

A complete review of the LRRS network was undertaken in 2011-12. There were no changes made to the network, and a full review of the LRRS Statements of Intent is planned for 2012-13.

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

Major work continued on Regional Safety and Development Program projects, particularly the full construction of the Hann Highway in Flinders and Etheridge Shires.

NDRRA

As with most other regions of Queensland, the effort of reconstructing public infrastructure damaged by the natural disasters in early 2011 dominated RRG members' time.

The NDRRA program for both Council and TMR roads became a standing agenda item for TC and RRG meetings in 2011-12. All aspects were openly discussed. This proved very useful and successful, with North West Queensland leading the way in delivering TMR's statewide TNRP.

NWQRRG lobbied extensively for the retention of Day Labour reimbursement provisions in 2011-12 and will continue to do so.

Members also participated in the Gravel Pit Compliance Project as part of TMR's Transport Network Reconstructure Program.

Asset Management & Road Safety

All councils have now developed Asset Management Plans for their road and transport assets.

The review of the Regional Investment Strategy and development of a Regional Asset Management Plan for the LRRS Network was not undertaken in 2011-12, but will be a focus in 2012-13.

All councils received their LRRS asset data and NetRisk assessment reports in 2011-12. The Roads Alliance-sponsored NetRisk and Road Safety Risk Management training is being undertaken in

North West Queensland in August 2012.

Development of a LRRS bridge and major culverts register commenced in late 2011-12 and will be finalised in early 2012-13. Bridge and culvert asset management will be a focus in 2012-13 with all members currently considering their requirements in detail.

Obtaining accurate traffic counts on the LRRS network will also be a focus in 2012-13. A completed schedule was developed in 2011-12 and capture of this data commenced. Developing a set of consistent road design standards for the LRRS network commenced in 2011-12 and will continue in 2012-13.

Carpentaria has been at the forefront in 2011-12 addressing issues within the Advanced Fatigue Management legislation that has adverse impacts on rural and remote councils. Representatives from the NHVR have been on site to see first hand their operations. It is hoped a satisfactory outcome will result sometime in 2012-13.

Joint Purchasing & Resource Sharing

A working sub-committee was formed during the year to address skills shortages (particularly in the technical area) in members' workforces and to progress regional purchasing opportunities. Communication has been made with James Cook University in Townsville and resource companies in the region looking at potential human resource sharing opportunities. This work will continue in 2012-13.

Lastly the RRG and TC would like to recognise and thank retired Chair, Cr Paul Woodhouse, for his leadership, regional enthusiasm and tireless efforts striving to progress and grow the NWQRRG.

Gerard Read

Technical Coordinator

North West Queensland Regional Road Group

1.7 Northern South-east Queensland Regional Road Group

2011-12 Technical Committee Chair's Report

The Northern South-east Queensland Regional Road Group (NSEQRRG) comprises the Sunshine Coast Regional Council, Moreton Bay Regional Council and Somerset Regional Council, together with the North Coast regional office of TMR. Sunshine Coast Regional Council provides the administrative functions for the RRG together with technical assistance via a part-time technical support engineer.

NSEQRRG has continued to mature through development of systems and processes that assist the RRG and its members throughout 2011-12. The wet season that spanned from December 2010 to February 2011 significantly impacted on its member organisations through the need to assess infrastructure damage, obtain restoration approvals and undertaking remedial works.

The NSEQRRG Technical Committee meets quarterly and is overseen by the RRG meeting on a biannual basis. The usual activities of the NSEQRRG continued with review and adoption of the Capability Agreement and Action Plan to guide the RRG's activities. The five-year forward TIDS works program has been developed with annual reviews and updating in line with the Road Alliance systems with ongoing assistance from a technical support engineer. The RRG's commitment to deliver the program is demonstrated by expenditure reviews of progress being discussed at each technical meeting, as a standing agenda item. The RRG members are undertaking a detailed review of the LRRS network in their jurisdictions so that a consolidated LRRS listing can be confirmed by the RRG in a consolidated LRRS road register, as per the Capability Plan.

