‘As the year has progressed, through Technical Committee meetings and networking, councils have begun to understand and appreciate/acknowledge the role of regional procurement, which is about partnership development and providing mechanisms to facilitate closer, sustained collaboration between councils on identified projects with minimal outlay.’

Steve Cosatto
Far North Queensland Regional Road Group
Message from the Chair

Not surprisingly, the big issue for the Roads Alliance this year has been Queensland’s response to an unprecedented summer of disasters – floods, cyclones and even earthquakes!

 Queensland’s road network was devastated, with up to a quarter of the network affected. The positive to emerge from this is the strong and growing sense of collaboration that continues to develop between the Department of Transport and Main Roads, the Local Government Association of Queensland (LGAQ) and local governments across the State.

The Roads Alliance Board acknowledges the tremendous efforts of mayors, councillors, council and state government staff that tirelessly supported communities during the disasters and will continue to do so in the ongoing reconstruction. We all know stories of the personal sacrifices made to help others.

During these difficult times, we were reminded of how important the road network is to the social and economic wellbeing of Queensland’s disparate communities. The Local Roads of Regional Significance (LRRS) network, alone, constitutes a greater distance than the entire coastline of Australia!

As we all know, funding to local governments through the Transport Infrastructure Development Scheme (TIDS) is vital to the ongoing maintenance and development of the local road network. The total annual allocation of funds is now approaching $100 million per annum with the introduction last year of the Regional Safety and Development Program (RSDP) and more recently the Flood Resilience and Safety (FRS) program, which is available to western Queensland Regional Road Groups (RRG).

Pleasingly, this year’s state budget expenditure continues to deliver TIDS funding to local governments. Optimising TIDS across the state is a key priority for the Roads Alliance Board. We will continue to monitor spending patterns and if need be, reallocate unspent funding to areas where it can be best utilised.

Supporting the evolution of the Roads Alliance and the increasing maturity of RRGs, recent changes to the TIDS policy have combined and simplified funding categories. RRGs will now have decision making authority over the combined former Base and Roads Alliance TIDS – in total, approximately $40 million. Along with this responsibility comes the expectation that RRGs will adopt innovative strategies to benefit the whole regional road network.

The Roads Alliance Project Team (RAPT) has also been busy behind the scenes preparing a brand new Joint Purchasing and Resource Sharing Toolkit and recasting the Roads Alliance Operational Guidelines. Work continues on enhancements to Program Development tools and the Roads Alliance Hub database.

This year I also want to share the John Shaw Medal with you. The prestigious John Shaw Medal is awarded by Roads
Australia for outstanding contribution to road transport management in Australia. I am thrilled that for the first time in its 40 year history, this award has been given to local government. I share this award with all of you who contribute to the success of the Roads Alliance.

I would also like to acknowledge the contributions of Alan Tesch and Eddie Peters, who have both stepped-down from the Roads Alliance Board. I’d like to welcome Dave Stewart, Director-General of Transport and Main Roads and Miles Vass, General Manager of Program Delivery and Operations, as new Board members.

As Chair of the Roads Alliance Board, I wish to acknowledge the continuing support that the Honourable Craig Wallace, Minister for Main Roads, Fisheries and Marine Infrastructure gives to the Roads Alliance model of regional cooperation and decision-making, as well as the many council officers and councillors that continue to make it happen.

Finally, this years Progress Report has been published in an electronic format, providing links to a compilation of RRG updates and reports. I’d like to thank all the RRGs for their contribution to this years Progress Report and I urge RRGs to share their reports so together we can celebrate the achievements of all RRGs and the Roads Alliance.

Greg Hallam PSM
Chair
Roads Alliance Board
Capability development

The Roads Alliance Capability Strategy encourages the use of all available resources to deliver value through enhanced road stewardship capability.

In 2010, Regional Road Groups (RRGs) assessed their capability across the five key function areas including operational effectiveness, program development, road safety, joint purchasing and resource sharing, and asset management. From this assessment, RRGs revised their Capability Agreements which outlined the actions they would take to improve performance across these areas.

Since the implementation of Capability Agreements, RRGs have demonstrated consistent progress towards meeting capability milestones.

Despite the challenges faced by most RRGs as a consequence of Cyclone Yasi and record flooding earlier this year, groups have continued to demonstrate a commitment to capability development by updating their agreements throughout the year. A number of groups report that they were well placed to respond to the post-disaster reconstruction effort, in part due to improvements resulting from capability development initiatives.

Enhanced road stewardship has never been more important, as local and state government work together to repair the network. The Roads Alliance Board encourages RRGs to examine and pursue capability development activities that will support shared arrangements and facilitate strategic and value for money road investment.

