

To support the implementation of the 'State-wide Capability Improvement Strategy', up to three per cent of the additional \$24 million Roads Alliance TIDS funding made available to RRGs can be used to assist with capability improvement, but only after a Capability Agreement is in place. Roads Alliance TIDS funding will be progressively linked to RRGs demonstrating the appropriate levels of road stewardship capability identified in their Capability Agreements.

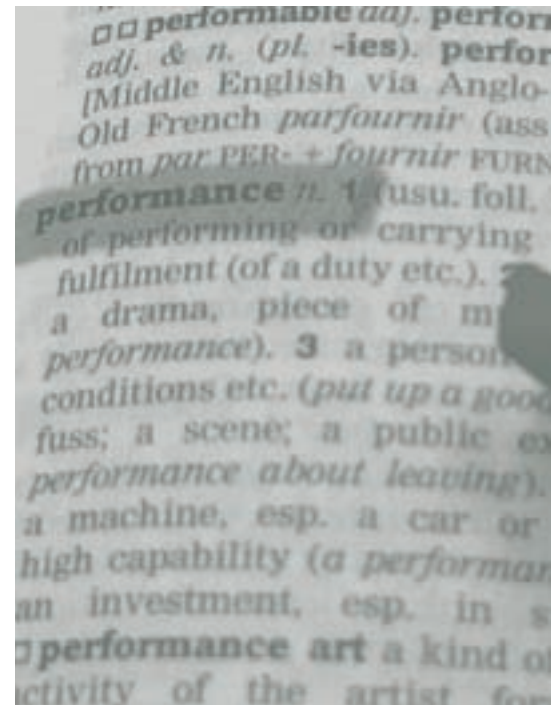
Through the State-wide Capability Development Fund, the Roads Alliance also provides an ongoing allocation of \$1 million per annum for capability projects that align with Roads Alliance priorities and deliver state-wide benefits. This funding is available by application once a Capability Agreement is in place and is generally provided on a matching (50/50) basis.

Capability building initiatives claimed during 2008-09 through the State-wide Capability Development Fund include:

- Outback, FNQ, NQ RRGs and CHIRRP – Alternative Business Models project
- Southern RRG – Pavement Deterioration research project
- South West RRG – Foreman training
- Eastern Downs RRG – Road Safety Partnership Project.

The Southern RRG has recently utilised state-wide capability funding to support the Pavement Deterioration Modelling project. Stage two of the research commenced in April 2008 and the study has been extended to 2011. The Program Manager for the project is Mr Greg Kelly who is the Gold Coast City Council's (GCCC) Coordinator of Transport Assets. The research work is being conducted by Dr Gary Chai who is a Senior Research Fellow at the Griffith Centre for Infrastructure Engineering and Management.

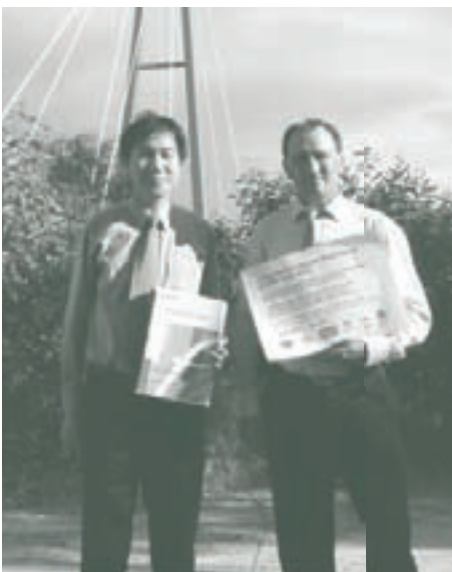
The South Coast and Metropolitan DTMR Regions have committed research funding, along with Logan City Council, Redland City Council and GCCC, for extending the time of monitoring on the existing test sites as well as on the additional DTMR test sites. The selected roads are continuously being monitored to find answers to the structural deterioration of the road pavements. The extended research will lead to the development of new technologies to cope with increasing traffic volume in south east Queensland roads.



ONGOING MONITORING OF ROADS IN THE SIX REGIONS WILL ALSO HELP THE COUNCILS TO FURTHER IMPROVE THE EFFECTIVENESS AND EFFICIENCY OF THEIR PAVEMENT MANAGEMENT AND THE TOOLS THEY USE TO MANAGE THE ROAD ASSETS.



Greg Kelly,
Coordinator of Transport Assets,
Gold Coast City Council, and member of Southern RRG.



Joint purchasing and resource sharing – efficiencies for your region

The 2008-09 period brought about a renewed focus on Joint Purchasing and Resource Sharing (JP&RS). In light of the tight economy, this initiative is designed to help RRGs gain the most value from every dollar spent.

