





# Achieving Government Goals

**Our commitment to delivering safe, reliable and sustainable transport services to the community is at the core of everything we do.**

Our outcome-based framework uses a program management approach to deliver six Services aligned with four Government Goals. The strategic areas of focus in Keeping WA Moving guide delivery of our services:

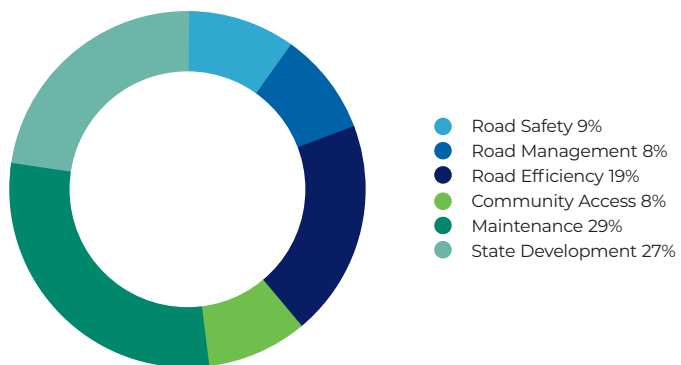
	<b>Customers</b>	Provide a transport network centred on what our customers need and value
	<b>Movement</b>	Improve mobility of people and the efficiency of freight
	<b>Sustainability</b>	Develop a sustainable transport network that meets social, economic and environmental needs
	<b>Safety</b>	Provide improved safety outcomes for all users of the transport network

Services and outcomes aligned with the Governments Goals are shown in the table.

Government Goal	Main Roads Services	Main Roads Outcome
<b>Future jobs and skills</b> Grow and diversify the economy, create jobs and support skills development	State Development	Facilitation of economic and regional development
<b>Strong Communities</b> Safe communities and supported families	Road Safety	Provision of a safe road environment
	Community Access	Improved community access and roadside amenity
<b>Better Places</b> A quality environment with liveable and affordable communities and vibrant regions	Road Maintenance	A well-maintained road network
	Road Efficiency	Reliable and efficient movement of people and goods
	Road Management	

## Changes Since Last Report

Our service and outcomes remain consistent since our previous report with Road Maintenance and State Development the largest service provision areas.



Main Roads Service	Program Exp \$ Million
Road Safety	162.66
Road Management	136.23
Road Efficiency	330.22
Community Access	136.58
Road Maintenance	491.30
State Development	467.40
<b>TOTAL</b>	<b>1724.39</b>

A scorecard providing a summary of how we are performing on a wide range of issues material to our business and our customers is on pages 12 – 14.

# Road Safety

## Providing a Safe Road Environment

### Government Goal

Strong communities

### Aim

Reduce the state's road fatalities to the lowest in Australia by minimising the road factors contributing to road trauma and reducing the serious crash injury rate.

### About the Program

The program comprises initiatives and projects including state and national Black Spot projects, intersection improvements, overtaking lanes, rail crossings, bridge safety, shoulder sealing and audible edge lines.

### Key Performance Indicators

Road Safety Program KPI	Target	Actual	Status
Community satisfaction with road safety is performing well coming within our target but slightly lower than last year	90	88	✓
Contracts completed on time came in within our target and was an improvement on last year	90	89	✓
Contracts completed on budget exceeded our target showing continued strong performance	90	92	✓

	2016	2017	2018
Program expenditure \$ million	191	283	162

### Looking Ahead

A significant program of works is planned for the next financial year, some of which have already commenced and include the following:

- Upgrade Ennis Avenue and Royal Palm Drive intersection
- Progress Wanneroo Road, Green Street and Walcott Street intersection
- Advance Orrong Road and Francisco Street intersection upgrade
- Construction of a roundabout and extension of the dual carriageway at Fairway Drive, Vasse
- Widen and seal shoulders on South Western Highway
- Widen and seal shoulders on Boyanup Capel Road
- Progress widening pavement and seal on Northam Cranbrook Road
- Progress widening pavement and seal on Albany Highway

To find out more about planned works visit our website.

