

BRRG has identified a number of significant projects in the shire for inclusion. Many of these projects stem from the NetRisk assessment as well as those that were recognised as problem drainage areas in the recent flooding events. The program addresses the need for roadside signage and delineation, hazard removal and vegetation management, as well as improving the flood immunity of the LRRS network. Also included in the program are significant construction, rehabilitation and pavement widening projects for both council and TMR LRRS roads, including:

- › Reconstruction of Callide Street, Biloela (2012-13)
- › Realignment of Theodore-Moura Road (2013-14)
- › Drainage improvement to Theodore-Moura Road (2015-16)
- › Realignment to Theodore-Eidsvold Road (2014-15)
- › Realignment to Theodore-Eidsvold Road (2015-16).

BRRG submitted a number of projects for consideration for funding from the TIDS Cycleways program and approximately \$195,000 in funding for four projects has been secured for 2012-13. These projects are located in Banana, Baralaba, Moura and Biloela.

No significant developments in Joint Purchasing and Resource Sharing took place in 2011-12, however BRRG has committed to examining opportunities with Gladstone and Rockhampton RRGs in 2012-13.

“ Council is continuing with its pavement rehabilitation programs with other councils and TMR. ”

This arrangement provides specialist equipment and crews to undertake important and cost effective road construction and restoration. Demand for these services has been high with projects expected to continue for some considerable time. A major project on the Roma-Taroom Road is underway at present.

The mining and resource sectors are gearing up for major construction works in the next financial year. These include developing coal mines in the north and south of the shire, four LNG pipelines traversing through many kilometres of the shire, and other projects such as the Surat Basin Rail link from the Western Downs area to Moura. All of these projects will impact on council and TMR's road network, not to mention their other social, economic and environmental impacts. The BRRG along with council are very proactive in ensuring that the region and its roads are adequately managed during these busy times. Council and the resource companies are supporting a number of Road Safety initiatives, including illuminated school zone signage and delineation, road widening and upgrades, school bus pullover areas and other community projects aimed at improved safety for all road users.

**Gerard Read**

**Technical Coordinator  
Banana Regional Road Group**

## 1.2 Eastern Downs Regional Road Group 2011-12 Technical Committee Chair's Report

The 2011–12 year has again been a year of steady progress for the Eastern Downs Regional Road Group (EDRRG).

### Achievements for the Year

The EDRRG has had a relatively busy year in 2011–12, with a number of significant achievements.

The EDRRG has continued with the Road Safety Partnership Project and the *Toowoomba Regional Council Road Safety Strategic Plan 2011-2015* has now been printed, and was launched by the Toowoomba Regional Council Mayor on 15 September 2011.

The strategy, along with the appointment of a road safety officer, will allow council to address road safety issues throughout the region in association with other key road safety stakeholders. The aim is to reduce road trauma and the annual cost of crashes to the community (currently in excess of \$120 million per year) by 35% over the five year life of this plan.

One of the recommendations adopted by the council was the employment of a Regional Road Safety Officer resource. Etienne LaGrange has recently been appointed in this position.

As at June 2012, it is expected that 83% of the outstanding Roads Alliance TIDS funding will have been claimed which, given the circumstances, is regarded as a good achievement.

Major achievements within the works program include:

- › completion of the upgrading of Hodgsonvale Road and Kearney Street in the Greenmount district
- › upgrade to an intersection and rehabilitation and widening in Logan Road in Clifton
- › new sealed construction on the Crows Nest to Blackbutt Link (Pierces Creek Road) in the Crows Nest district
- › commencement of upgrades to drainage and pavement reconstruction of the Western Arterial Link west of Toowoomba (Drayton –

Wellcamp Road)

- › widening and overlay to a 2.5 km section of the Cecil Plains – Moonie Road (a project which also has Regional Safety and Development Program Funding) in the Millmerran district
- › rehabilitation of St Helens Road in the Pittsworth district
- › safety improvements on the Haden – Maclagan Road in the Goombungee district
- › commencement of the Clifford Street upgrade as part of the Toowoomba CBD Outer Ring Road project.

