. Paul Toole, MP – Minister for Regional Transport and Roads
10:15am	<b>Morning Tea</b>
10:45am	<b>Network Resourcing</b> Warren Sharpe OAM - President IPWEA (NSW) <u>Panelists</u> Cr Linda Scott - President of Local Government NSW Ramon Staheli - Director Economics, NTC - Future Road Funding Options Grant Gleeson - Deputy Chair, NSW Local Government Grants Commission Wal Setkiewicz - Senior Policy Adviser – Economics, NRMA
12:45pm	<b>Lunch</b>
1:45pm	<b>Roads – Risk and Regulation</b> <u>Panelists</u> Clr Ben Shields – LGNSW Chief Inspector Phillip Brooks – NSW Police Highway Patrol Command Roger Weeks – Director Compliance RMS Tim Hansen – National Heavy Vehicle Regulator Bernard Carlon – Centre for Road Safety, Transport for NSW Discussion of Congress Communiqué
3:30pm	<b>Afternoon Tea</b>
3:45pm	<b>Roads &amp; Transport</b> John Wall – Austroads Connected & Automated Vehicles The Hon. Peter Primrose – Shadow Minister for Local Government and Communities, and Shadow Minister for Regional Roads Mick Savage – Manager, Roads & Transport Directorate Adoption of Congress Communiqué
5:00pm	<b>Congress Close</b> Pre-Dinner drinks – Strangers Dining Room Foyer
6:00pm	<b>Congress Dinner – Strangers Dining Room</b> <b>Dinner Keynote</b> William Peters – Public Affairs Manager, Lime APAC
9:30pm	<b>Close</b>

**NSW Local Roads Congress**  
**3 June 2019**  
**Congress Communiqué**

The NSW Roads & Transport Directorate, a partnership between Local Government NSW (LGNSW) and the NSW Institute of Public Works Engineering Australasia (IPWEA NSW), in holding the 2019 Local Roads Congress, resolved to announce the following communiqué.

The Congress recognises the critical role of Local Government as a provider of local and regional transport infrastructure in partnership with the state and Federal Governments. The Congress calls for immediate and on-going action from all levels of government to address the unacceptable level of fatalities, serious injuries and road related trauma on our road network, with specific attention to the local road network.

**Road Funding**

The Congress recognises the contribution of other levels of government in providing ongoing financial assistance for the management of local roads and infrastructure, particularly in regional areas through:

**NSW Government**

- Rebuilding NSW
- Fixing Country Roads
- Fixing Country Rail
- Fixing Country Truck Washes
- Funding for Road Safety Auditor training

**Australian Government**

- Bridges Renewal Program
- Heavy Vehicle Safety and Productivity Program
- The Current \$744.5m Black Spot Program with a commitment to providing \$60m per year after 2021-22
- Roads to Recovery Program

While the funding allocation for the Federal Government's Roads to Recovery program has become permanent and the base funding for the next five years has been increased, the total Federal Government funding program is \$700 million less than it was for the previous five-year program. This shortfall must be addressed by increasing the annual Roads to Recovery funding from \$500 million per annum to \$800 million.

The Congress fully supports the announcement by the NSW Government of a \$500 million Fixing Country Bridges Program based on the data contained in the Roads & Transport Directorate's 2017 *Timber Bridge Management Report* and awaits release of the Program details. The Congress also welcomes the additional \$500m to address the declining condition in local roads across NSW.



The Congress requests further information and clarification on the announcement by the State Government to transfer up to 15,000 km of Regional Roads back to the State in response to LGNSW's report on cost shifting. IPWEA NSW in conjunction with LGNSW asks for the opportunity to be involved in future consultation to ensure that the intent to benefit councils remains the top priority in the proposal. We also want to ensure that:

- roads that might be taken back will be improved and maintained with an appropriate increase in funding level
- any change in arrangements do not adversely impact other grants provided to Councils (eg FAGS grants) or the delivery of existing works for Transport for NSW (ie RMCCs) on the existing state network
- Council retains the function of being able to undertake works on any roads that are moved from an existing regional road to a state responsibility
- Individual proposals are the subject of consultation with each council involved prior to any changes being made

The Congress also seeks assurances that any roads not transferred to the State, will remain funded through the Regional Road Block Grant program.

The Congress fully supports the Australian Local Government Association's (ALGA) call for the Australian Government to commit to:

1. Secure annual Commonwealth funding for local government equal to at least 1% of Commonwealth Taxation Revenue.
2. Oppose revenue constraints such as rate capping and cost shifting.
3. Encourage councils to acknowledge Financial Assistance Grants as a Commonwealth untied grant to Local Government.
4. Strengthen Local Government's credentials as a trusted partner for tied Commonwealth grants.

