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- JP&RS**
- Completed 'Alternative Business Models' pilot study and commenced a 3 stage implementation of findings from the study. The first stage is the development of joint purchasing projects and regional supply contracts for various items.
 - Conditionally agreed to employ a Regional Procurement Officer to manage joint purchasing projects; expected to be engaged by October 2010.
 - Completed an investigation of potential JP&RS opportunities.
 - Completed assessment of each member's capability and resources.
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- ASSET MANAGEMENT**
- Completed and documented a Regional Asset Management Strategy for all asset classes.
 - Completed audit and gap analysis of each member's Asset Management status with regards to system and implementation.
 - Completed Level 1 bridge inspections on all structures on the LRRS network.
 - Completed 50% Level 2 bridge inspections on all structures on the LRRS network. Balance expected to be completed by August 2010.
 - Completed Level 1 and 2 bridge inspection training workshop for 14 members' employees.
 - Completed NAMS Plus 'Writing Asset Management Plans' training workshop for 20 members' employees.
 - Commenced developing regional Levels of Service framework for roads, footpaths, bridges, along with parks and sporting facilities, natural open spaces and buildings. Expected to be completed by November 2010.
 - Completed actual traffic counts on all LRRS. Each LRRS now has actual traffic data less than three years old.
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GLADSTONE

- OPERATIONAL EFFECTIVENESS**
- Regular RRG and Technical Committee meetings are scheduled in 2010.
 - Governance arrangements are in place but with limited administrative and operational support.
 - The Technical Committee has committed to the Alliance framework.
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- PROGRAM DEVELOPMENT**
- Technical staff attended program development training.
 - It is proposed the prioritisation methodology be used for the next Program Development Cycle.
 - Have completed the review of LRRS with amalgamated council priorities.
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- ROAD SAFETY**
- Participating in the State-wide Arrangement for NetRisk and Asset Data Collection.
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- JP&RS**
- Ad hoc resource sharing with TMR on road projects.
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- ASSET MANAGEMENT**
- Committed to NetRisk Arrangement.
 - Have made suitable progress with implementation of the Conquest asset management system.

NORTH QUEENSLAND

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - An RRG Technical Coordinator was appointed in June '10 to ensure effective coordination of NQ RRG activities and progression of outcomes/objectives. - A review of the NQ RRG constitution is currently underway with amendments to quorum numbers and Palm Island Indigenous Council membership to the group being considered. - The RRG has endorsed the Technical Committee target of 80% TIDS expenditure by the end of each calendar year.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - Program Development Tool used for full development of 2010-11 to 2014-15 works program following a review of the previous process. - The group is on track for completion of 2011-12 to 2015-16 program by December 2010. Elements of historical allocation are still occurring and the group is working hard to reduce this habit.
ROAD SAFETY	<ul style="list-style-type: none"> - The group agreed that a confirmed LRRS network list for all member councils will be provided to RoadTek for the NetRisk Arrangement by 30 June, 2010. The data collection has been scheduled for August/September.
JP&RS	<ul style="list-style-type: none"> - The new Technical Coordinator has targeted JP&RS as a real opportunity for the group. The group is looking forward to the outcomes of the Scenic Valleys RRG pilot project due to the similarities to their own group in terms of there being one large council and three smaller regional councils.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Audit completed to reconcile member councils' Asset Management systems. - All Councils now have complete and accurate asset registers, however Townsville City Council are the most progressive in completing Asset Management plans.

