



LOCAL GOVERNMENT
ASSOCIATION
OF QUEENSLAND INC.



Queensland
Government
Main Roads



THE ROADS
ALLIANCE

Progress Report

July 2007 – June 2008



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A Message from the Chair

The 2007-08 financial year was one of significant change that has shaped the Alliance and the way Main Roads and local government will partner into the future.



As the 2008 Roads Alliance Board Chair, I commend Regional Road Group (RRG) and Technical Committee members for remaining focused and progressing the Alliance through the Local Government Reform and Main Roads boundary change transition periods.

RRGs demonstrated the Alliance's primary aim of collaborative road network management and continued to progress program development, road safety, joint purchasing and resource sharing (JP&RS), asset management and capability development initiatives, as well as re-establishing RRGs.

The Roads Alliance Addendum was released in June as part of the Main Roads Roads Implementation Program. This represents the interim RRG programs and will be reviewed and confirmed by newly established RRGs during the coming year. Notwithstanding, state and local government are committed to at least maintain in real terms the base level of funding on these roads.

State and local government will continue to invest in excess of \$3 billion across the next five years on the Local Roads of Regional Significance (LRRS) network in Queensland. This includes a total of \$24 million per annum in additional specific Roads Alliance Transport Infrastructure Development Scheme (TIDS) funding.

The priority of the Alliance for 2007-08 was consolidation. Moving forward, we must also seek new strategies and continue to challenge traditional thinking about road network management.

We are all aware of the resource, capacity and demand challenges facing state and local government in the delivery of Queensland's roads. During 2008 we began to investigate ways to build on the Alliance and more effectively manage the state's total road network.

As we move into this next stage of the Roads Alliance, I anticipate we will continue to achieve greater efficiency gains and I encourage you to examine possible new models of road stewardship and delivery between Main Roads and local government. It is by jointly seeking continuous improvement and adopting innovative ways to manage the road network that we will be able to address capability and capacity constraints and reduce duplication.

Finally, I would like to acknowledge Greg Hallam for his leadership as the 2007 Roads Alliance Chair and thank all of you for your commitment and enthusiasm during 2007-08. I look forward to the opportunities ahead and encourage everyone to seek significant opportunities for efficiency gains, continue challenging traditional thinking and further collaborate on the delivery of Queensland's roads.

Alan Tesch
Chair, Roads Alliance Board

Above:
Alan Tesch,
Roads Alliance Board Chair

Queensland is one of Australia's most decentralised states, covering some 1.7 million square kilometres and with a population of just over 4.2 million. This population is connected through 180,500km of public roads – Queensland's largest community asset.

Main Roads is responsible for the management of about 33,550km of this network, the biggest in Australia with a value of approximately \$37.3 billion. Queensland's 73 local governments manage the remaining 146,950km.

Both spheres of government face real challenges in managing Queensland's roads.

PROFILE

Roads Alliance



WHAT IS THE ROADS ALLIANCE?

The Roads Alliance is an innovative partnership between Queensland's state and local governments (represented by Main Roads and the Local Government Association of Queensland – LGAQ, respectively) to create a coordinated approach to road management.

The Alliance was established in 2002 to help address shared road and transport challenges and deliver improved value from all available resources. It shifts away from managing roads according to traditional, ownership-based functional responsibilities to an outcomes oriented approach.

The objectives of the Roads Alliance are to:

- maximise economic development and benefit through better funding allocations
- achieve maximum efficiencies through a combined approach to road network planning and project scheduling
- invest in improved road management and delivery capability through increased training, advanced technology and systems transfer.

Regional Road Groups and the Local Roads of Regional Significance network

Regional Road Groups (RRGs) are the primary decision making bodies of the Roads Alliance and are voluntarily formed by Main Roads and elected local government representatives. They are responsible for the management of the Local Roads of Regional Significance (LRRS) network, including all investment and maintenance decisions as well as collaborating to address Queensland's wider transport issues.

RRG membership comprises a Main Roads Regional Director and regional groupings of local governments, of which Mayors are predominantly the representative on the RRG. RRGs are formed with consideration of economic, social, environmental and geographic characteristics of a region. Each RRG is supported by a Technical Committee, comprising local government and Main Roads technical staff from that region, including RoadTek.

The LRRS network is made up of roads of similar function owned by the different levels of government and is approximately 32,000km. Figure 1 sets out the roads included in the network.

Main Roads and local governments are committed to maintaining in real terms the normal level of expenditure on the LRRS network. Under the Roads Alliance, Main Roads has transferred decision making authority for this investment to RRGs.

State Government controlled roads	Local Government controlled roads	
National highways		
State strategic roads		
Regional roads		
District roads	Primary road	Local Roads of Regional Significance
	Secondary road	
	Minor road	
	Access track/road	
	Rough tracks	

Benefits

The Roads Alliance seeks to improve the management of Queensland’s regional roads and provide benefits for communities through:

- reduced costs from improved use of resources and economies of scale
- increased industry involvement and capability
- streamlined processes and more effective investment
- regional collaboration
- improved labour skills and utilisation
- a network approach to investment
- reduced travel costs and improved access to community infrastructure
- better and safer roads sooner for the community.

The Roads Alliance has gained national and international recognition as leading the way for two spheres of government to cooperate in addressing community issues. It has also been acknowledged as a best practice model with the potential for replication nationally across many areas of public policy.

Roads Alliance state-wide governance arrangements

The Roads Alliance is guided by a state-wide governance model, which consists of two parts. The first outlines the roles and responsibilities for:

- the Queensland Department of Main Roads
- the Local Government Association of Queensland Inc
- individual local governments
- Regional Road Groups, their sub-groups and Technical Committees.

The second part provides for the establishment of:

- the Roads Alliance Board comprising senior executives from Main Roads and the LGAQ
- a Roads Alliance Project Team (RAPT)
- committees and working groups for key issue areas including asset management, program development and JP&RS
- an RRG Assembly.

Each RRG also has a constitution which outlines their individual governance structure and operational arrangements.

Above:
Figure 1 – Identifying Local Roads of Regional Significance