

The Roads Alliance offered Statewide Capability Development Funding for RRG purchase of bridge asset management systems and/or to undertake bridge inspection training. This offer was well received by RRGs, with six submissions received from 12 RRGs and the Roads Alliance Project Team was glad to see RRGs collaborating to prepare joint funding submissions.

These joint proposals will see significant cost savings for RRGs through:

- › joint purchase of a single BAM system with multiple user licenses
- › joint engagement of bridge inspection training providers in Level 1 and 2 inspections
- › sharing of specialist equipment and expertise in undertaking Level 2 and 3 inspections.

Benefits of procurement resources

Many RRG member councils employ dedicated procurement officers. Some smaller councils rely on an officer whose role includes procurement duties. Far North Qld RRG now has the benefit of the Far North Queensland ROC Regional Procurement Officer, and Outback RRG engaged a temporary Procurement Officer in 2011-12. Both RRGs have noted the operational and financial benefits of these resources.

“The Group has realised that to meet this important initiative of the Roads Alliance and to get some real traction in the region, there will be a requirement to have a dedicated procurement officer,” said David Timms, Technical Committee Chair of Outback RRG.

“A Local Buy representative has been invited to our Technical Committee meeting to discuss the possibility of having a dedicated presence in Western Queensland to assist in joint procurement processes.

“We have also discussed setting up a joint local government arrangement in our region, although this may depend on changes to the Local Government Act later this year.

“Once a course of action has been decided, we will then consider long term funding options for a dedicated procurement officer,” Mr Timms said.

The Roads Alliance Project Team will continue working with RRGs in 2012-13 to identify joint purchasing and resource sharing opportunities, and implementing contractual agreements. The Toolkit will continue to be promoted and all RRGs are encouraged to get involved in JP&RS Working Groups as they are established and to take advantage of the Toolkit’s resources.



3.3 Road safety

The Roads Alliance continued its commitment to road safety throughout 2011-12, developing new tools and funding opportunities while providing support to RRGs to develop road safety capability.

Eastern Downs RRG kicked off the road safety initiatives for 2011-12 by launching their Toowoomba Regional Council's Road Safety Strategy and seeking to engage a dedicated road safety officer. Acknowledging the value of this resource in their region, Eastern Downs RRG plans for their new road safety officer to network with Western Downs and Southern Border RRGs.

The Roads Alliance announced a new road safety audit (RSA) policy in June that enables RRGs to undertake RSAs and audit training. A RSA is a formal examination of a future road or traffic projects or an existing road, in which an independent, qualified team reports on the project's crash potential and safety performance.

Road safety interactive map

The Roads Alliance also endorsed the development of an interactive road safety tool that will assist councils to improve their road safety capability.

The Road Safety Interactive Map (RSIM) commenced development in late 2011. RSIM is a mapping application which can visually

display NetRisk and crash data to assist in the analysis and ranking of road safety issues. The RSIM will be accessed through TMR's intranet, with availability to RRG members through their regional office.

"There are a number of benefits that we are excited to see made available to users of this tool," said Michelle Connolly, Director of Local Government Relations Branch in TMR.

"The map uses detailed algorithms to rank road mid-blocks and intersections by their potential road safety risks, and the user can search by crash type, injury severity and other parameters," she said.

The RSIM is expected to be released to TMR road safety staff late in 2012.

"Demand for local government access to the RSIM via the internet will be considered following feedback on its benefits from RRGs accessing the tool through their regional office," said Simone Talbot, Manager in LGAQ.

The RSIM will be released to TMR road safety staff in September.

"Work has commenced on enabling local government access to the RSIM via the internet," said Simone Talbot, Manager in LGAQ.



3.4 Use of NetRisk audit data takes a big step forward

Councils took advantage of the Road Alliance's NetRisk data reports throughout 2011-12, locating road related hazards for prioritisation in their program development process.

The NetRisk process is in line with, and supports, the Safe Systems Approach, Austroads' nationally endorsed approach to managing road safety. The tool is designed to improve road safety assessment capabilities at the network level.