Following the adoption of the Capability Agreement, there has been increased discussion on Joint Purchasing and Resource Sharing (JP&RS). Current initiatives supported by the RRG include joint MetroCount traffic counter training and agreement to apply for seed funding for a road safety coordinator/facilitator. The RRG has also sponsored an application to source Level 2 bridge inspection and training by Somerset Regional Council through the State Capability Development Fund. This will help build capacity in the region. Further discussions will be held to extend this JP&RS feature through consideration of more joint training and resource sharing opportunities that are relative to specific issues in the coming year.

Two member councils have developed Road Safety Plans, with one of these yet to be formally adopted. These resources have been shared with the other regional councils to assist in either deliberation or development of their own Road Safety Plan. NSEQRRG strongly believes in sharing resources rather than re-inventing the wheel.

While the 2011-12 year has been a busy year for all, the NSEQRRG continues to plan regional progress based on providing benefits to all RRG members, technical staff and the improved effectiveness and efficiency in delivering road infrastructure to benefit our communities.

Chris Loveday

**Technical Committee Chair
Northern South-east Queensland Regional
Road Group**

1.8 Outback Regional Road Group 2011-12 Technical Committee Chair's Report

The Outback Regional Road Group (ORRG) continues to develop their competence towards the Roads Alliance core functions within the region. A 2012 Capability Statement Report has been produced to detail the progress of the ORRG to date and their objectives moving forward.

Operational Effectiveness

The ORRG has improved considerably in their operational effectiveness. The RRG political representatives and members established a good working relationship and worked together to progress the required Core Functions by supporting their Technical Committee (TC), especially in reconfirming their commitment to Joint Purchasing and Resource Sharing (JP&RS) initiatives. The February 2012 meeting gave an indication of this support by positively and enthusiastically endorsing their prioritised projects for the 2016-17 year of the five-year Program.

“ The TC and staff from member councils have attended workshops which have provided training in developing operational effectiveness and in improving Asset Management.”

These include:

- › ARRB Unsealed and Sealed Road Workshop
- › Opus Introductory Infrastructure Asset Management Workshop
- › AAPA Sprayed Sealing – Selection and Design.

The new Mayors that have become members of the ORRG are eager and willing to continue the dynamic of their predecessors and continue the momentum of the ORRG.

Program Development

The ORRG have initiated a report to define a succinct moderation process for project/work types within their project development procedure. Each work type will be assigned appropriate rules to each of the criteria, and moderated according to importance.

The Technical Committee have also partaken in a Program Development Tool refresher workshop, facilitated by Graham Jordan. This, along with the NetRisk workshop, gave participants valuable knowledge that enabled them to utilise the tool with the NetRisk data.

The ORRG had a good start in the first half of the financial year with their TIDS expenditure; however projects throughout the region were met with adverse weather conditions, resulting in a slow start to the second half of the year. In spite of this, the ORRG have spent 91% of their TIDS funding with NetRisk funding also being fully claimed.



Road Safety

The data collection by ARRB and RoadTek was finalised at the beginning of this year, and as a result, the ORRG have now received their Local Roads of Regional Significance data. The Technical Committee members have been trained in the use of the NetRisk data, with a focus on its application to program development, and are keen to utilise it to enhance the safety of the region's roads.

Joint Purchasing & Resource Sharing

There has been some difficulty in changing the culture of the member Councils to include joint purchasing and resource sharing (JP&RS), however, the ORRG has reconfirmed their commitment to JP&RS. The TC is in the process of developing two initiatives into functioning elements within the region. One is the joint purchase of binder for reseals in 2012-13, and it is hoped that considerable savings can be achieved. The other initiative is a grader replacement program. JP&RS initiatives will take time to implement within the region due to the processes required, however at this stage two

of the member councils are currently working on joint purchasing bulk cement and are already realising savings.

The Remote Area Planning and Development is also on board with JP&RS. They are in the process of investigating support services for the ORRG, and as a Registered Training Organisation, they have approached the ORRG to provide training services which can be utilised as a JP&RS initiative.