## Key Projects

PROJECT	TOTAL PROJECT COST (\$ MILLION)	2017-18 COST (\$ MILLION)	COMPLETION DATE	DESCRIPTION
<b>Goldfields–Esperance Region</b>				
South Coast Highway	2.6	2.6	April 2018	Widen to 10 m seal
Leonora-Laverton	1.9	1.6	September 2017	Widen to 9 m seal
<b>Great Southern Region</b>				
Phillips River Bridge	8.6	8.2	February 2018	Emergency flood damage reconstruction
South Coast Highway Upgrade	9.0	1.4	May 2018	Reconstruction and widening Pfeiffer Road to Cheynes Beach Road
Chester Pass Road, Amelup	10.3	10.3	June 2018	Reconstruction and realignment
<b>Kimberley Region</b>				
Broome to Derby	2.3	2.3	2018	Flood damage emergency repairs
Victoria Highway	3.0	3.0	October 2018	Road widening and installation of audible edge line
<b>Metropolitan Region</b>				
Shepperton Road and Duncan Street	2.9	1.9	April 2018	Increase length of turn pockets, provision of road safety barrier, modifications to traffic signals
Toodyay Road – Roland Road to Country Road	7.5	6.0	June 2018	Widening to provide sealed shoulders and upgrade of intersections
<b>Pilbara Region</b>				
Paraburdoo Tom Price Road	2.6	1.0	July 2018	Widen and seal west of Tom Price
Burrup Peninsula Road and Hearson Cove Road intersection	1.2	1.2	May 2018	Widen existing culvert and add additional lane for turning pocket
<b>South West Region</b>				
Coalfields Highway	5.0	3.0	March 2018	Widen and seal shoulders, improve sightlines and extend climbing lane
Forrest Highway – southbound acceleration lane	1.4	1.3	September 2017	Construct southbound acceleration lane at intersection with Paris Road
Muir Highway	2.2	1.9	Early 2019	Widen and seal shoulders
Pinjarra Williams	6.6	3.6	April 2018	Widen and seal shoulders
<b>Wheatbelt Region</b>				
Reconstruction Great Eastern Highway Tammin	3.3	3.3	May 2018	Pavement reconstruction and sub soil drainage
York Merredin Road Improvements	10.3	4.4	Early 2019	Widening and overlay, 1 km realignment and replacement of bridge

### **Black Spot Programs**

There are 121 projects funded by the State Black Spot Program, representing a \$19.5 million investment:

- 24 projects on State Roads
- 97 projects on Local Roads.

In addition, the Australian Government Black Spot Program funds 35 projects representing a \$6.68 million investment.

### **Railway Level Crossing Upgrade Program**

The State has invested \$4.7 million to improve the safety of railway level crossings, on works including:

- Red flashing lights at four crossings
- Installation of LED lights at three crossings
- Upgrading three pedestrian crossings
- Upgrading five existing active crossings to meet current technical standards.

# Road Efficiency

## Providing Reliable and Efficient Movement of People and Goods

### Government Goal

Better places




### Aim

Improve the efficiency, capacity and utilisation of the existing road network as part of a total transport network.

### About the Program

The program includes projects that deliver geometric improvements, road widening, bridge strengthening and retrofitting to incorporate intelligent transport capabilities.

### Key Performance Indicators

Road Efficiency KPI	Target	Actual	Status
The percentage of travel on our Network that met configuration standards for width and curve rating exceeded the target	90	92	
Contracts completed on time came in below target but continues to improve compared to last year	90	83	
Contracts completed on budget exceeded our target showing continued strong performance	90	100	

	2016	2017	2018
Program expenditure \$ million	575	358	330

### Looking Ahead

A significant program of works is planned for the next financial year, some of which have already commenced and include the following:

- Complete construction on Great Northern Highway of Wyndham Spur and Maggies Jump Up sections
- Continue improvements to the Marble Bar Road, including the upgrade of the Coongan Gorge section
- Continue construction of NorthLink WA (Swan Valley Bypass) from Reid Highway and Tonkin Highway to Muchea
- Complete construction of new bridge over Bow River on Great Northern Highway
- Commence construction of Reid Highway widening between Altone Road and West Swan Road
- Complete construction of the Margaret River Perimeter Road Stage 2
- Complete construction of the Wanneroo Road dual carriageway Joondalup Drive to Flynn Drive
- Commence construction of the Armadale Road dual carriageway from Tapper Road to Anstey Road
- Mitchell Freeway widening northbound – Hutton Street to Cedric Street.

