



**CAPABILITY STATEMENT  
FOR HEAVY VEHICLE LOCAL ROAD ACCESS  
STUDIES**

**JULY 2020**

### 1. OUR CONSULTANT TEAM

Our consultant team for heavy vehicle local road access studies comprises:

- Peter Rufford (Civil Engineer and project manager)
- Steve O'Rourke (Civil Engineer)
- Matt Elischer (Mechanical Engineer),
- Adam O'Rourke (Structural Engineer), and
- Bob Carstairs (Transport Economist).

A summary of each is provided below.

The background to PEECE and their list of PEECE projects over the last 20-years is provided in their web site [www.peece.com.au](http://www.peece.com.au). In one of our most recent projects, PEECE was engaged by TfNSW to review their Pilot Farm Gate Access Project. This project stimulated a number of ideas on how to open up local roads to RAVs. Section 2 of this statement outlines an approach that the NHVR may wish to consider in the next stage of their work. Notwithstanding, PEECE is keen to be considered for any project where the NHVR is seeking a consulting team.

#### Peter Rufford



**Peter Rufford**

Peter Rufford is a former transport policy officer with the Australian Local Government Association and planning engineer with the NSW RTA (now the TfNSW). Prior to that, he worked in the Materials and Research Section of the NSW Department of Main Roads in the 1970s and the NT Department of Transport and Works in the early 1980s.

He has worked as a road and transport planning consultant since 1990 (initially with Travers Morgan Australia) and more recently as the Executive Director of PEECE.

He started as a consultant with Travers Morgan Australia in 1990 and worked on a number of World Bank and Asian Development Bank transport planning studies in north-east China during the early 1990's.

Peter has project managed the regional transport planning studies for PEECE. In addition, he has provided contract services to the National Transport Commission on heavy vehicle accreditation and access issues for local government and asset management and road maintenance planning services to the Metropolitan Region of the Queensland Department of Transport and Main Roads.

More recently between 2012-16, he was engaged by Lake Macquarie City Council to review their Engineering Guidelines for their DCP and in manage their Quarry Rehabilitation Program.

### **Steve O'Rourke**



**Steve O'Rourke**

Steve O'Rourke is a former senior project manager with the former NSW RTA (now TfNSW). He is a civil engineer with extensive experience in civil construction, environmental engineering and risk management.

He has broad consulting experience in servicing local government, particularly in NSW and in providing engineering construction audits and project reviews on major road projects for TfNSW.

Steve is a Chartered Professional Engineer and is on both the National and Queensland Professional Engineers' Register. He also the owner of both Constructive Solutions, a small civil engineering consultancy based in Tamworth and QRMC Risk Management, a risk management consultancy based in Brisbane.

His areas of expertise include:

- Major highway design and construction
- Project management of major infrastructure projects, including road, rail, airport and bridge works
- Major contract experience, including specification writing and all aspects of contract management, including site supervision
- Road safety planning and auditing
- Environmental engineering

As well as providing the engineering input to many of the PEECE studies, he has undertaken a number of corridor studies for the Department of Transport and Main Roads Queensland, in conjunction with Economic Associates. The engineering components of these studies involved assessing the needs of each route in respect to upgrading, maintenance, safety etc., in the context of proposed changes to the traffic volumes and mix and developing a 20 year works program.

### **Matt Elischer**



**Matt Elischer**

Matt Elischer is a Mechanical Engineer with over 20 years of Australian and international experience in all aspects of freight and heavy vehicle transport.

He provides professional consulting and expert technical advisory services in areas such as road network access; policy and regulation; safety and productivity; innovation; and risk and compliance management.

Matt has worked as a senior manager in consulting and research (Australian Road Research Board), government and regulators (National Heavy Vehicle Regulator), and also industry (Toll Group). He has been involved with developing and implementing the world-leading Performance Based Standards (PBS) scheme since the mid 1990's and was part of the team set up to establish the National Heavy Vehicle Regulator (NHVR).

He has led a number of Australian firsts including developing the Ministerial Guidelines for Approving Access; development of the PBS Route Assessment Tool (now RAVRAT - <http://ravrat.com.au>); introducing road trains onto select networks in Tasmania; developing an innovative and efficient access framework for Oversize and Overmass (OSOM) vehicles; and harmonising quad road train access across all states.

