



**LEFT TO RIGHT TOP:** Leena Mathew, Nicki Milios, Scott Britton, Leah Rogash, Naomi Bastin, Zac Murphy  
**LEFT TO RIGHT BOTTOM:** Bettina Cruise, Mark Piorkowski, Carlos Rial, Ross Mensforth

**ABSENT:** (Top to bottom)  
Ray Ferdinand,  
Graham Jordan,  
Chris Mountford

## ROADS ALLIANCE PROJECT TEAM

Carlos Rial – Main Roads  
Ross Mensforth – Main Roads  
Zac Murphy – Main Roads  
Leah Rogash – Main Roads  
Scott Britton – Main Roads  
Naomi Bastin – Main Roads  
Nicki Milios – Main Roads  
Ray Ferdinand – Main Roads (left the Department in 2007)

Mark Piorkowski – LGAQ  
Graham Jordan – LGAQ  
Bettina Cruise – LGAQ  
Leena Mathew – LGAQ  
Chris Mountford – LGAQ (left the Association in 2007)

### ROADS ALLIANCE PROJECT TEAM ROLE

The RAPT is responsible for implementing programs and initiatives as set by the Roads Alliance Board and acts as the day-to-day interface between the Board and RRGs. The RAPT also works closely with each RRG to assist groups with program development, asset management, capability development and JP&RS initiatives.

### DEVELOPMENT AND IMPLEMENTATION

The RAPT develops the detailed principles, processes and guidance material sought by the Board. This work is undertaken in consultation with Main Roads, LGAQ and elected local government members.

In 2006-07 the RAPT attended RRG and Technical Committee meetings and conducted information forums across the state. As we move into 2007-08 the RAPT continues to be committed to progressing the Alliance and supporting local government through LG Reform and beyond, to deliver benefits to state and local government and provide a safe, coordinated and efficient road network for Queensland communities.

The RAPT would like to thank and farewell Ray Ferdinand and Chris Mountford who have demonstrated a tireless commitment to the Alliance in their role as RAPT members. Ray played an integral role in founding the Alliance when it began in 2002. His knowledge and experience working in local government have contributed significantly to the development and successes of the Alliance. Chris served as a member of the RAPT for three years and helped strengthen relationships between state and local government and deliver road network benefits to local government and their communities. We thank Ray and Chris and wish them the best with their future endeavours.

The RAPT also welcomes Zac Murphy and Leena Mathew as the latest members of the project team. Zac's background in policy development for both state and commonwealth governments has included roles in the provision of major road infrastructure in Queensland. Leena comes to RAPT with lengthy experience in policy and program development with the commonwealth, with particular skills in data management. Both bring strengths to the team through their diverse experience which will serve as a strong foundation for their contribution to the ongoing success of the Alliance.

# ROADS ALLIANCE TERMINOLOGY

## ACRONYMS

<b>AMSC</b>	Asset Management Steering Committee
<b>DVR</b>	Digital Video Road
<b>IPWEAQ</b>	Institute of Public Works Engineering Australia Queensland
<b>JP&amp;RS</b>	Joint Purchasing and Resource Sharing
<b>LGAQ</b>	Local Government Association of Queensland
<b>LG Reform</b>	Local Government Reform
<b>LRRS</b>	Local Roads of Regional Significance
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>RAPT</b>	Roads Alliance Project Team
<b>RIP</b>	Roads Implementation Program
<b>RNSA</b>	Road Network Safety Assessment
<b>RRGs</b>	Regional Road Groups
<b>RSRM</b>	Road Safety Risk Manager
<b>TIDS</b>	Transport Infrastructure Development Scheme

## 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 a road asset's performance. 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 and road reserves.

**Digital Video Road (DVR) software** is a powerful engineering tool that allows video imagery, collected from road inspection vehicles, to be interfaced and viewed at the users' desktop.

**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.

**Hub** is software program developed for the Alliance to aggregate common data relating to the Local Roads of Regional Significance (LRRS) using consistent definitions and systems outputs.

**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.

**Joint Purchasing and Resource Sharing (JP&RS) initiatives** are designed to provide resource and cost efficiencies for Alliance members. Joint purchasing can occur when two or more local governments and/or Main Roads require similar services and/or goods, and it is mutually beneficial through economies of scale; including the reduction of internal administration costs, sharing a common purchase order and payment system. Resource sharing is the coordinated use of resources, by mutual arrangement between members of a RRG that are used in the planning and delivery of services and road infrastructure.

**Local Roads of Regional Significance (LRRS)** is a network of lower order state controlled roads (generally district roads with some exceptions) 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 LRRS. RRGs manage this road set under the Roads Alliance.

**NetRISK** is a package comprising the Road Network Safety Assessment (RNSA) tool and Roads Safety Risk Manager (RSRM) software. The RNSA helps identify potential high priority road and bridge safety risk sites by identifying locations where road features may play a significant role in influencing the likelihood and/or severity of a crash. RSRM assess individual projects to evaluate their Return On Investment in terms of safety risk reduction.

**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).

**Regional Road Groups (RRGs)** are the primary decision making bodies of the Alliance. RRGs and their Technical Committees operate under the authority of the Roads Alliance Board. RRGs are based on existing relationships taking into consideration economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional road network and the services provided by that network.

**Regional Road Group 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.

**Ongoing capability funding** is state-wide capability funding to a total of \$1 million ongoing per year, that is held with the Roads Alliance Board and distributed on a case by case basis where requested by RRGs. To receive an allocation of this state-wide funding the RRG must prove a project they are completing will have capability benefits state-wide.



# ROADS ALLIANCE

## REGIONAL ROAD GROUPS AND LOCAL ROADS OF REGIONAL SIGNIFICANCE