To find out more about planned works visit our website.

## Key Projects

PROJECT	TOTAL PROJECT COST (\$ MILLION)	2017-18 COST (\$ MILLION)	COMPLETION DATE	DESCRIPTION
<b>Goldfields-Esperance Region</b>				
Great Eastern Highway	14.0	0.5	July 2019	Construction of dual carriageway – Anzac Drive to Gatacre Street
<b>Kimberley Region</b>				
Bow River Bridge	38.5	6.9	December 2018	Bow River Bridge and approaches
Great Northern Highway – Maggies Jump Up and Wyndham Spur	56.1	13.8	June 2019	Wyndham Spur Road Stage 2 – Widen primerseal and seal
<b>Metropolitan Region</b>				
Bridge 1 Albany Highway over Bickley Brook	2.5	2.5	May 2018	Replacement of existing concrete bridge
Armadale Road	145.0	38.27	November 2019	Armadale Rd Duplication- (Anstey-Tapper Rd) Upgrade 4 lane dual carriage
<b>Mid West – Gascoyne Region</b>				
Great Northern Highway – between Wubin and Kumarina	2.3	1.0	June 2018	Construct Truck Bays
<b>Pilbara Region</b>				
Roy Hill Iron Ore Road over Rail Bridge on Great Northern Highway	20.7	0.8	December 2018	Construction of a new single span bridge and minor realignment of the GNH. Works carried out on behalf of Roy Hill Iron Ore.
<b>South West Region</b>				
Pinjarra Williams	8.7	3.5	January 2018	Realign, widen and seal shoulders
Lakelands Lake Clifton Road and Pinjarra Road intersection	4.2	2.9	December 2017	Upgrade intersection
South Western Highway	1.6	1.4	November 2017	Extend existing passing lane, and modify intersection with Cundinup Road south of Kirup.
South Western Highway	3.5	2.5	April 2018	Widen and seal shoulders
Old Mandurah Replacement Bridge	36.8	11.4	December 2017	City of Mandurah – Old Coast Road – Replace Bridge
<b>Wheatbelt Region</b>				
Bridges 24 and 25 on Albany Highway, Williams	11.8	1.5	Mid 2019	Reconstruct bridges
Great Northern Highway – Miling Straight	46.2	26.6	September 2018	GNH Stage 2 Muchea – Wubin
Great Northern Highway – Muchea North	55.9	16.5	December 2019	GNH Stage 2 Muchea – Wubin – Muchea North section

# State Development

## Facilitating Economic and Regional Development

### Government Goal

Future jobs and skills

### Aim

Expand the road network in accordance with State and Commonwealth governments' transport and land use strategies to support the state's economic and regional development.

### About the Program

The program includes most expansion, major infrastructure and bypass projects – predominantly the most complex works we deliver.

### Key Performance Indicators

State Development Program KPI	Target	Actual	Status
Our target for the average return on which road and bridge construction expenditure will deliver future economic benefits to the community was exceeded and continues to improve	2.6	3.3	✓
Contracts completed on time came in below target but significantly improved compared to last year	90	75	✗
Contracts completed on budget exceeded our target showing continued strong performance	90	100	✓

	2016	2017	2018
Program expenditure \$ million	141	360	467

### Looking Ahead

A significant program of works is planned for the next financial year, some of which have already commenced and include the following:

- Continue works on NorthLink WA – Swan Valley Bypass Project
- Progress Murdoch Drive Connection Project
- Continue works on the New Lord Street Project
- Progress Armadale Road Bridge over Kwinana Freeway
- Widening Kwinana Freeway northbound Russell Road to Roe Highway
- Continue Karel Avenue widening, Farrington Road to Berrigan Avenue Project
- Progress Great Eastern Highway upgrade – Stage 2 – Kintore Road to Bilgoman Road
- Continue South Coast Highway upgrade program
- Construction of Mead Road passing lane on South Coast Highway.

To find out more about planned works visit our website.