Many RRGs have appointed technical coordinators to oversee the prioritisation of work programs, management of TIDS claims, expenditure data and the identification of capability gaps and opportunities to improve RRG performance.

Capability funding

In 2010-11, the Roads Alliance Board continued to support RRG capability development with the provision of the State-wide Capability Development Fund.

Through this fund, the Roads Alliance Board supported a number of capability improvement projects. These projects have state-wide implications or benefits and learnings which have been shared across RRGs. Funding for capability improvement projects in 2010-11 included:

- a subsidy of $40 000 to the Rockhampton RRG to develop a road safety strategy and action plan for Rockhampton Regional Council
- a $12 500 subsidy to Far North Queensland (FNQ) RRG to undertake a strategic regional assessment of its LRKS network
- a subsidy of $25 000 to the Eastern Downs RRG to complete the Eastern Downs Road Safety Partnership Project and $50 000 to subsidise the employment of a road safety officer
- a subsidy of $15 000 to the Wide Bay Burnett (WBB) RRG for their review of program development practices, joint purchasing and resource sharing opportunities
• $100,000 in funding to capture GipsiTrac road geometry data for all RRGs as part of the NetRisk initiative.
• an additional $275,000 in funding for all RRGs to support the NetRisk initiative.
• a subsidy of $63,000 to the FNQRRG for the employment of a regional procurement officer to undertake the activities of the FNQRRG Alternative Business Model.
• a subsidy of $1,500 to the North Queensland RRG to complete Stage 1 of their investigation into an Alternative Business Model.
• $15,650 in funding to investigate and report on available proprietary bridge asset management systems suitable for local government requirements.
• a subsidy of $20,000 to WBBRRG as contribution to two Kevin Mahoney Bursaries to fund participation in an executive management course and safety research.

Groups exceeding expenditure targets and demonstrating a high level of capability across all five capability areas will be well placed to benefit from future Roads Alliance opportunities.

Heading into 2011-12, the Roads Alliance Board will continue its focus on building RRG road stewardship capability. Groups are encouraged to regularly review their Capability Agreements and look for capability development opportunities. The Board will continue to support innovative capability improvement projects through the State-wide Capability Development Fund.

Under the 2011 TIDS policy, RRGs will be able to allocate up to 2.5% of their Roads Alliance funding to improve their capability. Groups will also have the opportunity to report on their capability and expenditure performance in late 2011.

‘The 2010–11 financial year has seen the capability of the North Queensland RRG develop and will provide the group with a stable launching pad for future projects. In particular, this year tested the resilience of our RRG as members began to reap the benefits of a partnership approach to regional roads.’

Neil Allen, Technical Chair
North Queensland Regional Road Group

Click here for more information:
View the capability development fact sheet, available on the Roads Alliance website. RRG Capability Agreements are also available through the RRG profile pages.
NetRisk

Despite some challenging weather conditions, great progress has been made on the NetRisk project during 2010–11.

A total of 50 councils committed 20,140 km of LRRS roads to the NetRisk initiative. The initiative will result in a road safety assessment, a database of road conditions and critical inputs to program development processes.

The NetRisk data will prove to be even more valuable as councils and RRGs embed the information in future program development processes and potentially embark on developing a road safety strategy and action plan. Councils across the state are recognising they have a vital role in addressing road safety locally. It is the responsibility of all road owners to address road safety. NetRisk is a valuable proactive safety tool which will assist councils to identify high risk sites before they become crash sites.

The first NetRisk reports were rolled out to RRGs in the latter part of 2010. Several councils in those RRGs have started utilising the safety data to develop their capital and maintenance programs and to rectify the highest priority potential safety hazards. The roll-out continued in 2011 and by mid-year, 12 RRGs had received their reports. It is anticipated that all RRGs will have their reports in time for input into their 2012 five-year program update.

Despite this progress, the prolonged wet season has taken its toll on the project. Not surprisingly, in some areas the data collection trucks were turned away due to flooded roads. To date, the Outback RRG, Charters Tower’s and Hinchinbrook’s unsealed roads have yet to be run. Where possible, completed data is being distributed to the other participating councils in the group.

At the same time, road condition data and video is being sent to councils and uploaded to the Roads Alliance Hub. This is providing councils with essential information for their road asset management systems and will enhance decision-making by identifying asset preservation needs.

‘With the NetRisk assessment completed, road safety will be a key focus area for the group in 2011–12. Improvement in project delivery and expenditure levels is expected in 2011–12. A technical coordinator has been engaged to keep the group on the right track.’