"Road users are only human, so we need to ensure hazards are assessed to reduce the risk of severe injuries," said Dr Joseph Affum, Team Leader, Safe Systems of ARRB Group.

“NetRisk can help meet the increased needs of road authorities including local councils to have defensible, reasonable systems and processes to demonstrate the management of risk,” he said.

Dr Affum said that a large proportion of the Local Roads of Regional Significance network has poor safety features.

"Over 96% is undivided, 85% has inadequate delineation, 52% is unsealed, 45% has narrow lanes and 26% has unforgiving roadsides.

"Generally, the high risk road sections have poor alignment, poor delineation and unforgiving roadsides, Dr Affum said.

Workshops were designed to assist regions to translate the report results into actions to improve their road network.

Southern Border, Outback, South West, Wide Bay Burnett and Scenic Valleys RRGs have already participated in the NetRisk workshops, with each training session tailored specifically to the RRG's works program.

The NetRisk workshops will continue to be held throughout 2012, with six more workshops already planned.

In addition to these workshops, the Roads Alliance is now offering Road Safety Risk Manager software training as the next step to further investigating hazards.

“The Road Safety Risk Manager training has been developed to provide road safety professionals with a user-friendly tool to proactively assess road safety hazards and treatments for the purpose of prioritising actions,” said Michelle Connolly of the Roads Alliance Project Team.

"It is a valuable training opportunity for RRGs, and we encourage them to take advantage of it in 2012-13," Ms Connolly said.

3.5 Financial performance reports

Roads Alliance TIDS projects

In 2011-12, \$39.5 million of Roads Alliance TIDS funding was invested state-wide on 366 projects on the Local Roads of Regional Significance

network. This includes projects that were started, completed as well as those that are ongoing.

The table below shows the top ten Roads Alliance TIDS projects in terms of expenditure in 2011-12.

Top ten 2011-12 Roads Alliance TIDS projects (by expenditure)

RRG	Local Government	Road Name	Location	Primary Work Description	Actual (\$'000)
Central Highlands / Isaac Regional Roads Partnership	Isaac	Huntley Road	7.20 - 23.50km	Pave and seal	1,299
North Queensland	Townsville	Mount Low Parkway	Batten Road - Lionel Turner Drive	Widen and seal	1,213
Brisbane Metro Alliance	Brisbane	Oxley Road	Clewley Street	Improve intersection/s	1,142
Rockhampton		Norman Road	Currawong Street - Moores Creek Road	Install, improve or replacement of traffic management systems	775
Whitsunday	Whitsunday	Bowen Loop Road	Don Street - Livingstone Street (1.50 - 2.00km)	Rehabilitate and widen	603
Scenic Valleys	Scenic Rim	Wellington Bundock Drive	Kooralbyn	Construct bridge/s	511
Outback	Boulia	Boulia - Tobermorey Road	36.00 - 46.20km	Pave and seal	510
Northern SEQ	Moreton Bay	Dakabin Link Road	Old Gympie Road - North Lakes	Construct to new sealed two lane standard	506
North West Queensland	Burke	Gregory - Lawn Hill Road	12.09 - 31.35km	Construct to sealed standard	500
Wide Bay / Burnett	Fraser Coast	Steley Street	0.30 - 0.37km	Replace bridge/s with culvert/s	500

Roads Alliance TIDS expenditure reports

In September 2011, as part of ongoing monitoring of the TIDS program, TMR commenced quarterly reporting, providing a snapshot of the expenditure performance for each RRG.

