



*Austroads*



Repositioning for a sustainable future

# Austroads Strategic Plan 2016-2020

## Purpose and role

Improving the safety, productivity and sustainability of Australasian road networks through research and collaboration.

Austrroads is the peak organisation of Australasian road transport and traffic agencies.

Austrroads members are collectively responsible for the management of over 900,000 kilometres of roads valued at more than \$200 billion representing the single largest community asset in Australia and New Zealand.

Austrroads' purpose is to support our member organisations to deliver an improved Australasian road transport network. One that meets the future needs of the community, industry and economy. A road network that is safer for all users and provides vital and reliable connections to place and people. A network that uses resources wisely and is mindful of its impact on the environment.

To succeed in this task, we undertake leading-edge road and transport research which underpins our input to policy development and published guidance on the design, construction and management of the road network and its associated infrastructure.

Austrroads provides a collective approach that delivers value for money, encourages shared knowledge and drives consistency for road users.

## Principles

We will structure the organisation and our processes to actively pursue:

- **Collaborative Delivery** | Working closely with our member organisations and stakeholders. Actively engaging with Board members to deliver the strategic priorities. Providing opportunities for road agencies to share experience, practice and knowledge.
- **Embedded Value** | Acquiring research on a strongly competitive and value for money basis. Driving a research base that is cutting edge, leveraging off organisational capability and wider networks. Improving road infrastructure performance and productivity.
- **Transparent Processes** | Purchasing research in an open and contestable environment. Reporting measurable benefits of projects.
- **Agility and Responsiveness** | Responding to a changing and challenging operating environment. Having a sense of urgency in the development and delivery of projects.
- **Sustainable Performance** | Positioning Austrroads for a sustainable future. Reducing the environmental impact of roads including contributions to the impacts of climate change and consumption of non-renewable resources. Managing road assets in ways that ensure they are available for the community in years to come.
- **Shared Knowledge** | Providing research and technical reports free of charge to all. Providing opportunities for member road agencies to learn from each other and from overseas agencies. Seeking new opportunities to share research outcomes. Providing Guides free of charge to member organisations (including Australian and New Zealand local councils) and educational organisations. Providing the Guide to Road Safety free to developing countries.
- **Harmonised Practice** | Investing in the continued development of highly regarded agreed practice Guidelines. Pursuing opportunities to improve access to the Guidelines online. Developing tools and resources to encourage consistent good practice.

## Strategic environment

The following key trends and issues are impacting on the Austrroads operating environment.

Austrroads draws heavily on the **resources of jurisdictions** but is now at a crossroads as jurisdictional resourcing and capability is reduced.

**Road safety** is an ongoing focus for governments. The annual economic cost of road crashes in Australia is estimated at \$27 billion per annum and the social impacts are devastating.<sup>i</sup>

**Congestion** is an increasing concern for urban communities with rising economic, environmental and societal impacts. BITRE projections have the costs of metropolitan congestion rising strongly, to an estimated \$30 billion by 2030.<sup>ii</sup>

Successfully increasing **road productivity** will be a function of safely introducing new vehicle types, network operations planning, and managing access to assets. Higher Productivity Vehicles are poised to conservatively deliver \$12.6 billion in real benefits to Australia by 2030 but the costs to communities, road managers and government need to be understood and managed.<sup>iii</sup>

**Asset management and cost models** are becoming increasingly important. Each year more than \$18 billion is spent on roads across Australia and New Zealand;<sup>iv</sup> a significant investment by all levels of government. The impact of climate change and changing vehicle fleet are significant challenges that cannot be ignored.

The ongoing issue of managing the impact of road transport on the **environment** has intensified as we better understand the significant contribution of motor vehicles to emissions. Internationally road agencies are introducing measures to: reduce traffic demand and increase vehicle efficiency; promote the switch to more efficient and non-motorised means of transport; and better integrate land use and transport planning.

Predicted increases in **energy and resource prices** and predicted resource shortages will also impact on the way we design and construct roads. Challenges will include designing roads and roadsides to conserve energy use (and more recently generate energy); and increasing the use of recycled and renewable materials.

**New and emerging technologies** will have a direct impact on the management of the road network. Innovations that will have significant impact include, Cooperative ITS (C-ITS), automated vehicles and new materials and technologies.

Technology and demographic changes are driving **attitudinal changes** associated with vehicle use, ownership and mobility.