## Key Projects

PROJECT	TOTAL PROJECT COST (\$ MILLION)	2017-18 COST (\$ MILLION)	COMPLETION DATE	DESCRIPTION
<b>Metropolitan Region</b>				
Great Eastern Highway Upgrade – Bilgoman Road to Mann Street Stage 1	34.6	12.1	November 2019	Shoulder widening and intersection upgrades – Mann Street to Kintore Road
Kwinana Freeway	35.0	15.8	June 2020	Construction of on-ramp at Manning Road
Ashton Avenue Bridge over railway	11.0	7.4	September 2018	Replacement of existing timber bridge
Mitchell Freeway	216.3	10.5	July 2017	Mitchell Freeway extension – Burns Beach Road to Hester Avenue
Northlink – Tonkin Highway	231.2	62.2	June 2018	Construct the Tonkin Highway Collier Road and Morley Drive interchanges and Benara Road over Tonkin Highway flyover
Northlink – Swan Valley Bypass – Section 2	514.8	200.3	September 2019	Northlink – Swan Valley Bypass – Reid Highway to Marella Road – section 2
Northlink – Swan Valley Bypass – Section 3	272.9	74.0	September 2019	Northlink – Swan Valley Bypass – Marella Rd to Muchea - section 3
<b>Mid West – Gascoyne Region</b>				
Square Kilometre Array Project	37.2	3.0	June 2024	Construction and maintenance of access roads to the proposed project
<b>Pilbara Region</b>				
Onslow Road	67.0	6.5	September 2019	Structural overlay and intersection upgrade with North West Coastal Highway, including two acceleration lanes, a turning lane, and upgrade of Onslow Ring Road. Works on behalf of Chevron.
Karratha Tom Price Road	50.0	0.5	July 2019	Realign, widen and seal unsealed section. (Partly funded by Shire of Ashburton and City of Karratha)



# Road Maintenance

## Providing a Well-Maintained Road Network

### Government Goal

Better places




### Aim

Maintain the existing road and bridge network in a safe and serviceable condition whilst maximising asset life and minimising whole-of-life costs.

### About the Program

The program covers the maintenance of all road, bridge and ancillary assets, road verges and reserves. Works include routine and periodic maintenance and reconstruction when the primary reason for maintenance is due to pavement failure.

### Key Performance Indicators

Road Maintenance Program KPI	Target	Actual	Status
Community satisfaction with road maintenance came in below our target with a slight decrease from last year	90	82	
Preventative and proactive maintenance undertaken on the network indicator came within our target and is consistent with previous year's results	85	84	
Average \$ cost of network maintenance per lane kilometre of road network was higher than our target due to the impact of natural disasters	7,250	9,129	

	2016	2017	2018
Program expenditure \$ million	409	399	491

### Looking Ahead

A significant program of works is planned for the next financial year, some of which have already commenced and include the following:

- Barrier upgrade on Cedric Street over Mitchell Freeway
- Complete substructure repairs on the Great Northern Highway bridge over Swan River
- Progress expansion joint replacement on Stirling Bridge and Loftus Street
- Complete substructure repairs on Nicholson Road over Canning River
- Continue the deployment of replacing the existing Integrated Service Arrangements with activity based contracts.

To find out more about planned works visit our website.

## Key Projects

PROJECT	TOTAL PROJECT COST (\$ MILLION)	2017-18 COST (\$ MILLION)	COMPLETION DATE	DESCRIPTION
<b>Goldfields–Esperance Region</b>				
Regional Project Maintenance	38.4	38.7	June 2018	Maintenance of the network
Maintenance Delivery – Roads	14.2	15.2	June 2018	Delivery of road maintenance
Rehabilitation	10.9	10.8	June 2018	Rehabilitation program
Reseal Program	10.5	10.3	June 2018	Goldfields–Esperance Region resurfacing program
<b>Great Southern Region</b>				
Regional Project Maintenance	31.2	31.6	June 2018	Maintenance of the network
Maintenance Delivery – Roads	18.1	18.4	June 2018	Delivery of road maintenance
Rehabilitation	3.3	3.4	June 2018	Rehabilitation program
Reseal Program	4.0	4.1	June 2018	Great Southern Region resurfacing program
<b>Kimberley Region</b>				
Regional Project Maintenance	26.2	26.3	June 2018	Maintenance of the network
Maintenance Delivery – Roads	18.6	20.0	June 2018	Delivery of road maintenance
Reseal Program	4.3	4.3	June 2018	Kimberley Region resurfacing program
<b>Metropolitan Region</b>				
Regional Project Maintenance	95.6	98.4	June 2018	Maintenance of the network
Maintenance Delivery – Roads	27.3	27.5	June 2018	Delivery of road maintenance
Rehabilitation	2.0	2.0	June 2018	Rehabilitation program
Reseal Program	27.0	27.0	June 2018	Metropolitan Region resurfacing program
<b>Mid West – Gascoyne Region</b>				
Regional Project Maintenance	42.1	43.4	June 2018	Maintenance of the network
Maintenance Delivery – Roads	21.2	23.2	June 2018	Delivery of road maintenance
Rehabilitation	4.5	3.8	June 2018	Rehabilitation program
Reseal Program	12.0	12.1	June 2018	Mid West-Gascoyne Region resurfacing program