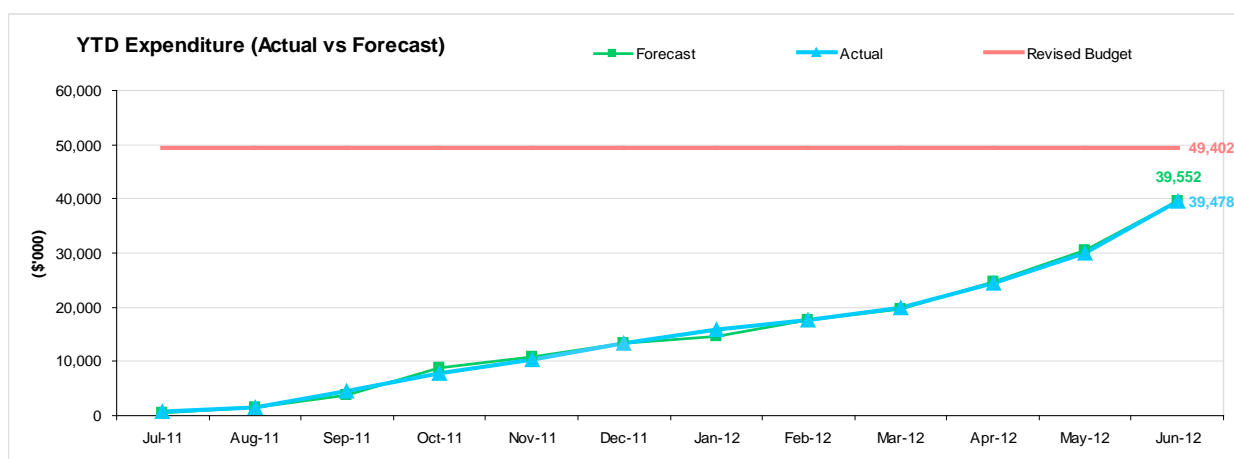
The reports provide detail on budgets, forecasts and actual expenditure for each project managed by the RRG. Reports are distributed every quarter and at the end of financial year to each RRG.

Roads Alliance (TIDS category R) expenditure

State-wide actual expenditure at the end of the 2011/12 financial year was just under \$39.5m, or 80% of the revised budget (approximately \$49.4m, which consisted of the \$40m annual allocation plus \$9.4m of carry-over funding from previous financial years.).

This is a significant improvement from the 2010/11 financial year when only \$30.8m, or 61% of the revised budget for Roads Alliance (category R) was spent.

Figure 1 illustrates the forecast and actual expenditure performance on a state-wide basis for Roads Alliance (category R) funding over the 2011/12 financial year.



Regional Road Group Financial Performance - 2011/12
as at end June 2012

Regional Road Group	2011/12 Roads Alliance TIDS Category R			
	Revised Budget (\$'000)	Forecast Expenditure (\$'000)	Actual Expenditure (\$'000)	Percentage of Budget Spent (%)
Rockhampton	1,202	1,203	1,203	100%
Brisbane Metro Alliance	1,142	1,142	1,142	100%
Banana	416	416	416	100%
CHIRRP	2,783	2,773	2,772	100%
Gladstone	932	922	922	99%
North Queensland	3,792	3,548	3,545	93%
North West Queensland	5,031	4,360	4,487	89%
Far North Queensland	4,098	3,452	3,519	86%
Scenic Valleys	1,959	1,813	1,661	85%
Wide Bay / Burnett	3,565	2,987	2,993	84%
Western Downs	1,328	1,073	1,073	81%
Whitsunday	4,299	3,268	3,268	76%
Eastern Downs	3,995	3,081	2,945	74%
South West	2,221	1,488	1,488	67%
Southern Border	1,058	690	690	65%
Outback	3,310	2,115	2,114	64%
Northern SEQ	6,579	4,196	4,195	64%
Southern	1,192	745	745	62%
CYRTG*	500	280	301	60%
TOTAL	49,402	39,552	39,478	80%

TABLE 5

* Cape York Regional Transport Group (CYRTG) - formerly called Regional Organisation of Councils Cape York (ROCCY).

Note:

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding error.

Revised Budget equals the sum of 2011/12 project budgets, including any carry overs and any approved variations to the budget (source: SPIDA).

Forecast equals the forecast expenditure as at the end of 2011/12 financial year. (source: Projman).

Actual equals the actual expenditure as at the end of 2011/12 financial year. (source: SAP).

Data extracted from RPM (June 2012 snapshot), business program: TIDS, sub program: Road Alliance base, projects only.

3.6 BAM funding increases capability

The Roads Alliance continued to create new funding opportunities to councils throughout 2011-12, including the \$520,000 Bridge Asset Management (BAM) offering.