His areas of expertise include:

- Heavy vehicle network access
- Strategy and policy development
- Heavy vehicle regulation
- Risk and compliance management
- Program and project management
- Heavy vehicle safety and productivity
- Vehicle interaction with infrastructure and other road users;

Matt is also an Editorial Board Member of the International Journal Heavy Vehicle Systems, the Communications Co-ordinator for the Transportation Research Board's (TRB) Trucking Industry Research Committee (AT060), and a former Board member of the International Forum on Road Transport Technology.

### **Adam O'Rourke**



**Adam O'Rourke**

Adam O'Rourke is a Chartered Professional Structural Engineer, and RPEQ, experienced in bridge design, inspection and asset management. Adam is the current Chair of Engineers Australia Structural College QLD Chapter.

Adam has worked on bridge projects with a number of Councils, private companies, and state road authorities. A focus of a number of these projects has been verifying and/or upgrading bridges to support Higher Mass Limit (HML) vehicles.

In addition to Adam's engineering experience, Adam has worked with the QLD Department of Transport and Main Roads (TMR) (sub-contracted through ARRB) developing a bridge network dashboard system. This system drew data from multiple sources (including the TMRs bridge information system database), presenting it in a concise way to aid the decision-making process.

Adam has also undertaken research and provided input into TMRs technical publications including developing supplementary guidance for the inspection of bridges with half-joints, and peer reviewing the publication options for designers of pedestrian and cycle bridges to obtain value for money.

### **Bob Carstairs**



**Bob Carstairs**

Bob Carstairs is a transport economist with specialist expertise in agricultural economics and researching economic development in rural areas. He has extensive experience in the economic evaluation of road projects.

He is a Brisbane based consultant providing specialist economic advice to State and Commonwealth government agencies and the private sector.

Bob obtained his degree and post graduate training at the University of New England and is familiar with the demographics and industries of rural regions.

He has over thirty years professional experience in Australia and the Asia-Pacific region as a research economist, academic and consultant. Since commencing his consulting career in the early 1980s, Bob has worked extensively in the fields of regional and industry development, project evaluation in developing countries and in Australia, agricultural economics and transport economics. He has been the transport economist in every PEECE feasibility study.

His full area of expertise includes:

- Regional and industry development
- Project evaluation and feasibility
- Social and economic impact assessments of infrastructure
- Agricultural economics
- Transport economics
- Tourism

## 2. OUR SUGGESTED APPROACH

PEECE Pty Ltd has a strong track record for road feasibility studies and business cases for road investment. Most have focussed on assisting Councils identify road priorities and prepare submissions for Commonwealth and/or State funding for high priority regional and local roads. A number of these submissions proved successful resulting in the sealing of key regional roads.

Building on their experience with both local government and Transport for NSW (TfNSW), PEECE was engaged by TfNSW to review the Pilot Farm Gate Access Project. This project was introduced as a pilot scheme in over 18 Local Government Areas to facilitate access for farmers to the B-double, Livestock Loading Scheme, 4.6m high OSOM and Higher Mass Limit networks. Whilst the report has not been finalised as yet, the study has provided an insight into how greater access for RAVs to local roads can be achieved.

The key to unlocking local roads is for Councils to be encouraged to collaboratively develop regional road access strategic plans with the local transport industry. These plans should identify priority routes and those sectors of a local government area that have no infrastructure constraints and could be opened up to RAVs. Those sectors that have some infrastructure constraints need to be highlighted and steps taken on a route priority basis to assess and progressively eliminate them.

We would suggest identifying a number of Councils who could become exemplars in developing these type of plans. 3 or 4 of the 18 pilot Councils engaged in the review of the Farm Gate Access Project would be well placed with external funding for consultants to develop plans for their local government area and in doing so, provide templates for promulgation across NSW.

A similar approach could be applied in other states, particularly Victoria and Queensland to provide a national approach. Once templates have been developed, the ideal outcome would be IPWEA (or the jurisdictional equivalent) to support Councils through a web-based facility develop these plans similar to what they have done with asset management plans.