



### 1. CONFIRMATION OF THE LRRS NETWORK AND FUNDING COMMITMENT LEVELS

After two years experience with the Alliance process, and focusing on consistency in road function, some RRGs felt the need to make network changes to their LRRS network. During the year two groups made official requests to the Roads Alliance Board to make such changes.

In making those changes, RRG members reviewed the committed level of funding provided for their roads in the LRRS network. For those RRGs that did not alter the LRRS network, this last 12 months also provided the groups with an opportunity to check the accuracy of the committed funding levels originally provided. Both Main Roads and local government have ensured that the committed level of funding has been maintained over the five year program.

### 2. CONFIRMED LONG-TERM INVESTMENT STRATEGIES

With the dates for the release of the Roads Implementation Program being brought forward, only a few RRGs and their Technical Committees were able to check and review their Road Investment Strategies during the past 12 months. For those groups who could not achieve the process this year, it will be a priority in the next program development cycle.

The next program development cycle will also be an opportune time for the group members to check the short term priorities against the 20 year vision of the investment strategy. This will help determine the appropriateness of current projects listed within the 5 Year Works Program.

### 3. UNDERTAKEN GAP ANALYSIS

Some RRGs have developed processes to determine gaps between current condition/configuration and the investment visions for their LRRS network. For those RRGs that have not progressed this, Southern Downs and Far North Queensland RRGs provide great examples of effective gap analysis processes.

### 4. DETERMINED SCOPE OF WORKS

RRG members have identified the required scope of works to satisfy the long term investment visions for each road in the LRRS network. This has placed RRG members in a position to more easily identify short term priorities for investment.

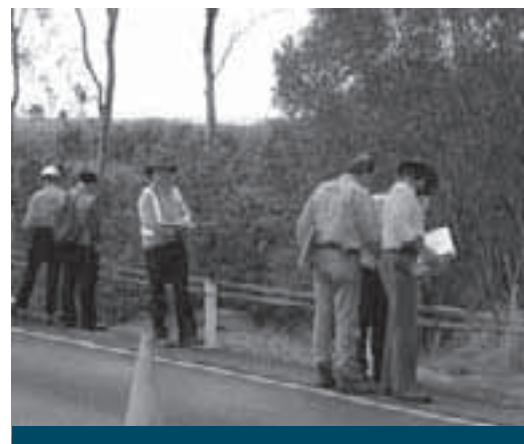
### 5. IDENTIFIED SHORT-TERM PRIORITIES

From the gap analysis and the scope of work determined within the investment strategies, RRG members have identified their short term priorities for investment. Many RRG members have used this process effectively in order to justify high priority projects for the 5 Year Works Program.

### 6. GENERATING PROJECTS

RRGs have developed complete 5 Year prioritised and moderated Works Programs containing:

- + All local government member's improvement projects funded totally by local government
- + All Main Road's improvement projects funded totally by Main Roads
- + All local government preservation projects funded totally by local government (typically projects above \$100,000 in urban areas and above \$60,000 in rural areas)
- + All Main Roads preservation projects funded totally by Main Roads (typically projects above \$100,000 in urban areas and above \$60,000 in rural areas)
- + All local government member's bulk figures for program and routine maintenance
- + Main Road's bulk figures for program and routine maintenance
- + Joint local government and Main Roads funded projects after collation and moderation of priorities



In developing their complete 5 year regional works programs, many RRG members were able to provide both improvement and preservation projects as well as bulk allocations for other programmed and routine maintenance.

For those groups that provided a fully prioritised works program, the identified improvement projects demonstrated their members were working towards the vision and the adopted RRG configuration standards, while the preservation projects and other bulk programmed and routine maintenance realised the agreed condition standards and levels of service set by the RRG at the outset.

Where all project types were provided to the Technical Committees for collation and moderation within the 5 year program, groups were able to ensure the final regional works program reflected the short term priorities and long term visions stated in the RRGs road investment strategies.

Full RRG compliance to the Alliance principles has resulted in the best allocation of available funds based on priority.