Councils have long expressed concern at RRG and Technical Committee (TC) meetings about their capacity to undertake the inspection, assessment and maintenance of their region's bridges.

The Roads Alliance responded to the concerns and established a special funding opportunity for RRGs to improve their bridge asset management.

"BAM funding was made available for use to undertake specialist structural inspections, bridge inspection training or to purchase a BAM system," said Jo Lencz for the Roads Alliance Project Team (RAPT).

"Up to \$520,000 with a limit of \$70,000 per RRG from the State-wide Capability Development Fund was made available to RRGs for these purposes," she said.

Ms Lencz said the RAPT was impressed by the level of collaboration from RRGs in making BAM submissions.

"Regions have a lot to gain from collaborating on submissions such as this.

"It can lead to greater consistency and cost savings for the groups," she said.

RRGs from Wide Bay Burnett, Scenic valleys, North West Queensland, Far North Queensland, Rockhampton, Gladstone, Banana and Northern South East Queensland made a collaborative submission for funding for a BAM system, as did RRGs from South West and Outback.

A number of RRGs also requested both training and bridge inspections, with the intention of sending newly trained bridge inspectors with experienced inspectors to allow on-the-job training.

"By increasing their capability, the regions can respond quicker to unforeseen events in the future, such as bridge inspections required after a bridge has been submerged in a flood event," Ms Lencz said.

"Improving regional response time in these situations will lead to improved safety and allow quicker access throughout the road network for both emergency services and road users," she said.





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4.1 Banana

RRG members

Banana Shire Council, and TMR's Fitzroy Region

RRG chair

To be announced

RRG technical committee chair

John Walker, Manager Technical Services, Banana Shire Council

Technical coordinator

Gerard Read, GWR Civil Engineering Management

Profile

Banana Regional Road Group (BRRG) covers 28 606 km², and has a residential population of approximately 15 595. Only 27 km² of BRRG is urban. The area includes the townships of Banana, Baralaba, Cracow, Goovigen, Jambin, Moura, Taroom, Thangool and Theodore, with its major administration and commercial centre located in Biloela. The area contains important road networks that link the local townships and connect the state's inland regions to coastal seaports. The road network supports major industries including coal mining, beef production, power generation, dry land and irrigation cropping and tourism. Recent development and expansion of the Coal Seam Gas industry has directly impacted on Banana.

4.2 Brisbane Metro Alliance

RRG members

Brisbane City Council and TMR's Metropolitan Region

RRG chair

Councillor Graham Quirk, Mayor, Brisbane City Council

RRG technical committee chair

Joint-Chair between council and TMR

Profile

Brisbane is the capital of Queensland. It is Australia's third largest city and fastest growing capital. Brisbane City Council covers 1 340 km² and has a resident population of approximately 1 067 279. Continued rapid growth in south-east Queensland means ongoing demands for public transport and road infrastructure are placed on Brisbane City Council and Metropolitan Region.

To ensure appropriate transport service levels are provided in south-east Queensland, Brisbane City Council and TMR's Metropolitan Region have formalised a partnership approach: Brisbane Metro Alliance Regional Road Group (Brisbane Metro Alliance RRG).

Brisbane Metro Alliance RRG works to ensure consensus and cooperation on all projects in both planning and delivery phases. The RRG is also working on long-term planning options for major infrastructure. Brisbane Metro Alliance RRG provides advice on consistency across boundaries to the three neighbouring RRGs (Northern SEQ RRG, Scenic Valleys RRG, and Southern RRG), with the aim of minimising the duplication of services.

4.3 Central Highlands Isaac Regional Road Partnership

RRG members

Central Highlands Regional Council, Isaac Regional Council, and TMR's Fitzroy Region and Mackay/Whitsunday Region

RRG chair

Councillor Peter Maguire, Mayor, Central Highlands Regional Council

RRG technical committee chair

Bill Turner, General Manager Civil Operations, Central Highlands Regional Council

Profile

Central Highlands Isaac Regional Road Partnership (CHIRRP) covers 118 839 km², with a resident population of approximately 53 707. Transport operations and the road network have a significant impact on the area's viability, because of the growth and development in the area, and on the major industries of mining, agriculture, beef cattle, forestry, tourism, manufacturing and retail.