### **Road Safety**

Local Government plays a significant role in supporting road safety at the community level, with responsibility for almost 90% of the NSW road network. We recognise that within their existing means and current funding arrangements, Councils already make a significant contribution to road safety. Information collected by IPWEA NSW through the 2017 Road Asset Benchmarking report indicates that there are very few Councils that have adopted a Road Safety Strategic Plan as part of their suite of strategic planning tools. Road Safety Strategic Plans will allow Councils to give greater focus on improving road safety using a safe systems approach. IPWEA NSW has collaborated with Transport for NSW to offer training to all Councils in NSW to improve skills and capacity in road safety audit, and will deliver subsidised training in the preparation of road safety plans during 2019-20.

The Congress encourages all Councils to develop formal Road Safety Strategic Plans aligned to the National Road Safety Strategy 2011-20 and the NSW Road Safety Plan 2021 to ensure that Councils are considering the road safety implications in all activities they undertake.

The Congress notes the assurance given by Transport for NSW that the NSW Local Government Road Safety Program (LGRSP) is currently a three-year rolling program with funding confirmed until 2021.

The Congress calls on the Federal Government to fully fund a \$3 billion annual Road Safety Fund recommended by the Inquiry in the National Road Safety Strategy. A fund of this size could help resource councils to contribute to other aspects of the Safe Systems approach beyond the Safer Roads component. The issue of restricting the use of mobile devices in motor vehicles through technology should also be researched.

### **Heavy Vehicles and Freight Task**

Local Government is a major player in the supply chain as custodians of approximately 90% of the State road network. Road transport will continue to play a dominant role in freight transport, with the impact of the increasing freight further contributing to wear and tear on local roads.

The Congress calls for additional targeted investment to unlock local and regional productivity by improving access for freight vehicles and connectivity between local roads and preferred state and national freight routes. The Congress also calls for identification funding to determine key first and last mile pinch points as well as support for councils to undertake more extensive network road quality assessments. Rail freight investments must also continue to be made to help shift as much freight from the road network as possible.

The Congress calls on the NSW Government to accelerate the development of new Regional Transport Plans to inform strategy and decision making.

### **Roads Maintenance Council Contracts**

The Congress notes the invaluable two-way partnership between Councils and the TfNSW in delivering Road Maintenance Council Contracts (RMCC) on State Highways across regional NSW.

The Congress supports the ongoing direct delivery of the RMCC by Councils for the TfNSW, noting Councils should not be compelled to deliver the RMCC via Joint Organisations. The Congress encourages the TfNSW to work with Councils and the Roads & Transport Directorate to develop and imbed the new TfNSW system requirements for the effective delivery on RMCC and to further build capacity across the Local Government sector.

LGNSW has also successfully lobbied the NSW Government for an increase from 12 months to 24 months for future RMCCs, which will help councils to better plan and manage the maintenance activities.



## **Disruptive Transport Technology**

The Congress identifies that the introduction of hydrogen, electric and connected autonomous vehicles will impact Local Government and will require ongoing monitoring and review to maximise opportunities for safety improvements, productivity improvements, reduction in maintenance costs and the public good. This will include working together with the State Government on:

- the deployment of the technology on current infrastructure provision and maintenance arrangements, including funding arrangements and data sharing agreements;
- the additional challenges associated with the introduction of semi-autonomous vehicle technology in rural and regional areas;
- the unknown economic and social impacts of semi-autonomous and autonomous vehicles;
- the safety benefits of connected and autonomous vehicles must be closely monitored to ensure that improved outcomes are achieved across the entire vehicle fleet; and
- the inherent problems arising from the existence of a non-homogeneous vehicle fleet on the transport network are identified and minimised.

To further the outcomes of this Congress, the Congress calls on governments to take the following measures:

### **NSW Local Government**

The Congress calls on Councils in NSW to:

1. Progress the Congress Communiqué by writing to the relevant Ministers and their local NSW and Australian Government MPs seeking their support for the Congress outcomes.
2. Continue to improve asset management performance by:
  - a. continuing to work with the Office of Local Government and the NSW Auditor General to improve the transparency and consistency of infrastructure measures within the Integrated Planning & Reporting framework
  - b. incorporation of a Road Safety Strategic Plan (aligned with the NSW Road Safety Plan 2021 and in accord with the IPWEA NSW Guidelines for Road Safety Plans 2019) within each Council's Resource Plan
  - c. building capacity within the Local Government industry by supporting ongoing training and knowledge sharing
3. Support the employment of better techniques and the importation of proven technology to better meet our community's needs through improved engineering and construction methods
4. Develop robust workforce strategies to ensure the skills and capacity exist to plan, deliver and maintain local roads now and in the future, including cadet and apprenticeship programs at a professional and operational level
5. Advocate for place-based regional transport strategies that encourage public transport and active travel solutions in metropolitan and regional centres across NSW.