Asset Management

Asset Management for the ORRG is progressing. The Road Asset Management Computer Application process is underway and the data collection information has been sent to each of the member Councils. The Asset Management Plan for the ORRG is underway and will be completed prior to the end of 2012.

Naomi Schick

**Technical Coordinator
Outback Regional Road Group**



1.9 Rockhampton Regional Road Group 2011-12 Technical Committee Chair's Report

2011-12 again has seen another successful and progressive year for the Rockhampton Regional Road Group (RRRG). The RRG's positive commitment to delivering its TIDS program has seen expenditure levels at 100% for the second successive year across the Local Roads of Regional Significance (LRRS) and SafeST programs.

Two major and two minor LRRS projects were completed during the year:

- › Intersection upgrade, including signalisation, on Norman Road, Rockhampton
- › Major rehabilitation between Queen St and Tanby Rd on Park Street, Yeppoon
- › Drainage upgrade at Gracemere Creek on Johnson Road, Gracemere
- › Drainage upgrades on Malchi-Nine Mile Road, Gracemere.

Council also completed other projects on the LRRS network, which were 100% funded internally by council.

Replacement of the Stoney Creek Bridge on Yeppoon-Byfield Road was the major project completed on the TMR LRRS network in 2011-12. Miscellaneous emergent road repairs funded under Natural Disaster Relief and Recovery Arrangements (NDRRA) for the flood events of 2010-11 were also completed on the TMR LRRS network in 2011-12 and will be further completed into 2012-13.

During 2011-12, the RRG met once in November 2011 and the Technical Committee (TC) met four times, with all meetings held in Rockhampton. It was intended for the RRG to meet twice however disruption to council elections and changes in elected members meant the second scheduled meeting was postponed until early in 2012-13. All meetings were 100% attended by representatives and members of the Roads Alliance Project Team.

Cr Brad Carter (Rockhampton) chaired the RRG through to council elections in April 2012. Martin Crow (Rockhampton) continued as chair of the TC through to February 2012 when Gavin Hill (TMR Fitzroy) took on the TC chair role. The services of Technical Coordinator, Gerard Read of GWR Civil Engineering Management, were retained for 2011-12.

The Capability Agreement and Action Plan was reviewed 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.

A detailed review of the LRRS network was undertaken during the year. This was the first review since council amalgamations in 2008 and amendments were made as a result of changing road function. Major growth in the resources sector in Central Queensland has also had an impact. A review of the existing Regional Investment Strategy, including Statements of Intent, for the LRRS Network will consequently be carried out in 2012-13.

The five-year forward works program (2012-13 to 2016-17) was prioritised and developed early in 2012. Extensive revisions were made across all years to align with council's works program, which is based on sound asset management planning.

A detailed review of the weightings and multi-criteria analysis sub-categories used in the Project Prioritisation Tool was also undertaken in 2011-12. Major changes were made to align closely with council and TMR's overall priorities for the complete road and transport network.

“ RRRG submitted a number of projects for consideration for funding from the TIDS Cycleways program and approximately \$1.7m in funding for 6 projects has been secured for 2012-13.”

These projects are located in Yeppoon, Emu Park and North Rockhampton.

RRRG 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 this will be finalised in early 2012-13. Council undertook a number of Level 2 and 3 bridge inspections on its road network (including some LRRS) during the year. Bridge and culvert asset management will be a focus in 2012-13.

RRRG also received its LRRS NetRisk assessment reports in 2011-12. The Roads Alliance-sponsored NetRisk and Road Safety Risk Management training is being undertaken in early 2012-13. A Road Safety Strategy commenced during the year with funding assistance from the Roads Alliance Statewide Capability Development Fund. Implementation of the strategy will be a focus in 2012-13.

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

Gerard Read

Technical Coordinator

Rockhampton Regional Road Group



1.10 Scenic Valleys Regional Road Group 2011-12 Technical Committee Chair's Report

The past year has been a busy one for the Scenic Valleys Regional Road Group (SVRRG). Following the devastation of the rainfall events of December 2010 and February 2011, the regions continue to recover and rebuild.