### 7. SCORED AND PRIORITISED PROJECTS

Five RRGs used the new Roads Alliance program development tool including the improved project prioritisation process to develop this year's 5 year program. This enabled them to rank and prioritise projects with more confidence than that of the previous year. The improved version of the project prioritisation tool now includes a simple but comprehensive version of "Benefit Cost Analysis" and also produces program output reports that are much easier to generate and provide useful information to members.

An output report (called the project summary sheet) enabled RRGs to more easily identify and allocate funds to high priority projects resulting in a better schedule of works.

The RRGs that used the 2005 version of the Alliance project prioritisation model supplied the valuable input needed to produce the 2006 version. Through continuous consultation statewide, future models will continue to improve and provide better outcomes for all RRGs.

### 8. REVIEWED AND ALLOCATED FUNDS AND ADOPTED A PRELIMINARY WORKS PROGRAM

The Technical Committees recommended their 5 year works programs for adoption by the RRG. Unfortunately, not all RRG members provided full works programs to the Technical Committee. This made it difficult for those groups to allocate RRG funds to the highest priority projects. It also prohibited the group from considering the possible transfer of funds from lower priority projects to those of higher priority.

Also because many RRG members did not provide preservation projects in their works programs, it prohibited the RRG from considering possible reallocation of funds from lower priority improvement works to higher priority preservation works. Over the next program development

period it is envisaged that all RRGs will develop a full 5 year program of both preservation and improvement projects to allow full consideration of priorities across the RRG.

To RRG's credit however, the groups produced this year's 5 year program for 2006-07 to 2010-11 within very constrained timeframes.

### 9. ENSURED ACCURACY AND ADOPTED A FINAL WORKS PROGRAM.

All RRGs considered the content of the supplied five year regional works programs. The groups particularly checked whether the Technical Committee's recommendations on funding allocations had considered the workforce needs of particular members and whether funding had been directed towards high priority projects.

The RRG's in some cases moderated the program to better reflect member's needs and ensured that the nominated projects in the 5 year program worked towards fulfilling the direction of the adopted road investment strategies. The RRGs signed off all 5 year regional works programs and provided them for incorporation into the Roads Alliance Addendum of the RIP.

### RRG PROGRESS REPORTING FOR ALLIANCE INITIATIVES IN 2007

The next progress report in 2007 will look to measure RRGs progress against "Key Performance Indicators" within many of the Alliance initiatives. Key indicators will be developed in consultation with RRGs by the Roads Alliance Operations and Management Committee in the following areas:

- + Asset management
- + Program Development
- + RRG expenditure and delivery
- + Building capability

To ensure RRGs will be in a position to report on indicators like these in 12 months time, the Alliance Operations and Management Committee will continue to assist RRGs and Technical Committees to build and consolidate their capabilities. The 5% capability funds made available to groups by the Alliance Board will enable groups to buy in capacity to assist them to become more effective in the ways members do business in the future. RRG's "Capability Improvement Plans" will also guide groups during the next year to help improve processes and outcomes for all involved.



# ACHIEVEMENT AND FUTURE INITIATIVES

## HUB DEVELOPMENT

In 2006-07 the Alliance Operations and Management Committee will be working with RRGs to implement the Roads Alliance Hub.

The Roads Alliance Board initiated the development of the Hub to improve the quality and consistency of road data in Queensland. The primary aim of the Hub is to aggregate common data relating to the Local Roads of Regional Significance (LRRS) using consistent definitions and systems outputs. The outputs of the Hub are sure to provide significant benefits to both local governments and the state.

Initially it was intended that the project would be jointly funded by the Department of Main Roads, the Local Government Association of Queensland (LGAQ), and the Commonwealth Government. Unfortunately after much time and deliberation the Commonwealth decided not to contribute to the project. This resulted in a significant delay in the development of the Hub and required Main Roads and the LGAQ to cover outstanding costs. Main Roads and the LGAQ have done this and the Hub is now on track and is scheduled to be completed in 2006-07.

The Hub rollout will be staged with RRGs brought online in a systematic manner. The Alliance Operations and Management Committee will be working closely with RRG members throughout the implementation period to ensure their asset management system is fully operational, their data is accurate and they are able to effectively and efficiently upload to the Hub.