A major review of the Local Roads of Regional Significance (LRRS) Network has been completed and the management of works progress through the quarterly expenditure review process is continuing to be refined.

### Demonstrated Progress against Roads Alliance Core Functions

The EDRRG has once again adopted a Capability Agreement this year, and regularly compares progress against this document by way of a Capability Checklist. As at the end of June, it is estimated that the EDRRG will have achieved a compliance of 80% against this checklist, which is regarded as a good result.

The 2011–12 year has been one of consolidation, with the RRG making significant progress in a number of areas. We look forward, with the assistance of the Roads Alliance, to achieving even more next year and into the future.

**David Pascoe**

**Manager Construction and Maintenance Urban Toowoomba Regional Council  
Technical Committee Chair  
Eastern Downs Regional Road Group**

## 1.3 Far North Queensland Regional Road Group 2011-12 Technical Committee Chair's Report

2011-12 was dominated by a record National Disaster Relief and Recovery Arrangements (NDRRA) program for the Far North Queensland Regional Road Group (FNQRRG). The size and scope of the current NDRRA program towers over other individual road programs for each of the FNQRRG members. Somewhat fortunately, the 2011-12 wet season paled into insignificance alongside the impacts of Cyclone Yasi, which has provided some respite.

Highlights for 2011-12 were:

- › Achieving 93% expenditure on the TIDS program
- › Opening of the new Jubilee Bridge in Innisfail
- › Replacement of the Cascades Bridge on Redlynch Intake Road in Cairns
- › Replacement of four bridges on the Bloomfield and Lakefield National Park Roads in Cook Shire that had reached their “use by” date
- › Rehabilitation of a number of timber bridges in Cassowary Coast using alternative inspection and maintenance methodologies
- › Establishment of first regional purchasing contract.

### Operational

FNQRRG met four times in 2011-12, three times in Cairns and once in Innisfail. The Technical Committee (TC) met six times during 2011-12, three times in Cairns, and once each in Atherton, Chillagoe and Innisfail. All meetings were well attended by representatives, with Cr Peter Scott (Cook Shire Council) chairing the RRG.

Colin Moore (TMR Far North) stepped in to chair the TC to March 2012 when David Goodman (Cassowary Coast Regional Council) took over. FNQROC once again provided Secretariat and Technical Coordinator services through Darlene Irvine and Gerard Read respectively.

Local Government election results in April 2012 saw half the RRG representatives change. Some

minor changes have also taken place with TC representatives throughout 2011-12, however operationally this has had minimum impact.

A tour of a major part of the Tablelands Regional Council Local Roads of Regional Significance (LRRS) network was undertaken in conjunction with the TC meeting at Chillagoe in November 2011.

The Capability Agreement and Action Plan again was reviewed at each TC and RRG meeting throughout 2011-12. The new 2012-13 Plan will contain significant changes.

### Program Delivery and Development

Despite a slow start to the year and the impact of NDRRA works, the majority of the works program was completed with TIDS expenditure to 30 June 2012 at approximately 93%. The 2011-12 works program was extensively revised as a result of some overlaps with NDRRA projects.

A prime focus in 2012-13 is the incorporation of the TMR LRRS works program into the general FNQRRG “system” and works program. This has not occurred to date. The five-year forward works program (2012-13 to 2016-17), for LRRS and non-LRRS, was again fully prioritised and developed on a regional basis. It also was extensively revised due to NDRRA projects.

A full review of the weightings and multi-criteria analysis sub-categories used in the Project Prioritisation Tool was undertaken in 2012-13.

FNQRRG submitted a number of projects for consideration under the TIDS Cycleways program, which unfortunately were not successful for the 2012-13 round of funding allocations.

A complete review of the LRRS network was again undertaken in 2011-12, which saw a section of Kamerunga Road in Cairns added as the only change to the network. A full review of the LRRS Statements of Intent and Regional Investment Strategy is planned for 2012-13.

