THE ROADS ALLIANCE

REGIONAL ROAD GROUP PROFILE

BRISBANE METRO ALLIANCE

PROFILE

Brisbane is the capital of Queensland, making it Australia’s third largest City and the fastest growing capital. Brisbane City Council (BCC) covers 1,327 sq km and has a resident population of over 960,000. Continuing rapid growth in South East Queensland places ongoing public transport and road infrastructure demands on BCC and the Main Roads Metropolitan District (Metro).

To ensure appropriate transport service levels are provided in the South East, BCC and Metro District have formalised a partnership approach initially called the Brisbane Metro Alliance. The Brisbane Metro Alliance has identified a draft LRRS network. The group is putting in place a constitution with supporting principles and responsibilities that will guide the partnership over the coming years. The group is also checking current road investment strategies to consider consistency of road hierarchy.

The Brisbane Metro Alliance is working together to ensure consensus on all current projects in both planning and delivery phases. The group is also working together on longer term planning options for major infrastructure.

Brisbane City Council is the third largest council in Australia and has an annual operating budget of $2.5 billion. BCC is the only council in Australia to have a Direct Provision of Roads (DPR) agreement with Queensland’s Department of Transport and Main Roads. The agreement provides funding for BCC to deliver a wide range of road construction projects that enhance the local community and regional transport infrastructure.

REGIONAL OBJECTIVES

The Road Management and Investment Alliance Partnership Approach between Brisbane City Council and Main Roads will be underpinned by a number of principles. These principles require both Brisbane City Council and Main Roads to:

- Jointly manage and invest in Local Roads of Regional Significance to work towards jointly agreed strategic long-term visions for the road network.
- Focus on consistent objectives with prioritised road investment that meets local community and regional road network needs.
- Strengthen the existing partnership between Brisbane City Council and Main Roads to work towards achieving better value for money from road network investment
- Identify the need for road investment to meet common economic, social and environmental objectives
- Invest in high priority projects on Local Roads of Regional Significance (LRRS) using a jointly agreed program development process.

PROGRESS

- Most RRG members have purchased asset management systems. Some members are yet to finalise this process
- Stage 1 of the investment strategies for LRRS are now complete
- Completed road safety training and collected road asset condition data
- Completed a 5 Year Regional Works Program for the LRRS for 2005-06 to 2009-10.

FUTURE ACTIONS

In June 2006, the Brisbane Metro Alliance agreed to separate into two separate groups, the Central Highlands Regional Road Partnership (CHRPP) and the remaining members of CQRRG. Over the coming 12 months both groups will need to finalise their operating arrangements and continue to improve their program development, asset management, joint purchasing and resource sharing processes and outcomes.

CENTRAL QUEENSLAND

PROFILE

The Central Queensland Regional Road Group (CQRRG) covers 175,960 sq km and has a resident population of approximately 198,000. Transport operations and the road network have a significant impact on the region’s viability and the major industries of mining, agriculture, beef cattle, forestry, tourism, manufacturing, export operations and retail. CQRRG operates with three sub-groups each supported by a technical committee.

MEMBERS (OF THE RRG)

Central Highlands Regional Roads Partnership (CHRPP)
Bauhinia, Belyando, Broadsound, Duaringa, Emerald, Mount Morgan, Rockhampton City and Main Roads.
Rockhampton and District Regional Organisation of Councils (R&DROC)
Fitzroy, Livingstone, Mt Morgan, Rockhampton City and Main Roads.
Port Curtis Alliance of Councils (PCAC)
Calliope, Gladstone City, Miriam Vale and Main Roads.

RRG CHAIR
Cr Peter Maguire, Mayor of Emerald Shire Council

TECHNICAL COMMITTEE CHAIR
Mr Martin Crow, Rockhampton City Council

Previous Chair: Neil Fitzgerald, Fitzroy Shire Council

SECRETARIAT
Central Queensland Local Government Association

LRRS LENGTH 2,065 km

COMMITTED AVERAGE ANNUAL FUNDING LEVEL FOR LRRS NETWORK: $21,906,000
REPORTED AVERAGE ANNUAL INVESTMENT FOR LRRS NETWORK: $23,677,000

REGIONAL OBJECTIVES

CQRRG’s major focus is reflected in the vision and objectives adopted as part of their investment strategy development for the agreed Local Roads of Regional Significance (LRRS) network. Most notably, to “upgrade and maintain the regional network of LRRS whilst recognising their connection to adjacent regions.”

CQRRG aims to develop 5 year LRRS work programs that:

- preserve existing assets
- enhance activity and opportunity
- improve road safety
- enhance wet weather access
- promote the region
- enhance inter-community access
- maintain and create employment
- protect the environment
- deliver appropriate social and community outcomes
- provide efficiencies with project planning and resource sharing
- adopt a consistent approach to road classification and standards
- deliver a fair and equitable distribution of resources to members of the CQRRG

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THE ROADS ALLIANCE

MR Local Roads of Regional Significance
LG Local Roads of Regional Significance
MR Other State-controlled Roads
LG Other State-controlled Roads

SECRETARIAT

Previous Chair: Neil Fitzgerald, Fitzroy Shire Council

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LEGEND

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LG Local Roads of Regional Significance
MR Other State-controlled Roads
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SECRETARIAT

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TECHNICAL COMMITTEE CHAIR

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SECRETARIAT

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LG Local Roads of Regional Significance
MR Other State-controlled Roads
LG Other State-controlled Roads

SECRETARIAT

Previous Chair: Neil Fitzgerald, Fitzroy Shire Council

TECHNICAL COMMITTEE CHAIR

Mr Martin Crow, Rockhampton City Council

SECRETARIAT

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REGIONAL ROAD GROUP PROFILE

**EASTERN DOWNS**

**PROFILE**
The Eastern Downs Regional Road Group (EDRRG) lies west of the Great Dividing Range. The group represents an area of 12,107 sq km and has a resident population of approximately 137,000. This RRG serves the Darling Downs which is one of Australia’s most productive exporting areas.

