



Roads Alliance Arranged Insurance

A core principle of the Roads Alliance has always been to make the joint management of the road network more efficient. The Roads Alliance Arranged Insurance (RAAI) Project is investigating whether more efficient insurance arrangements for maintenance on the state-controlled Road Network can be achieved through a joint insurance program.

RAAI commenced in 2009 to design, evaluate and implement a joint insurance program that:

- provides comprehensive insurance coverage for all risks to TMR and local government when local governments perform maintenance on the state-controlled road network
- removes the coverage uncertainty and duplicated legal and administrative expenses present under the existing insurance arrangements
- removes the need for state and local governments to individually insure their risks, and for the state to individually assess insurance and risk activities of local governments
- provides an effective, unified and collective response to claims.

This will reduce the legal costs and time invested in administrative and legal processes, and provide TMR and local governments with greater flexibility to employ more innovative

and collaborative approaches to maintenance works.

During 2009 the RAAI project team consulted with local government, insurance and road maintenance industry representatives, and investigated the feasibility and value of RAAI. The project team – comprised of representatives from TMR and LGAQ and their insurance brokers (Aon Australian and JLT Australia respectively) – concluded RAAI would save administrative and legal costs and create opportunities to implement cooperative work models for more efficient use of staff and other resources.

In early 2010 the RAAI project team determined the terms and scope for the RAAI policy and had preliminary market discussions with commercial insurers. In the second half of 2010 the impact of RAAI on local government premiums and the local government mutual arrangement will be identified, followed by targeted consultation with local government.

After evaluating the feedback, costs and implications of RAAI, the Roads Alliance Board will then determine whether to proceed with implementing the policy early in 2011.

“Involvement in the Southern Border RRG has provided a joint focus on LRRS in our region.

It has also built a stronger regional relationship between council and TMR staff and greater local input and control to ensure funding for safety and capacity improvements to these roads is applied where it is most needed.”+



Chris Loveday
Southern Border RRG,
Technical Committee
Chair.

Launch of the New and Improved Roads Alliance Intranet

The Roads Alliance is launching a new intranet – www.roadsalliance.com.au to support all Roads Alliance members to stay up to date on news, events and core functions.

The new site will be released in August 2010 and provides a one stop shop for sharing ideas and accessing information, tools and publications and provides a simple way for groups to lodge a submission to the Roads Alliance Board.

Recognising the significant achievements and diverse experience of RRGs around Queensland, the intranet will provide a forum for RRGs to share ideas and learnings and gain feedback from other groups.

The intranet has been developed to be user friendly and make information easier to find. Content has been updated so the latest information will be available on the home page. The site has been

redesigned to showcase the Roads Alliance core functions and bring RRGs up to date with regular news updates and broadcasts. Valuable information on the history of the Roads Alliance and RRGs will also be available.

The intranet has its own domain address of www.roadsalliance.com.au but is housed within the LGonline website. The domain address will make it easy for existing and new LGonline members to access. The domain address will be linked to electronic communications and with a simple click users will be taken to the Roads Alliance home page. This new functionality will increase user convenience and responds to previous feedback that the Alliance site was hard to locate.

Experience the new look Roads Alliance site for yourself and peruse the latest news, information and activities occurring throughout Queensland.

“The Roads Alliance provides a good avenue to collaboratively address the challenges faced by the Whitsunday RRG members from these increasing demands on all of the road network, including the roads affected by the increasing mining activity in the adjacent Bowen and Gallilee Basins.”+

Robert Perna

Whitsunday RRG, Technical Committee.

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Department of Transport and Main Roads and local governments, represented by the Local Government Association of Queensland

Queensland Government

KEY ROADS ALLIANCE EVENTS FOR 2009-10

Another busy year has passed for the Roads Alliance, with all the usual suspects featuring in the calendar of events. The RRG Assembly formed part of the program of the 2009 LGAQ Annual Conference and 2010 Local Government Infrastructure and Planning Symposium.

The August 2009 Assembly saw a changing of the guard with the retirement of, and subsequent tribute to long-standing Roads Alliance Board member Neil Doyle. Neil shared his visions for the future and introduced the newest Board member, Graham Fraine, General Manager, Strategic Policy, TMR. In taking over the reins from Neil, Graham expressed a desire to build on the success already achieved by the Alliance, whilst potentially broadening its scope to incorporate broader transport agendas. Guest speakers at the Assembly also discussed how the Queensland Transport Logistics Council is addressing freight issues around the state, progressing the Alliance in the North West and a success story from the South West RRG on their joint reseal program.

