

Focusing Investment on Zero - A New Investment Strategy for Victoria's Safe System Road Infrastructure Program (SSRIP)

Shaun Luzan

VicRoads

Abstract

VicRoads and the TAC (Transport Accident Commission) have recently reviewed the Investment Strategy behind Victoria's Safe System Road Infrastructure Program (SSRIP). The fulfilment of the Towards Zero vision has been the underlying focus in the development of this revised strategy. The strategy seeks to make investments that meet the requirements of a future Safe System by taking into consideration the vehicles, users and speeds which will be part of this future system rather than those which are present today. The strategy also defines a leading role for Movement and Place in road safety investment decision making.

Background

When the SSRIP was established in 2013 Strategic Investment Guidelines were established which identified specific treatment types and their funding allocations. A revised approach has been devised which allows the SSRIP team to make investment decisions that fit a clear, long term strategy.

Investment Philosophies

The revised SSRIP Investment Strategy is based on four simple investment philosophies:

- **Safe System Infrastructure Transformation:** systematically transforming components of the road network to achieve such that no fatalities or serious injuries (FSIs) will occur on the treated component in the future. Once a road component has been treated under this philosophy it should be expected that no future infrastructure improvement will need to be made to that component in order to achieve the Towards Zero Vision.
- **Cost-Effective Interim Treatments:** making highly effective use of available funding to rapidly reduce the risk that FSIs will occur in the future. Treatments implemented under this philosophy will generally be proven through evaluation such that value for money can be determined with confidence.
- **Safe System Supporting Treatments:** focused on supporting safe vehicles, road users and/or speeds and requiring improvements in one or more of these pillars.
- **Safety Preservation:** preserving the performance of critical safety specific infrastructure.

The overarching concept behind these philosophies is alignment with the Towards Zero Vision. A road component can be considered to align with Towards Zero Vision when the infrastructure and speeds are compatible with human body tolerances and it is expected that no FSIs will occur in future.

Investment Strategy

The investment strategy identifies the investment philosophy which will apply to a given road component using two key considerations; risk and road function.

- **Collective risk** is the likelihood that FSIs will occur in the future
- **Road function** is related to the relative importance of a given road component



Figure 1: SSRIP Investment Strategy

- **Safe System Infrastructure Transformation** will be applied to roads which are high risk and high function. This philosophy is applied to high function roads as these are the roads where the application of alternative pillars of the Safe System (such as Safe Speeds) would have the greatest impact on Movement and/or Place objectives.
- **Cost-Effective Interim Treatments** will be applied to all road components which are not priorities for Safe System Infrastructure Transformation and where the benefits of infrastructure investments significantly outweigh the costs.
- **Safe System Supporting Treatments** will be applied to low function roads. As there is a very large network of roads across Victoria it is not possible for the SSRIP to implement significant infrastructure improvements to those of the lowest function.
- **Safety Preservation** will generally be applied to the safest roads regardless of function

Movement and Place Integration

The Movement and Place framework will be used to define the road function under this strategy. The Movement function of a road will be key in deciding which roads should be transformed so that they can operate safely at high speed. The Place function will help determine which roads should be transformed to allow vulnerable road users safe access.