mainroads WESTERN AUSTRALIA
CELEBRATING OUR CENTENARY YEAR 1926 TO 2026

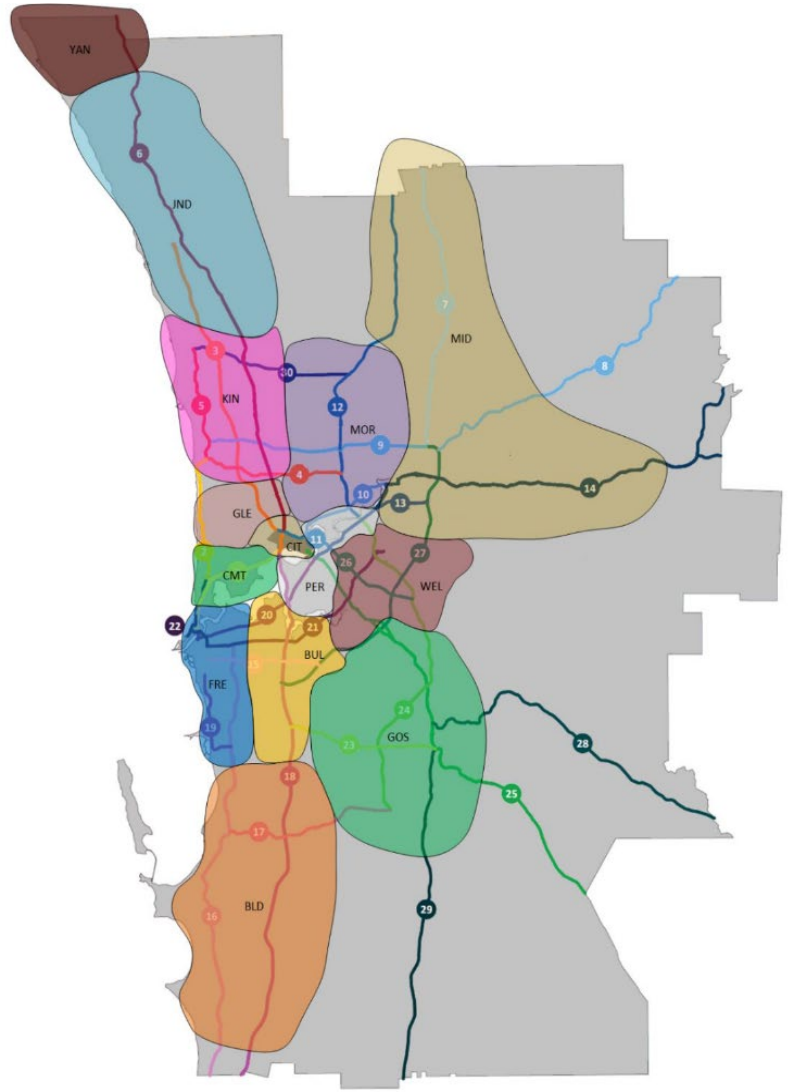
Keeping WA Moving

Main Roads Western Australia – Customer Update

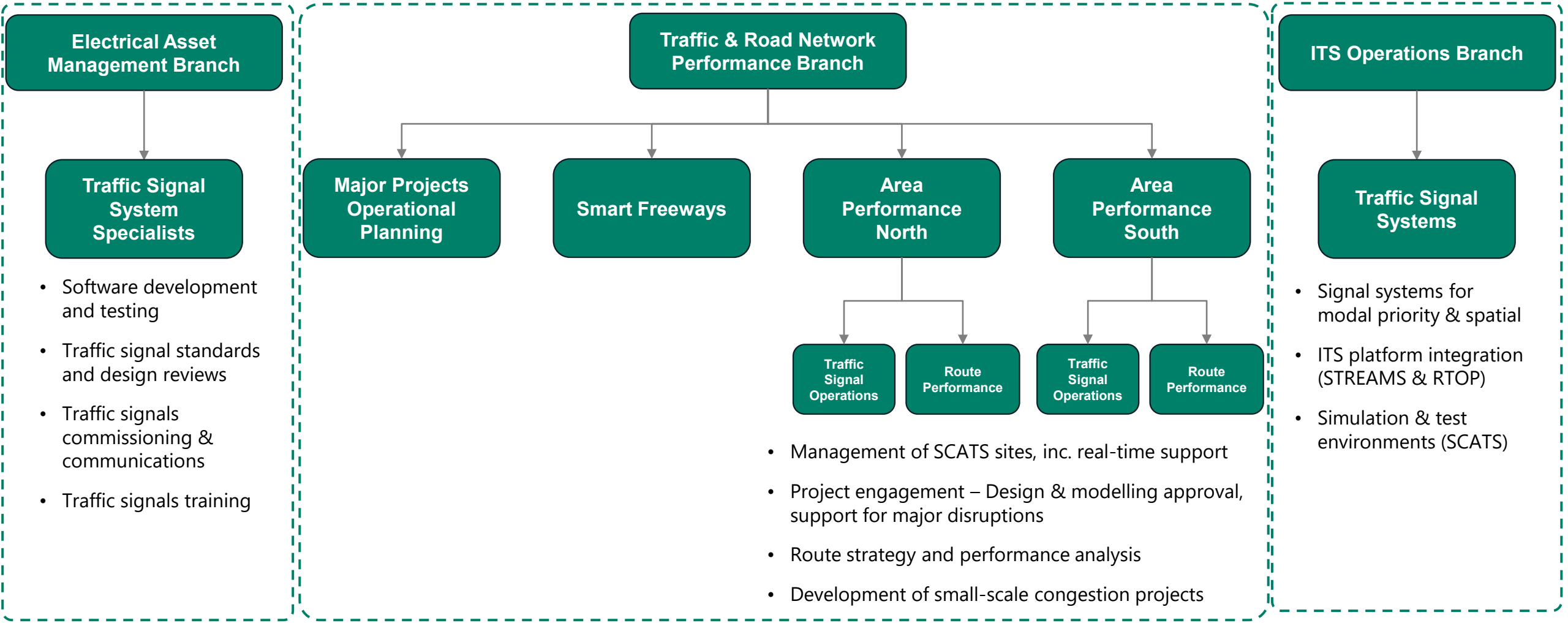
2026 SMUG Conference

Current state of the WA network

- Approximately 1,110 SCATS sites all managed by Main Roads
  - 427 State Metro, across 31 State Routes
  - 606 Local Metro
  - 77 Regional across 7 cities/towns
- 16 SCATS Regions, STREAMS overarching ITS Platform
- 40 local government authorities
- Road Network Operations Centre (RNOC) built in 2018
- All ATSC controllers, except 1x Eclipse and 1x PSC
- 2 Smart Freeways with 21 Coordinated Ramp Signals (CRS), running ALINEA/HERO in STREAMS