Under the RSDP, work commenced on upgrades to the Ootann Road in the western area of the region. These will continue in 2012-13 and 2013-14. Unfortunately work on construction of a crossing at Woobadda Creek on the Cape Tribulation to Bloomfield Road did not commence in 2011-12 due to protracted and extensive planning requirements, due to the road being located in the Wet Tropics area. It is hoped this project will be completed in 2012-13.

Establishment of an internal policy and set of business rules regarding the management of works program variations commenced late in 2011-12 and it is planned to have this finalised early in 2012-13. As part of these new business rules, FNQRRG now monitors planning and design progress for each future project as a fixed agenda item at every TC meeting.

### **Asset Management & Road Safety**

2011-12 was relatively business-as-usual for FNQRRG in the areas of Asset Management and Road Safety.

FNQRRG has an independent regional asset management group covering all asset classes, including transport, which met three times throughout 2011-12. All Councils have implemented Asset Management Plans for their road and transport assets. FNQRRG has had a Regional Asset Management Strategy in place since 2007. An update of the asset data upon which this based commenced in 2011-12 and is expected to be completed early in 2012-13.

It is hoped the RRG will have a Bridge Asset Management (BAM) System in place early in 2012-13. FNQRRG has played a leading role in the focus on BAM.

Members undertook training delivered by MetroCount in the use of their traffic count units and software in 2011-12.

Members continued to assess and rectify the high risk areas identified from NetRisk assessments undertaken in previous years. NetRisk and RSRM training, sponsored by the Roads Alliance, is being undertaken in FNQRRG in early September 2012.

FNQRRG is generally focussed on complementing existing well-established road safety strategies in the region, and TC meetings have been regularly attended by TMR Road Safety representatives in 2011-12.

### **Joint Purchasing & Resource Sharing**

FNQRRG made significant progress with Joint Purchasing throughout 2011-12, primarily due to the efforts of a Regional Procurement Officer employed by FNQROC. The RPO position has been extended for a further two years thanks to state-wide capability funding assistance from the Roads Alliance Board.

Standard regional purchasing tender and contract documentation was developed, and three independent legal reviews of the documentation were undertaken. The first regional purchasing contract was established for water treatment chemicals and significant direct and indirect cost savings are likely to be made.

Regional contracts for provision of pavement stabilisation services and bitumen resealing are in the process of being established and it is hoped they will be in place early by 2012-13. Detailed background investigation commenced late in 2011-12 of potential benefits for the supply of ready-mixed concrete and supply of precast concrete products on a regional contract basis. This will continue throughout 2012-13. A number of other products/services were investigated in 2011-12 and these were considered a low priority for regional involvement at this stage. The “JP & RS Toolkit” released by the Roads Alliance Board in 2011-12 has proven to be a useful and reliable reference document.

### **Gerard Read**

#### **Technical Coordinator**

#### **Far North Queensland Regional Road Group**

## 1.4 Gladstone Regional Road Group 2011-12 Technical Committee Chair's Report

It's no secret that Gladstone has experienced phenomenal growth in the past 12 months due to the exponential boom in the resource sector across the state. Whilst this provides a great outlook for the region, it does present significant challenges for public infrastructure providers like council and the Department of Transport and Main Roads (TMR). Despite this and the major reconstruction program for council under the Natural Disaster Relief and Recovery Arrangements (NDRRA), Gladstone Regional Road Group (GRRG) has had a strong year in 2011-12 with its operations.

During 2011-12, the RRG met once in October 2011 and the Technical Committee (TC) met four times in Calliope. All meetings were 100% attended by representatives and members of the Roads Alliance Project Team.

Cr Gail Sellers (Mayor) chaired the RRG. Cr Matt Burnett (Deputy Mayor) also represented council on the RRG along with Terry Hill (TMR Fitzroy). Paul Keech (Gladstone) chaired the TC throughout 2011-12. The services of Technical Coordinator, Gerard Read, were retained for 2011-12.

The Capability Agreement and Action Plan was reviewed again at each TC and RRG meeting throughout 2011-12. Improvement in capability levels has been made throughout the year. A new plan has been developed for 2012-13.