4.4 Cape York Regional Transport Group

RRG members

Aurukun Shire Council, Cook Shire Council (also part of Far North Queensland RRG), Hope Vale Aboriginal Shire Council, Kowanyama Aboriginal Shire Council, Lockhart River Aboriginal Shire Council, Mapoon Aboriginal Shire Council, Napranum Aboriginal Shire Council, Northern Peninsula Area Regional Council, Pormpuraaw Aboriginal Shire Council, Torres Shire Council, Torres Strait Island Regional Council, Weipa Town Council, Wujal Wujal Aboriginal Shire Council, and TMR's Far North Region

RRG chair

Greg McLean, Mayor, Hope Vale Aboriginal Shire Council

RRG technical committee chair

Kym Jerome, CEO, Regional Organisation of Councils of Cape York

Profile

Cape York Regional Transport Group (CYRTG) covers approximately 130 248 km², with a resident population of approximately 22 876. CYRTG operates differently from other RRGs; its primary role is to advise TMR of roads project priorities for Cape York. The road network in this part of Queensland provides a vital role in linking communities and enabling access to basic services, such as health and education.



4.5 Eastern Downs

RRG members

Toowoomba Regional Council and TMR's Darling Downs Region

RRG chair

Councillor Carol Taylor, Engineering Portfolio, Toowoomba Regional Council

RRG technical committee chair

David Pascoe, Manager Construction and Maintenance Central, Toowoomba Regional Council

Profile

Eastern Downs Regional Road Group (Eastern Downs RRG) is located immediately to the west of the Great Dividing Range, extending past Millmerran. It covers approximately 12 973 km² and has a resident population of approximately 151 297. The RRG services the Darling Downs, which is one of Australia's most productive exporting areas. The major industries in the area include education, commercial, manufacturing, processing, tourism, transport, mining, abattoirs, feedlots, piggeries, cotton, grain, dairy and mixed farming. The area includes the major centre of Toowoomba, as well as the towns of Clifton, Crows Nest, Goombungee, Highfields, Millmerran, Oakey, Pittsworth and Westbrook. The area contains important road networks that connect Brisbane to the west and south.

4.6 Far North Queensland

RRG members

Cairns Regional Council, Cassowary Coast Regional Council, Cook Shire Council, Tablelands Regional Council, Wujal Wujal Aboriginal Shire Council, and TMR's Far North Region

RRG chair

Councillor Peter Scott, Mayor, Cook Shire Council

RRG technical committee chair

Natasha Murray, Senior Transport & Traffic Engineer, Cairns Regional Council

Technical coordinator

Gerard Read, Regional Infrastructure Project Coordinator, FNQROC

Profile

Far North Queensland Regional Road Group (FNQRRG) covers an area of 180 005 km², and has a resident population of approximately 240 000. On average the region hosts over 40 000 tourists each night. The area is surrounded by the wet and dry tropics and the Great Barrier Reef. During the wet season from November to May, the region records an annual rainfall of approximately 3 500 mm on the coast and 1 000 mm inland. Nestled within these unique surroundings are Atherton, Mareeba, Herberton, Tolga, Ravenshoe, Mount Garnet, Kuranda, Mount Molloy, Irvinebank, Dimbulah, Chillagoe, Millaa Millaa, Malanda, Yungaburra, Mossman, Port Douglas, Cooktown, Innisfail, Silkwood, South Johnstone, Mission Beach, Tully, Cardwell, Wujal Wujal, and the major centre of Cairns. The road networks have a significant impact on the area's viability and the major industries of tourism, agriculture, fishing, grazing and manufacturing. The area contains important road networks that connect inland industries with major distribution routes for exporting goods nationally and internationally via road, rail, sea and air. With such a large region and number of natural and historical attractions, tourism relies on the road network to transport people from Cairns (the central hub) to these locations in a safe and timely manner.



