Standard Drawings
The Standards Drawings Working Group met on 3 May 2018 with our next meeting scheduled for Redland City Council on 5 July 2018. At the last meeting, the Group spent some time reviewing the processes used for approval and release of drawings. It was agreed to investigate the specific procedures used by Brisbane City Council and Transport and Main Roads (TMR). In particular we need to keep track of the reasons for changes together with any associated background documents that were considered. This would provide context around the evolution and history of each drawing. Further discussion followed on the need to develop an appropriate disclaimer that the drawings are to be used under the direction of a suitably qualified RPEQ.

The Group discussed the use of deflection bars on bicycle paths and it was noted that many councils are moving away from these. It was agreed to invite a suitable expert from TMR to the next meeting to provide input from a national perspective.

Standard Drawing Bioretention Drainage Profile – Type 4 Pipeless DS-074 was amended and updated in the IPWEAQ Knowledge Centre.

There has been several enquiries on the maximum allowable cross fall of a footpath. General consensus was to conform to the 2.5% figure in AS1428. It was recognised that alternative solutions would need to be engineered for difficult sites and it may be permissible to go up to 4% for short lengths.

ADAC
The updated ADAC 5.01 schema has now been included in a number of vendor tools including SAFE International FME 2018.1 build 18428. In addition Blackbox22 have started working on incorporating v5.0.1 into their tool with completion expected around mid-year. In addition there has been discussions around ADACX which works in BrisCAD and AutoCAD. Expecting to see something from them mid to late 2018.

The ADAC Technical Working Group (TRG) met on 20 February and 24 April this year and is focussing on a major review of the Open Space category and the development of new asset classes for electrical and communications. To facilitate this development two smaller working groups have been established. The next meetings for Electrical & Communications is planned for 17 May, with the Open Space meeting planned for 7 June.

We provided feedback on the Austroads Report AP-T333-18, Asset Data Harmonisation Stage III: BIM IFC Alignment Review. The Consortium noted that the intent and direction of the document was good but were concerned with the focus on road infrastructure and the associated asset classification structure. An example of this is the placement of “SIGNS” under Roadside. In a council signs could be in parks, jetties, on buildings etc. Similarly “Trees” would generally be more suited to a landscaping category rather than Roadside.

In other cases, we believe it would be more logical to classify the assets based on function rather than structure. For example, the inclusion of major culverts in the Structures sub-class. The difference seems to be purely on size, which if included in the attribute data could easily sort out any size determined to be major etc. This agrees with the Scale Neutrality concept discussed in the report.

There also appears to be a lack of any environmentally related asset types, such as fauna crossings (which technically could be a
function under bridge/culvert etc.), Water Sensitive Urban Design features, GPT’s etc.

We are also concerned with the amalgamation of all Mechanical & Electrical assets in one sub-class that is located under road infrastructure. As you can imagine both councils and water service providers have many asset classes that have sub-classes involving a diverse range of mechanical features i.e., swimming pools, water treatment plants, pumping stations, energy supply etc.

More broadly, the use of the Road infrastructure terminology could be seen to preclude the broader ‘transport’ function of streets and roads.

Consortium membership has remained steady since the last report, however IPWEAQ has recently employed dedicated marketing personnel who have commenced work on a strategy to promote ADAC. More on this in the next update.

Computer Aided Design (CAD) Standards Working Group
This Group last met on 10 May and is making significant progress in the development of a Public Works CAD standard. We are looking to make the use of CAD as efficient as possible and to have a system that is uniform across councils. So drawings produced from each technician all look the same with uniform layering and styles etc.

As design models and drawings are also prepared by external consultants there will also be advantages when working across local government boundaries etc.

The Group along with 12D have developed an IPWEA draft which has been trialed successfully in a number of councils over the last few months. We expect to be in a position to finalise the standard later this year with our next meeting planned for August. We were advised that all 12d files are available on their forum with some of this work in the latest update (C1M) and the rest expected to be included in 12D version 14.

Following on from the finalisation of all the CAD standard files the group will work to develop the supporting documentation that will allow councils to simply refer to IPWEAQ standard documents. We envisage this document would deal with procedural issues and have examples of standard presentation and possibly standard snippets.

We will also be working with the Survey Group to ensure the work is aligned with their requirements.

Survey Standards Working Group
The draft files have just been released to the Group for review and are expected to be finalised and adopted at the next Survey Standards meeting to be held 6 June. We will then have a standard IPWEAQ naming code convention. A standard set of codes for underground utility locations in accordance with the AS-5488 standard has also been included.

Street Planning and Design Manual
There has been significant progress over the last few months including the adoption of a new governance structure and the engagement of a dedicated project manager (Trevor Parminter).

The governance structure includes a smaller overarching steering committee and two dedicated working groups for planning and design. Additionally, we will be establishing an Industry Advisory Group to gain greater buy in from key stakeholders plus defined Stakeholder reference groups for planning and design to provide support and feedback.

The newly formed Steering Committee is chaired by our President, Seren McKenzie and includes representatives from the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP), LGAQ, UDIAQ, the Planning Institute Australia and IPWEAQ. The next phase for the Steering Committee is to finalise the business case and to clearly articulate the needs and benefits for the new publication. The business case needs to include identification and quantification of the benefits to be derived under the headings below to facilitate an economic analysis.

The expected benefits of the project are:
1. Provide planning and design practitioners (urban planners, civil engineers and civil design technicians) with contemporary guidelines for use in the planning and design of streets
and street networks within various land-use precinct types ie a code of practice.

2. Be adopted widely in local government planning schemes and other planning frameworks as a development code or planning scheme policy that will deliver precincts that meet the future needs of Queenslanders.

It is expected that these benefits will be achieved through the following:

a. Achievement of efficiencies through collaboration and innovation in whole of network planning.

b. Offering optimal safety where roads intersect with streets.

c. Innovation in the development of our urban landscape including provisions for autonomous vehicles and other future-proofing of our neighbourhoods.

d. Maximising the social and environmental capabilities of future neighbourhoods through smart design.

e. Reduction in local government costs in development of their individual street planning and design requirements.

f. Reduction in developer costs associated with differences between the individual street planning and design requirements of various local governments.

I encourage you to provide the information needed to support the business case including expected benefits and the expected costs associated with implementation of the proposed SPDM. For any queries or clarification, please contact our new SPDM Project Manager, Trevor Parminter at trevor@rovertreviews.com.

On a final note, I am excited to announce that I will be taking up the Program Manager – Assets position with Austroads from 2 July. I am so grateful for my time with IPWEAQ and for the integral role Working Group members have played in our success. This is an exciting new chapter for me but please be assured that I will look to engage with IPWEAQ as much as possible to ensure the public works sector is well represented at a national level. I would like to personally thank the Board, all the staff and our CEO for all the support you have given me, and wish you all the best for the future.