NORTH WEST QUEENSLAND

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - Under the leadership of the current Chair and with the appointment of a Technical Coordinator, the operational effectiveness of the North West Queensland RRG has significantly improved. Despite the vast geographical distances that separate its members, the RRG and its Technical Committee have committed to a quarterly schedule of meetings which are regularly attended by the majority of all members. - As a foundation to move forward, the RRG has undertaken a comprehensive review of its LRRS network as well as a complete evaluation of its TIDS program. - Additionally, the RRG has also instigated a process where they regularly review and report on the progress of their Capability Agreement at each Technical Committee and RRG meeting.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - The RRG continues to improve its understanding of the Roads Alliance's Program Development Methodology and successfully developed a prioritised five-year regional works program for its LRRS. - The current year's works program was formally reviewed at quarterly intervals and project funding was redistributed across members to maximise TIDS expenditure levels. - TIDS expenditure levels at 30 June 2010 expected to be in the order of 95% despite significant wet season.
ROAD SAFETY	<ul style="list-style-type: none"> - All members of the North West Queensland RRG are participating in the Roads Alliance's State-wide Contract for NetRisk and asset data collection. - As outlined in their Capability Agreement, the RRG will use the outcomes of this assessment to inform the development of their next program of works. - Additionally, the RRG is committed to ensuring all members are trained in the use of the Road Safety Risk Manager Methodology.
JP&RS	<ul style="list-style-type: none"> - Despite their huge geographical area, the RRG is committed to investigating potential JP&RS opportunities. - Although no progress has been made in the last 12 months, going forward the RRG has identified possible joint purchasing opportunities with key mining companies in the region. - An assessment of each member's individual capability and resources has commenced and is expected to be completed by August 2010.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Recognising the importance of asset management and local government's obligations under the new Local Government Act 2009, the RRG has agreed to work towards the development of a Regional Asset Management Strategy, with the first step being an audit of all member's current asset management processes and systems.

NORTHERN SOUTH EAST QUEENSLAND

OPERATIONAL EFFECTIVENESS

- Capability funding used to appoint a consultant to complete program development.
- Standing agenda to look at program development.

PROGRAM DEVELOPMENT

- Five-year program prepared in time for RRG ratification and submission to TMR.

ROAD SAFETY

- Participated in the NetRisk Arrangement
- Sunshine Coast Regional Council is well advanced with a project based on the Moreton Bay Road Safety Partnership model.

JP&RS

- The Technical Committee is investigating an opportunity for the three councils to collaborate on the preparation of a new development design manual.
- There was interest in participating in the JP&RS pilot recently started at Scenic Valleys RRG.

ASSET MANAGEMENT

- All member councils have implemented road asset management systems.
- Committed to NetRisk Arrangement.

OUTBACK

OPERATIONAL EFFECTIVENESS

- The Outback RRG (ORRG) has engaged a 'Bureau Service' for the region to maximise the operational effectiveness of the group.
- The ORRG and the supporting Technical Committee have met regularly throughout 2009-10, with Mayor attendance from each of the council Mayors.
- The ORRG have proactively utilised the Technical Committee to develop a joint funding submission to the Federal Government, titled 'Partnering for Prosperity'.

PROGRAM DEVELOPMENT

- The ORRG 'Bureau Service' will take a significant role in the program development process for the group.
- Moving forward the 'Bureau Service' will:
 - review the LRRS network and 'Statements of Intent'
 - review/develop the regional investment strategy
 - review the Program Development Methodology and processes
 - improve the Technical Committee's skills in use of the Roads Alliance Program Development Tool
 - develop and manage a schedule for the 2011-12 program development process
- In addition, the ORRG will now review, at each TC meeting, progress on the current year's works program by each council with a view to reallocating TIDS funds that will not be spent within the program year.

ROAD SAFETY

- All seven member councils of the ORRG have entered into the Netrisk Arrangement.
- The 'Bureau Service' will be responsible for integrating the newly collected road and Netrisk data into the program development process.
- Whilst progress in this area has been limited to date, the group has committed to including road safety as a standing agenda item on all TC and RRG meetings.

JP&RS

- The ORRG will utilise the 'Bureau Service' to coordinate regional JP&RS opportunities.
- In addition to the engagement of the Bureau Service, recent examples of JP&RS include the regional procurement of traffic counters.

ASSET MANAGEMENT

- The ORRG will utilise the 'Bureau Service' to coordinate a regional approach to asset management.
- All seven member councils of the ORRG have entered into the NetRisk Arrangement.