Gavin Hill
Gladstone Regional Road Group
Click here for more information:
View the NetRisk and road safety fact sheets, available on the Roads Alliance website.
Joint purchasing and resource sharing

Achieving maximum value from all available resources through joint purchasing of common goods and services, as well as sharing valuable skills and resources is one of the road stewardship capabilities promoted through the Roads Alliance.

JP&RS Pilot Project

In 2010–11, the Roads Alliance continued to promote joint purchasing, resource sharing, project scheduling and improvement to contractual arrangements. A major project subsidised by the Roads Alliance in 2010–11 was the Scenic Valleys RRG Joint Purchasing and Resource Sharing (JP&RS) Pilot Project. Project participants included the Scenic Rim RRG and Somerset Regional Council.

The aim of the pilot project was to assist the participating councils to identify JP&RS opportunities and develop a guide on how to undertake JP&RS across councils. The Roads Alliance engaged specialist consulting firm Project Procure Pty Ltd to facilitate the identification of all potential JP&RS opportunities.

Council participation was an essential component to achieving the project outcomes. Each of the participating councils were helpful throughout the project, providing staff for workshops and regular feedback. The council staff who participated in the pilot are to be commended for their enthusiasm and willingness to participate and provide information, while still maintaining their day-to-day workload.

A key project finding was that the support and commitment of councillors and senior management, as well as adequate staffing resources are required for successful JP&RS implementation.

The pilot project also identified how councils can save money, improve efficiency, reduce procurement risk and better manage the sourcing of costly or hard to find resources. The project facilitators took into account the capabilities of the participating councils which enabled the tailoring of recommendations to ensure the proposed outcomes of JP&RS activities would be achieved.

The pilot project identified the following JP&RS opportunities:

- purchasing from the established contracts of other organisations
- using the services of Local Buy, as a single council or as a group
- using any state government arrangement through the Queensland Government Chief Procurement Office
- undertaking joint tender processes
- the sharing of people and equipment across borders
- using other organisations’ resources to fulfil internal requirements
- the exchange or joint development of intellectual property such as asset management plans, purchasing documentation, policies, legislation, plans or templates
- embedding the sharing of work crews and other resources into the program development cycle
- hiring joint officers to work regionally on behalf of a group of councils
- hiring a service bureau to perform tasks on behalf of a group of councils.
The JP&RS Toolkit has been developed based on the practical experience and outcomes of the pilot project. The toolkit provides easy-to-follow processes and resources to help RRGs identify and capitalise on opportunities.

The interactive toolkit contains links, pop-ups and forms to enable users to navigate around the document. It also provides a number of useful templates, including a Specification Matrix which will assist RRGs compare specifications and develop a common specification for joint procurement opportunities.

The JP&RS Toolkit, together with the guidance and support from Roads Alliance Project Team members will assist RRGs make JP&RS a standard business practice.

‘The JP&RS project has been delivered and recommendations from the consultant’s final report will be considered by the RRG for implementation. We see a huge benefit for other RRGs as well, through the project’s development of the Roads Alliance JP&RS Toolkit.’

Patrick Murphy, Technical Chair
Scenic Valleys Regional Road Group

Click here for more information:
The 2011 TIDS review

The Transport Infrastructure Development Scheme (TIDS) is the Department of Transport and Main Roads’ key policy framework for engaging with local government under the Roads Alliance.

TIDS supports and provides for the local transport infrastructure needs of communities throughout Queensland while demonstrating real value for money.

Through TIDS, in excess of $63 million is invested into the regional road network each year. This amount is generally provided via a matched subsidy arrangement between state and local governments.

The policy also allows for the provision and management of special state funding allocations, such as the recent $143 million Regional Safety and Development Program (RSDP) and the $2 million Flood Resilience and Safety (FRS) funding.

In 2010–11, the department undertook a review of the TIDS policy. The review was designed to ensure TIDS funding continues to align with the intended policy outcomes. The revised policy was released in September 2011.

Extensive consultation was undertaken throughout the review process, with significant input from regional council and key departmental stakeholders.

The changes to the policy are evidence of the maturity of the Roads Alliance framework. It is also evidence of the department’s commitment to not only fund local transport infrastructure, but to continue to work in partnership with local
government through the Roads Alliance to deliver maximum value from this investment.

The revised policy is a progressive move towards entrusting more funding authority to councils through RRGs and incorporates a broader range of transport-related programs under the Roads Alliance RRG framework. The policy also establishes a minimum expenditure target.

The review also resulted in a separate update of the Roads Alliance Operational Guidelines. The operational aspects of the policy were removed from the TIDS policy document and have been included in the updated Roads Alliance Operational Guidelines, available on the Roads Alliance website.
The 73 local governments in Queensland collectively manage over 156,000km of roads, with responsibility for approximately 80% of Queensland’s road network.

