



# Advocacy Relationships and Efforts

*Ross Kirkman*

Senior Advisor

# Our Core Business

| Year | Number of Motions | Concepts/Themes   |
|------|-------------------|---|
| 2013 | 12                | Road Funding, Public Transport, Road Construction, Damage to Roads, Resource Sector Impacts, Freight      |
| 2012 | 9                 | Cost sharing, De-maining, Road Funding, Road Classification   |
| 2011 | 10                | Resource Industry Implications, Road Standards, Alignment, Road Funding, Public Transport, Ride-on mowers |
| 2010 | 9                 | Road Funding, Bridges, Road User Charing, Public Transport  |

# Core Products

- Roads and Transport Alliance
  - Transport Infrastructure Development Scheme (TIDS)
  - *Onebucket* – increased flexibility
  - Use it or lose it!
  - Capability
    - Roads Valuation Project
    - Netrisk
  - Are the RRTG's underutilised???

THE ROADS AND TRANSPORT  
**ALLIANCE**

**LGAQ**  
LOCAL GOVERNMENT ASSOCIATION  
OF QUEENSLAND

# Core Policy

- Heavy Vehicle Regulation
  - Start Date 10<sup>th</sup> February 2014
  - Opportunity opposing compliance???
- Heavy Vehicle Charging and Investment Reform
- Fatigue Management



# Core Advocacy

Providing Community Infrastructure and Essential Services through...

## 9. Adequate Infrastructure Funding Policies and Programs

| What LGAQ seeks   | What LGAQ will do  |
|---|--|
| 9.1 The re-instatement of Transport Infrastructure Development Scheme (TIDS) funding to pre 2012 budget levels in real terms in 2014/15.  | <ul style="list-style-type: none"> <li>✓ Through the Roads Alliance, work with councils to ensure TIDS expenditure targets are being met.</li> <li>✓ Make representations to the State Government to ensure their commitment to re-instate the funding to 2011/12 levels is fulfilled in 2014/15.</li> </ul>   |
| 9.2 Reinstatement of Regional Airports Development Scheme (RADS) funding to pre-2012 budget levels in real terms in 2014/15.  | <ul style="list-style-type: none"> <li>✓ Make representations to the State Government to re-instate the RADS program, or similar, to 2011/12 levels at a minimum in 2014/15.</li> </ul>  |
| 9.3 Reinstatement of the Local Government Grants and Subsidy Program to pre-2012 budget levels in real terms in 2014/15.  | <ul style="list-style-type: none"> <li>✓ Make representations to the State Government to ensure their commitment to re-instate the funding to 2011/12 levels is fulfilled in 2014/15.</li> </ul>   |
| 9.4 Increased financial contributions to Local Government Road Safety initiatives via a direct contribution from traffic infringements.   | <ul style="list-style-type: none"> <li>✓ Lobby the State Government to agree to a fixed share of funding from traffic infringements on council roads to be returned to councils for road safety initiatives on the local road network, in light of reduced TIDS funding and an increasing trend of road trauma on the local government controlled road network.</li> </ul> |
| 9.5 An allocative funding model for the Royalties to the Regions Program rather than the current competitive bid process.   | <ul style="list-style-type: none"> <li>✓ Participate in the State Government review of the Royalties for the Regions program and advocate for an allocative model for distribution of funding to ensure long term certainty of funding allocations and to maximise council decision making at the local level.</li> </ul>  |
| 9.6 A permanent Roads to Recovery program with increased funding levels, including for urgent bridge upgrades, and a commitment to indexing funding to reflect increases in road and bridge construction costs. | <ul style="list-style-type: none"> <li>✓ Work with and support the (ALGA) in lobbying for the Roads to Recovery program to be made a permanent source of funding to local government.</li> </ul>   |
| 9.7 A more responsive and relevant Federal regional community funding program which includes local government as a genuine partner.   | <ul style="list-style-type: none"> <li>✓ Work with and support the (ALGA), including making representations for a review of the existing Regional Development Australia Fund to improve the inflexible funding model that councils have found extremely difficult to work with despite spending significant amounts on compiling submissions.</li> </ul>                   |

# Government Direction

- State
  - Value for Money/Doing More With Less
  - Contestability
  - Private Investment
- Federal
  - ?????????????? Too soon to tell?????



# ..... And everything else

Drive Tourism  
Strategy

Tax Incentivisation

Safer Roads  
Sooner

Resources to the  
Region

Public Transport

Standards

Disability Access



Queensland Airport  
Statement

Roads to Recovery

Public Private  
Partnerships

Regional Transport  
Planning