ROCKHAMPTON

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - Governance arrangements are in place but there is limited administrative or operational support.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - The LRRS network has been reviewed post-amalgamation but will be subject to further review in the near future. - The prioritisation methodology has been updated with projects more aligned to the strategic needs of the area and is proposed to be used for the next Program Development Cycle. - A new Statement of Intent database is being prepared.
ROAD SAFETY	<ul style="list-style-type: none"> - Participating in the NetRisk Arrangement. - Road Safety Risk Manager Tool will be used in future prioritisation.
JP&RS	<ul style="list-style-type: none"> - Ad hoc resource sharing with TMR on road projects.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Council has a good asset management system and resources dedicated to using it. - Data from pre-amalgamation councils has been cleansed and loaded into one corporate system- Conquest. - Well advanced with Long Term Asset Management Plans. - Committed to the NetRisk Arrangement.

SCENIC VALLEYS

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - Completed the Capability Agreement in line with the new requirements in the revised TIDS Policy. - New RRG and Technical Committee Chairs, Cr Graham Moon and Director of Engineering Services Gerry Franzmann of Lockyer Valley Regional Council, were appointed in January 2010.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - Appointed a Technical Coordinator to assist in developing the five-year LRRS works program. - Select Technical Committee members received training in the latest version of the Roads Alliance Program Development Tool.
ROAD SAFETY	<ul style="list-style-type: none"> - Results from the NetRisk Arrangement will be used starting in the 2010-11 program year. - Organised Road Safety Audit Training for selected council staff.
JP&RS	<ul style="list-style-type: none"> - Began a Roads Alliance JP&RS pilot project in February 2010 to identify, plan and implement high-value JP&RS initiatives. Somerset Regional Council were invited to participate in the project. - As part of this project, a re-usable JP&RS Implementation Toolkit will be developed and made available to all RRGs towards the end of 2010.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - All councils participated in the NetRisk Arrangement. - Individual councils have worked to develop their asset management plans as per requirements in the 2009 Local Government Act, utilising NAMS.PLUS where applicable. - Informal discussions and co-operation between RRG members, and Somerset Regional Council, regarding asset management practices, including data capture, data storage and establishing levels of service.

SOUTHERN

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - The group meets regularly and has robust discussions about opportunities to improve road infrastructure outcomes for their region. - The group uses RRG meetings as a forum to facilitate integrated land use and transport planning in their region. - The group reviews their performance against the Capability Agreement as a standing agenda item to ensure they are meeting the actions set out in the Agreement.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - A consultant was employed to run the program development process. The group has prioritised projects for the next five-years. The program has been reconciled against the Roads Alliance Addendum. - Weightings used in the prioritisation process are regularly reviewed. - The group review the progress of their works program as a standing agenda item in Technical Committee meetings to monitor TIDS expenditure and adjust allocations if required.
ROAD SAFETY	<ul style="list-style-type: none"> - The group has committed to participating in the NetRisk Arrangement. - Results from the initiative will be integrated into the group's program development process to ensure identified safety issues are considered.
JP&RS	<ul style="list-style-type: none"> - The discussion of JP&RS opportunities is a standing agenda item in Technical Committee meetings. - The group has extended an invitation for RoadTek to attend a Technical Committee meeting to assist in further identification of JP&RS projects. - The group has jointly commissioned a traffic model for the region and is investigating a proposal to incorporate travel survey data into the model. - The group investigated implementing a joint asphaltting contract for the region but found it to not be feasible at this time. They have agreed to reconsider the initiative in the future.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Members of the group have sophisticated asset management systems in place. - The group is in the process of implementing the standards outlined in the International Asset Management Manual as the basis for an Asset Management Plan employed for the region. - The group is being kept informed of the Central Highlands Regional Council working group monitoring the Asset Management work being done by the Western Australian Local Government Association.