The reconstruction of the road network continued in 2011-12, with programming and project delivery beginning to align. Given the magnitude of the past 18 months, this is a major accomplishment.

In September 2011 and May 2012, representatives of the SVRRG were invited to present to the Institute of Public Works Engineering Australia Queensland as part of their South West Branch Conferences, held in Gatton and Toowoomba respectively. The presentation included a snapshot of what the RRG had achieved and what objectives/ambitions the group has. The presentation concluded with an information sharing session. Both presentations were well received by attendees and RRG peers.

The SVRRG continues to work towards the delivery of its Capability Statement, with an emphasis on the delivery its Local Roads of Regional Significance (LRRS) Networks to a uniformed level of service. The group engaged a Technical Coordinator to assist in the delivery of the Capability Statement action plan, as existing

staff found it difficult to achieve outcomes with the current impacts.

TIDS Roads Program

The following projects were commenced or completed:

- › Christmas Creek Road
- › Flagstone Creek Road
- › Junction Road
- › Munbilla Road
- › Wellington Bundock Road (Kooralbyn Bridge).

Asset Management

The first meeting of the Asset Management Sub Committee of the SVRRG was held on 4 April 2012. The focus of this Sub Committee is to assist in the delivery of the RRG's Asset Management objective and establish a defined level of service for the Scenic Valleys LRRS network.

Joint Purchasing & Resource Sharing project

Members of the SVRRG continue to benefit from the Joint Purchasing and Resource Sharing Project, with a number of joint contracts continuing as well as the provision of alliance works.

Graham Jordan

Technical Coordinator
Scenic Valleys Regional Road Group



1.11 South West Regional Road Group 2011-12 Technical Committee Chair's Report

The country in the South West is looking the best it has for a generation due to three exceptional seasons (aka wet, wetter, wettest). Unfortunately this has raised significant challenges for us in terms of road construction and maintenance and delivering flood damage and works programs.

“ The South West RRG is in a significant period of growth and renewal, but to do this we had to go back-to-basics over the last twelve months.”

The group, with assistance from Roads Alliance Capability Funding, engaged Morrison Low to undertake a comprehensive review of our operations, both at the Technical Committee (TC) level and the elected member group level. The outcomes of this review were evaluated at the November 2011 RRG meeting and it has been full steam ahead since.

In the intervening seven months, the TC has:

- › appointed an independent Technical Coordinator to assist in the effective running of the group
- › reviewed the membership of the group to verify that the regional context was still sound
- › reviewed and updated our Constitution
- › improved our operating and governance processes and reviewed and updated our meeting procedures, agendas and reporting
- › adopted a structure that clearly defines the various parties' roles and responsibilities
- › undertaken a full review of the Local Roads of Regional Significance network across the group resulting in a significant number of roads being deleted from the network. We believe this should improve the targeted allocation of funds to the highest priority roads

- › updated our Statements of Intent to ensure the priorities of our Investment Strategy remain consistent with the desired regional outcomes
- › prepared a Joint Purchasing & Resource Sharing Paper for consideration by the RRG
- › undertaken NetRisk training for the group
- › undertaken project prioritization tool training for the group
- › reviewed our project prioritization criteria
- › organised bridge asset management training and level 1 and level 2 bridge inspection training
- › adopted a Works Program Development Guideline that clearly articulates the responsibilities, timeframes and administrative processes necessary to achieve the desired outcomes
- › undertaken a very substantive review and enhancement of the group's Capability Agreement & Action Plan.

As well as the substantive organizational issues addressed, the TC has continued to plan and deliver unprecedented works programs. Of particular note apart from the flood damage works is the Regional Safety Development Program funding of \$26.92m. \$10.53m has been spent to May 2012 on these important initiatives with a further \$8.85m planned for the next 12 months. TMR is to be congratulated on this great initiative.

It was also pleasing to note that the South West Queensland Road Reseal Project, a resource sharing initiative of the South West RRG making use of a coordinated procurement and delivery strategy, was recognised as an example of best practice in the recently published second edition of *Infrastructure Planning & Delivery : Best Practice Case Studies* which was prepared and published by the Department of Infrastructure and Transport.