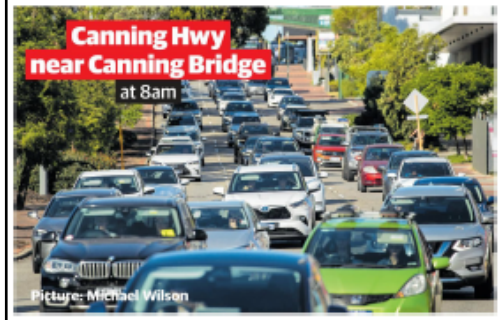


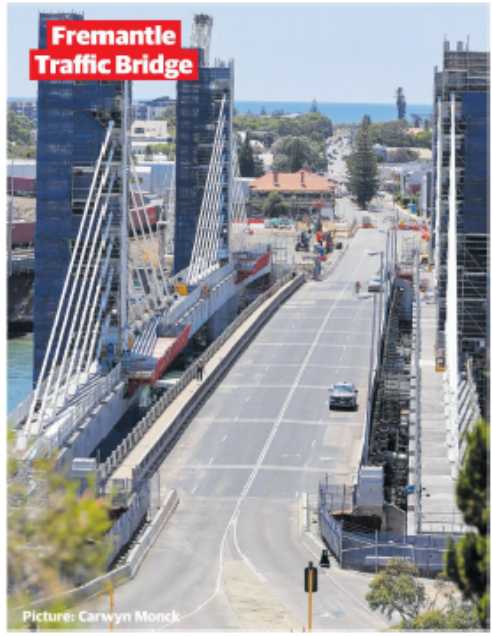
Main Roads structure & teams



Innovations & Key Projects

- Major project support for 12-month bridge closure
- 20 intersections modified, 18 ITS devices installed
- Consultation → Strategy → Design/Modelling → Operations (SCATS) → Performance analysis
- Innovative ‘Gating’ using queue detectors
- 3-leg metered roundabout (all legs)





Motorists cruise smoothly through Freo despite closure

BUILD A BRIDGE AND GET OVER IT

CAITLIN VINCI & BROOKE ROLFE

The closure of the Fremantle traffic bridge passed its first major test, with commuters bracing for a traffic crush experiencing a relatively “normal” Monday drive.

Authorities feared significant congestion as drivers adjusted to the 12-month planned closure of the major river crossing in Fremantle, but Main Roads WA reported few traffic issues.

“I would say today has been a successful day one,” Main Roads spokesman Alex Hendrick said.

“Obviously, we’ve still got a bit to go, but we’re confident in terms of how our strategy will work.”

Western Roads Federation warned traffic would worsen when shipping schedules brought more freight trucks to Fremantle Port.

Six ships are due next weekend and container transport volumes normally jump by about 25 per cent in March.

Drivers are also being warned that conditions may fluctuate as commuters reassess their routes and confidence grows.

“We’re anticipating in a few weeks for people to get used to the different changes that they’re encountering,” Mr Hendrick said.

“So what they experienced on the first day may be different to the second day — we may see heavier queues tomorrow, because people decide that things weren’t so bad.”

Fremantle mayor Ben Lawver described Monday morning as just like any other.

“People have got the message that the bridge was closed, so a lot of folks have already adjusted their schedule and their routines which is great,” he said.

The West Australian found it took barely any extra time to get from South Fremantle to North Fremantle than when the ageing bridge was operating.

A 1.3km trip from Ampol Fremantle East to John Street took just 11½ minutes — well below the feared 30 minutes.

“There was a gradual closure in the run-up,” Mr Lawver said.

“They shut a few lanes down on the traffic bridge itself and started to implement some of these road changes and network changes over a period of time, which, I would say, definitely helped raise people’s awareness about the closure.

“It wasn’t just like one day, boom, all of a sudden you couldn’t cross.”

Premier Roger Cook was pleased traffic flowed smoothly but encouraged people to continue to use public transport where possible.

“It’s an important day when you really test all that planning and preparation to make sure you get the flows of traffic that you need,” Mr Cook said.

“We’ve already undertaken some initiatives within the public transport authority to make sure that people can move freely and smoothly through the Fremantle area. That includes extra services plus extra free fare zones within Fremantle itself.”

Innovations & Key Projects

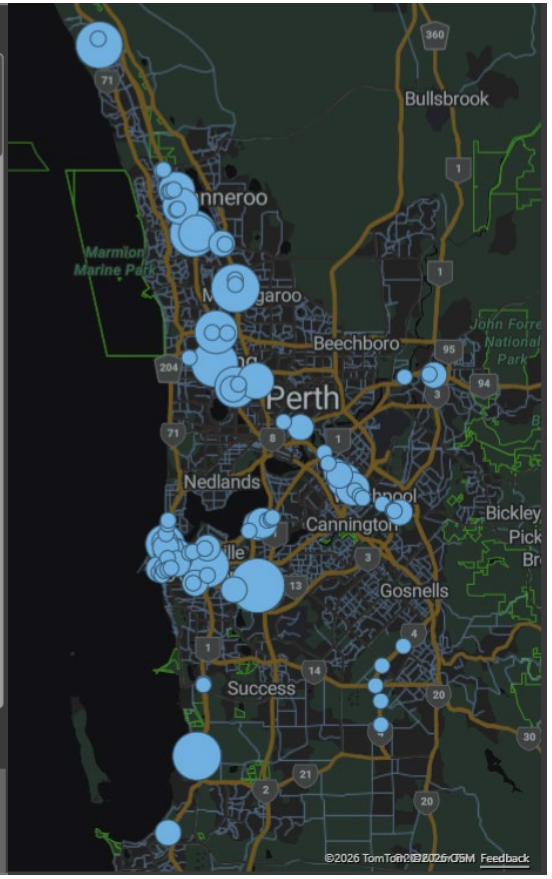
- Traffic Signal Timing Improvement Program (TSTIP)
- Data-let prioritisation of signal timing reviews
- Considers Cost of Congestion, customer complaints, time since last review
- On target for 150 sites optimised in the 2025/26 FY
- Cost of Congestion in 2024/25 was $2.86B