4.7 Gladstone

RRG members

Gladstone Regional Council and TMR's Fitzroy Region

RRG chair

Councillor Gail Sellers, Mayor, Gladstone Regional Council

RRG technical committee chair

Ross Paroz, Director Infrastructure Services, Gladstone Regional Council

Technical coordinator

Gerard Read, GWR Civil Engineering Management

Profile

Gladstone Regional Road Group covers an area of 10 489 km² and has a resident population of approximately 60 316, although this population is currently experiencing unprecedented growth. The major industries in the area include port activities such as coal exporting, aluminium smelting, cement production, chemical production, power generation, and a growing tourist industry. Massive development and expansion of the Coal Seam Gas industry has had a significant impact on Gladstone.

The area includes the major centres of Boyne, Tannum and Gladstone, as well as the townships of Agnes Water, Calliope, Miriam Vale and 1770. The area contains important road networks connecting the western coal fields and grain belt to the Port of Gladstone, as well as communities along the eastern coast.

4.8 North Queensland

RRG members

Townsville City Council, Burdekin Shire Council, Charters Towers Regional Council, Hinchinbrook Shire Council, and TMR's Northern Region.

RRG chair

Councillor Trevor Roberts, Infrastructure Committee Chair, Townsville City Council

RRG technical committee chair

Neil Allen, Director Infrastructure Services, Townsville City Council

Profile

North Queensland Regional Road Group covers an area of 79 971 km² and has a resident population of approximately 208 000. The area includes the major centre of Townsville, as well as the townships of Ayr, Home Hill, Charters Towers and Ingham. The major industries in the area include mining, agriculture, beef cattle, tourism, manufacturing, defence, education and retail. Transport operations and the road network have a significant impact on the area's viability, because of the growth and development in this area.



4.9 North West Queensland

RRG members

Burke Shire Council, Carpentaria Shire Council, Cloncurry Shire Council, Croydon Shire Council, Doomadgee Aboriginal Shire Council, Etheridge Shire Council, Flinders Shire Council, McKinlay Shire Council, Mornington Shire Council, Mount Isa City Council, Richmond Shire Council, and TMR's North West Region and Far North Region

RRG chair

Councillor John Wharton AM, Mayor, Richmond Shire Council

RRG technical committee chair

Matt Fanning, Consulting Engineer, McKinlay and Cloncurry Shire Councils

Technical coordinator

Gerard Read, GWR Civil Engineering Management

Profile

North West Queensland Regional Road Group (NWQRRG) is the second largest RRG, covering an area of approximately 376 735 km², and has a resident population of approximately 36 000. The major industries in the area are mining, transport, cattle production, agriculture and tourism. The area includes the major centre of Mount Isa, as well as the townships of Burketown, Camooweal, Cloncurry, Croydon, Dajarra, Doomadgee, Georgetown, Gregory, Hughenden, Julia Creek, Karumba, Kynuna, McKinlay, Normanton and Richmond. The area contains important Local Roads of Regional Significance (LRRS), predominantly providing a north to south connectivity across the region, in addition to well travelled tourist routes. The area has a reasonably predictable climate of significant dry and wet seasons. NWQRRG accounts for approximately 8% of the Gross State Product. NWQRRG has a high Socio Economic Index of Disadvantage relative to the State average. The road network in NWQRRG is the most dominant form of transportation.

4.10 Northern South-east Queensland

RRG members

Sunshine Coast Regional Council, Moreton Bay Regional Council, Somerset Regional Council, and TMR's North Coast Region

RRG chair

Councillor Ted Hungerford, Sunshine Coast Regional Council

RRG technical committee chair

Chris Loveday, Manager (Asset & Investigations), Sunshine Coast Regional Council

Technical coordinator

Warren Paulger, Consultant Engineer, WR & CA Paulger

Profile

Northern South-east Queensland Regional Road Group (NSEQRRG) covers an area of 10 620 km² and has a resident population of approximately 667 000. The major industries in the area include tourism, agriculture, forestry, fishing, dairy farming and retail. The area includes the major centres of Caboolture, Caloundra, Esk, Maroochydore, Nambour, Noosa, Redcliffe and Strathpine, as well as many other townships. The area contains important road networks connecting the region to Brisbane in the south, Gympie in the north and Toowoomba to the west.

