

# Roads Australia Policy Webinar

## Leading change in Work Zone Safety

Liz Waller | 21 October 2021



- 21**

roads under operation

**TOP 15**

listed company on the Australian Securities Exchange
- 2M**

daily trips across our roads

**9K+**

total workforce
- 8.9 M**

customers and road users

**3K**

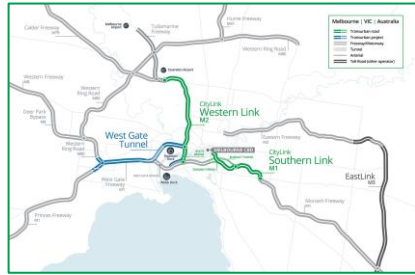
direct workforce
- 20+**

years of experience

**4th**

transport company globally in the Dow Jones Sustainability Index

Melbourne



Sydney



Brisbane



Montreal



Greater Washington Area



Our vision

# Zero

## Fatalities and serious injuries



# Data driving positive safety outcomes



## What we know



Overall non compliance	Set-Up	Works	Pack-Up
1 <sup>st</sup> Red X	23%	20%	14%
2 <sup>nd</sup> Red X	8%	2%	2%

### Reasons: unintentional

- Red X 'advisory'
- Don't know road rule
- Inability to merge

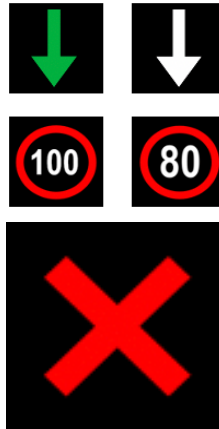
### Reasons: intentional

- No obvious hazard
- No workers on foot
- Disregard for rules

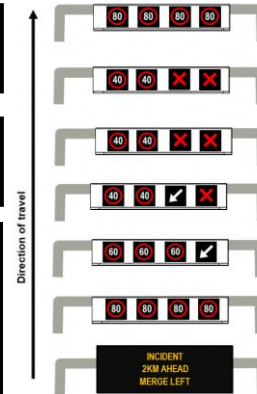
## What we did

### Linkt website

What do lane use management signs mean



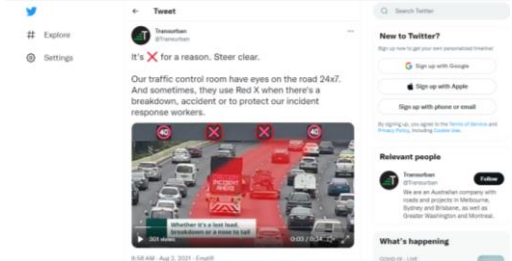
How the signs work



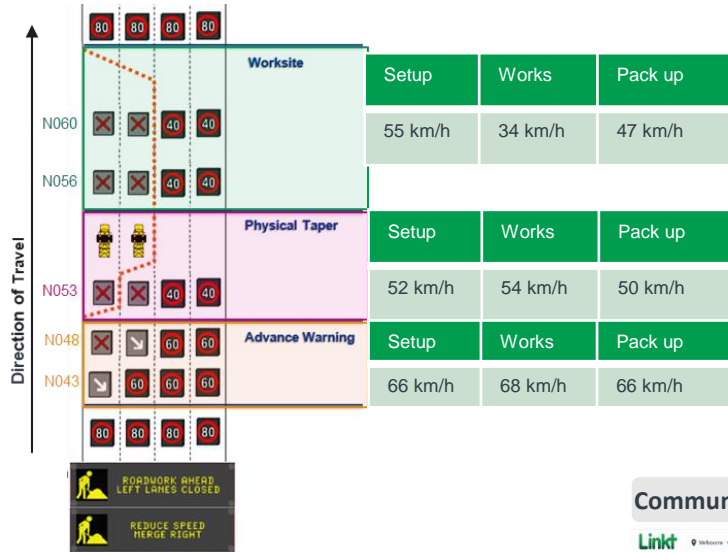
NOTE: Gantry Spacings are approx. 500m

### Community engagement

#### TV Media Item



## What we know

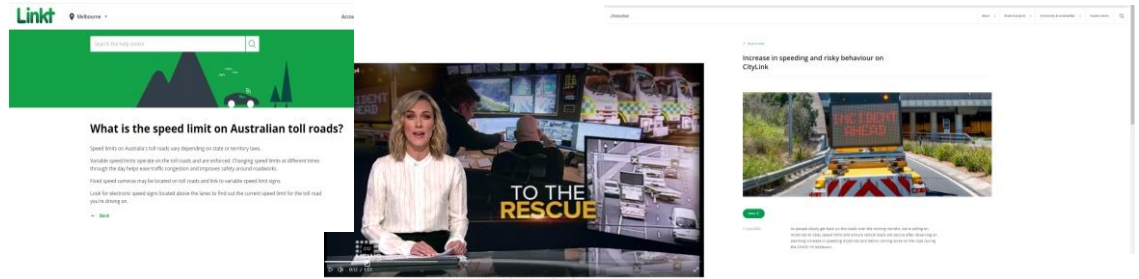


## What we did

### Customer research to understand sentiment and motivation for speeding

- Extreme/high-level speeding is a major concern – more than 20 km/h over the speed limit
- Motorists indicate that they feel unsafe, angry and annoyed
- 80% respondents have witnessed extreme speeding
- 10% admitted to driving at an extreme speed
- **Keeping up with traffic** was the main motivation for extreme speeding (48%)

### Community engagement



Our roads experience spill back and congestion at peak times and during incidents

We use existing and new data to understand risk and address safety issues

**TOMTOM**  **MOVE**

Slow queues spilling from off ramps into mainline during peaks

***Slow offramp speeds = leading indicator***

*Drive change*

**COMPASS**

'Emergency braking' indicate near misses with 70% during peaks

***Mainline 'near misses' = leading indicator***

*Drive change*

Transurban

Majority of crashes occur during peaks and most of these are 'rear enders'

***Mainline crashes = lagging indicator***

*Measure effectiveness*

# Innovating for safety





Transurban provides 24/7 incident response



Transurban has maintenance works, upgrades and major construction projects underway



How do we manage these works in a future of connected and autonomous vehicles?



- Transurban use cases – incident response and static closures
- Industry and key stakeholder demonstrations – other use case identified
- Ready for further development
- Opportunity for industry collaboration

Thank you