Site Details

Site Number	Type	Route	Site Description	Date Last Reviewed	Annual CoC	Connect Complaints	Review Priority	Review Status
LM00672	State	Reid Hwy	Reid Hwy & Erindale Rd	15/07/2025	$21,338,846	0	744	Completed
LM00354	State	Tonkin Hwy Outer	Tonkin Hwy & Welshpool Rd East	30/06/2025	$17,470,183	15	744	Completed
LM00308	State	Canning Hwy	Canning Hwy & Kwinana Fwy Southbound Off + On Ramps & Bus Lane to Canning Hwy WB	10/09/2025	$11,559,463	0	744	Completed
LM00438	State	Wanneroo Rd	Wanneroo Rd & Hepburn Av	29/07/2025	$11,380,912	10	744	Completed
LM00341	State	Tonkin Hwy Outer	Tonkin Hwy & Hale Rd	30/06/2025	$11,041,043	7	744	Completed
LM00402	State	Mitchell Fwy	Mitchell Fwy & Hutton St	16/09/2025	$10,713,067	6	744	Completed
LM00473	State	Reid Hwy	Reid Hwy & Reid Hwy - Mitchell Fwy Sth On & H016 Sth Bound - Reid Hwy Off & Balc	15/07/2025	$9,139,617	7	744	Completed
LM00825	State	Tonkin Hwy Outer	Tonkin Hwy & Armadale Rd	10/09/2025	$8,507,906	0	744	Completed
LM00272	State	Graham Farmer Fwy & Orrong Rd	Orrong Rd & Oats St - Lg Bdry	29/08/2025	$8,313,328	3	744	Completed
LM00665	State	Graham Farmer Fwy & Orrong Rd	Francisco St & Orrong Rd & Francisco Pl	29/08/2025	$7,747,807	0	744	Completed
LM00237	State	Graham Farmer Fwy & Orrong Rd	Orrong Rd & Off From/On to Leach Hwy	29/08/2025	$7,403,717	3	744	Completed
LM00384	State	Guildford Rd	Great Eastern Hwy & Lloyd St	22/10/2025	$7,256,023	1	744	Completed

TSTIP Status Summary

Completed	Planned	In Progress	Temporary Settings	None
79	18	23	8	982



Innovations & Key Projects

Freight Route Priority Trial

Reduce travel time, stops, congestion, and emissions for heavy freight vehicles (HFVs). Improve intersection safety by minimising heavy vehicle braking and rear-end collisions.

Technology Used:

- On-Board Units (OBUs) with telematics fitted on Heavy Freight Vehicles (HFVs).
- Priority Broker software solution for issuing freight priority requests
- SCATS Priority Engine (SPE) for managing freight priority requests requested by the Priority Broker.
- SCATS Adaptive Traffic Signals Management System

Participating Partners:

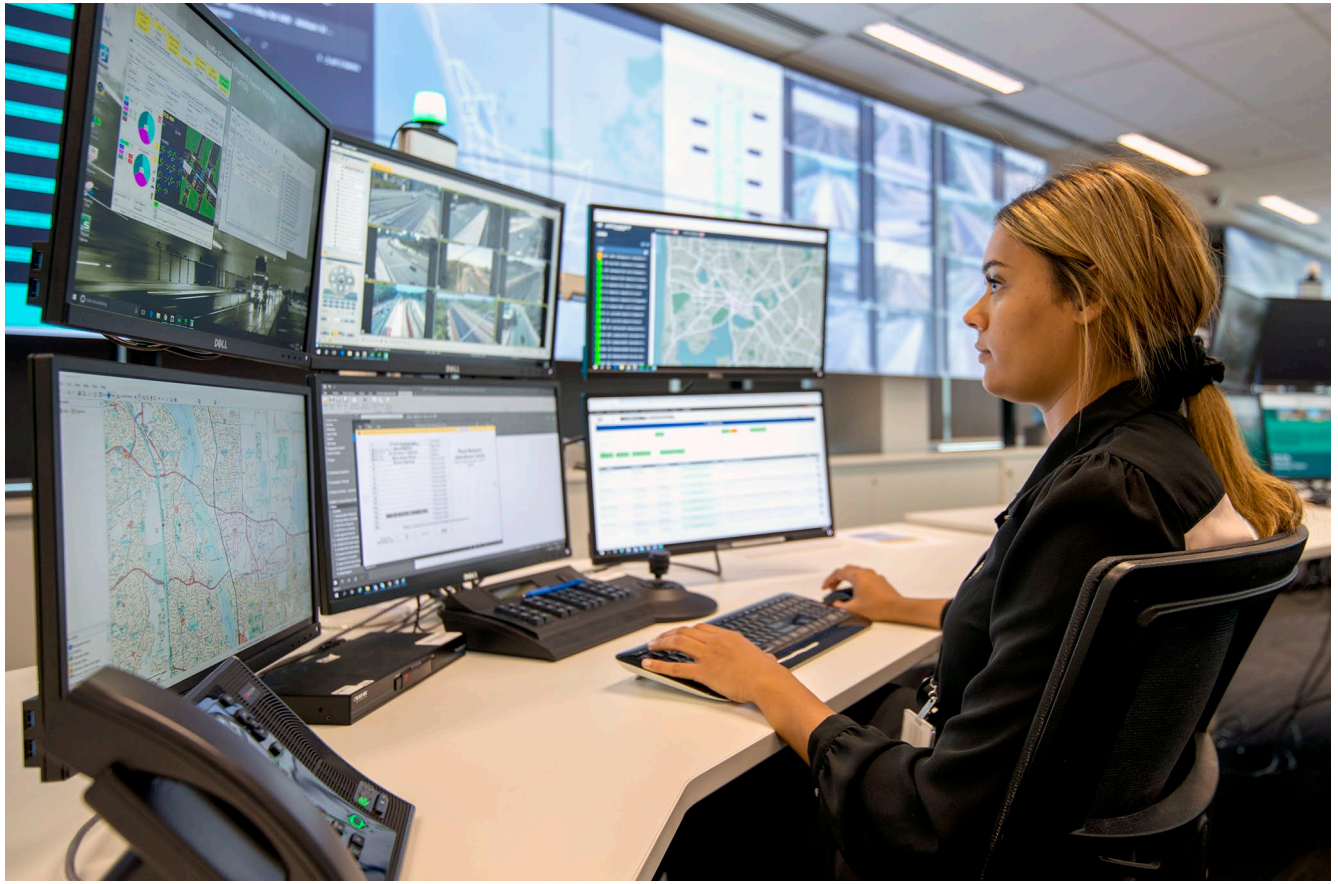
- Main Roads Wester Australia (MRWA) – Project Owner
- Telstra - Solution Provider (Priority Broker)
- MTData - In-vehicle telematics (On Board Units)
- iMove/PATREC/UWA, Curtin University - Research, Data Analytics and Reporting

Innovations & Key Projects

- Development of Design Standards for Traffic Signals
- Includes Adaptive Engineering (Software)
- Critical item in progress

Current pain points

- Loss of senior SCATS expertise
- Staff training and retention
- Internal structure & restructuring
- A shift in policy for signal design
  - Removal of filtering
  - Pedestrian controls
  - Legacy intersection layouts
- SCATSIM environment (IT Security)
- Commissioning process (many internal and external parties involved)



Thank you

Learn more at
mainroads.wa.gov.au