Knowledge sharing and collaboration were common themes for the March 2010 Assembly. The Alliance had the pleasure of welcoming guest speaker David Evans from the Hunter Valleys Regional Council in New South Wales. David provided an insight into the collaborative efforts undertaken by Maitland City Council and the Hunter Valley Councils to improve service delivery, including forming innovative resource sharing arrangements. RRG representatives gained an interstate perspective into how these strategies were pursued, the benefits they have delivered and importantly how this could be applied to their own regions.

Continuing on from the collaborative theme, Warren Paulger, Technical Chair of the WBB RRG, discussed work that his group is doing together with councils to progress asset management. Warren gave practical advice on obtaining RRG support, facilitating workshops



Michelle McFadyen, Chief Executive Officer, Longreach Regional Council, presents on the role of the Bureau Service for the ORRG at the March 2010 Roads Alliance Regional Road Group Assembly.

Roads Alliance Project Team members; Zac Murphy, Sasha Phillips, Tony Robbins and Naomi Bastin at the March 2010 Local Government Infrastructure and Planning Symposium.





Attendees at the March 2010 Roads Alliance Regional Road Group Assembly.

and defining shared objectives and strategies. Rounding off the morning, presentations included the role of the Bureau Service in the ORRG and the importance of the Roads Alliance within TMR by TMR Director-General, Dave Stewart.

The continued success of events such as the Assembly is thanks to the ongoing contributions by guest speakers and RRG representatives. We look forward to continuing our program of guest speakers in 2010-11 and seeing you at the next Roads Alliance event.

The achievements of 2009-10 provide a solid foundation for the Alliance to continue to build regional capability and capacity to successfully manage the Queensland road network.



FUTURE DIRECTION 2010-11

The 2009-10 Progress Report demonstrates the growing capability of RRGs across the Roads Alliance core functions, in their achievement of regional objectives and in the delivery of prioritised works programs.

The progress to date demonstrates the growing capability of RRGs across the Roads Alliance core functions, in their achievement of regional objectives and in the delivery of prioritised works programs.

As we move forward, the Roads Alliance Board continues to encourage and support RRGs to leverage the Alliance framework to address road and transport issues. The focus on capability development will continue into 2010-11. RRGs are encouraged to work towards optimal regional performance across Program Development, Road Safety, JP&RS and Asset Management:

- Efforts will continue to be focused on producing works programs that meet network priorities, rather than historical trends.
- The Roads Alliance will review the Program Development Kit for the first time since its inception and RRGs will be encouraged to provide feedback. Changes are likely in the methodology and the user friendliness of the investment strategies, Program Development

Tool and risk assessments.

- NetRisk assessments will be completed on all LRRS in 2010-11. These safety assessments will identify potential safety hazards on local government roads. The assessments will be easy to interpret and are expected to contribute to the prioritisation of RRG works programs.
- 2010-11 will see the release of a new JP&RS Implementation Toolkit. This Toolkit will contain how-to-guides, resource-sharing frameworks, and other templates to assist RRGs in conducting regional JP&RS projects.
- Councils will continue to work to meet the asset management requirements of the Local Government Act.

The focus on the above activities is supported by the introduction of a capability performance evaluation tool which will assist RRGs to evaluate their performance against activities outlined in their Capability Plans.

Recommendations from a review into achieving greater TIDS



expenditure will also see increased emphasis on RRG performance in 2010-11. These reforms will encourage improved output across Alliance core functions by linking TIDS funding to RRG performance.

In 2010-11 results and recommendations from the four Alternative Business Models pilots will be presented to all RRGs in anticipation that there will be regional efficiencies throughout the state.

The Roads Alliance Arranged Insurance Project will progress throughout the year. This initiative seeks to design, procure and place a joint insurance program that covers the shared risks of local government and TMR performing maintenance on state-controlled road network and removes coverage uncertainty and duplicated legal and administrative expenses under the current arrangement. There will be consultation and engagement with councils on this potential new insurance arrangement moving into 2010-11.