PROJECT	TOTAL PROJECT COST (\$ MILLION)	2017-18 COST (\$ MILLION)	COMPLETION DATE	DESCRIPTION
<b>Pilbara Region</b>				
Regional Project Maintenance	43.4	44.4	June 2018	Maintenance of the network
Maintenance Delivery – Roads	21.0	21.8	June 2018	Delivery of road maintenance
Rehabilitation	3.9	4.0	June 2018	Rehabilitation program
Reseal Program	8.9	8.9	June 2018	Pilbara Region resurfacing program
Bridge Maintenance Program	3.0	3.0	June 2018	Delivery of bridge maintenance works
<b>South West Region</b>				
Regional Project Maintenance	38.9	37.6	June 2018	Maintenance of the network
Maintenance Delivery – Roads	16.9	17.8	June 2018	Delivery of road maintenance
Rehabilitation	2.0	1.6	June 2018	Rehabilitation program
Reseal Program	10.0	8.4	June 2018	South West Region resurfacing program
<b>Wheatbelt Region</b>				
Regional Project Maintenance	49.5	47.9	June 2018	Maintenance of the network
Maintenance Delivery – Roads	18.8	19.0	June 2018	Delivery of road maintenance
Rehabilitation	10.0	10.0	June 2018	Rehabilitation program
Reseal Program	11.5	11.6	June 2018	Wheatbelt Region resurfacing program

# Community Access

## Improved Community Access and Roadside Amenity

### Government Goal

Strong communities

### Aim

Improve personal mobility and access needs on the road network.

### About the Program

The program provides infrastructure including: remote access roads; access for walking and cycling; improved access and mobility for people with a disability; integrated public transport; and improved amenities such as information bays, noise attenuation and landscaping.

### Key Performance Indicators

Community Access Program KPI	Target	Actual	Status
Community satisfaction with cycleways and pedestrian facilities came within our target and has improved since last year	90	89	✓
Percentage of the year that 100 per cent of Main Roads State Road Network was available came within our target	95	87	✓
Contracts completed on budget exceeded our target showing continued strong performance	90	100	✓
	2016	2017	2018
Program expenditure \$ million	52	48	136

### Looking Ahead

A significant program of works is planned for the next financial year, some of which have already commenced and include the following:

- Continue delivering works on the Swan River Pedestrian Bridge (Matagarup Bridge)
- Provision of a Principal Shared Path – Success Hill Station to Railway Parade (Midland line)
- Provision of a Principal Shared Path – Grant Street Station to Victoria Street Station (Fremantle line)
- Continue undertaking improvement works on the Gibb River Road including gravel re-sheeting and drainage improvements
- Continue sealing and improvements on Great Central Road between Laverton and the Western Australia and Northern Territory border
- Continue sealing and improvements on the Broome-Cape Leveque Road
- Continue various upgrade works on remote access roads
- Various improvements to pedestrian and cycling facilities.

To find out more about planned works visit our website.