To facilitate this, the JP&RS Strategy was endorsed at the December Board meeting with the aim to foster awareness about JP&RS, run pilot JP&RS programs and facilitate workshops to identify potential purchasing tactics which have state-wide and regional benefit. Recognising the importance of JP&RS, the board has also endorsed the development of JP&RS plans as a future funding requirement within the revised policy for TIDS.

A high level Steering Committee has been established to meet regularly and oversee the implementation of the strategy. This committee, in true Alliance style, has a broad membership of industry, state and local representatives. Chaired by Cr Peter Maguire, Mayor of Central Highlands Regional Council, membership includes representatives from DTMR, LGAQ, Local Buy and councils.

In the first half of 2009, progress was made against all of the key objectives within the strategy. Possible state-wide opportunities have been identified in the areas of cement, principal arranged insurance, NetRisk, signs and guard rails, and street lighting maintenance. Regional procurement options are being trialled by RRG pilot groups, such as the Wide Bay Burnett (WBB) RRG.

Below: JP&RS steering committee



Congratulations go to the WBB RRG, for commencing the first JP&RS pilot for their region. With facilitation provided by the RAPT, a series of workshops were held between December 2008 and March 2009. Conducting JP&RS workshops has enabled the WBB RRG to discover opportunities for efficiencies in the areas of asset management, bitumen reseals and bridge management.

The workshops have resulted in a JP&RS report being produced for the WBB RRG, which mapped out potential purchasing opportunities across the region, including an action plan to get them started. The WBB RRG is well on its way to implementing this plan.

The Brisbane RRG has continued to make progress on JP&RS through its established sub-committee structure. The sub-committee has worked to align future materials tenders into a common schedule. The first two joint arrangements between DTMR and the Brisbane City Council were developed and released in May 2009.

Moving forward, the Roads Alliance hopes to facilitate further regional JP&RS workshops throughout 2009-10. Interested RRGs are strongly encouraged to contact their RAPT representative.

As RRGs adopt JP&RS practices, their learnings will be shared in the future to help facilitate groups across the state.





STRONG PROGRESS HAS BEEN MADE BY THE SOUTH WEST RRG, WITH ALL COUNCILS IN THE REGION RECENTLY BEING INVITED TO COMBINE WITH THE DTMR ROMA OFFICE FOR THE NEXT ROUND OF BITUMEN RESEAL CONTRACTS. THIS YEAR, THIS OFFICE HAS RESEALED A TOTAL OF 310 KM OF THEIR NETWORK UNDER TWO MAJOR (APPROX \$4M) OPEN TENDER CONTRACTS.

For 2009-10, two regional tenders will be called, with the aim of jointly maximising the value for DTMR and local government reseals. Local governments interested in being involved have submitted their tender schedules, and these will be included in the major DTMR reseat tenders, allowing all participating councils to benefit from the joint purchase arrangements.

Peter Evans, Regional Director for the DTMR Roma Office, has been a strong advocate for this JP&RS opportunity. "We recognised the opportunity for all councils to benefit from the shared economies of scale, as well as obtaining the considerable safety benefits from specialised aggregate spreaders used in the works". Participation was entirely optional

for local governments, and to date, four of the six councils have submitted schedules, with a fifth committed to joining in the arrangement next year, when it expects to have a worthwhile reseat program in place.

Local governments who are involved in the joint purchasing arrangement, also have the opportunity to provide services, by arrangement, to the spraying contractors, to increase their employment options, and also potentially gain further economies for the overall operations.



Peter Evans,
Regional Director, Roma Office, DTMR
and member of South West RRG.





Program development – regional decision making

During 2008-09, RRGs completed the development of their five-year works programs for the fifth time since the inception of the Alliance. RRGs have made significant progress in adopting the Roads Alliance program development process as part of their normal business practices.

From the 2010-11 program year, use of the Roads Alliance Program Development Tool (or board approved alternative) will be a requirement before RRGs can access TIDS. This requirement, as introduced through the revised TIDS policy, ensures allocated funds through the regional works programs, results in better value for money and the delivery of a safer road network for all Queenslanders.

During 2008-09, the RAPT developed new tools that support the program development and management process. These new tools will allow RRGs to better manage the delivery of their agreed works programs and maximise their TIDS allocations. The rollout of these new tools will occur during the 2009-10 program year.

Road safety – a collaborative effort is essential

The 2008-09 period saw the Moreton Bay Road Safety Partnership move from concept to reality. At the core of this initiative, in true Alliance fashion, has been people working together with key government and industry stakeholders to deliver a practical action plan for safety.

To ensure the LRRS network maintains the highest level of safety standards, the Road Safety Partnership (RSP) was endorsed by the board in August 2007, to launch the first pilot project to influence the safety agenda across the Moreton Bay Region.

