

Question	Response
4.0	Most things for developers works are working well, though there is some need to improve the standards of submitted designs, such as including utility services affected by the works
4.1 a	Act covers Roads, Main Roads, Classified Roads, no definition of street. In landscaping and planning type work, streets are generally the local roads that have lower volumes and can be designed for lower speeds, streets are not collector or arterial roads that serve mainly to get traffic from one area to another. Streets could have 'nature strip gardens' while roads should be limited to footpath and low maintenance plantings that don't encourage congregating near the traffic. There is minimal definitions for roads in the current Act, no definition of streets, collector roads, regional roads, arterial roads, not sure what simplification could be done, apart from adding more definitions, which will only cause more confusion. Roads Act is for the legal entity of the road, use is elsewhere. As a developed area, little scope for new roads and for the roads to be designed for their purpose in road hierarchy, even though roads have direct house connections as insufficient room for service roads or other access controls. On the structural design aspect, rather than the planning design, greater emphasis on requiring existing utility services to be accurately surveyed on site and shown on the design, rather than just indicative alignments from BYDA response plans or ignored by designer. Include clearly in Roads Act that drainage lines from Public Roads are covered by Roads Act including when running through private property, with or without the benefit of an easement, for the purpose of the Road Authority having control over what can or can not be done, such as when realigned around developments by developers.
4.1 b	For existing roads, collection and supply of good quality and timely data on minor crashes and near misses, to allow identification of developing trouble spots rather than just by tow away type accidents, when things are badly wrong. Ensure emphasis is on reducing loss of control, rather than putting in crash barriers to catch once out of control. On new roads, geometric design to encourage speed control, main roads are designed for traffic flow, residential access roads designed for slow speed.
4.1 c	Currently Act can be used to permit upgrades to electrical network, such as EV chargers. This is not the right Act to require cyclists on roads to wear high visibility clothing, not asphalt grey.
4.1 d	Clarify how Council Compliance officers are able to require developers and residents to remove unapproved works and repair damage.
4.2 a	Aren't the road users covered by Road Transport Act 2013 and regulations, if additional requirements for pedestrians and personal vehicles is required, would this be better to be put with existing requirements for motor vehicles and operators?
4.2 b	I use it for developers proposing to undertake work on Council's road related assets, carriageway, nature strip, footpath, drainage. Main problem is designers don't include utility services in their designs to level of accuracy needed to safely construct their design and road drainage between streets is not clearly covered by the current Act.
4.2 c	Driveway levels, owners are responsible for ensuring driveway crossing are at a level that keeps road water from crossing their driveway and flowing into their property.

4.3 a Classification of parts of road for who is responsible for construction and maintenance is clear, State roads, TfNSW look after kerb and gutter and pavement between, rest of road reserve is Council, non classified roads are Council. Regional Roads and 7000 Regional Roads are Council maintained with TfNSW supporting funding. Problems arise when TMC want to restrict work or impose conditions on Council roads that make work uneconomic, such as nightwork for short hours, without TMC providing the additional funding required to meet their desires. No concern with work on state roads where residents can contact TfNSW about the noise and lights at night.

4.3 b Clarification of categorisation such as vehicle counts (class and number) in metro, regional and rural areas that make a road classified, so that as traffic increases, the road becomes classified, rather than a fixed list.

4.4 a As the Roads Act part of the approval process, sometimes getting the appropriate conditions into the planning approval can take time. Main problem is developer's designers don't understand the difference between work inside the boundary and outside, especially considering access from the road to the property and requirements to obtain boundary levels for the driveway before constructing internal driveways. Certifiers are becoming more understanding that their area is under the EP&A Act, not anything they wish to approve.

4.4 b Developers insisting that overland flow is not something they need to consider, including one design that had to go to LEC to have the brick wall removed from the part of the building that was supposedly the overland flow route. Developers attempting to divide between EP&A Act and Roads Act to avoid good design.

4.4 c Sendingn designs back to developers who have engaged people that don't understand all their requirements. We don't want low level driveways in areas with know flooding problems. Fail to see the point in flooding garages or basements, then have to go back to designers to recitfy this.

4.5 Outside my area of responsibility

4.6 a Not sure what parts of current Act restrict response to natural disaster. Prevention is reduce by TMC restricting work, including making work more expensive, therefore limiting impact of budgeted funds. TMC advice to be followed when TMC provide funds to cover the additional costs of their desires.

4.6 b Section 138 & 139 apply to all road authorities, Convincing developers that this is part of their approval process, and that they need to submit professional designs, not rely on design by correction.

4.6 c Make it clear that delegation for compliance officers should be issued under Roads Act, not just under EP&A Act.

4.7 a With changes to AS1158, provide for time of day / traffic volume classification, to allow high volume roads to be treated as low volume outside of peak time. Enforcement of helmets and high vis clothing on bicycles, scooters and similar wheeled devices, including powered devices.

4.7 b

4.7 c