## Key Projects

PROJECT	TOTAL PROJECT COST (\$ MILLION)	2017-18 COST (\$ MILLION)	COMPLETION DATE	DESCRIPTION
<b>Metropolitan Region</b>				
Matagarup Pedestrian Bridge	91.5	45.1	November 2018	Continued construction of pedestrian bridge
Victoria Park Drive, Optus Stadium Access Road	13.9	8.0	November 2017	Provision of intersections
<b>Pilbara Region</b>				
Rest Area Upgrades on Nanutarra Munjina Road (Beasley River & House Creek)	0.8	0.8	June 2017	Seal rest area, install shelters and solar lighting.
<b>Goldfields–Esperance Region</b>				
Outback Way	11.0	11.0	2019	Shire of Laverton. Improve formation and gravel
Outback Way	11.0	2.3	2019	Shire of Ngaanyatjaraku. Improve formation and gravel
<b>Kimberley Region</b>				
Gibb River Road	9.2	6.0	2019	Widen and reconstruct single lane seal
Broome Cape Leveque Road Upgrade	65.6	3.8	December 2021	Construction and seal 90 km

# Road Management

## Providing Reliable and Efficient Movement of People and Goods

### Government Goal

Better Places

### Aim

Optimise real-time traffic management of the network, provide traveller information, improve asset management planning and support service delivery.

### About the Program

The program includes activities associated with the management and operation of the road network, the Traffic Operations Centre, road safety support, Heavy Vehicle Services, Network Operations and Planning and Technical Services.

### Key Performance Indicators

Road Management Program KPI	Target	Actual	Status
Community satisfaction with Main Roads came within our target however has decreased slightly since last year	90	88	✓
Percentage of the Network permitted for use by heavy vehicles B-Double – 27.5 m – exceeded the target	96	97	✓
Percentage of the Networks bridges that met standard criteria for strength exceeded the target	91	94	✓

	2016	2017	2018
Program expenditure \$ million	122	125	136

### Looking Ahead

A significant program of work is planned for the next financial year, some of which have already commenced and include the following:

- Network Operations operating from the new fit-for-purpose Road Network Operations Centre (RNOC)
- Progressing project development work for priority projects including Mitchell Freeway Extension to Romeo Road and Tonkin Highway Extension to Mundijong.
- Undertaking further planning work for Orrong Road between Great Eastern Highway and Leach Highway
- Develop operational skills and capability in Smart Freeways
- Embed Addinsight into RNOC operations and complete the rollout of the broadcast capability to the general public
- Utilise Big Data to produce enhanced RNOC network performance reporting and intuitive dashboards
- Implement Selective Vehicle Detection at traffic signals for buses at priority locations
- Western Australia Heavy Vehicle Accreditation Scheme Operational Review to be undertaken
- Heavy Vehicles Transport Compliance Branch to introduce a Self-contained Mobile Vehicle Inspection System Testing Trailer.

To find out more about planned works visit our website.

## Network Operations Achievements

### Perth CBD Traffic Signal Timing Improvement Project

In collaboration with the Public Transport Authority and the City of Perth, we are working to optimise all traffic signals in the CBD as part of the Traffic Signal Timing Improvement Program, improving walkability in the city whilst minimising impact on vehicles and buses.

A recent example of this is the changes made at the intersection of Wellington Street and William Street, where a bus sensor has been installed to help buses turn right from the bus port tunnel onto William Street southbound. These improvements follow on from changes made in September 2017 to the eight sets of signals around Elizabeth Quay, where changes in the signal phasing reduced delays to pedestrians and traffic.

We have provided significant design and technical support including reviewing SCATS, an intelligent online, real-time management system for traffic signal timing and operational modelling. This support has been for assessment and implementation of the proposed upgrades as part of our close interagency collaboration. We encourage cross-collaboration with local government to review the operation of traffic signals on local roads, with consideration given to sustainable modes of transport, public transport and private vehicles.

### Creation of Road Network Operations Centre

From mid-2018, a new state-of-the-art Road Network Operations Centre (RNOC) will replace and enhance the Northbridge Traffic Operations Centre, bringing together primary teams responsible for operating the State Road Network and those providing traffic management services in support of local roads.

The RNOC facility has been designed to provide a purpose-built space for opportunities for collaboration between multiple agencies including the Public Transport Authority, Department of Transport, WA Police, St John Ambulance, Department of Fire and Emergency Services, the City of Perth and event organisers to manage real-time operations, events and incidents on the road network. Perth's first Smart Freeway and other innovative technologies to manage road network performance will be operated from the centre.