Modernisation of the National Exchange of Vehicle and Driver Information System (NEVDIS) will ensure it can sustainably meet the needs of member organisations. Further commercialisation will enable the service to be self-funding.

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i <https://infrastructure.gov.au/roads/safety/> accessed 21 July 2015

ii Bureau of Infrastructure, Transport and Regional Economics [BITRE], 2015, Traffic and congestion cost trends for Australian capital cities, Information Sheet 74, BITRE, Canberra ACT.

iii Austrroads, 2014, Quantifying the Benefits of High Productivity Vehicles, Research Report AP-R465-14, Sydney, NSW

iv Bureau of Infrastructure, Transport and Regional Economics [BITRE] 2011, Public road-related expenditure and revenue in Australia, Information Sheet 40, BITRE, Canberra and <http://www.transport.govt.nz/ourwork/tmif/infrastructureandinvestment/ii015/> accessed 21 July 2015

## Programs and priorities

Austrroads structures its work across three programs: Assets, Network and Safety. The programs' priorities and work streams are listed in the table below, with the Task Forces that provides expert input to the work and the practice guidelines they maintain.

Strategic Priority	Work Streams	Task Forces	Established Practice Outputs
<b>Assets Program</b>			
Extending the life and performance of infrastructure to ensure the effective and sustainable maintenance of the road network.	Emerging technology – materials development Strategic management of road infrastructure Managing loading impacts Pavement management Bridge management Managing for climate change Sustainable roads and roadsides Managing rural and remote roads	Assets Task Force Pavement Task Force Bridge Task Force Road Tunnels Task Force Project Delivery Task Force	Guide to Asset Management Guide to Pavement Technology Guide to Bridge Technology Guide to Road Tunnels* Guide to Project Delivery* Test Methods Work Tips and Technical Notes
<b>Safety Program</b>			
Designing, building and managing road transport systems that will protect road users and reduce the number of deaths and serious injuries.	Emerging technology – C-ITS, automated vehicles National Road Safety Strategy Priorities Understanding crashes and risks Safe Systems incorporating safer road and roadside infrastructure, safer speeds and safer vehicles Driver licensing and vehicle registration Vulnerable road users including pedestrians, bicycle riders, motorcycle riders, older people and indigenous people	Road Safety Task Force Road Design Task Force Registration and Licensing Task Force	Guide to Road Safety Guide to Road Design Assessing Fitness to Drive
<b>Network Program</b>			
Improving mobility on the road network.	Emerging technology – ITS, C-ITS, automated vehicles Managing urban congestion Traffic management planning and infrastructure Freight transport/road productivity Active travel and integration with public transport Funding models	Network Task Force Freight Task Force C-ITS Task Force Active Transport Task Force**	Guide to Traffic Management Guide to Managed Motorways Active Travel Aspects to Austrroads Guides

\* The ongoing maintenance of the Guide to Project Delivery and Guide to Road Tunnels will be reviewed.

\*\* Responsibility for the Active Travel Task Force is under review.

## National Exchange of Vehicle and Driver Information System

The National Exchange of Vehicle and Driver Information System (NEVDIS) is a customer service system owned by Austrroads on behalf of the eight Australian states and territories. Its primary purpose is to share vehicle and driver information between jurisdictions. It is an essential tool for preventing fraud and theft by ensuring 'one vehicle, one Vehicle Identification Number (VIN)' and 'one person, one driver licence'.

It is imperative that national privacy laws are adhered to with the use of any information in the NEVDIS database. Existing commercial arrangements will be standardised and opportunities to develop products will be pursued to negate the need for future jurisdictional funding.



## Measures of success

The following measures will be used to assess progress against the delivery of actions identified in each of the programs:

- projects completed on time and on budget
- take up of project outputs by road agencies and other stakeholders
- adoption of Austroads Guides by road agencies
- board member satisfaction with progress delivering the strategic priorities
- recognition by national policy bodies and road industry as a source of competent, professional research and guidance on road transport.

Metrics will be developed to measure the success of each project.

## Supporting documents

Austroads' Strategic Plan is a living document. It will be reviewed annually as part of the planning cycle.

### Operational Plans

In July each year Austroads publishes online an updated operational plan. The plan lists the completed, active and proposed projects undertaken to deliver the 2016-2020 Strategic Plan.

### Annual Reports

In October each year Austroads publishes an Annual Report detailing progress towards delivery of the Strategic Plan.



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Driver Information System

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