



Australian Government



**mainroads**  
WESTERN AUSTRALIA



# Bunbury Outer Ring Road

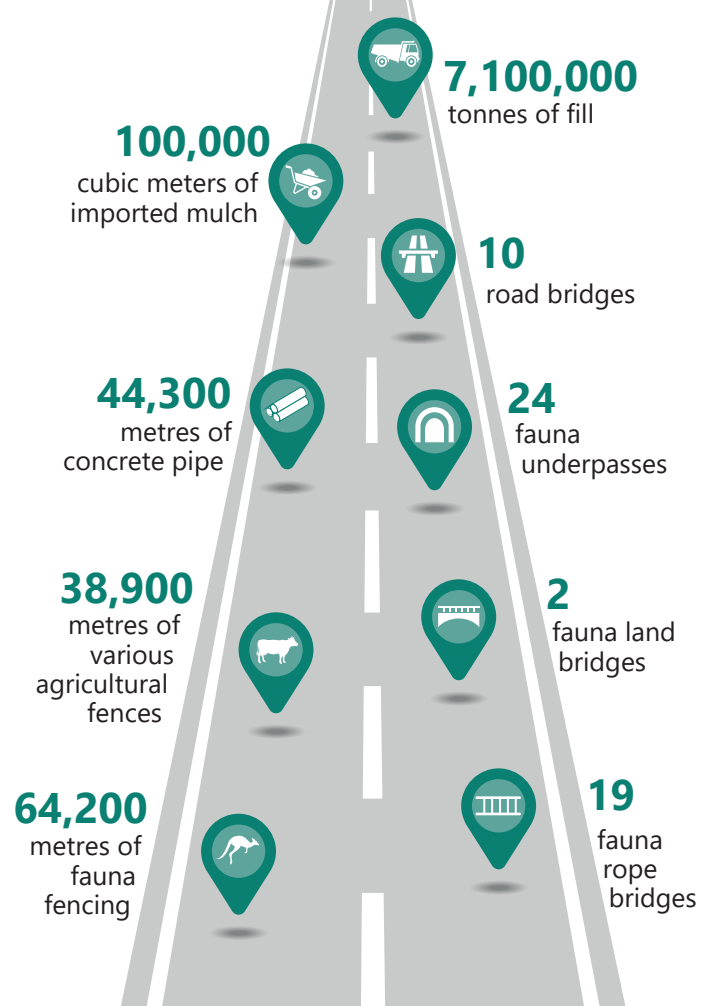
Stages 2 and 3 | August 2022

In October 2020, the detailed design and construction contract for the Bunbury Outer Ring Road (BORR) was awarded to the South West Gateway Alliance. Early commencement of earthworks and other enabling works were accelerated on the BORR in February 2021 to enable job creation and stimulate the local economy to aid recovery from the impacts of COVID-19.

In parallel to the enabling works, Main Roads and the South West Gateway Alliance developed a project scope and cost during the detailed design process. As a result of cost pressures due to a booming construction environment and scarcity of skilled local workers, the project design and construction scope was reviewed, and the budget revised to \$1.25bn, which includes a construction cost of \$1bn.

Additional scope elements have been included such as fauna and social amenity initiatives in Gelorup along with the inclusion of an innovative interchange design at BORR and Bussell Highway known as the 'Y' interchange. This is a first for Western Australian country roads and balances some of the key community concerns with the objective of delivering a free-flowing interchange.

At other locations on BORR, existing intersections will be upgraded or new intersections will be built, which can be expanded to interchanges in the future when traffic volumes increase and adjacent land is developed for residential or industrial purposes.