### Patient Transfer to the New Perth Children's Hospital

Princess Margaret Hospital (PMH) has finally closed its doors after more than 100 years in service, now that the new Perth Children's Hospital (PCH) is operational. On Sunday 10 June, between 7am and 1pm, the last 91 patients in PMH were transferred by ambulance to the PCH. The 3.3 kilometre journey took an average time of eight minutes and was repeated every five minutes. We were heavily involved with the traffic management planning and implementation on site to facilitate the smooth and timely progression of children to the new hospital.

We visually tracked the convoy in real-time from the Traffic Operations Centre, ensuring that ambulance movements were coordinated, manually overriding the traffic signals to extend green time along the route. The specialist operators simultaneously minimised congestion on the surrounding network and maintained situational awareness to assist ambulances through traffic detours if required. This kept the 15-ambulance fleet rolling safely and efficiently during this enormous logistical exercise.

### Transporting Ellie the Giraffe

When a 16-month-old giraffe called Ellie made the four-day, 4,500 kilometre trip from Queensland's Australia Zoo in September 2017, we assisted with the final leg of her journey. By providing a greenlight corridor from Greenmount Hill all the way to the Perth Zoo gates, we helped reduce stress for Ellie as the convoy passed through the Perth metropolitan area. The green light corridor was created by manually overriding traffic signals to coincide with the convoy's progress as it was tracked visually in real-time by specialist operators located in the Traffic Operations Centre.

### Incident Management

Managing incidents is a key function in providing a safe and efficient road network for our customers. Traffic incidents and unwanted debris can cause congestion at any time of the day. Demand on existing emergency services to aid in managing these incidents has grown. To help keep traffic moving our Incident Response Service provides quick clearance solutions by safely reinstating roads to normal conditions as quickly as possible after an incident. Following is a summary of incidents from across the state over the past 12 months.

NATURE OF INCIDENT	GOLDFIELDS- ESPERANCE	GREAT SOUTHERN	KIMBERLEY	METRO	MID WEST - GASCOYNE	PILBARA	SOUTH WEST	WHEATBELT	TOTAL
Road crash	7	22	9	2052	40	24	77	58	<b>2289</b>
Breakdown / tow away	4	3	2	2433	8	10	9	6	<b>2475</b>
Debris / trees / lost loads	4	25	1	1763	13	5	52	41	<b>1904</b>
Flooding	8	6	9	65	13	21	1	9	<b>132</b>
Public utilities (gas, water, power)	2	0	0	101	1	1	3	2	<b>110</b>
Bushfire	6	6	28	39	7	51	11	4	<b>152</b>
Animal / livestock	2	6	0	151	6	5	8	5	<b>183</b>
Hazmat (including spills)	2	1	0	82	2	3	6	2	<b>98</b>
Vehicle fire	2	1	2	36	3	2	0	4	<b>50</b>

## Heavy Vehicle Services Achievements

### Access and Permits

We provide accurate, timely technical advice and dedicated customer service in issuing permits, coordinating Traffic Escorts for Oversize Over-mass loads and managing Restricted Access Vehicles (RAV) route assessments through our Heavy Vehicle Services area. We also provide a strategic, sustainable network approach to RAV road access based on safety, productivity, and asset preservation, as well as administering the WA Performance Based Standards Scheme. Similarly we coordinate consultative groups, which have been established to improve safety, efficiency and effectiveness of road freight transport through direct communication and coordinated action with the WA heavy vehicle transport industry.

TOTAL NUMBER OF PERMITS ISSUED AT 30 JUNE 2018		
	Jul 2017 to Dec 2017	Jan 2018 to Jun 2018
Single Trip Permits	4582	6052
Period Permits	6677	8109
Special Purpose Vehicle Permits	1238	1156
<b>Total Number of Permits Issued</b>	<b>12497</b>	<b>15317</b>

### Introduction of Body Worn Cameras

We commenced the use of Body Worn Cameras in June 2018, allowing for the recording of events electronically as they occur. Set to deliver a range of benefits, specifically relating to the gathering of evidence the introduction of the cameras will achieve:

- a reduction in Road Transport Inspectors time spent on paperwork meaning an increase in time on patrol
- improved collection of evidence
- moderated behaviour of people at incidents
- reinforce Road Transport Inspectors conduct and professionalism
- reduction in complaints against Road Transport Inspectors
- reduction in 'not guilty' pleas.