The RSP pilot, now managed by the Moreton Bay Regional Council (MBRC), set out to establish road safety as a priority, create awareness of the roles required to improve road safety and develop action plans to reduce road trauma on local government-controlled roads.

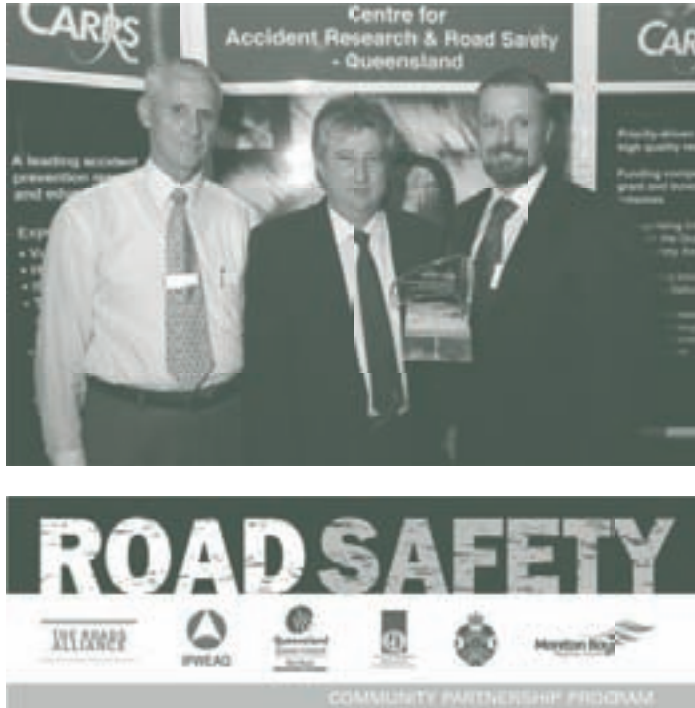
Road safety affects a wide range of local and state government stakeholders and significant consultation was carried out to ensure all stakeholders were

included. A key feature of this initiative has been the cooperation and consultation provided across many agencies. Representatives from the LGAQ, MBRC, DTMR, Institute of Public Works Engineering Australia Queensland (IPWEAQ), Queensland Police Service and Queensland Health have all been key stakeholders and pivotal to the success of the project.

Jason Deller, Project Manager, and his team have collaborated with government and industry stakeholders to adopt a coordinated approach to road safety related data collection and management. Through the use of systems such as NetRisk, asset and road crash data, along with community feedback can now be utilised to prompt action and investigate hazardous sites.

The Road Safety Strategic Plan for MBRC with supporting action plan was circulated for comment in June 2009, with the official release targeted for October 2009. Strategies are already being implemented across the region.

Below: Alan Meares, Cr Mick Gillam and Jason Deller at the Road Safety Awards



MBRC has thus far received two awards for the RSP pilot project.

- The Centre for Accident Research and Roads Safety (CARRS-Q) and the RACQ Road Safety Award in the local government category.
- The Encouragement Award at the IPWEAQ State Conference in October 2008. Jason Deller also received an award for the best paper delivered at the conference.

In the coming year, MBRC will lead the effort to expand the project to the rest of the Northern South East Queensland (SEQ) RRG.

The Roads Alliance has helped fund and facilitate this initiative and believes this to be a true success story about people working together to drive practical solutions for road network safety.

Moving forward, the Roads Alliance will look to capitalise on the NetRisk contract being delivered across the state, and build upon the success of the Moreton Bay pilot. The Eastern Downs RRG has volunteered to run a similar project, utilising funds from the Alliance to help pay for a Road Safety Officer (RSO) to build a Road Safety Strategic Action Plan for their region.

The Alliance will also be working to develop a state-wide Road Safety Steering Committee to guide and coordinate all efforts to enhance local government's participation in future road safety initiatives.

“SAFETY ON THE REGION’S ROADS IS NOT JUST THE RESPONSIBILITY OF COUNCIL, IT’S THE RESPONSIBILITY OF ALL ROAD USERS. THE ROAD SAFETY STRATEGY WILL ALLOW COUNCIL TO WORK WITH OTHER ROAD SAFETY AGENCIES AND THE COMMUNITY TO ACHIEVE A SAFER ROAD NETWORK. AFTER ALL, ROAD SAFETY IS EVERYBODY’S RESPONSIBILITY.”

Jason Deller, Technical Representative, for Moreton Bay Council on the Eastern Downs RRG.

THE FNQ RRG IS TO BE COMMENDED FOR CONDUCTING A NETRISK ASSESSMENT, IN CONJUNCTION WITH A FULL CONDITION ASSESSMENT, OF ITS LRRS NETWORK IN EARLY 2008.