As designers and operators of this extensive road network and as leaders and influencers in local communities, councils are well placed to have a positive impact on local road safety outcomes.

Council development of local, evidence-based road safety strategies and action plans is a sustainable way of achieving improved road safety outcomes. A coordinated partnership across councils will also help ensure that road infrastructure budgets achieve maximum return on investment.

In response to a growing interest from councils, the Department of Transport and Main Roads in 2011 established the Road Safety Partnership Team (RSPT). The RSPT aims to improve the development of road safety-related resources and the delivery of resources to RRGs and local governments.

The Roads Alliance supports the establishment of the RSPT and sees RRGs as a ready-made platform to implement integrated road safety strategies and initiatives at the local government level. The RSPT will work under the governance of the Roads Alliance and the Queensland Road Safety Partnership Steering Committee.

Over the coming year, the RSPT will work to build a road safety delivery framework for local government that:

- provides useful tools and templates for strategy and action plans, including how-to guides, fact sheets, data access and sample initiatives
- coordinates the various existing initiatives from state and non-government agencies to reduce duplication and enhance collaboration
- is consistent with the Roads Alliance approach to regional cooperation and accounts for the significant variety in council capacity and capability across the state
- is built on the best practice Safe Systems approach of safe roads, safe vehicles, safe drivers and safe speeds
- is consistent with national and state road safety strategies and action plans.

It is anticipated the establishment of the RSPT will lead to greater involvement of councils in road safety which over time will lead to the reduction of serious casualty crashes on the local government-controlled network. For more information contact the RSPT Manager, Mark Kerle on 07 3146 1950 or email the team at RSPT@tmr.qld.gov.au.
Regional Road Group
Road Safety Partnerships

More and more Regional Road Groups (RRGs) are taking on the road safety challenge.

In 2008, the Moreton Bay Regional Council, member of the Northern South East Queensland RRG, started the ball rolling with the Moreton Bay Coast and Country Regional Road Group Road Safety Partnership Project. Since this time, the Eastern Downs and Rockhampton RRGs have all made the decision to work in partnerships to address road safety issues in their region.

The Eastern Downs RRG road safety partnership project demonstrated true organisational partnership and strong council leadership by developing and adopting Toowoomba Regional Council’s Road Safety Strategy 2011-2015 and action plan.

A large single-council RRG, the Eastern Downs RRG joined with other key road safety stakeholders in their region to make a firm commitment to improving road safety in the Toowoomba area. Partner organisations included the Roads Alliance, Queensland Police Service, Institute of Public Works Engineering Australia (Queensland Division), the Local Government Association of Queensland and Transport and Main Roads.

Councillor Carol Taylor, Chair of Eastern Downs RRG, provided strong leadership for the project. All organisations were consistently represented at the regular Steering Committee meetings and provided significant expertise, information and ideas to the project’s undertakings.

The strategy and action plan were developed through the combined input of WebCrash and NetRisk data, industry workshops and extensive community consultation.

As recommended in the strategy document, the key to implementing the action plan is the engagement of a road safety officer, who will focus on coordinating local road safety initiatives while working in full cooperation with the partnering organisations.

The Roads Alliance will provide matched funding for the initial employment of the road safety officer through the State-wide Capability Development Fund. The road safety officer will also work closely with neighbouring RRGs, Southern Border and Western Downs, to build capability and capacity for addressing road safety in those areas.

The Roads Alliance congratulates Councillor Taylor and the Eastern Downs RRG on driving the safety agenda for Toowoomba Regional Council and successfully delivering the Road Safety Strategy 2011-2015.

Click here for more information:
View the road safety fact sheet and the road safety page on the Roads Alliance website.
Banana Regional Road Group

RRG members
Banana Shire Council, Transport and Main Roads Fitzroy Region

RRG chair
Councillor John Hooper, Mayor, Banana Shire Council

RRG Technical Committee Chair
Collin Head, Director of Infrastructure Services, Banana Shire Council

Profile
The Banana Regional Road Group (BRRG) covers 28,606 km² and has a residential population of approximately 15,595.

The shire contains important road networks that link the local townships and connect the state’s inland regions to coastal seaports. The shire supports major industries including tourism, coal mining, beef production, power generation, dry land and irrigation cropping.
Brisbane Regional Road Group

RRG members
Brisbane City Council, Metropolitan Region

RRG chair
Lord Mayor Graham Quirk, Brisbane City Council

RRG Technical Committee Chair
Barry Broe, Divisional Manager Brisbane Infrastructure, Brisbane City Council

Profile
Brisbane City Council covers 1340 km² and has a population of approximately 1,067,279. Continued rapid growth in south-east Queensland places ongoing demand for public transport and road infrastructure on Brisbane City Council and Transport and Main Roads Metropolitan Region.