### Badgingarra Wind Farms – Transportation of Blades

To ensure the safe and successful movement of large components required to build the Badgingarra Wind Farm, we are working with the internationally experienced local Transport Operator Mammoet Australia. The Badgingarra Wind Farm will consist of 37 wind turbines with a total of 111 blades. Each of the 111 blades needs to be transported from the Australian Marine Complex in Henderson to Badgingarra, prior to construction of the turbine.



When loaded, the blade length combination is 76 metres, with a width of 4.5 metres and weight around 29.6 tonnes, excluding the truck and trailer. Escorted by a Traffic Escort Warden and five Licensed Pilots, these oversize loads travel at a safe speed of 70 kilometres per hour, moving slower during turning manoeuvres. The entire journey is 260 kilometres and initially was made in two stages – a night move from Henderson to Apple Street followed by the trip from Apple Street to Badgingarra at sun-rise.

Nearly 300 moves will be required to transport the turbine components including the blades, generators and cells to their destination. In preparation for this, roadworks were undertaken at relevant intersections and at the Apple Street Road Train Assembly Area. To reduce road congestion and impact on the travelling public as well as increase productivity for the company, we introduced night time rolling road block convoys that will see the movement of three blades in convoy, leaving Henderson at approximately 10.30pm and arriving at Badgingarra around 4.30am the following morning. The wind farm is 180 kilometres north of Perth and due for completion in 2019.

## Planning and Technical Services Achievements

### Trafficmap

Trafficmap was created as an easy way to view, download and access traffic data we have collected from more than 4,000 sites across the state. It was launched in 2016 to help manage regular requests for access to traffic data from local governments, WA Police, traffic management companies and the wider community. The traffic counts come from a mix of short-term samples and continuous collections from fixed infrastructure.

The data available includes the number, type and speed of vehicles, including bicycles, and at some locations the mass of vehicle, using the state road network, significant local roads and cycle paths. New data is updated as it becomes available and any count collected over the past six years is included to give an idea of the change across time.

Trafficmap is user-friendly, easy-to-navigate and mobile responsive. The map provides access to a suite of reports to view and download. The site's aim is to be more transparent about how figures are calculated and reported as well as providing more general interest information on our collection practices. Feedback since its release has been very positive as we continue to prioritise improvements for future updates. It can be accessed from our website.

### The Perth Area Travel Household Survey

The Perth Area Travel Household Survey (PATHS) launched in May 2018 will see information collected from a total of approximately 7,000 households over four years. The function of the survey is to collect information about how individuals travel so the State Government can use the data to inform transport infrastructure investment decision-making.

Householders across the Perth and Peel regions will be randomly selected to participate. Each householder who takes part will be given a GPS device to carry for five days. In addition, one cohort of householders will receive a paper travel survey to complete about a nominated travel day.

The second cohort of householders will be interviewed after five days of carrying the device, about their nominated travel day. This process aims to clarify unclear travel information and to compare cohorts. Representative's door knocked during May 2018 to seek candidates with the random selection process being a statistical procedure that aims to ensure we adequately represent the population.

PATHS is part of the overall Travel Data Surveys Project. The Commercial Vehicles Survey (CVS) component requires further research and a tender for data collection expertise will be advertised. The CVS component is expected to run across two years. More information is available from the project page on our website.

## Road Safety

We have a significant role with regard to road safety and are charged with managing and providing safe road infrastructure and operations to all road users across the state road network. We are also responsible for ensuring the safety of our staff and those working directly and indirectly on roads. Towards Zero and the Safe System approach highlights the importance of managing the interaction of road users, roads and roadsides, travel speeds and vehicles in preventing crashes and serious injury crash outcomes.

The Safe System acknowledges that even the most compliant road users make mistakes, so the road system needs to be forgiving and cater for these errors. The strategic approach is to take a longer view, developing a 12-year strategy, looking at the research, partnering with key stakeholders and encouraging a shared implementation. Our road traffic safety management system is based on the belief that no one should die or be seriously injured on the State's road network and we are committed to managing the network to minimise likelihood of road trauma to all road users.

