



RAPT members
(left-right)
Simone Talbot,
James Cahill,
Rebecca Michael,
Jo Lencz,
Tony Robbins,
Kelly Jarvis,
Ross Kirkman,
Sasha Phillips.

Roads Alliance Project Team

The RAPT facilitates the implementation of Roads Alliance strategies and provides day to day operational support to RRGs. The RAPT comprises staff from TMR and the LGAQ.

RAPT members for 2010-11 are:

- Simone Talbot – LGAQ
- Rebecca Michael – LGAQ
- Ross Kirkman – LGAQ
- Josh Hannan – TMR
- Tony Robbins – TMR
- Zac Murphy – TMR
- James Cahill – TMR
- Jo Lencz – TMR
- Kelly Jarvis – TMR
- Sasha Phillips – TMR

Roads Alliance Project Team Update

The focus of the RAPT in 2009-10 was to assist RRGs to develop capability agreements and set a plan of action for improving their performance across Alliance core functions. All of these agreements are now in place and RAPT continue to work with RRGs to meet goals and achieve timeframes.

The composition of the RAPT has undergone a major transformation over the past year; with both LGAQ and TMR welcoming and farewelling members.

After many years with the Roads Alliance the RAPT bid farewell to Ross Mensforth and Scott Britton. Ross has secured a permanent role within TMR as Director, Freight Policy, while Scott is exploring opportunities in the

private resources sector. Our thanks also extends to Brendan O'Loan who has accepted a role as a Senior Strategic Planner at Scenic Rim Regional Council. We wish Ross, Scott and Brendan well in their new roles; the knowledge and expertise they brought to the Roads Alliance will be sorely missed.

Replacing the TMR RAPT members are Tony Robbins, Technical Advisor and Jo Lencz, Senior Advisor. Tony brings many years of engineering expertise and credibility from working in local government, and is driving all technical aspects of the Roads Alliance. Prior to commencing his role with the Roads Alliance, Tony had a long and enjoyable career with Kilkivan Shire Council, and was the Technical Committee Chair of the southern sub-group of the Wide Bay Burnett (WBB) RRG.



Bill Turner
CHIRRP Technical
Committee Chair.

“The continuing strong relationship between the Central Highlands and Isaac Regional Road Partnership (CHIRRP) and the Roads Alliance Project Team has allowed good progress to be made. The RAPT, via Tony Robbins in particular, has offered guidance, support, assistance and advice, while still allowing the RRG to operate autonomously, particularly at the Technical Committee level. This approach is refreshing and very much appreciated.”+

Jo Lencz joins us from a role as Change Management Advisor with People and Capability, TMR and was involved in the early development of the current TMR regional business model. Jo has recently completed studies in corporate coaching with the International Coaching Federation and we welcome her knowledge to the team.

In 2009-10 the LGAQ RAPT team welcomed Ross Kirkman as Senior Advisor. Ross' prior roles include Policy Officer with the Department of Communities and Local Government in the UK, Industry Liaison Advisor with the Department of Natural Resources and Water, and Environmental Policy Officer with the Queensland Farmers Federation. Welcome to the team Ross!



RAPT members: Joshua Hannan and Zac Murphy.

ROADS ALLIANCE INITIATIVES

The Roads Alliance Board provides strategic direction for the Alliance, oversees key initiatives and supports RRGs across the Roads Alliance core functions detailed below.

Joint Purchasing and Resource Sharing

The Roads Alliance continues to encourage councils and TMR Regions to promote new and innovative methods of purchasing, sharing resources, project scheduling and improving contractual arrangements. These practices can deliver benefits including increased value for money, process & efficiency gains, increased capacity and capability, more secure availability of key materials or services and improved risk management. The long-term objective is for JP&RS to become embedded as standard RRG business practice.

The JP&RS Steering Committee, chaired by Cr Peter Maguire, Mayor of Central Highlands Regional Council, and including senior representatives from councils, LGAQ and TMR, provides strategic guidance and advice to the Alliance. In 2009-10 the Committee met twice to progress this initiative. The Alliance has adopted two key methods for expanding JP&RS throughout the state:

- on-going, incremental adoption through standard Alliance processes such as RRG and Technical Committee meetings
- targeted pilot programs that seek to accelerate the implementation of JP&RS and provide learnings and tools for future projects.

RRG progress

In 2009-10 RRGs continued to assess and make commitments to improve JP&RS as part of the Roads Alliance Capability Improvement Strategy launched in 2008. Additionally, JP&RS has also been embedded into the Transport and Infrastructure Development Scheme (TIDS) policy, requiring RRGs to have a JP&RS plan and on-going activities by the beginning of the 2011-12 program year.