SOUTHERN BORDER

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - Completed a Capability Agreement in line with the new requirements in the revised TIDS policy. - Appointed a Technical Assistant to assist with Roads Alliance-related activities.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - Appointed a Technical Assistant to assist in reviewing the Statements of Intent and developing the five-year LRRS works program. - Conducted a joint review of LRRS network. - Improved delivery performance of TIDS projects.
ROAD SAFETY	<ul style="list-style-type: none"> - Results from NetRisk Arrangement will be used starting in the 2010-11 program year.
JP&RS	<ul style="list-style-type: none"> - Began a Roads Alliance JP&RS pilot project in February 2010 to identify, plan and implement a handful of high-value JP&RS initiatives. Somerset Regional Council were invited to participate in the project. - As part of this project, a re-usable JP&RS Implementation Toolkit will be developed and made available to all RRGs towards the end of 2010.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Southern Downs participated in the NetRisk Arrangement. Goondiwindi conducted their own data collection and NetRisk assessment. - Goondiwindi & Southern Downs purchased and implemented new asset management system from the Roads Alliance/Local Buy approved panel of systems. - Both Councils have worked to update their Asset Management Plans per requirements in the 2009 Local Government Act.

SOUTH WEST

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - Employed an experienced consultant as the Technical Committee Chair and to assist members in meeting their Roads Alliance responsibilities. - The group meets regularly and has robust discussions about how to progress their capability in the core functions. - The group regularly reviews their performance against the Capability Agreement to ensure they are meeting their identified actions.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - The group has a five-year program in place and regularly reviews expenditure progress. - Refresher training in using the Road Alliance Program Development Tool. - Members have reviewed their LRRS network to ensure only appropriate roads are included.
ROAD SAFETY	<ul style="list-style-type: none"> - Committed to participating in the NetRisk Arrangement. - Results from the initiative will be integrated into the group's program development process to ensure identified safety issues are addressed.
JP&RS	<ul style="list-style-type: none"> - Four of the six members have successfully completed a joint-reseal program. - The group has conducted supervisor training courses though flooding in the region has caused some delays. - The group is considering developing prequalified list of Plant in the region for sharing opportunities and the possibility of joint gravel sourcing with RoadTek.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Two members have already implemented asset management systems and all other members are reviewing the systems available that meet Roads Alliance requirements.

WESTERN DOWNS

OPERATIONAL EFFECTIVENESS	<ul style="list-style-type: none"> - On track to maintain the number of RRG and Technical Committee meetings as per the Capability Agreement.
PROGRAM DEVELOPMENT	<ul style="list-style-type: none"> - Review of LRRS network is complete - Refresher training in Program Development Tool is complete - Five-year fully prioritized Works Program is complete.
ROAD SAFETY	<ul style="list-style-type: none"> - Committed to the NetRisk Arrangement.
JP&RS	<ul style="list-style-type: none"> - JP&RS opportunities discussed at the Technical Committee. - Decisions on which JP&RS projects to commence to be discussed at next meeting.
ASSET MANAGEMENT	<ul style="list-style-type: none"> - Continuation of asset management implementation throughout Western Downs Regional Council.

WHITSUNDAY

OPERATIONAL EFFECTIVENESS

- Secretariat and administrative function re-established
- Roads Alliance training workshop held
- Established Key Performance Indicators

PROGRAM DEVELOPMENT

- LRRS network reviewed
- Works program reviewed in January and amendments made where required

ROAD SAFETY

- Committed to the NetRisk Arrangement.
- WebCrash and asset data used in program development

JP&RS

- Ongoing commitment to joint bitumen sealing and plant purchase opportunities
- Regional Freight Study
- JP&RS included as a regular Technical Committee agenda item
- Regular consideration of JP&RS opportunities
- TMR software sharing arrangement.

ASSET MANAGEMENT

- Committed to the NetRisk Arrangement.
- Asset management as a standing Technical Committee agenda item.

WIDE BAY BURNETT

OPERATIONAL EFFECTIVENESS

- The group has a secretariat service for the administration of the RRG.
- The group has a Technical Coordinator (TC Chair) and a Technical Support Engineer to support the Technical Committee.
- Technical Committee meets often (6 weekly) and the RRG meets quarterly.
- The agenda for both meetings includes a review of the Capability Plan and a review of opportunities with respect to Alliance core activities.
- The agenda can include all regional road related matters, not just Alliance business, with a view to regionally consistent road management.