The Local Roads of Regional Significance (LRRS) projects undertaken during the year were:

- › Widening and seal of Gentle Annie Road, Ambrose
  - › Drainage upgrades on Quarry Road, Yarwun
  - › Drainage upgrades on Coronation Drive, Tannum Sands
  - › New construction of Lowmead Road, Miriam Vale.
- › New construction of Red Rover Road, Gladstone (continuing)
  - › Major realignment of Blackman's Gap Road, Miriam Vale
  - › Asphalt overlay on Derby Street, Gladstone
  - › Rehabilitation and widening on Mt Larcom – Bracewell Road (continuing)

A review of the LRRS network was undertaken during the year, with no changes made after its completion. A review of the existing Regional Investment Strategy, including Statements of Intent for the LRRS Network, is likely to be carried out in 2012-13.

The five-year forward works program (2012-13 to 2016-17) was prioritised and developed early in 2012. Minor revisions were made from the existing recurrent program.

“ A detailed review of the weightings and multi-criteria analysis of sub-categories used in the Project Prioritisation Tool was also undertaken in 2011-12. ”

Changes were made to align closely with council and TMR's overall priorities for the complete road and transport network.

GRRG received its LRRS asset data report in 2011-12, and council has developed and implemented an Asset Management Plan for its complete road and transport assets. Development of a detailed LRRS bridge and major culvert register has commenced and will be finalised in early 2012-13. Bridge and culvert asset management will be a focus in 2012-13.

GRRG also received its LRRS NetRisk assessment reports in 2011-12. The Roads Alliance-sponsored NetRisk and Road Safety Risk Management (RSRM) training is being undertaken in early 2012-13. Once this training is complete, treatments will be scheduled to rectify the high risk priority areas on the network. It is intended to analyse crash data and NetRisk data to give a rounded summary of historical problem areas and potential future problem areas.

The Gladstone Traffic Environment Advisory Committee regularly discusses road safety issues and GRRG is represented on this.

Council commenced a thorough internal analysis in 2011-12 to identify products and services that present possible scope for regional procurement. GRRG has committed to continue this and investigate opportunities with Rockhampton and Banana RRGs in 2012-13.

### **Gerard Read**

**Technical Coordinator**

**Gladstone Regional Road Group**



## 1.5 North Queensland Regional Road Group 2011-12 Technical Committee Chair's Report

2011-12 has been a year of significant progress and recovery for the members of the North Queensland Regional Roads Group (NQRRG). Group membership consists of representatives from the Burdekin Shire Council, Charters Towers Regional Council, Hinchinbrook Shire Council, Townsville City Council and TMR's Northern Region.

The primary focus of the NQRRG has been ensuring that an 85% expenditure target on Transport Infrastructure Development Scheme (TIDS) funding is achieved while delivering works under the Natural Disaster Relief and Recovery Arrangements (NDRRA) program through the Queensland Reconstruction Authority.

Outside of these challenges the NQRRG has managed to:

- › hold regular RRG and Technical Committee Meetings
- › deliver a comprehensive review of their five-year capital works program
- › regularly discuss a number of key Roads Alliance priorities such as joint purchasing and resource sharing, asset management and road safety
- › deliver a comprehensive review of the NQRRG Capability Agreement and Action Plan
- › lodge two successful applications for Cycleways funding
- › lodge a successful joint submission with the North-West, Rockhampton, Banana and Gladstone RRGs to receive capability funding for delivering MetroCount Traffic Count Training workshops
- › meet the 85% expenditure target of TIDS (achieving 91%).

The 2011-12 financial year has seen a significant increase in the capability of the NQRRG with members working constructively together to achieve expenditure targets and to develop an achievable five-year capital works program.

This year has seen more favourable weather conditions, providing the RRG's members with the opportunity to catch up on works. These opportunities have placed the group in a position where it can regularly achieve a high level of TIDS expenditure each year.