Click here for more information:
RRG QTRIP profile

To ensure appropriate transport service levels are provided in south-east Queensland, Brisbane City Council and Transport and Main Roads 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.
Central Highlands Isaac Regional Road Partnership

**RRG members**
Central Highlands Regional Council, Isaac Regional Council, Transport and Main Roads Fitzroy and Mackay/Whitsunday Regions

**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**
The Central Highlands Isaac Regional Road Partnership covers 118,839 km², with a resident population of 53,707. Due to growth and development in the area, transport operations and the road network have a significant impact on the area’s viability, particularly on the major industries of mining, agriculture, beef cattle, forestry, tourism, manufacturing and retail.

‘The membership of the Technical Committee continues to contribute fully and with members from both local councils (staff and councillors), Transport and Main Roads and Roadtek along with support from the Roads Alliance, the group has had another successful year.’

Bill Turner, Technical Chair
Central Highlands Regional Council

**Click here for more information:**
- The Technical Committee Chair’s Report 2010–11
- Capability Agreement
- RRG QTRIP profile
Eastern Downs Regional Road Group

RRG members
Toowoomba Regional Council, Transport and Main Roads
Darling Downs Region

RRG chair
Councillor Carol Taylor, Engineering Portfolio, Toowoomba Regional Council

RRG Technical Committee Chair
David Pascoe, Manager Construction and Maintenance Urban, Toowoomba Regional Council

Profile
The Eastern Downs Regional Road Group (EDRRG) covers approximately 13 000 km² and has a resident population of approximately 162 000. 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, transport and mining. Rural land is used largely for beef and dairy cattle, crop and cereal growing, vegetable growing and sheep grazing, with some energy production, forestry and tourism.

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile

‘The 2010–11 year has not been without its challenges, but the progress made by the EDRRG has been significant and we look forward, with the assistance of the Roads Alliance, to achieving even more next year and into the future.’

David Pascoe, Technical Chair
Eastern Downs Regional Road Group
Far North Queensland
Regional Road Group

RRG members
Cairns Regional Council, Cassowary Coast Regional Council, Cook Shire Council, Tablelands Regional Council, Wujal Wujal Aboriginal Shire Council, Transport and Main Roads Far North Region

RRG chair
Councillor Peter Scott, Mayor, Cook Shire Council

RRG Technical Committee Chair
Colin Moore, Department of Transport and Main Roads

Profile
The 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 world recognised Wet and Dry Tropics and the Great Barrier Reef.

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.

‘Away from the natural disasters, the highlight of the year has been construction of the new Jubilee Bridge in Innisfail at a cost of $20 million which has been jointly funded by Cassowary Coast Regional Council and the State Government through a special TIDS allocation. The bridge approaches (roundabouts) have being funded through LRRS TIDS and council.’

Colin Moore, Technical Chair
Far North Queensland Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
Gladstone Regional Road Group

RRG members
Gladstone Regional Council, Transport and Main Roads
Fitzroy Region

RRG chair
Councillor Gail Sellers, Mayor, Gladstone Regional Council

RRG Technical Committee Chair
Ross Paroz, Director Infrastructure Services, Gladstone Regional Council

Profile
The Gladstone Regional Road Group (GRRG) covers an area of 10 489 km² and has a resident population of 60 316. The major industries in the area include tourism and port activities such as coal exporting, aluminium smelting, cement and chemical production.

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.

‘2010–11 has been a progressive one for Gladstone Regional Road Group. Significant improvement is expected in 2011–12 across all core functions.’

Gavin Hill
Gladstone Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
North Queensland Regional Road Group

RRG members
Townsville City Council, Burdekin Shire Council, Charters Towers Regional Council, Hinchinbrook Shire Council, Transport and Main Roads Northern Region

RRG chair
Councillor Brian Hewett, Townsville City Council

RRG Technical Committee Chair
Neil Allen, Director of Infrastructure Services, Townsville City Council

Profile
The North Queensland Regional Road Group (NQRRG) covers an area of 79 971 km² and has a resident population of approximately 208 000.

The major industries in the area include mining, agriculture, beef cattle, tourism, manufacturing and retail. The area is home to James Cook University, RAAF Base Townsville and a number of Australian Army brigades. Transport operations and the road network have a significant impact on the area’s viability, because of growth and development in the area.

‘We would hope that next year will not bring the same volume of wet weather and cyclones and that we will be able to get on with some work that is meaningful and worthwhile.’