“Wujal Wujal Aboriginal Shire Council is pleased to have become a member of the Far North Queensland RRG.

Wujal Wujal is keen to progress a regional approach to JP&RS, asset management and road safety.

We look forward to working through the Roads Alliance with TMR and other Far North Queensland councils, through planning and resource sharing to improve the quality of our roads and access to our community.”+



Desmond Tayley
Mayor
Wujal Wujal
Aboriginal Shire
Council.

Launching the South West Region's Joint Bitumen Reseal Program; (left-right) Michael Alldridge, Project Manager Borl, Scott Norman, CEO, Balonne Shire Council, Cr Donna Stewart, Mayor Balonne Shire Council, Peter Evans, Regional Director, South West, TMR, Paul Turri, Director, Technical Services, Balonne Shire Council.



JP&RS CASE STUDY:

Wide Bay Burnett RRG

JP&RS highlights in 2009-10 include:

- Following the launch of the first JP&RS pilot in 2008-09, RAPT members facilitated a series of workshops for the WBB RRG to identify potential JP&RS opportunities. In 2009-10 progress was made in the top three chosen initiatives, including a joint tender for termite treatment of timber bridges, the formation of an Asset Management Working Group (AMWG) and a joint contract for reseal work between North Burnett and South Burnett Regional Councils. See the case study on the right to learn more about this project.
- A second regional JP&RS pilot project is underway in the Scenic Valleys RRG. Specialist consulting firm Project Procure has been hired to assist RRG members to identify, prioritise and plan high-value JP&RS initiatives and develop a re-usable JP&RS Implementation Toolkit.
- a joint tender was executed in the South West RRG for bitumen re-seals between the TMR South West Region and four member councils, resulting in savings of over \$2 million
- the Outback RRG (ORRG) issued a tender for bureau services to provide a range of administrative and engineering services, including the coordination of JP&RS
- the Far North Queensland (FNQ) RRG is investigating the establishment of a region-wide procurement capacity.

Congratulations to the WBB RRG for their on-going commitment to JP&RS. In 2008-09, RAPT members facilitated a series of workshops to identify potential JP&RS opportunities in the region. Representatives from all five councils (Bundaberg, Fraser Coast, Gympie, North Burnett & South Burnett Regional Councils) identified three priority areas to focus on; bitumen reseals, maintenance of timber bridges and Asset Management.

Throughout 2009-10, the Technical Committee and the RRG made terrific progress in these areas. Joint tenders for termite control on timber bridges and bitumen reseals resulted in significant savings for the participating councils. An Asset Management Working Group (AMWG) was formed to coordinate efforts to improve asset management practices, service levels and systems. The Technical Committee has been working with the Lemmah Pty Ltd to develop Asset Management Plan templates across three critical asset categories: roads, community buildings and drainage facilities. These templates will then be used by the five WBB councils in developing their Asset Management Plans required under the 2009 Local Government Act.

Going forward, the Roads Alliance Board has allocated additional funding from the State-wide Capability Development Fund to identify and investigate a next round of JP&RS opportunities for the region. +

“Through the JP&RS workshop held by the Roads Alliance, we were able to identify a number of potential resource sharing opportunities, particularly relating to addressing skills shortages in the region.

We look forward to working with the other councils in the Scenic Valley's JP&RS pilot to realise these opportunities and the benefits they will bring to Somerset Regional Council.” +

Andrew Johnson
Northern SEQ RRG,
Technical Committee.



Road Safety

Road Safety Partnership Projects

In 2009-10 Moreton Bay Regional Council formally adopted the Moreton Bay Regional Council Road Safety Strategic Plan and Action Plan, a key achievement of the Moreton Bay Road Safety Partnership Project (MBRSPP). The MBRSPP was established through the Roads Alliance in 2007 and embodied the collaborative ethos of the Alliance, with state government, councils and industry stakeholders working together to improve road safety outcomes on locally controlled roads in the Moreton region.

Following the success of the MBRSPP, the Roads Alliance has established a second road safety project, the Eastern Downs Road Safety Project (EDRSP). This project is managed by Toowoomba Regional Council, which is applying the learnings and successes of the MBRSPP as it seeks to work

with government and industry stakeholders to improve road safety outcomes in the greater Toowoomba region. The Alliance has provided funding towards the appointment of a Road Safety Officer to support the project and is subsidising the NetRisk Arrangement being carried out in the region.