Due to the state and local government elections, as well as the annual wet season, the NQRRG has had a much shorter opportunity to meet and to discuss initiatives. However, the 2011-12 year has seen an evolution of the NQRRG with other matters such as NDRRA issues, changes to school zones and the benefits of completing signage audits starting to be regularly discussed at group meetings.

Moving into 2012-13, a key focus of the group will be continuing to meet Roads Alliance targets and to educate a large proportion of new members on the benefits of the current partnership approach to delivering the TIDS program.

**Neil Allen**

**Director Infrastructure Services  
Townsville City Council  
Technical Committee Chair  
North Queensland Regional Roads Group**



## 1.6 North West Queensland Regional Road Group 2011-12 Technical Committee Chair's Report

North West Queensland Regional Road Group (NWQRRG) has had another positive year in 2011-12 under challenging circumstances. One of the year's highlights was the finalisation and presentation of the North West Queensland Road Investment Prospectus to the Federal Government – a vision for the strategic road network in the region, encompassing all three tiers of government.

The Gidgee Agreement was also signed off during the year, documenting ongoing investment and planning for the Richmond-Winton Road. The Richmond-Winton Road is part of TMR's Local Road of Regional Significance (LRRS) Network that crosses RRG, council and TMR boundaries.

Almost 70% of the works undertaken in 2011-12 were progressive bitumen sealing of the unsealed LRRS network, delivering great benefit to the community. Works were completed on the Gregory-Lawn Hill Road, Sedan Dip Road, Punchbowl Road, Julia Creek-Kynuna Road, Forsayth-Einasleigh Road, Croydon-Richmond Road and Prairie Road.

### Operational

The RRG met four times in 2011-12 in Mount Isa, Normanton and twice in Julia Creek. The Technical Committee (TC) also met four times during 2011-12 in Richmond, Croydon, Hughenden and Charters Towers (in conjunction with IPWEA NQ Branch Conference held in May 2012). All meetings were well attended by representatives directly or by teleconference. Roads Alliance Project Team representatives attended the majority of RRG and TC meetings. The RRG meeting held in August 2011 coincided with the North West Queensland Beef and Roads Forum in Cloncurry and NWQRRG was fortunate to have the Minister and Director-General of TMR in attendance.

Cr Paul Woodhouse (McKinlay Shire) chaired the RRG through to April 2012, when Cr John Wharton AM (Richmond Shire Council) took over. Dennis Kerr (Burke Shire) chaired the TC through to November 2011 when Ian Clarke (Etheridge Shire)

took over. CEO Shane Cagney (McKinlay Shire) provides secretariat services for the RRG, and the services of Technical Coordinator, Gerard Read, were retained for 2011-12.

Local Government election results and retirements in April 2012 saw six of the ten RRG representatives change, meaning the RRG is relatively 'new'. 2011-12 saw a high turnover of TC representatives. Fortunately these transitions were quite smooth operationally. To assist with these changes an extensive information session was held internally on the Roads Alliance and NWQRRG operations at the Charters Towers TC meeting.

### Program Development & Delivery

While Transport Infrastructure Development Scheme Funding (TIDS) expenditure to 30 June 2012 is still to be finalised, NWQRRG managed to achieve in the order of 80% expenditure for its 2011-12 works program, which is an improvement from 2010-11. The 2011-12 and forward works program was extensively revised on a regional basis to ensure delivery and TIDS expenditure was maximised. Close monitoring of the current year's works program takes place at each TC and RRG meeting. TIDS funding was allocated to projects on TMR's LRRS Network, which is indicative of the growth in maturity of NWQRRG.

The five-year forward works program (2012-13 to 2016-17) for LRRS and non-LRRS roads was again fully prioritised and developed on a regional basis. It also was extensively revised due to National Disaster Relief and Recovery Arrangements (NDRRA) projects.

NWQRRG were successful in obtaining funding for its only project submitted to the TIDS Cycleways program which is a shared pathway in Julia Creek. NWQRRG were also successful in obtaining funding from the Flood Resilience and Safety program for five projects on both council and TMR LRRS Networks.