PROGRAM DEVELOPMENT

- All members of the Technical Committee appear competent in the use of the Program Development Tool.
- The Technical Coordinator and Technical Support Engineer provide unbiased moderation of project assessment.
- The five-year program was prepared and submitted ahead of schedule.
- LRRS network was reviewed mid-2009 for implementation in June 2010.
- Reviews started for Statements of Intent, Investment Strategies and configuration standards.

ROAD SAFETY

- Full participation in NetRisk Arrangement.
- Project prioritisation using the Road Safety Risk Manager.

JP&RS

- Recently completed a joint reseal program between North Burnett and South Burnett Regional Councils.
- Current joint reseal arrangement between Bundaberg Regional Council and TMR.
- Joint two-year contract for termite treatment of all timber bridges for all member councils.
- Joint bridge inspection training completed.

ASSET MANAGEMENT

- An active Asset Management Working Group which meets regularly and reports to the RRG through the Technical Committee.
- Full participation in the NetRisk Arrangement. Bundaberg Regional Council is extending data collection to all sealed roads.
- With capability funding assistance, the group is working with a consultant to develop an integrated Transport Asset Management Plan and Template available for sharing with other RRGs.

ROADS ALLIANCE RESOURCES

Documents and Resources List

Tools

- Digital Video Road Software

Alliance Operational Documents

- Memorandum of Agreement 2008-13
- Memorandum of Agreement 2002-07
- Roads Alliance Operational Guidelines

Program Development and Funding

- Program Development Kit
- Part One: Investment Strategy Development
- Part Two: Works Program Development Process
- Part Three: Road Safety

Asset Management

- Road and Bridge Asset Management Kit
- Part One: Asset Management Overview
- Part Two: Implementation
- Part Three: Specifications
- Addendum 1

Road Safety

- Road Safety Strategic Plan
- Road Safety Risk Manager Software

Funding

- TIDS Policy
- Regional Safety and Development Program Guidelines

Progress Report

- 2008-09 Progress Report
- 2007-08 Progress Report
- 2006-07 Progress Report
- 2005-06 Progress Report
- 2004-05 Progress Report
- 2002-03 Progress Report

Roads Alliance Fact Sheets

- Alliance Overview
- RRG Membership
- JP&RS
- Road Safety
- Program Development
- Asset Management
- Funding
- Capability Development
- NetRisk

Other

- Roads Implementation Program 2009-10 to 2013-14
- Roads Alliance Addendum to the Roads Implementation Program 2009-10 to 2013-14
- Roads Alliance RRG Map
- LRRS Change Request Form Tools
- Digital Video Road Software

ROADS ALLIANCE TERMINOLOGY

Alternative Business Models

Project: established to identify new ways for local government and Transport and Main Roads (TMR) to achieve better outcomes within current available funding, for the total road network in Queensland.

Asset management: measuring, monitoring, evaluating, modelling and managing a road asset's performance.

Asset management system: refers to measuring, monitoring, evaluating, modelling and managing a road asset's performance. The system generally includes an asset inventory, a form of condition recording system, a maintenance management system and a pavement management system.

Assets: the physical components of a road system or network. An asset is considered worthy of separate identification if it delivers services or benefits to the community of sufficient current or future value to warrant control and management on an individual basis. Typical road related assets include sections of road, sections of pavement, individual bridges, culverts, sets of traffic signals, signs, road furniture and road reserves.

Capability Agreement: developed by each Regional Road Group (RRG) to set out the RRG's strategy to build and maintain the overall capability within their group.

Joint Purchasing and Resource Sharing (JP&RS): initiatives designed to provide resource and cost efficiencies for Alliance members. Joint purchasing can occur when two or more local governments and/or TMR require similar services and/or goods, and it is mutually beneficial through economies of scale; including the reduction of internal administration costs, sharing a common purchase order and payment system. Resource sharing is the coordinated use of resources, by mutual arrangement between members of a RRG that are used in the planning and delivery of services and road infrastructure.