Cementing RRG capability across Alliance core functions will position RRGs to ultimately achieve a comprehensive, regional approach to transport planning. As groups continue to progress, the Board's focus will shift from achieving capability at an operational level to improved strategic performance.

The Roads Alliance framework has proven its success at achieving a network approach to investment through the transfer of authority to RRGs. Developing RRG capability at a strategic level will lead the way for groups to undergo regional integrated transport modelling, planning and programming, and delivery using a regional workforce.



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REGIONAL ROAD GROUP PROGRESS UPDATE

This year we celebrate the successes, milestones and achievements of RRGs across the Roads Alliance core functions of Operational Effectiveness, Program Development, Road Safety, JP&RS and Asset Management.

Future editions of the Progress Report may also incorporate RRG performance against TIDS expenditure for the reporting year.

BANANA	
OPERATIONAL EFFECTIVENESS	As a relatively new group, Banana RRG's initial focus has been on establishing the necessary Roads Alliance processes and governance arrangements, such as identifying LRRS and electing Chairs for both the Technical Committee and RRG. With all these processes now in place, the RRG will be turning its energy to the implementation of their Capability Agreement.
PROGRAM DEVELOPMENT	In parallel to establishing their operational and governance processes, the Banana RRG developed their five-year works program. Banana RRG committed to utilising the Roads Alliance's Program Development Methodology early and participated in two separate training sessions on the project prioritisation process.
ROAD SAFETY	Given its extensive rural road network, Banana RRG is strongly committed to the Road Safety agenda and Banana Shire Council is one of many Queensland councils participating in the State-wide Arrangement for NetRisk and Asset Data Collection. Banana Shire Council has committed to the establishment of a Road Safety Management Advisory Group comprising the Queensland Police Service, Queensland Ambulance Service, Queensland Fire and Rescue Service, TMR and council representatives. Links to the RRG are currently being implemented. Additionally, a representatives from Banana RRG's Technical Committee will also be representing local government on the Joint Road Safety Partnership Steering Committee that has recently been established by LGAQ and TMR.
JP&RS	Banana RRG have had preliminary discussions about the opportunities that might exist to explore JP&RS opportunities across the region, but recognise the importance of investigating these matters with their neighbouring RRGs. The sharing of survey resources has commenced with neighbouring RRGs.
ASSET MANAGEMENT	Although council has been progressing its individual asset management agenda, the RRG has not pursued specific initiatives at this point in time.

BRISBANE METRO ALLIANCE

OPERATIONAL EFFECTIVENESS	Due to the efforts of Brisbane Metro Alliance's Technical Committee Chair, both the RRG and Technical Committee have convened more regular meetings. Positively, given the significance of Brisbane's roads and transport agenda, both RRG and Technical Committee meetings are used as an opportunity to discuss a broad range of roads and transport issues, for example, TMR's High Occupancy Vehicle Network Study.
PROGRAM DEVELOPMENT	Brisbane Metro Alliance successfully developed a five-year works program and has taken the opportunity to consider works on LRRS in the wider context of Brisbane's complex roads and transport network. Consequently, the group have established a 'Joint Planning Program' identifying the planning activities associated with key major transport corridors. This program is discussed and reported on at each meeting by Alliance members.
ROAD SAFETY	Brisbane City Council (BCC) is participating in the State-wide Arrangement for NetRisk and Asset Data Collection. Given the high volumes of traffic and mix of road users on Brisbane's road network, road safety is a key consideration in the planning discussions of the group.
JP&RS	Over the last 12 months, the Brisbane Metro Alliance has investigated various JP&RS initiatives, most notably the development of a single Intelligent Transport Systems platform between council and the Department. Work has now stopped as BCC has decided to take on alternative traffic signals system. Co-operation will continue at the officer level to investigate potential staff training opportunities.
ASSET MANAGEMENT	At this point in time the Brisbane Metro Alliance has not pursued any specific asset management initiatives.