Queensland Road Safety Partnership Steering Committee

The Roads Alliance is contributing to the newly established Queensland Road Safety Partnership Steering Committee (QRSPSC), a collaborative arrangement for the strategic guidance and coordination of road safety activities and initiatives for local governments. The Committee, chaired by Bruce Ollason, General Manager, Road Safety and System Management, TMR, is a direct response to the road safety issues faced by councils.

The Roads Alliance was a key contributor in establishing the

QRSPSC. Whereas the road toll on the state controlled network is generally declining, the road toll on local government controlled roads is trending upwards. Recognising that road safety is a responsibility shared by all road owners, the objective of the QRSPSC is to coordinate work between Queensland's state and local government road owners to reduce road trauma on all Queensland roads.

ROAD SAFETY



COMMUNITY PARTNERSHIP PROGRAM

"The past year has been one of continued incremental improvement for the ED RRG. The five-year capital works program was compiled using the Program Development Tool and adopted by the RRG.

There was improved management of the LRRS network, including quarterly reporting of expenditure and TIDS claims, a major review of the LRRS network is currently nearing completion and a review of Statements of Intent is underway.

Additionally, data collection and NetRisk assessment on the LRRS network has been undertaken by ARRB and the ED RSP is well advanced and expected to be completed by the end of the year."+



Chris Rubie
ED RRG, Technical
Committee Chair.

CASE STUDY:

Eastern Downs Road Safety Project

In 2009, the Eastern Downs RRG (ED RRG) submitted an expression of interest to the Roads Alliance Board to conduct a EDRSP, following the success of the pilot project in the Moreton Bay Region. The project was endorsed and is now being managed by Toowoomba Regional Council and overseen by a regional Steering Committee.

The objective of the project is to produce a Road Safety Strategy and Action Plan for the region, focusing initially on the LRRS network, with a view to expanding it to include Toowoomba Regional Council's entire road network. The Strategy and Action Plan will provide a framework and direction for an integrated and comprehensive approach to road safety, by identifying and prioritising road safety issues and outlining the steps by which they will be addressed.

The ED RRG has engaged Alan Meares as a consultant, to leverage off his experience with the Moreton Bay pilot. Alan's expertise and that of council, government and industry stakeholders on the EDRSP Steering Committee has enabled the project to achieve a number of significant milestones including:

- the development of the project plan and communication strategy
- extraction and analysis of WebCrash data for the region
- sourcing of local crash data
- planning a workshop for key external stakeholders.

The EDRSP is on track to complete community consultation later in 2010, with a view to finalising the Strategy and Action plan in early 2011.



CASE STUDY:**Asset Management Plan for Transport Services for Wide Bay Burnett RRG**

In February 2010, the WBB RRG initiated a project to develop an asset management plan template for Transport Services. The template will conform to state government expectations and is intended to assist RRGs across the state in the development of their Asset Management Plans.

The development of the template is a proactive response to address the RRG's limited council resources to develop Asset Management Plans for all asset groups by the December 2010 deadline, while striving to achieve a consistent approach to asset management across the region.

Workshops have been held in Kingaroy and Biggenden to develop the draft template, with further consultation across the region to be completed by August 2010. The project team, led by Graham Jordan, Lemmah Pty Ltd, and including representatives of all member councils of the RRG, expect to deliver the final Asset Management Plan Template for Transport Services by 30 October 2010.

Warren Paulger, WBB RRG Technical Committee Chair, said "This is a rare opportunity to have a person of Graham's experience doing on-the-ground work delivering workable solutions to our region. The template will, once complete, provide us with an easy to use tool that meets the needs of our councils and that will have a sense of ownership in its development."

A key component of the template will be the identification of:

- annual maintenance costs
- annual replacement/renewal costs and gaps
- desired standards gap (forward program).

While development is still underway, the project team is confident that the template will be a useful 'scenario planning' tool in addition to its core function, combining a simple structure without trying to over-complicate the issue.

Further engagement with member councils to refine the tool is underway and, once developed, it will allow scenarios in relation to Standards of Service to be considered in 'real time', while assisting small and medium councils to meet their asset management obligations using their own resources.

**Program Development**

During 2009-10 RRGs continued to improve their capability in program development and submitted their updated five-year TIDS works programs in February.

Some RRGs requested and received training for their technical representatives in the use of the Roads Alliance Program Development Tool, and other groups drew on their Technical Coordinators to collate and prioritise the projects submitted to them by member councils.

The RAPT continued to emphasise the need for RRGs to complete and claim for their TIDS projects to minimise the level of unspent subsidies, barring any genuine mitigating circumstances. Overall, RRGs have made significant progress and the level of expenditure is the highest for many years despite widespread wet weather and flooding.