4.11 Outback

RRG members

Barcaldine Regional Council, Barcoo Shire Council, Blackall-Tambo Regional Council, Boulia Shire Council, Diamantina Shire Council, Longreach Regional Council, Winton Shire Council, and TMR's Central West Region

RRG chair

Councillor Rick Britton, Mayor, Boulia Shire Council

RRG technical committee chair

David Timms, Director of Engineering, Winton Shire Council

Technical coordinator

Naomi Schick, Infrastructure Asset Management Engineer, Opus International Consultants

Profile

Outback Regional Road Group covers 396 649 km², with a resident population of approximately 12 535. The road network is located in one of Queensland's most productive export-producing areas and has a significant impact on the area's viability, as well as on the major industries of mineral resources, tourism and cattle. The road network also plays an important role in connecting local communities and providing access to basic services.

4.12 Rockhampton

RRG members

Rockhampton Regional Council and TMR's Fitzroy Region

RRG chair

To be advised

RRG technical committee chair

Gavin Hill, Principal Engineer, TMR Fitzroy Region

Technical coordinator

Gerard Read, GWR Civil Engineering Management

Profile

The Rockhampton Regional Road Group covers 18 356 km² and has a resident population of approximately 115 526. Transport operations and the road network within the Rockhampton area support the local industries of beef cattle, tourism, education, retail, manufacturing, military and forestry. They also contribute to Central Queensland viability, servicing the major industries of mining, agriculture, beef cattle, tourism, manufacturing and seaport operations found in the adjoining regions. The area includes the major centres of Rockhampton, Gracemere and Yeppoon, as well as many other smaller townships.



4.13 Scenic Valleys

RRG members

Ipswich City Council, Lockyer Valley Regional Council, Scenic Rim Regional Council, and TMR's South Coast Region and Metro Region

RRG chair

Councillor Virginia West, Scenic Rim Regional Council

RRG technical committee chair

Patrick Murphy, Director of Works & Infrastructure Services, Scenic Rim Regional Council

Profile

Scenic Valleys Regional Road Group covers an area of 7 617 km² and has a resident population of approximately 243 000. Scenic Valleys RRG is located on the western fringe of the Brisbane metropolitan area. This is a productive part of southeast Queensland, and encompasses some of the richest farming land and largest parcels of designated industrial land in Australia. Ipswich is the major centre in the area, and its population is expected to double by 2026. The western corridor of Brisbane has been identified as forming a major part of the solution to address the needs of southeast Queensland's rapidly growing population over the next two decades. The area includes the major centres of Beaudesert, Boonah, Gatton, Ipswich and Laidley, as well as the townships of Forest Hill, Helidon and Withcott.

4.14 South West

RRG members

Balonne Shire Council, Bulloo Shire Council, Murweh Shire Council, Paroo Shire Council, Quilpie Shire Council, Maranoa Regional Council, and TMR's South West Region

RRG chair

Councillor John Ferguson, Mayor, Bulloo Shire Council

RRG technical committee chair

David Burges, CEO, Quilpie Shire Council

Profile

South West Regional Road Group covers an area of 319 852 km². It extends from Bulloo in the west to Roma in the east, a distance of some 900 kilometres from east to west and 500 kilometres from north to south. The resident population within this area is approximately 26 489. Land use in the area varies from grazing to intensive agriculture. Transport operations and the road network have a significant impact on the region's viability and the major industries of mining, oil and gas, timber, agriculture, tourism, manufacturing and retail.