ARRB WAS CONTRACTED BY FNQ RRG TO UNDERTAKE THIS ASSESSMENT.

Gerard Read, the Regional Infrastructure Project Coordinator, commends NetRisk and says this assessment has provided FNQ RRG councils with the opportunity to systematically address safety issues on their LRRS networks with a high degree of confidence.

The project, jointly funded by the FNQ RRG and the Roads Alliance through capability funding, enabled the entire FNQ LRRS network to be assessed. Intersections and midblock sections were ranked according to their NetRisk score allowing FNQ RRG local governments to use this hard data to prioritise defensible works programs to address the safety issues.

The project has provided for tangible improvements to be made to the safety of FNQ's road network and gives FNQ RRG local governments some peace of mind when thinking of potential liability issues arising from the network.

Interestingly, the assessment found that a high proportion of the issues identified can be rectified with a simple, low-cost solution, usually as part of routine maintenance activities such as: tree removal, line marking and guide post and sign installation. Where higher cost solutions are required, for example, road widening, the FNQ RRG will assess and prioritise these projects for incorporation into its forward works program.



Gerard Read,
Regional Infrastructure Project Coordinator,
Far North Queensland RRG.

NetRisk – accurate data is the first step

Recognising the road safety challenge, asset management needs and capacity and resource constraints being faced across the state, the board endorsed the state-wide arrangement for NetRisk assessment and asset data collection. This initiative enables RRGs to have road safety assessments conducted and asset data collected across their local government LRRS, at a substantially subsidised price.

The NetRisk arrangement drives the agenda for road safety even further, while enabling RRGs to take the first step in meeting future asset management requirements.

The board is committed to improving the road safety assessment capabilities of RRGs and local government. As part of this, future TIDS payments will be contingent on NetRisk assessments being completed for the LRRS network, as well as having improved asset management practices in place.

To ensure councils and their respective RRGs are given every opportunity to meet the requirements of the revised TIDS policy, the board has approved a two-thirds subsidy to participating councils for work undertaken on their LRRS network, through the NetRisk arrangement.

NetRisk is the approved road safety assessment tool for the Roads Alliance that enables road authorities to assess the safety conditions of any road network in the fastest and most efficient manner possible. The NetRisk tool uses a set of trigger points to prompt practitioners to investigate hazardous sites.

In addition to supporting councils to meet future TIDS requirements, the NetRisk arrangement will enable participating councils to:

- assess their networks with a common format of asset data
- monitor assessed road information including inventory, roughness, rutting and pavement condition rating
- view video footage of the road network from their office
- investigate road sections that pose a safety risk to their communities
- utilise a defensible method of prioritising works based on proven safety assessment criteria.

In February 2009, all Queensland local governments were invited to express their interest in participating in the NetRisk arrangement. Interested councils were asked to respond with details of the roads they wanted to have assessed. With all responses lodged by May 2009, an approximate length of 16 000kms of LRRS has now been committed.

The vendors for this arrangement, ARRB and RoadTek will engage with each individual council to conduct the contract. Individual contracts will be outlined between each council and the vendors, reflecting the negotiated terms and agreements listed in the 'header' agreement, to be signed by the board and the vendors in August. The NetRisk arrangement is anticipated to be completed by December 2010. Once completed, participating RRGs will be able to upload their data to the Roads Alliance Hub.

The NetRisk arrangement enables RRGs to increase their road stewardship capabilities and continues to drive the agenda for road safety. This will ensure the performance of the LRRS network is maintained along with road safety standards. Participating local governments are to be commended for recognising this opportunity and investing in their communities' safety.

DID YOU KNOW?

The previous common law rule of nonfeasance, sometimes referred to as the 'Highway rule', made a distinction between legal liability for substandard work that was done on a road (called 'misfeasance') and failure to maintain a road (called nonfeasance). The effect was that a court would hold a road authority liable for mistakes or poor work but not when the road authority did nothing while a road fell into disrepair.

This rule was abolished by the High Court in 2001. Now, road authorities can be held negligent in a court for both carrying out substandard work on and for failing to maintain roads. The High Court, however, also held that road authorities have budget limitations that affect the work they are able to undertake and that road authorities can provide evidence to a court that they have acted reasonably within their budget constraints.

This position has been modified in Queensland by section 37 of the Civil Liability Act 2003. The section seeks to limit the liability of road authorities; however, the effect of this provision has not been tested in a court of law.

A strategic response is required to justify project delivery and safety priorities for the state-wide network.

This new rule requires a road authority to:

- regularly inspect their road network
- have a professional mechanism to assess the safety standards of their network
- demonstrate a method of prioritising works based on proven safety assessment criteria.

NetRisk is an initiative designed to assist RRGs to demonstrate asset management compliance and provide defensible strategies for prioritising works.