From the start of the 2010-11 financial year, the TIDS Policy



“The work of the RRG in upgrading and maintaining the LRRS network is essential in allowing communities in the South West to function and develop.”+



Ray Hicks
South West RRG,
Technical
Committee Chair.

mandates that the Roads Alliance Program Development Tool (or approved alternative) is used to develop the next five-year program. This will be a significant step in developing competence in program development for those RRGs that are not already operating this way.

TMR Regional Offices are also being encouraged to include their LRRS projects in the prioritisation process so RRGs have an opportunity to be more proactive in the management of this part of the program.

In March 2010, the Roads Alliance Board gave provisional approval for the RAP to conduct a review of the Program Development Kit and Tool. The review aims to make the tool more user friendly and relevant to the RRG program development process, whilst maintaining the required rigor for project prioritisation. Select Technical Coordinators and Technical Committee members from around the state have provided feedback to RAP on their experience in using the tool, which is being used to help determine the process and scope of the Program Development Tool review.

Pleasingly, some councils have found the tool so useful that they're considering using it to develop their whole council's works program. It is anticipated the revised tool will be available at the end of 2010.

Asset Management

The Australian and Queensland Governments have recently demonstrated a renewed focus on asset management through the National Frameworks for Sustainability and new requirements in the 2009 Local Government Act, leading to the establishment by the Department of Infrastructure and Planning of the 'Asset Management Advancement Program 2009-10.'

These national and state drivers and the pre-existing work of the Alliance in the asset management area have led to the Roads Alliance Board mandate that "the Roads Alliance needs to consolidate all the various asset management initiatives and develop a succinct asset management strategy for the Alliance over the short, medium and long term." (Board meeting, November, 2009)

The Alliance's earlier work in developing an Asset Management Framework based on members adopting state-wide specifications relating to data collection,

classification, evaluation and storage, now provides the basis for development of a Roads Alliance Asset Management Strategy.

Steps being undertaken to inform development of the Strategy include:

- summarising how this framework complements the asset management drivers from the Australian and State Governments
- mapping how existing Alliance asset management initiatives and resources can assist RRG members (specifically councils) to meet their asset management obligations under the Department of Infrastructure and Planning's Asset Management Advancement Program 2009-10
- outlining the Roads Alliance's expectations in relation to asset management performance
- determining future possible asset management activities.

“The Southern RRG has allowed us to remove barriers and undertake true regional planning.”

Robert Mitchell – Southern RRG
Technical Committee.



NetRisk

The trucks are on the road and the State-wide Arrangement for NetRisk and Asset Data Collection is well underway. The Roads Alliance Board is providing a two-thirds subsidy, worth over \$1.8m, to deliver this state-wide initiative that puts road safety at the top of the agenda.

This project is a big investment by state and local government. Data will be collected on all State Controlled Roads and on a total length of nearly 20,000km of council LRRS. This represents the vast majority of council-controlled LRRS and commitment to the project by 50 councils. This proactive approach to road safety is setting the ground work to enable both spheres of government to make more informed decisions that will save lives and improve council asset management practices.

The project will provide RRGs with a road safety assessment of their LRRS network to assist them to identify and remedy safety hazards

through their works program. Current road condition data is being collected concurrently to update councils' asset management databases. These are two critical inputs into on-going program development processes.

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 cracking
- view video footage of the LRRS network from their office
- investigate road sections that are a potential safety risk
- utilise a defensible method of prioritising works based on proven safety assessment criteria.

The state-wide approach is delivering the most cost effective procurement method, enabling councils to benefit from shared economies of scale. Project vendors, ARRB and RoadTek, are working with individual councils to finalise arrangements and collect data.

The value of NetRisk assessments is recognised by the Roads Alliance Board with the TIDS Policy requiring NetRisk assessments for all projects on the LRRS network by the commencement of the 2011-12 program year. Due to the almost unanimous support for the NetRisk Arrangement, virtually all councils will meet this requirement. Current progress with data capture indicates that a majority of NetRisk reports will be available for input into next year's Program Development Cycle.

In another win for local government, the Roads Alliance Board has recognised the significant benefits of GipsiTrac data, and has agreed to fund its capture on council LRRS. This decision follows a number of enquiries about GipsiTrac from local governments and recognition by the Board of the opportunity to enhance value and further improve road safety by capturing this data in conjunction with the NetRisk Arrangement.

The ARRB network survey vehicle, taken in between recent South East Queensland surveys.