4.15 Southern

RRG members

Gold Coast City Council, Logan City Council, Redland City Council, and TMR's South Coast Region and Metropolitan Region

RRG chair

To be advised

RRG technical committee chair

Silvio Trinca, Deputy Chief Executive Officer (Infrastructure Services), Logan City Council

Profile

Southern Regional Road Group covers an area of just over 2 800 km² and has a resident population in excess of 953 000. The major industries in the area include tourism, retailing, education, health, manufacturing, construction and primary production. The area includes the principal regional centres of Beenleigh, Capalaba, Cleveland, Robina, Southport and Springwood, as well as the major regional centres of Broadbeach, Browns Plains, Bundall, Coolangatta, Coomera, Helensvale, Logan Central, Logan Hyperdome, Nerang and Surfers Paradise. The area contains important road networks connecting Brisbane and south-east Queensland to the Gold Coast, New South Wales (via the Pacific Motorway), and southern Moreton Bay.

4.16 Southern Border

RRG members

Goondiwindi Regional Council, Southern Downs Regional Council, and TMR's Darling Downs Region

RRG chair

To be advised

RRG technical committee chair

Peter See, Director of Engineering Services, Southern Downs Regional Council

Profile

Southern Border Regional Road Group covers 26 405 km² and has a resident population of approximately 47 000. Transport operations and the road network have a significant impact on viability of the region's major industries of agriculture, tourism, manufacturing and retail. The area includes the major centres of Goondiwindi, Inglewood, Stanthorpe and Warwick, as well as numerous small towns and villages. The area contains important road networks connecting Brisbane to Sydney (New England Highway and Cunningham Highway) and Melbourne (Gore Highway).



4.17 Western Downs

RRG members

Western Downs Regional Council and TMR's Darling Downs Region

RRG chair

To be advised

RRG technical committee chair

Graham Cook, Group Manager of Works, Western Downs Regional Council

Profile

Western Downs Regional Road Group covers an area of 38 004 km² and has a resident population of approximately 30 231. The major industries in the area have traditionally been agriculture, including forestry operations, and grain, beef and sheep production. Recently there has been a dramatic increase in mining and energy activities and associated manufacturing. This has led to large increases in traffic volumes on all road networks within the Western Downs Region. Intensive agricultural industries such as cattle feedlots and piggeries have also increased in number. The area includes the major centres of Chinchilla, Dalby, Miles and Tara, as well as the townships of Bell, Condamine, Dulacca, Glenmorgan, Jandowae, Kogan, Moonie, Wandoan and Warra. The area contains important road networks including major transport links and roads connecting major regional centres.

4.18 Whitsunday

RRG members

Mackay Regional Council, Whitsunday Regional Council, and TMR's Mackay/Whitsunday Region

RRG chair

To be advised

RRG technical committee chair

Stuart Holley, General Manager, Mackay Regional Council

Technical coordinator

Darren Shepherd, Technical Coordinator

Profile

Whitsunday Regional Road Group covers an area of 31 477 km², with a resident population of approximately 152 500. The area includes the major centres of Mackay, Sarina, Mirani, Airlie Beach and Bowen. Road transport is vital for the region and affects the major industries of agriculture, mining and tourism.



4.19 Wide Bay Burnett

RRG members

Bundaberg Regional Council, Fraser Coast Regional Council, Gympie Regional Council, North Burnett Regional Council, South Burnett Regional Council, and TMR's Wide Bay/Burnett Region

RRG chair

Councillor Ron Dyne, Mayor, Gympie Regional Council

RRG technical committee chair

Warren Paulger, Consultant Engineer, WR & CA Paulger

Profile

The Wide Bay Burnett Regional Road Group (WBBRRG) covers an area of 48 567 km², with a resident population of approximately 262 856. The area includes the larger coastal centres of Gympie, Maryborough, Hervey Bay and Bundaberg, and extends inland to the smaller regional centres along the Burnett Highway from Monto to Kingaroy. There are sizable urban areas along the coastal strip with significant tourism, commercial and industrial development. The coastal and inland areas have a broad range of agricultural pursuits, including sugar cane, tree cropping, horticulture, forestry, piggeries, grain, feedlots and grazing. The area is serviced by two north-south transport corridors: the Bruce Highway and the Burnett Highway. The WBBRRG manages the road network linking these corridors, to connect local communities and industries with the predominantly intra-region east-west network.

Contacts

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