## JOINT PURCHASING AND RESOURCE SHARING

Several RRGs have explored and implemented a variety of joint purchasing and resource sharing initiatives over the past 12 months. These have covered areas such as plant and equipment, joint reseal programs and the sharing of staff.

2005-06 was a year of significant consolidation for a number of RRGs in relation to program development. This has meant that several groups have not yet explored in detail the joint purchasing and resource sharing opportunities available to them. Over the next 12 months all RRGs will again be encouraged to consider these opportunities with the support of a tailored program developed by the Roads Alliance Board.

# BUILDING RRG CAPABILITY

## ALLOCATION OF UP TO 5% OF NEW TIDS FUNDING TO CAPABILITY IMPROVEMENTS

In order to better support all RRGs the Alliance Board agreed that RRGs be able to allocate up to 5% of the additional Transport Infrastructure Development Scheme (TIDS) funding received under the Alliance to assist with overall capability enhancement. This provision is an optional allocation subject to the determination of each RRG. Statewide, this provides up to \$700,000 (5% of \$14 M per annum) to improve capability.

The funding allocation was provided in response to RRG feedback about the capability enhancements needed to effectively undertake Alliance related activities. This allocation demonstrates the board's commitment to the ongoing work of the Roads Alliance.

The allocation is available to RRGs to maintain and build capability in a range of areas including:

- + Asset management
- + Project prioritisation and program development
- + Building increased resource sharing arrangements
- + Increased joint purchasing opportunities
- + Improving administrative outcomes for RRGs and Technical Committees.

To ensure the Alliance Board is aware of the resourcing needs and areas for capability improvements of RRGs statewide, each RRG has been requested to develop a "Capability Improvement Plan." This is required to be submitted to the board by late September 2006. The RRGs Improvement Plans will identify gaps in RRG member's capability, areas for improvement and paths by which improvements can be made. The improvement initiatives, determined by the RRG themselves, will take into account the flexibly required and respond to the particular achievement levels and desires of each RRG.

To ensure consistency in the use of this capability funding, a new Fact Sheet entitled "2006-07 RRG Capability Fund Guidelines" has been developed. This sheet was sent electronically to all RRG Chairs, Technical Committee Chairs and Secretariats. A template for the Capability Improvement Plan has also been developed by the Alliance Operations and Management Committee and was emailed to all RRGs, Technical Committee Chairs and Secretariats.



## ONGOING TIDS CAPABILITY FUNDING

A key objective of the Roads Alliance is to improve the road management capability of Main Roads and local government. The Roads Alliance seeks to help RRGs and their members enhance their capacity as road managers through the provision of increased training and through improved systems that meet local and regional needs.

To support this objective the Alliance Board initially allocated \$6 million capability funding from 2002. Of this funding approximately \$1.8 million remains to assist RRGs in specific areas for building group and individual member's capability. This funding is usually provided to RRGs and their members on a matching basis; 50% Main Roads and 50% local government and is in addition to the 5 percent available to every group through Alliance TIDS funding.

To access these funds RRGs are required to make a prior application to the Roads Alliance Board for the subsidy. Applications must primarily focus on capability development. All RRG members have been advised of the guidelines for funding and are encouraged to make applications.

It's expected that many of the needs of RRGs for capability enhancement can now be met within their own capability allocation from their share of the 5% TIDS capability funding.

Successful applications for this funding in 2005-06 were mainly for projects with statewide potential and include:

- + SouthROC – \$10,000 50% cost of finalisation of their investment strategy software tool
- + SouthROC – \$10,000 – Project Prioritisation Model
- + SunROC – \$5,000 50% cost of an audit on their condition data for their LRRS network
- + North West – \$5,000 to assist with costs of conducting a supervisor's workshop
- + Outback – \$4,420 50% cost of MapInfo training
- + Moreton Bay Coast and Country – \$849 50% of Economic Evaluation of Road Infrastructure Projects short course
- + Central – \$4,030 – IPWEAQ Training attendance