Councillor Brian Hewett, Chair
North Queensland Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11 Capability Agreement RRG QTRIP profile
North West Queensland Regional Road Group

RRG members
Burke Shire Council, Carpentaria Shire Council, Cloncurry Shire Council, Croydon Shire Council, Doomadgee Shire Council, Etheridge Shire Council, Flinders Shire Council, McKinlay Shire Council, Mornington Shire Council, Mount Isa City Council, Richmond Shire Council, Transport and Main Roads North West and Far North Regions

RRG chair
Councillor Paul Woodhouse, Mayor, McKinlay Shire Council

RRG Technical Committee Chair
Dennis Kerr, Director Engineering Services, Burke Shire Council

Profile
The North West Queensland Regional Road Group (NWQRRG) is the second largest RRG, covering an area of 376 735 km², with a resident population of approximately 35 381.

The major industries in the area include mining, agriculture and tourism. The area contains important Local Roads of Regional Significance predominantly providing a north-south connectivity across the region, in addition to well travelled tourist routes.

‘The Group is at a mature level and growing, facing not only the challenges brought about by catastrophic weather events, but also in the identification of regional projects of national significance. The group’s area of responsibility covers most if not all of the North West Minerals Province and this alone brings very significant challenges for the owners of the major road and transport infrastructure, that is, all the three levels of government themselves. We must not only continually build better infrastructure in smarter ways but must allow for its depreciation as well.’

Councillor Paul Woodhouse, Chair
North West Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
Northern South East Queensland Regional Road Group

RRG members
Sunshine Coast Regional Council, Moreton Bay Regional Council, Somerset Regional Council, Transport and Main Roads North Coast Region

RRG chair
Councillor Ted Hungerford, Sunshine Coast Regional Council

RRG Technical Committee Chair
Chris Loveday, Manager, Assets and Investigations, Sunshine Coast Regional Council

Profile
The 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 contains important road networks connecting Brisbane to Gympie and Toowoomba to the north coast.

‘Similar to many other RRGs across Queensland, significant disruption occurred to delivery of the TIDS program over the 2010–11 financial year, due to the significant rainfall and flooding events. This will be ongoing in some areas due to the undertaking of considerable flood damage restoration works. However, the RRG will continue monitoring progress and endeavour to modify its program to maximise delivery across the region over the 2011–12 financial year.’

Chris Loveday, Technical Chair
Northern South East Queensland Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
Outback Regional Road Group

RRG members
Barcaldine Regional Council, Barcoo Shire Council, Blackall-Tambo Regional Council, Boulia Shire Council, Diamantina Shire Council, Longreach Regional Council, Winton Shire Council, Transport and Main Roads Central West Region

RRG chair
Councillor John Palmer, Mayor, Longreach Regional Council

RRG Technical Committee Chair
David Timms, Director of Engineering, Winton Shire Council

Profile
The Outback Regional Road Group (ORRG) 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.

‘For people outside the region, our projects may just look like another list of roads to be widened, sealed or rehabilitated. But for the people who live and work out here, they have the potential to change lives.’

Councillor John Palmer, Chair
Outback Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
Joint Purchasing and Resource Sharing
Valuing People of Central West Queensland

ORRG members travel to Canberra to present the “Valuing people of Central West Queensland” report.
Rockhampton Regional Road Group

RRG members
Rockhampton Regional Council, Transport and Main Roads
Fitzroy Region

RRG chair
Councillor Brad Carter, Mayor, Rockhampton Regional Council

RRG Technical Committee Chair
Martin Crow, Engineering Services, Rockhampton Regional Council

Profile
Rockhampton Regional Road Group (RRRG) covers 18,356 km² and has a resident population of approximately 115,526. Transport operations and the road network within the Rockhampton region support local industry including beef cattle, tourism, education, retail, manufacturing, military and forestry.

Transport operations also contribute to central Queensland viability, servicing major industry found in neighbouring regions including mining, agriculture, beef cattle, tourism, manufacturing and seaport operations.

‘You could say it has been a tricky 12 months here in central Queensland, and the rest of the state for that matter! However Rocky remains strongly committed to the Roads Alliance and we have managed to deliver our TIDS program. Hopefully the next 12 months has the excitement without the chaos. We’re looking forward to the development of our Road Safety Strategy and we will also be fully reviewing our LRRS network and Regional Investment Strategy. It might throw up some frightening numbers but will be a valuable strategic planning tool.’

Martin Crow, Technical Chair
Rockhampton Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11 Capability Agreement
RRG QTRIP profile
Regional Organisation of Councils Cape York Regional Road Group

RRG members
Aurukun Shire Council, Cook Shire Council (also part of FNQRRG), Hope Vale Aboriginal Shire Council, Kowanyama Aboriginal Shire Council, Lockhart River 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, Transport and Main Roads Far North Region

RRG chair
Councillor Greg McLean, Hope Vale Aboriginal Shire Council

RRG Technical Committee Chair
Colin Moore, Transport and Main Roads Far North Region

Profile
The Regional Organisation of Councils Cape York Regional Road Group (ROCCY RRG) covers approximately 130 248 km², with a resident population of approximately 22 876.

