

PROGRAM DEVELOPMENT FOR THE ROADS ALLIANCE

RRGs have made significant progress producing improved 2007-08 five-year prioritised regional works programs for the LRRS network. With the full program development process in its third year, RRGs have demonstrated an improved knowledge of the process with a solid commitment to continually develop these skills and consolidate the process over the next few years.

After three years of experience with the Roads Alliance program development process, some RRGs felt the need to make network changes, with some groups making official requests to alter their original network of roads. 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, these past 12 months have also provided an opportunity to check the accuracy of the committed funding levels originally provided.

The program outcomes in most cases have shown full five-year programs. However, not all members provided their five-year works program to their group for moderation, thus limiting the scheduling capability of the RRG and restricting their capacity to transfer funding from lower priority projects to higher priority projects. Complete five-year prioritised and moderated works programs which were developed contained:

- + all local government members' improvement projects funded totally by local government
- + all Main Roads improvement projects funded totally by Main Roads
- + all local government preservation projects funded totally by local government (projects above \$100,000 in urban areas and above \$60,000 in rural areas)
- + all Main Roads preservation projects funded totally by Main Roads (projects above \$100,000 in urban areas and above \$60,000 in rural areas)
- + all local government members bulk figures for program and routine maintenance
- + Main Roads 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 five-year regional works programs, many RRG members provided both improvement and preservation projects in addition to bulk allocations for other programmed and routine maintenance.

For those groups that did provide a full prioritised works program, the identified improvement projects demonstrated their members' commitment towards the vision and the



adopted RRG configuration standards. The preservation projects and other bulk program and routine maintenance were set to the agreed condition standards and levels of service set by the RRG at the outset.

Where all project types were provided to the RRG Technical Committees for collation and moderation within the five-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 Roads Alliance principles has resulted in the best allocation of available funds based on priority.

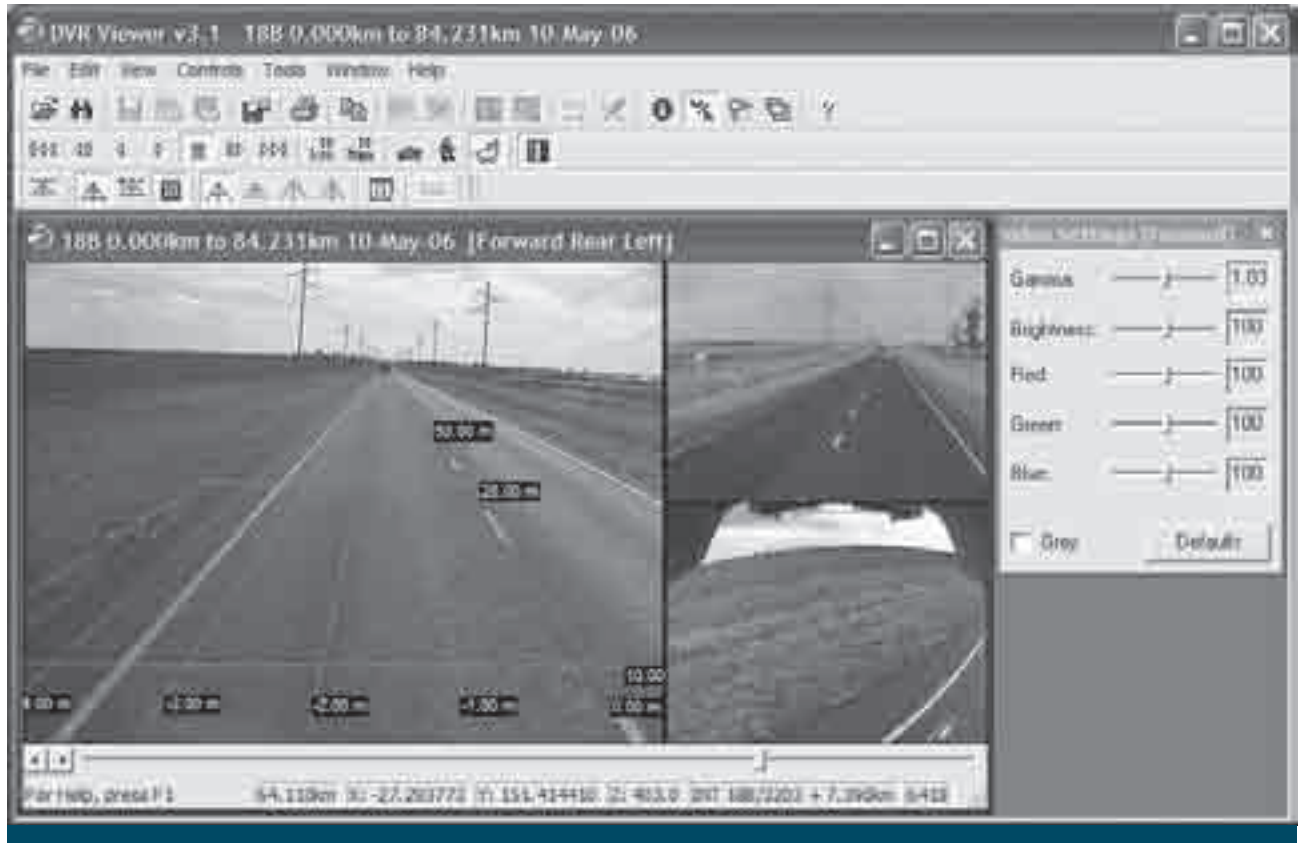
Ongoing usage and experience with the program development process has allowed RRGs to make valuable suggestions to the RAPT for improvements to the Program Development Tool. The Wide Bay-Burnett RRG has offered to pilot amendments that will allow all RRGs to manage current-year funding, ensuring that carryovers to future years are minimised. Through continuous state-wide consultation, future models will continue to improve and provide better outcomes for all RRGs.

For the first time, RRGs have prioritised projects using the additional \$10 million per annum safety funding announced at the 2006 LGAQ Annual Conference by the Minister for Transport and Main Roads, the Hon. Paul Lucas MP. The projects that have received funding have been assessed using the RNSA process which is a part of the NetRISK software package.

The RAPT will continue to work with all RRGs to ensure the improvement of the program development process and resultant outcomes.

KEY INITIATIVES

DIGITAL VIDEO ROAD



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. Southern Downs RRG trialled the DVR software on their LRRS network and found significant road inspection time savings.

At its December 2006 board meeting, the Roads Alliance Board approved the distribution of DVR software to all local governments for voluntary use, free of charge. The Local Government Relations Division of Main Roads is currently in the final stages of approving a process for the distribution of DVR software to local governments. Further information regarding this initiative will be made available in the coming months.

KEY INITIATIVES

ASSET MANAGEMENT



Asset management implementation continues to be of some concern for many RRGs and a high priority for the LGAQ across all asset classes. Many local government Technical Committee members indicated they lack both resources and capability in this important area. While most RRG local government members now have asset management systems in place, few of them are currently operating these systems to the optimal level required to support the program development process.

In response, the Roads Alliance Board requested at its December 2006 meeting that the Asset Management Steering Committee (AMSC) be re-established. Both the RAPT and the AMSC have worked to develop the forward direction for asset management from a broader local government and Roads Alliance perspective.

The Roads Alliance Board has recently endorsed a proposal for Local Buy to proceed with a Tender for Asset Management Systems and Consultancy Services. It is expected that the tender will be completed by November 2007.