“ Despite the significant distances involved for members, the RRG has continued to meet regularly in Charleville. ”

Our bi-monthly meetings have been incorporated with relevant training or information sessions where possible to ensure maximum benefit is gained for the time spent away from our homes.

The RRG has made an application for capability funding to assist in continuing with the significant progress made over the past nine months. With that assistance we believe the next 12 months will see the South West RRG become a very efficient and effective body delivering for our region.

Dave Burges

**Technical Committee Chair
South West Regional Road Group**



1.12 Southern Regional Road Group 2011-12 Technical Committee Chair's Report

As the newly appointed chair of the Technical Committee (TC) this year, I was impressed with the level of planning and commitment of the Southern Regional Roads Group (SRRG) Councils.

Significant progress was made by the SRRG TC during 2011-12. The RRG:

- › developed and used the Roads Alliance Program Development Tool to decide how the TIDS funding should be allocated to projects
- › helped enhance the close working relationships between councils and TMR
- › initiated discussions on potential joint purchasing arrangements for some materials
- › assisted the interchange of ideas between councils on matters such as Infrastructure Charges Plan and Priority Infrastructure Plan
- › participated in NetRisk assessments and data collection. It was agreed to investigate a proposed joint-training session for NetRisk and Road Safety Risk Management
- › progressed the Pavement Deterioration Model Project (partially funded by Roads Alliance State-Wide Capability Development Fund) and continued with the third stage of the model
- › reviewed the LRRS works program and developed new candidate projects
- › continued to progress the Gold Coast City Council's adoption of its Transport Strategy
- › finalised the RRG's transport development model through the group's consultant and presented it to the group in March
- › accepted a governance model for the Gateway south to Logan Motorway, developed by TMR
- › reviewed the 2012-13 allocations and a decision was made to remodel for 2013-14
- › undertook individual reviews of each councils' Asset Management Plan. It was agreed to investigate the Board's offer of funding to purchase an asset management system that meets the joint requirements (eg bridges, culverts, etc)
- › provided feedback to the Roads Alliance Project Team on the Joint Purchasing & Resource Sharing Toolkit.

I would like to thank past and present members of the SRRG for their support in progressing the projects throughout 2011-12.

Silvio Trinca

**Logan City Council
Technical Committee Chair
Southern Regional Roads Group**



1.13 Whitsunday Regional Road Group

Councils in Whitsunday Regional Road Group (WRRG) made progress in a number of core functional areas, delivering some great projects throughout 2011-12.

The RRG's Local Roads of Regional Significance (LRRS) network was updated following a review and recommendations for amendments to the network. We also completed twenty-year Statements of Intent and Road Investment Strategies for the LRRS, ongoing reviews and gap analysis. Councils completed a NetRisk analysis of all LRRS roads in the region, sourcing information for input into the project prioritisation process. The RRG also developed and submitted a comprehensive five-year regional works program for the LRRS network for 2012-13 onwards.

Whitsunday Regional Council used LRRS funding to compliment existing National Disaster and Relief Recovery Arrangements (NDRRA), such as the completion of improvement works on Richmond Road, one of the main entry roads into Bowen. With Richmond Road being an arterial route to Bowen for vehicles travelling from the north, it carries a relatively high volume of traffic (7159 AADT), including both light and heavy vehicles. The project's objective was to improve the general safety of the road corridor for its users.

“ One of the key improvements identified was the existing 'T' intersection with Argyle Park Road, which has been upgraded to an elongated round-a-bout. ”

A small section of service road was also constructed to separate residential traffic from through-traffic. Other improvements included reconstructing the road pavement and footways to improve accessibility, particularly in the vicinity of the local high school.

In addition, Whitsunday Regional Council has shared a partnership with Ergon to incorporate a streetlight design that utilises their routine replacement program, bringing the level of street lighting along the route up to the modern standards.