CENTRAL HIGHLANDS AND ISAAC REGIONAL ROAD PARTNERSHIP (CHIRRP)

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - The group has a Technical Coordinator to support the activities of the Technical Committee. - The Technical Committee is a mechanism to address all regional road matters, not just Alliance business, with a view to regionally consistent road management. - Regular RRG and Technical Committee meeting dates for 2010 have been scheduled. - The RRG members now feel competent in their understanding of Alliance principles. - There is a commitment to participate in the Alternative Business Model project.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - The Technical Committee members have received training and are competent in the use of the Program Development Tool. - The five-year works program was prepared and submitted. Prioritisation of projects to be given more consideration. - Have begun a review of LRRS, Statements of Intent, investment strategies, and configuration standards.
ROAD SAFETY	<ul style="list-style-type: none"> - Participating in the NetRisk project, including local government roads that are not LRRS. - Commitment to use NetRisk and Road Safety Risk Manager data to target safety initiatives.
JP&RS	<ul style="list-style-type: none"> - An audit of current skills and capabilities within the RRG is one of the Terms of Reference of the Alternative Business Model project. - The Technical Committee now includes JP&RS as a regular agenda item.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Full participation in the State-wide Arrangement for NetRisk and Asset Data Collection. Both Isaac and Central Highlands Regional Councils are paying for additional data on local government roads that are not LRRS. - Councils are implementing individual asset management systems - The Technical Committee now includes asset management as a regular agenda item - Have been proactive in engaging other councils in discussions about alternative systems

EASTERN DOWNS

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - The RRG uses a consultant to provide additional support for specific issues identified through RRG effectiveness performance review process. - The RRG meets quarterly or as required and the Technical Committee meets on a bi-monthly basis with additional meetings scheduled if and when required. - JP&RS and Asset Management are now regular agenda items at Technical Committee meetings. - RRG KPIs have been established including: <ul style="list-style-type: none"> - Minimum 90% completion of Annual Works Program - Preparation of the five-year program using the Program Development Tool, including NetRisk (when available) - Quarterly reporting - Annual review of network
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - ED RRG has engaged a consultant to assist in developing program management processes (review LRRS network, Statements Of Intent, program moderation), leading to submission of the five-year works program within set timeframes. - Quarterly review process initiated by the Technical Committee to monitor expenditure against the program.
ROAD SAFETY	<ul style="list-style-type: none"> - Engaged ARRB to provide NetRisk Assessment and Asset Data collection, including WebCrash/NetRisk overlay. NetRisk assessment has been included in the program development and prioritisation process (where available). - The ED RRG has initiated a Road Safety Partnership Project to build on the success and learnings of the Moreton Bay initiative.
JP&RS	<ul style="list-style-type: none"> - A representative from RoadTek has been included at ED RRG Technical Committee meetings to explore, monitor and maximise opportunities for joint efficiencies with plant, materials and resources (including human resources).
ASSET MANAGEMENT	<ul style="list-style-type: none"> - ARRB engaged to provide the NetRisk Arrangement for the LRRS network, with financial assistance from the Alliance - ED RRG cooperates with the broader council initiative for asset management development. RRG asset management data is linked with council's corporate and operational plans, influencing council's Capital Works Program.

FAR NORTH QUEENSLAND

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - Retained FNQ RRG to provide Secretariat and Technical Coordinator services. - Wujal Wujal Aboriginal Shire Council became a full member of FNQ RRG. - Reviewed and amended the FNQ RRG & Technical Committee Constitution. - Conducted seven Technical Committee meetings, including three away from Cairns at Cooktown, Mareeba and Innisfail. - Conducted five successful and well attended RRG meetings, including one away from Cairns at Atherton. - Formally reviewed the approved Capability Agreement and Action Plan at bi-monthly intervals. - Developed a new 2010-11 Capability Agreement and Action Plan.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - Developed 2010-11 to 2014-15 Works Program using the Project Prioritisation Tool for the fourth consecutive year. - Works Program was prioritised on a regional basis – not a fixed allocation to each member. - Formally reviewed the current year's works program at two monthly intervals. - Redistributed project funding across members to maximise TIDS expenditure levels. - TIDS expenditure levels at 30 June 2010 expected to be in the order of 90% despite significant wet season. - Commenced a full review of the Regional Investment Strategy and Statements of Intent. Expected to be completed by December 2010. - Commenced bi-annual review of LRRS network. Expected to be completed by September 2010. - Undertook joint road inspection of the critical Cape Tribulation to Bloomfield coastal link which is located in three members' geographical areas.
ROAD SAFETY	<ul style="list-style-type: none"> - Commenced a formal review of NetRisk data at two monthly intervals to address high risk locations. - NetRisk assessment of LRRS network was previously done in 2008-09.