**MEMBERS (OF RRG)**
Cambooya, Crows Nest, Jondaryan, Millmerran, Pittsworth, Rosslea, Toowoomba and Main Roads.

**RRG CHAIR**
Dr Carol Taylor, Mayor of Cambooya Shire Council

**PREVIOUS CHAIR**
Mr Gerard Brennan, Crows Nest Shire

**TECHNICAL COMMITTEE CHAIR**
Chris Rubie, Jondaryan Shire Council

**SECRETARIAT**
DDROC Executive Officer

**LEGEND**
LG Local Roads of Regional Significance
MR Local Roads of Regional Significance
All Other State-controlled Roads

**REGIONAL OBJECTIVES**
EDRRG’s objectives include development of Local Roads of Regional Significance (LRRS) 5 Year Works Programs that will:
- Adequately accommodate road based transport, including road trains which utilise the LRRS network within the area
- Align the integrated transport and economic development plans for the region
- Accommodate the seasonal nature of use on the LRRS network, which places a high priority on improvement and preservation projects
- Work towards delivering appropriate road configuration and condition standards that align with network visions for the region.

**FUTURE ACTIONS**
- Improve the RRG and RRG member’s skills in project prioritisation, scheduling of projects and allocation of the RRG funding to high priority projects within the 5-year regional works program
- Fully implement Asset Management Systems
- Maximise the benefits from the joint purchasing and resource sharing initiatives
- Further develop the sharing of plant and equipment initiative
- Seek alternative funding sources such as AusLink and Industry to meet future major road needs on the RRRS

**PROGRESS**
Completed a 5 Year Regional Works Program

**REGIONAL ROAD GROUP PROFILE**

**FAR NORTH QUEENSLAND**

**PROFILE**
The Far North Queensland Regional Road Group (FNQRRG) covers approximately 107,000 sq km. The region encompasses the Wet Tropics World Heritage Area and one of the Seven Natural Wonders of the World – The Great Barrier Reef. Transport operators and the road network have a significant impact on the region’s viability and the major industries of agriculture, forestry, fishing, tourism and trade.

**MEMBERS (OF THE RRG)**
Atherton, Cairns City, Cook, Douglas, Eacham, Herberton, Johnstone, Mareeba and Main Roads

**RRG CHAIR**
Mr Ray Kirkman – Atherton Shire Council

**PREVIOUS CHAIR**
Mr Greg Underwood, Johnstone Shire Council

**TECHNICAL COMMITTEE CHAIR**
Mr Ray Kirkman – Atherton Shire Council

**SECRETARIAT**
Far North Queensland Regional Organisation of Councils

**LEGEND**
MR Local Roads of Regional Significance
LG Local Roads of Regional Significance
All Other State-controlled Roads

**REGIONAL OBJECTIVES**
The FNQRRG’s focus is on improving the level of service and ensuring priority investment for Local Roads of Regional Significance (LRRS) in the region. This will reflect in the RRG’s 5 Year Works Program that will:
- Maintain and enhance the road network for current and future economic needs
- Provide access to the rest of Queensland’s road network and, subsequently, the nation
- Ensure access to alternative transport nodes (rail, sea, air)
- Ensure the road network meets the diverse social needs of the region
- Enable accessibility during the wet season
- Provide for bike paths
- Accommodate driver fatigue/stress
- Ensure road projects undertaken are environmentally sound, particularly where there may be direct or indirect impact on the Wet Tropics World Heritage Area and/or the Great Barrier Reef

FNQRRG also has to manage works around the wet season that runs from November to May. The average annual rainfall is approximately 1,000mm in land and 2,000mm on the coast. During the wet season, 75-90% of the region’s annual rainfall is recorded.

**FUTURE ACTIONS**
- Further develop the sharing of plant and equipment initiative
- Implement further joint purchasing and resource sharing opportunities
- Improve the development process for the 5 Year Regional Works Program
- Commence investigations into joint regional contracts and tender documents
- Commence investigations into Aerial photographs and digital videography of the LRRS Road network.

**PROGRESS**
- FNQRRG have reviewed their LRRS network
- The group is using a bureau service for the management of their asset management data. The bureau service also holds and processes data like, “Investment Strategies and Project Prioritisation Capability”
- Completed twenty-year investment strategies and gap analysis for LRRS
- Completed road safety training
- Completed a 5 Year Regional Works Program for the LRRS for 2005/06 to 2009/10

**INVESTMENT FOR LRRS NETWORK:**
- **REPORTED AVERAGE ANNUAL FUNDING LEVEL FOR LRRS NETWORK:** $6,909,000
- **COMMITTED AVERAGE ANNUAL FUNDING LEVEL FOR LRRS NETWORK:** $7,474,000

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