ROADS ALLIANCE EXPANSION

The RAPT is scoping new contracting models, between Main Roads and local government. Options under consideration include longer term contracting arrangements with groups of local governments, alliance contracts and potential road franchising opportunities for RRGs through potential revised RRG institutional arrangements.

Such models have the potential to increase efficiencies through:

- improving regional management and joint service/workforce provisions
- contributing to the long-term viability and sustainability of local government
- improving the utilisation of Main Roads and local government resources
- granting local government a wider decision-making authority with regard to standards and priorities.

Since its inception in 2002, the Roads Alliance has worked to strengthen capability in road infrastructure planning, in areas such as asset management and road safety, to the deliver priority works across Queensland’s road network. Any new direction will seek to build upon the existing strong base of the Roads Alliance partnership model.

Throughout the course of LG Reform, the RAPT will continue to engage with RRGs to maximise opportunities and provide support through the transitional period. The Roads Alliance and RRGs will continue to play a central role in the delivery of a safe and efficient road network for Queensland communities for many years to come.

FUTURE INITIATIVES – ROAD SAFETY

The Roads Alliance has consistently demonstrated strong support for the enhancement of road safety outcomes on the Queensland Road Network, irrespective of ownership. Specifically, the additional $10 million in funds made available for safety improvements on the LRRS network and the significant investment in providing a proactive Roads Safety Tool demonstrates this commitment.

In the future the Alliance will be investigating more opportunities for the further enhancement of local governments’ road safety engineering capability. This may include piloting potential regionally based road safety roles that may be shared across a number of councils and Main Roads, or utilizing more bureau support services from internal RRGs or external resources. In addition, the Alliance will look at options available for improving the sharing and analysis of accident data across both Main Roads and local government at the regional level.

It should be noted that all RRGs have free access to the Queensland Road Crash Database and further information is available from RAPT officers.
REGIONAL ROAD GROUP PROFILES
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 formalised a partnership approach called the Brisbane Metro Alliance.

The Brisbane Metro Alliance has identified its LRRS network and has an approved 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 group is currently focusing on increased JP&RS opportunities, particularly in the area of strategic procurement.

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 on longer term planning options for major infrastructure.

The Brisbane Metro Alliance are observers at the three neighbouring RRGs (Moreton Bay Coast and Country, WesROC and SouthROC RRGs) to advise on consistency across boundaries and to aim to minimise any duplication of service provision.

**Members**
- Brisbane City Council and Main Roads Metropolitan District
- RRG Chair
- Brisbane City Council and Main Roads Metropolitan District
- Technical Committee Chair
- TBC
- Secretariat
- Main Roads Metropolitan District

**LRRS Length**
- 374 km

**Committed Average Annual Funding Level for LRRS Network**
- TBC

**Reported Average Annual Investment for LRRS Network (including special funding)**
- $36,353,600

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**REGIONAL OBJECTIVES**

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

- jointly manage and invest in LRRS 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 LRRS using a jointly agreed program development process
- promote sound asset management practices across Brisbane City Council and Main Roads that will require a minimum set of road data inputs and outputs that are consistent across both road owners
- influence efficiency gains through improved system choices and improved workforce capability between both agencies
- influence the achievement of allocative efficiency and accountability across the entire road network.

**PROGRESS**

- Formally endorsed the groups Constitution and LRRS road network
- Established a sub committee of the Technical group to identify opportunities for JP&RS between Main Roads and Brisbane City Council
- Held regular RRG and Technical Committee meetings.

**FUTURE ACTIONS**

- Identify and implement JP&RS initiatives
- Confirm both partners current project prioritisation methodologies are appropriate
- Identify potential joint program development opportunities.