### **NSW Government**

The Congress calls on the NSW Government to:

1. Develop a sustainable funding model for Local Government in NSW

2. Implement a system to:
  - a. Recognise the importance of qualified engineers and call on the government, in consultation with key industry groups, to implement on a transitional phase-in basis, a requirement for all local government authorities to have a suitably qualified engineer.
  - b. Recognise engineers as a profession, through a State and National registration scheme, similar to Queensland and Victoria, and as raised at the Council of Australian Governments in 2011-12
  - c. Support cadetships for civil engineering across all government projects, in order to ensure the long-term workforce capabilities
3. Accelerate the delivery of regional transport plans across NSW working in conjunction with Councils
4. Redistribute Federal Assistance Grants to regional NSW to address social equity and reduce the infrastructure funding gap, with a more meaningful rate charged on urban land so large urban Councils are not financially disadvantaged
5. Increase the existing Regional Road Block Grant and Repair Program allocations to reflect increases in the construction cost index which is well above CPI.
6. Implement IPART Review of the Local Government Rating System where LGNSW and stakeholders support the recommendations.
7. Initiate consultation with Local Government to establish a Freight Strategy to increase productivity and safety through targeted investment
8. Work through the TfNSW to support Councils needing assistance to achieve R2 prequalification to ensure Councils are strengthened in contracting to TfNSW to deliver Road Maintenance Council Contracts (RMCC).
9. Ensure that the implementation of future RMCC Contracts be direct with Councils and any other arrangements be made only at the request of the individual Councils, avoiding the pitfalls of a one size fits all approach.
10. Provide support for Councils to work with local businesses and communities to implement local and regional Climate Change Plans - particularly in relation to infrastructure.
11. Support Councils in developing and implementing strategic Road Safety Plans as part of the implementation of the NSW Road Safety Plan 2021.
12. Provide planning and funding for initiatives that contribute to the reduction of private car journeys across the state such as additional commuter and satellite parking facilities and car share services. This is a broad benefit initiative that will have a positive impact on road safety outcomes, reducing congestion, improving community health and optimizing asset useful lifecycle.
13. Improve systems for open reporting and sharing of data with Local Government including during emergency situations (e.g. road closures).
14. Continue to work with Local Government to develop a more equitable financial arrangement for the implementation of the use of day labor to repair road infrastructure when responding to undertake repairs resulting from natural disasters.
15. Strategically target first and last mile hotspots for enhancement as part of the freight strategy

## **NSW and Australian Governments**

The Congress calls on the NSW and Australian Governments to:

1. Continue the funding to Local Government under grant programmes such as *Fixing Country Roads* and the *Bridges Renewal Program*
2. Build upon the *Fixing Country Rail Program* to target the reduction of freight loads on local and regional roads, including resolving institutional impediments for access to existing rail
3. Encourage ALGA to use its position on COAG, informed by State Local Government peak bodies and IPWEA NSW, to develop a new National Infrastructure Partnership for the three tiers of Government for smarter long-term investment planning in transport and community infrastructure.
4. Develop a coordinated policy framework that maximises the public good of transport technology (hydrogen, electric and autonomous vehicles) taking into consideration the current transport infrastructure capacities and constraints

## **Australian Government**

The Congress calls on the Australian Government to:

1. Restore FAGs to 1 percent of the total Federal Government budget.
2. Find equitable and sustainable ways to fund infrastructure investment.
3. Review the formula for the distribution of identified roads grants, and end cost shifting by state governments
4. Increase funding for the replacement or restoration of damaged assets to a more resilient standard following a natural event
5. Repair the shortfall in Roads to Recovery funding announced in this year's budget. While the base funding for the next five years was increased, the total program funding is \$700 million less than it was for the previous five-year program.
6. Address the potential revenue loss from the shift from petrol to electric vehicles by establishing a new user-pays system to replace the \$18.7 billion a year in road taxes

## **Australian Local Government Association**

The NSW Congress seeks the support of ALGA to deliver the NSW Roads Congress outcomes.

## **Further enquiries:**

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