Local Roads of Regional

Significance (LRRS): a network of lower order state-controlled roads (generally district roads with some exceptions) and the higher order local government roads (primary and secondary roads) performing similar functions. To promote the improved planning, management and Investment Strategies on these roads, they have been identified as a unique network of LRRS. RRGs manage this road set under the Roads Alliance.

NetRisk: a package comprising the Road Network Safety Assessment (RNSA) tool and Roads Safety Risk Manager (RSRM) software. The RNSA helps identify potential high priority road and bridge safety risk sites by identifying locations where road features may play a significant role in influencing the likelihood and/or severity of a crash. RSRM assesses individual projects to evaluate their return on investment in terms of safety risk reduction.

Program Development: a collective process that encompasses investment strategy development, project prioritisation, works program delivery and road safety risk management to assist with the effective management of the LRRS.

Regional Road Groups (RRGs): the primary decision making bodies of the Alliance. RRGs and their Technical Committees will operate under the authority of the Roads Alliance Board. RRGs are based on existing relationships taking into consideration economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional road network and the services provided by that network.

Regional Road Group Capability Funding: Each RRG may use up to 3% of their allocation from the \$24 million per annum in Roads Alliance TIDS funding, for capability development within their RRG.

Regional Road Group Assembly: a biannual meeting that provides a forum for RRG executives and members of the Roads Alliance Board to discuss Roads Alliance progress.

Regional Safety and Development

Program: a funding program that makes available up to \$30 million each year until 2013-14 for the upgrade of the regional road network in western Queensland. This funding is in addition to Roads Alliance and Base Transport Infrastructure Development Scheme (TIDS) funding.

Roads Alliance Board: comprises representatives from the Department of TMR and the Local Government Association of Queensland (LGAQ). The role of the Alliance Board is to oversee the implementation and ongoing operations of the Roads Alliance; review the strategic management of the Roads Alliance by ensuring effective governance arrangements and relationship building; and ensure consistency of outputs across the state.

Roads Alliance Project Team: facilitates the implementation of Roads Alliance strategies and provides day to day operational support to RRGs.

Road Network Safety Assessment (RNSA): an assessment that assists with the identification of potential high priority road and bridge safety risk sites by identifying locations where road features may play a significant role in influencing the likelihood and/or severity of a crash.

State-wide Capability Development Fund: an ongoing allocation of \$1 million per annum allocated by the Department of TMR and the Roads Alliance Board, for capability improvement projects that align to Roads Alliance priorities and are likely to have state-wide application or deliver benefit to more than one RRG.

Steering Committee: provides strategic direction, governance and oversight for the development of key initiatives.

Technical Committee: a committee comprising local government and TMR technical staff from a region that provides support to their respective RRG.

Technical Coordinator: facilitates RRG and Technical Committee actions, decisions and outcomes. The coordinator is the the conduit for communication between stakeholders, conducts administrative and non-administrative tasks and drives and measures progress.

Transport Infrastructure Development Scheme (TIDS): funding provided to support the local transport infrastructure needs of regional and rural communities throughout Queensland. TMR provides subsidies through TIDS to local government controlled roads generally on a 50/50 basis (TMR/ local government).

Acronyms:

JP&RS Joint Purchasing and Resource Sharing

LGAQ Local Government Association of Queensland

LGIS Local Government Infrastructure Services

LRRS Local Roads of Regional Significance

MBRSP Moreton Bay Road Safety Partnership Project

ORRG Outback Regional Road Group

PMO Program Management Office

QRSPSC Queensland Road Safety Partnership Steering Committee

RAPT Roads Alliance Project Team

RRG Regional Road Group

RSDP Regional Safety and Development Program

RSRM Road Safety Risk Manager

TIDS Transport Infrastructure Development Scheme

TMR Department of Transport and Main Roads