The ROCCY RRG operates differently from other RRGs. The primary role of ROCCY RRG is to advise Transport and Main Roads of roadwork 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.
Scenic Valleys Regional Road Group

RRG members
Ipswich City Council, Lockyer Valley Regional Council, Scenic Rim Regional Council, Transport and Main Roads South Coast Region

RRG chair
Councillor Virginia West, Scenic Rim Regional Council

RRG Technical Committee Chair
Patrick Murphy, Director Works and Infrastructure Services, Scenic Rim Regional Council

Profile
Scenic Valleys RRG covers an area of 7,617 km² and has a resident population of approximately 243,000.

It is located on the western fringe of the Brisbane metropolitan area. The area is a productive part of south-east Queensland, encompassing some of the richest farming land and largest parcels of designated industrial land in Australia.

Ipswich is the major centre in the area, with a population expected to double by 2026. The western corridor of Brisbane has been identified as forming a major part of the solution to the transport needs of south-east Queensland’s rapidly-growing population over the next two decades.

‘The members of the Scenic Valleys Regional Road Group have always had a great working relationship. The strength and resilience of our unity was shown throughout the devastating flood event of January 2011, in our ability to support and assist each other through this terrible time.’

Patrick Murphy, Technical Chair
Scenic Valleys Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
South West Regional Road Group

RRG members
Balonne Shire Council, Bulloo Shire Council, Murweh Shire Council, Paroo Shire Council, Quilpie Shire Council, Maranoa Regional Council, Transport and Main Roads South West Region

RRG chair
Councillor David Edwards, Mayor, Paroo Shire Council

RRG Technical Committee Chair
Ray Hicks, Brandon and Associates

Profile
The South West Regional Road Group (SWRRG) covers an area of 319 852 km². It extends from the Queensland-South Australia border in the west to Roma in the east. 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.

Click here for more information:
Capability Agreement
RRG QTRIP profile
Southern Regional Road Group

**RRG members**
Gold Coast City Council, Logan City Council, Redland City Council, Transport and Main Roads South Coast and Metropolitan Regions

**RRG chair**
Councillor Dawn Crichlow, Chair of Engineering Services Committee, Gold Coast City Council

**RRG Technical Committee Chair**
Ashish Shah, Road Asset Management Program Leader, Logan City Council

**Profile**
The Southern Regional Road Group (SRRG) covers an area of just over 2800 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 contains important road networks connecting Brisbane and south-east Queensland to the Gold Coast, New South Wales (Pacific Motorway) and to the southern Moreton Bay Region and its islands.

‘I have observed significant changes in policy and the urban form over the last two years. With these changes, proactive planning has been required to achieve best practice infrastructure outcomes for our community. The Transport Infrastructure Development Scheme has made a significant contribution to improvements to all of the represented councils’ road networks.’

Peter Cramp
Southern Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11 Capability Agreement
RRG QTRIP profile
Southern Border Regional Road Group

**RRG members**
Goonwiwindi Regional Council, Southern Downs Regional Council, Transport and Main Roads Darling Downs Region

**RRG chair**
Councillor Ron Bellingham, Mayor, Southern Downs Regional Council

**RRG Technical Committee Chair**
Peter See, Director Engineering Services, Southern Downs Regional Council

**Profile**
The Southern Border Regional Road Group (SBRRG) 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 contains important road networks connecting Brisbane to Sydney (New England Highway and Cunningham Highway) and Melbourne (Gore Highway).

‘Progress has been steady but meaningful and 2011–12 will hopefully allow the group to gain further momentum in achieving the outcomes of the Roads Alliance.’

Councillor Ron Bellingham, Chair
Southern Border Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
Western Downs Regional Road Group

**RRG members**
Western Downs Regional Council, Transport and Main Roads Darling Downs Region

**RRG chair**
Councillor Ian Staines, Western Downs Regional Council

**RRG Technical Committee Chair**
Graham Cook, Director of Engineering Services, Western Downs Regional Council

**Profile**
The 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, forestry operations, grain, beef and sheep production. Recently there has been a dramatic increase in mining, energy activities and associated manufacturing. Intensive agricultural industries such as cattle feedlots and piggeries have also increased in number.

The area contains important road networks including major transport links and roads connecting major regional centres.

‘The process of working together to develop a submission with Main Roads within the framework of the Regional Road Group has provided a successful outcome to our region.’