# Project Map

## Northern project area (Stage 2)

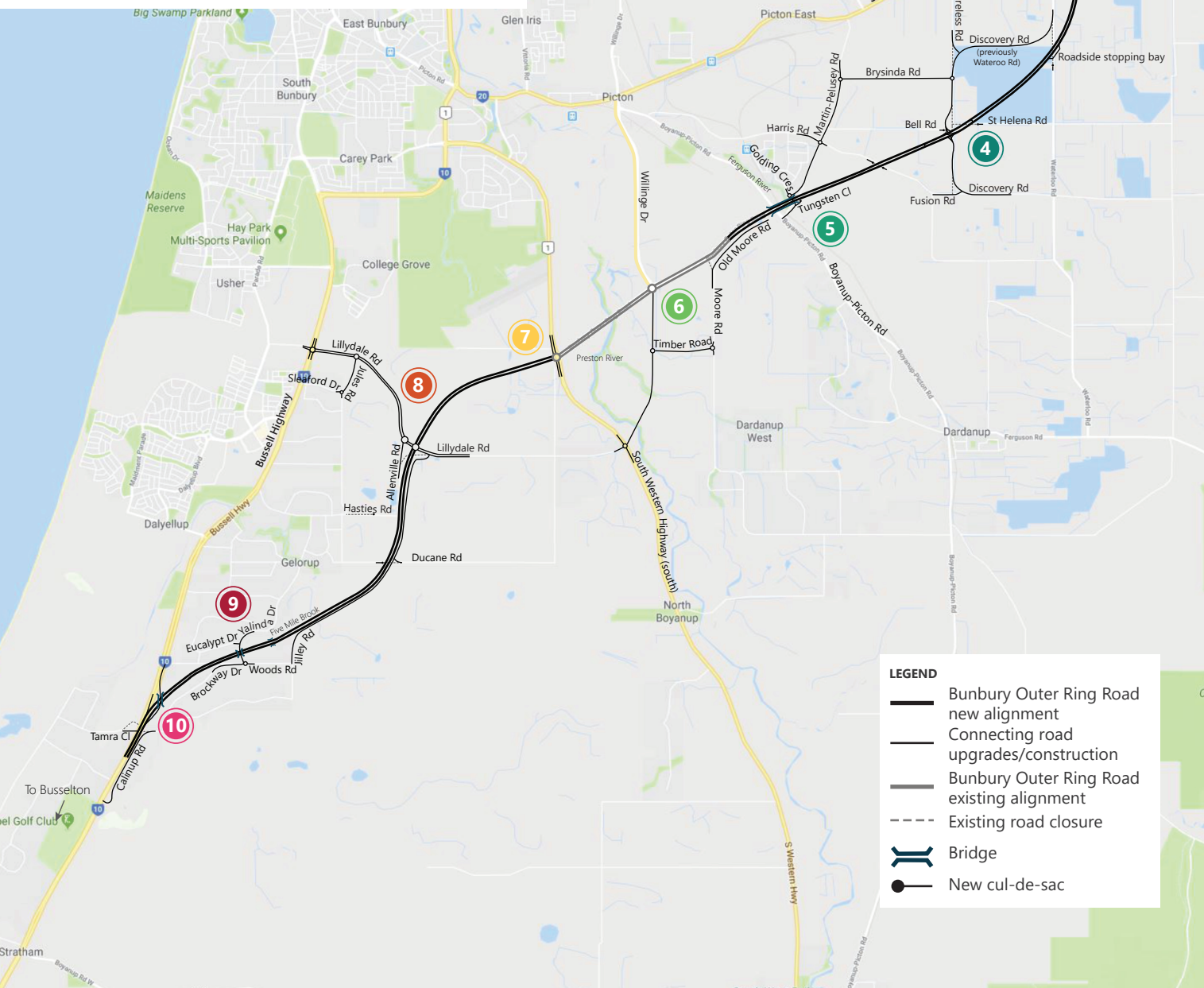
- 1 Paris Road / Clifton Road interchange
- 2 Raymond Road interchange
- 3 South Western Highway (north) interchange
- 4 Discovery Road intersection
- 5 BORR overpass of Golding Crescent, Ferguson River, Freight Rail and Boyanup-Picton Road

## Central project area (Stage 1)

- 6 Bunbury Outer Ring Road (Stage 1)

## Southern project area (Stage 3)

- 7 South Western Highway (south) existing roundabout
- 8 Lillydale Road roundabout
- 9 Yalinda Drive overpass
- 10 Bussell Highway Y-interchange



### LEGEND

- Bunbury Outer Ring Road new alignment
- Connecting road upgrades/construction
- Bunbury Outer Ring Road existing alignment
- Existing road closure
- Bridge
- New cul-de-sac

