

ROADS ALLIANCE RESOURCES

All documentation listed on this page is accessible via LGOonline Roads Alliance web pages (www.lgaq.asn.au) and Main Roads staff may access the information on the Roads Alliance intranet page via MR Junction.



AGREEMENTS

Memorandum of Understanding
Memorandum of Agreement



JOINT PURCHASING & RESOURCE SHARING

Joint Purchasing and Resource Sharing Framework



GUIDELINES

Operational Guidelines



ROAD NETWORK SAFETY ASSESSMENT

Road Safety Risk Manager

BRIDGE INSPECTION

Bridge Inspection Manual

FACT SHEETS

2004 – 06 series

- Program Development Process for the LRRS
- Milestones for 2005-2006
- Transport Infrastructure Development Scheme
- Joint Purchasing and Resource Sharing Initiatives
- Asset Management System Implementation and Progress
- Roads Alliance Excellence Awards
- 2006-07 RRG Capability Fund Guidelines

ANNUAL PROGRESS REPORTS

January 2004 – June 2005

August 2002 – December 2003

ALLIANCE +



ASSET MANAGEMENT

Asset Management Kit

Asset Management Kit Addendum (2005)

Asset Management Survey Results

Asset Management Suppliers Industry Consultation Kit

Report on Prequalified Asset Management System Suppliers



PROGRAM DEVELOPMENT KIT

Overview of Program Development

Part one: Investment Strategy Development Methodology and Tools

Part Two: Works Program Development Process

Part Three: Road Safety



LEFT TO RIGHT TOP: Bettina Cruise, Nicki Milios, Carlos Rial, Chris Mountford, Leah Rogash and Scott Britton
LEFT TO RIGHT BOTTOM: Mark Piorkowski, Graham Jordan and Ross Mensforth

ROADS ALLIANCE OPERATIONS AND MANAGEMENT COMMITTEE

Carlos Rial – Main Roads (replacing Les Dun – Main Roads)

Ross Mensforth – Main Roads

Ray Ferdinand – Main Roads

Leah Rogash – Main Roads

Scott Britton – Main Roads

Nicki Milios – Main Roads

Mark Piorkowski – LGAQ

Simone Talbot – LGAQ

Bettina Cruise – LGAQ

Chris Mountford – LGAQ

Graham Jordan – LGAQ

COMMITTEE ROLE

The Roads Alliance Operations and Management Committee is responsible for implementing the programs and initiatives as set by the Roads Alliance Board and acts as the day-to-day interface between RRGs and the board. The Operations and Management Committee also works closely with each RRG, attending RRG and Technical Committee meetings each year, to assist groups implement the Roads Alliance Program Development, Asset Management and Joint Purchasing and Resource Sharing initiatives.

DEVELOPMENT

The Operations and Management Committee develops the detailed principles, processes and guidance material sought by the board. This work is undertaken in consultation with the Main Roads and local government officers and elected members who implement the Alliance on the ground.

In 2005-06 the Operations and Management Committee worked with a number of Main Roads and local government engineers to revise the Roads Alliance Project Prioritisation Spreadsheet Tool. This updated tool was used by a number of groups in 2006 to help them produce their 5 Year Regional Works Program.

The Operations and Management Committee also worked with the ARRB Group to develop the Road Network Safety Assessment (RNSA) methodology and tool. This tool was piloted with the North Queensland RRG and has since been made available along with ARRB's Road Safety Risk Manager to all RRGs in Queensland.

IMPLEMENTATION

In 2005-06 the Project Team spent many hours travelling to RRGs across Queensland. This provided RRGs with an accessible resource at their place of business and enabled the Operations and Management Committee to respond to implementation issues as they occurred.



ABSENT:
Ray Ferdinand (top) and Simone Talbot (bottom)

ROADS ALLIANCE TERMINOLOGY

ALLIANCE BOARD

comprises representatives from the Department of Main Roads and the Local Government Association of Queensland (LGAQ). The role of the Alliance Board is to oversee the implementation and ongoing operations of the Roads Alliance, review the strategic management of the Roads Alliance by ensuring effective governance arrangements and relationship building and ensure consistency of outputs across the state.

ASSET MANAGEMENT SYSTEM

refers to measuring, monitoring, evaluating, modelling and managing the performance of the road asset. The system generally includes an asset inventory, a form of condition recording system, a maintenance management system and a pavement management system.

ASSETS

are the physical components of a road system or network. An asset is considered worthy of separate identification if it delivers services or benefits to the community of sufficient current or future value to warrant control and management on an individual basis. Typical assets include sections of road, sections of pavement, individual bridges, culverts, sets of traffic signals, signs, road furniture, road reserves etc.

GAP ANALYSIS

is a process of comparing the existing condition and configuration of an asset with those necessary to achieve the required service level standards.

INVESTMENT STRATEGY

is a document that details the desired road network characteristics to service demand over a future timeframe (usually 20 years), and identifies how to achieve this vision with assumed funding constraints.

LRRS – LOCAL ROADS OF REGIONAL SIGNIFICANCE

is a network of lower order state controlled roads (generally district roads with some expectations) and the higher order local government roads (primary and secondary roads) performing similar functions. To promote the improved planning, management and investment strategies on these roads, they have been identified as a unique network of Local Roads of Regional Significance (LRRS). It is proposed that RRGs manage this road set under the Roads Alliance.

PROGRAM DEVELOPMENT

is a collective process that encompasses investment strategy development, project prioritisation, works program delivery and road safety risk management to assist with the effective management of the Local Roads of Regional Significance (LRRS).

RRG – REGIONAL ROAD GROUPS

are the primary decision making bodies of the Alliance. RRGs and their Technical Committees will operate under the authority of the board. RRGs are based on existing relationships taking into consideration economic, social, environmental and geographic characteristics of a region, which serve to influence the planning and management of the regional road network and the services provided by that network.

REGIONAL ROAD GROUP ASSEMBLY

the assembly meets twice a year and provides a forum for RRG executives and members of the Roads Alliance Board to discuss Roads Alliance progress.

STATEMENT OF INTENT

is a succinct document that outlines a road or link's existing condition and function as well as the road, or links' future and likely 20 year vision standard.

TRANSPORT INFRASTRUCTURE DEVELOPMENT SCHEME (TIDS)

is aimed at supporting the local transport infrastructure needs of regional and rural communities throughout Queensland. Main Roads provides subsidies through TIDS to local government controlled roads generally on a 50/50 basis (Main Roads/local government).

5% CAPABILITY

up to 5% of the \$14 million additional Transport Infrastructure Development Scheme (TIDS) funds provided under the Alliance to assist with capability enhancement.

ROADS ALLIANCE REGIONAL ROAD GROUPS AND LOCAL ROADS OF REGIONAL SIGNIFICANCE