Councillor Ian Staines, Chair
Western Downs Regional Road Group

Click here for more information:
The Technical Committee Chair’s Report 2010–11 Capability Agreement
RRG QTRIP profile
Whitsunday Regional Road Group

RRG members
Mackay Regional Council, Whitsunday Regional Council, Transport and Main Roads Mackay/Whitsunday Region

RRG chair
Councillor Mike Brunker, Mayor, Whitsunday Regional Council

RRG Technical Committee Chair
Stuart Holley, Mackay Regional Council

Profile
The Whitsunday Regional Road Group (WRRG) covers an area of 31,477 km², with a resident population of approximately 152,500. Road transport is vital for the region and affects the major industries of agriculture, mining and tourism.

‘The Whitsunday Regional Road Group has promoted a co-operative approach to road management of the LRRS network throughout the Whitsunday area between Transport and Main Roads, Whitsunday and Mackay Regional Councils’.

Graeme Hawes, Manager Technical Services
Whitsunday Regional Road Group

Click here for more information:
The Technical Committee Chair's Report 2010–11 Capability Agreement
RRG QTRIP profile
**Wide Bay Burnet Regional Road Group**

**RRG members**
Bundaberg Regional Council, Fraser Coast Regional Council, Gympie Regional Council, North Burnett Regional Council, South Burnett Regional Council, Transport and Main Roads Wide Bay Burnett Region

**RRG chair**
Councillor Ron Dyne, Mayor, Gympie Regional Council

**RRG Technical Committee Chair**
Warren Paulger, Consulting Engineer

**Profile**
The Wide Bay Burnett Regional Road Group (WBBRRG) covers an area of 48,567 km², with a resident population of 292,195. The area includes the larger coastal centres of Gympie, Maryborough, Hervey Bay and Bundaberg. It also extends inland to the smaller regional centres along the Burnett Highway from Monto to Kingaroy.

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.

‘A major initiative of the RRG, in conjunction with the WBB Regional Organisation of Councils, was the development of the Kevin Mahoney Bursary... together with a contribution from the Road Alliance Board, two bursaries were granted in 2011.’

Warren Paulger, Technical Chair
Wide Bay Burnett Regional Road Group

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**Click here for more information:**
The Technical Committee Chair’s Report 2010–11
Capability Agreement
RRG QTRIP profile
Roads Alliance Terminology

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

**Asset management system**: 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 RRGs 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 Transport and Main Roads regional offices require similar services and/or goods, and it is mutually beneficial through economies of scale. 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.

**Joint Purchasing and Resource Sharing (JP&RS) Toolkit**: the JP&RS Toolkit has been developed to provide easy-to-follow processes, tips and resources to help RRGs understand, identify and capitalise on opportunities.

**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. 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.

**Queensland Transport and Roads Investment Program (QTRIP)**: sets out the Queensland Government’s plan to deliver transport and road projects to meet the infrastructure needs of our rapidly-growing state.

**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 serve to influence the planning and management of the regional road network and the services provided by that network.

**Regional Safety and Development Program (RSDP)**: 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 Transport Infrastructure Development Scheme (TIDS) funding.

**Road Safety Partnership Team (RSPT)**: formed by Transport and Main Roads. The role of the team is to improve the development of road safety-related resources and the delivery of resources to RRGs and local government.

**Roads Alliance Board**: comprises representatives from Transport and Main Roads 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 (RAPT)**: facilitates the implementation of Roads Alliance strategies and provides day to day operational support to RRGs.
**State-wide Capability Development Fund:** an ongoing allocation of $1 million per annum allocated by Transport and Main Roads 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.

**Technical Committee:** a committee comprising local government and Transport and Main Roads technical staff that provides support to their respective RRG.

**Technical Coordinator:** facilitates RRG and Technical Committee actions, decisions and outcomes. The coordinator is 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. Transport and Main Roads provides subsidies through TIDS via a matched subsidy arrangement between state and local governments.

**Acronyms**

**FNQ:** Far North Queensland  
**FRS:** Flood Resilience and Safety  
**JP&RS:** Joint Purchasing and Resource Sharing  
**LGAQ:** Local Government Association of Queensland  
**LRRS:** Local Roads of Regional Significance  
**QTRIP:** Queensland Transport and Roads Investment Program  
**RAPT:** Roads Alliance Project Team  
**RNSA:** Road Network Safety Assessment  
**RRG:** Regional Road Group  
**RSDP:** Regional Safety and Development Program  
**RSPT:** Road Safety Partnership team  
**RNSA:** Roads Safety Risk Manager  
**TIDS:** Transport Infrastructure Development Scheme
THE ROADS ALLIANCE

Jubilee Bridge, Innisfail
Far North Queensland
Regional Road Group