Mackay Regional Council has undertaken the interim upgrade of the Boundary-Milton intersection to address specific traffic conflict issues related to turning traffic from the Mackay Airport conflicting with both through-traffic and turning vehicles on the Milton-Boundary route to and from the Paget Industrial area. Mackay Regional Council also commenced the \$15.5m upgrade of Connors Road. This upgrade addresses significant impediments to traffic flow on a major arterial road servicing the Paget industrial area. This project is funded from a series of sources, including LRRS funds. The first works undertaken were upgrades and services, and since then, upgrades to drainage and roadways has commenced. The project is expected to take 18 months to complete.

Whitsunday RRG is continuing with the ongoing review of the region's LRRS network and development of its works program based on prioritisation tool outputs. It will also continue to annually update asset register information for the region's LRRS network into the group's mapping application.

Graeme Hawes

**Manager (Technical Services)
Mackay Regional Council
Technical Coordinator
Whitsunday Regional Road Group**

1.14 Wide Bay Burnett Regional Road Group 2011-12 Technical Committee Chair's Report

A review of the 2011-12 financial year continues to be dominated by the effects of the December 2010 – February 2011 wet season with assessing infrastructure damage, getting restoration approvals and subsequently actioning those major works. Notwithstanding, the Wide Bay Burnett Regional Road Group (WBBRRG) has continued to deliver for the region and provide support for one another.

The general activities of the WBBRRG have progressed through the regular six-weekly meetings of the Technical Committee overseen by the quarterly RRG meetings. The usual activities of the WBBRRG continued with preparation of a revised Capability Agreement and Action Plan. Regular reviews followed, together with development of the annual program development and review of progress of current project expenditures.

To assist member councils and co-ordinate funding submissions, the RRG has decided to call for applications, and be the submission point for all Transport Infrastructure Development Scheme (TIDS) funding (RRG TIDS, SafeST, Cycleways), notwithstanding who finally makes the funding distribution.

The Directions Papers that provide guidance for the RRG's operation are reviewed and revised as necessary, especially to reflect the maturing operations of the RRG. Currently the Direction Paper, *Requests to Change Project Timing or Scope*, has been reviewed and revised by the Technical Committee and will be considered by the RRG shortly.

At the request of the RRG, investigations are currently underway to develop a Regional Strategic Network Plan. The strategic plan will identify infrastructure that best provides and supports the region's economic development. The plan will include gap analysis to identify infrastructure shortcomings on this strategic network. This plan will then allow the RRG to consider targeted development and/or make submissions for additional funding that may become available based on a considered strategic plan. Typically, funding programs are announced and require submissions without adequate time to complete this cross-regional planning.



The joint arrangements have continued to be associated with training and information sharing across the Technical Group. The WBBRRG has coordinated training sessions and workshops including NetRisk, bridge asset management and termite infestation and treatment. The RRG Termite Treatment Contract has been recalled and left as a 'panel of providers' for a two year period, with a mutual option for an extension of two years. This contract is available for use by individual councils across the WBBRRG. Another Bridge Inspection (Level 2) course has been held for WBBRRG personnel within the region, utilising the TMR facilitators.

With the RRG having a significant timber bridge stock, the RRG has supported its members by coordinating and providing funding assistance for Level 2 inspection training and inspections. The RRG is a co-sponsor with several other RRGs for State-wide Capability Development Funding in the acquisition of suitable bridge asset management software. The RRG has had a number of demonstrations by software developers of available bridge asset management packages.

While the 2011-12 year has been a busy year for all, the WBBRRG continues to plan regional progress based on providing benefits to all RRG members, technical staff and the improved effectiveness and efficiency of delivery of road infrastructure to benefit our communities.

The WBBRRG is planning to prepare a Regional Road Safety Strategy in 2012-13. A subsidy funding application has been made, and subject to its success, it is anticipated that the regional strategy shall be completed by June 2013. It is our understanding that this will be the first road safety plan that will cover five separate regional councils. It is anticipated that the strategy shall identify regional road safety strategies supported by recommended local action plans for each regional council.

Warren Paulger

Technical Chair

Technical Committee Chair

Wide Bay Burnett Regional Road Group





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