## The project scope explained as if traveling North to South on BORR.

- 1 A grade separated interchange will be built at Forrest Highway at the junction of Paris Road and Clifton Road. Clifton Road will be realigned at this intersection and the existing junction at Forrest Highway removed.
- 2 BORR will then travel south to connect at Raymond Road with a grade separated interchange. West of BORR, Treendale Road will be closed east of Ranson Drive and renamed as Tern Place. East of BORR, a new connection from Raymond Road to the existing Treendale Road will be built.
- 3 BORR will continue south over the Collie River to meet South Western Highway (north) where a grade separated interchange will be built providing access to South Western Highway and Waterloo Road.
- 4 To maintain local connectivity, Waterloo Road will be realigned to meet Wireless Road, and be renamed as Discovery Road. A new connector road will be built between the new Discovery Road and Martin-Pelusey Road.
- 4 Where BORR meets Discovery Road, there will be an intersection providing access onto and across BORR.
- 4 Discovery Road will meet the existing Waterloo Road south of BORR following the current Harris Road alignment.
- 4 East of BORR, Harris Road will be closed to BORR with a cul-de-sac and realigned to meet Discovery Road. It will be renamed Fusion Road.
- 4 West of BORR, Harris Road will be closed to BORR with a cul-de-sac. A new local roundabout will be constructed at the intersection of Harris Road and Martin-Pelusey Road.
- 4 Martin-Pelusey Road will be realigned to meet Golding Crescent at a new local roundabout which travels under BORR to provide access to Boyanup-Picton Road.
- 5 A new 382m bridge - the longest bridge in the South West - will take BORR over Golding Crescent, the Ferguson River, the freight rail line and Boyanup-Picton Road. It will connect with the existing Bunbury Outer Ring Road Stage 1 which was constructed in 2013.
- 6 Bunbury Outer Ring Road (Stage 1).
- 7 At the roundabout connecting the Bunbury Outer Ring Road with South Western Highway (South), BORR will continue south to meet Lillydale Road at a roundabout.
- 8 In a new link to Bussell Highway, Lillydale Road will continue west before it connects with Bussell Highway at an upgraded roundabout which was previously the intersection with Centenary Road.
- 8 In Gelorup, Jules Road will connect to the new Lillydale Road and Bussell Highway for local Gelorup road users. Hasties Road will be closed before Jules Road and an alternate access road will be provided for the existing quarry.
- 9 BORR will continue south under Yalinda drive bridge to maintain connectivity with Woods Road and Brockway Drive.
- 9 To the west of BORR, Woods Road will remain connected at Bussell Highway and be realigned to a junction with Banksia Drive.
- 10 BORR will meet Bussell Highway at an innovative 'Y' interchange that has been designed for free-flowing traffic with fewer retaining walls than other proposed designs and less impact on adjacent properties.

### Fauna protection



To prevent kangaroos from finding themselves on BORR, fauna fencing will be installed along the majority of the alignment with innovative one-way 'gates' positioned at key locations to release any kangaroos that may find their way into the road reserve.



19 fauna rope bridges will be installed to maintain fauna connectivity across the alignment, with nine in Gelorup.



24 fauna underpasses and two fauna land bridges will be specifically designed to enable wildlife to safely travel across BORR, including the Western Ringtail Possum.

### Proposed walking and cycling paths

The future shared path network is still under consideration and will be subject to further community consultation before the path network is finalised.



# Bunbury Outer Ring Road

## Project Benefits

-  Improved freight efficiency with a more direct route to Bunbury port and the separation of freight and local traffic from the current network.
-  A safer road system reducing congestion and interaction between freight and local traffic in central Bunbury.
-  More reliable journey times for all road users removing the need to navigate through 13 sets of traffic lights and one rail crossing.
-  Providing the road infrastructure to enhance Greater Bunbury's position as an industrial hub for the South West region.
-  Extending the service life of existing arterial roads, currently used by trucks, minimising future local upgrade treatments.
-  Reducing the need for heavy vehicles to mix with local traffic on local roads.
-  Spending a minimum of \$450 million with local South West businesses.
-  Spending a minimum of \$30 million with Aboriginal businesses.
-  Ensuring 5 per cent of all contracts over \$50,000 are awarded to Aboriginal business.
-  A minimum of 10 per cent of the project's construction workforce will be Aboriginal people.
-  Generating long term job opportunities for locals.
-  Creating training and job opportunities for entry level positions.
-  Training and upskilling unemployed and job transitioning people in the community.

## Project Timeline

