

Case Study | Australian State Road Authorities

Customer Profile

Organization: Australian State Road Authorities

Responsibility: Each agency is responsible for managing various roadway networks and supporting the needs of road users in their state or territory.

Network: Urban areas in Perth, to the rural and almost desert area in south-western Australia, to the many natural reserves on the island state of Tasmania.



Dealing with the unique requirements of Australia's roadway networks

Highlights

Challenge: Each Australian State Road Authority is charged with managing vastly different roadway networks throughout the country.

Solution: Using a flexible tool like dTIMS CT allows each organization to develop custom programs for their state or territory. States Road Authorities are also able to begin creating standard models and processes that can be used throughout the country.

Outcome: The majority of the states and territories are using dTIMS CT to meet the challenges of their specific networks, and the government hopes that all State Road Authorities will soon be using dTIMS CT.

Australia contains six states and two territories, each with their own State Road Authority. These organizations are responsible for managing various roadway networks and supporting the needs of road users in their state or territory.

Each State Road Authority operates in a different environment, from the urban areas in Perth, to the rural and almost desert area in south-western Australia, to the many natural reserves on the island state of Tasmania. Each organization therefore has unique objectives, requirements and standards.

The majority of the Australian State Road Authorities use dTIMS CT for their network management, including performance-based maintenance. These organizations have found that the system can be easily tailored to meet their specific needs, allowing them to focus on their job and what they need to deliver rather than spending time dealing with software.

Northern Territory

CHALLENGE: Moving from a simple PMS to an HDM model

Australia's Northern Territory, which is part of the Australian Outback, contains a significant major road network. The network spans a large area but connects a very small population.

Ten years ago, the State Road Authority for the Northern Territory was using dTIMS CT with a very simple Pavement Management System. Recently, the State Road Authority decided to move to a Highway Development and Management (HDM) model but didn't want to start all over again with a new system. The organization needed to leverage the system they had already built with dTIMS CT and worried that they would lose the all of the training, routines, and materials they had developed over the last decade.

The organization also found it difficult to keep up with new federal requirements introduced each year. For example, all road authorities were now required to use the same pavement and maintenance quality indexes to ensure this information was reported in a uniform way across the country.

SOLUTION: Leveraging an existing dTIMS CT system

The Northern Territory State Road Authority upgraded their dTIMS software and their processes. The migration went smoothly, including implementing changes to comply with the new federal pavement and maintenance quality indexes. These changes were completed in half a day and the new numbers were generated without any hiccups.

OUTCOME: Retaining 10 years of experience

The State Road Authority found it was very easy to move to an HDM model without sacrificing all of the knowledge, experience, software and IT support they had acquired with dTIMS CT. The organization was able to keep using a familiar and reliable system but now had much more sophisticated content to work with.

South Australia

CHALLENGE: Distributing funds fairly

Funding had always been a volatile issue, so the state of South Australia needed to ensure that funds were distributed fairly among all regions. The state was looking for a reliable method to calculate appropriate funding throughout the state.

SOLUTION: Analyzing existing patterns

The state, who had been using dTIMS CT since 1998, decided to use the software to analyze their existing funding distribution patterns. The state discovered that some regions were currently overfunded while others were heavily underfunded. Using dTIMS CT, the state completely rebalanced their funding arrangements to ensure an equitable distribution among all regions.

OUTCOME: Ensuring all regions are supported

All regions in South Australia now receive more appropriate and equitable funding. The state used a very simple model to determine funding distribution, proving that it is often not the model that's most important but the methods used to implement it.

Because of the success experienced by South Australia, there are plans to synchronize the funding methods used by all Australian states and territories. The government hopes that all of the State Road Agencies will move to dTIMS CT and use the same funding distribution model.