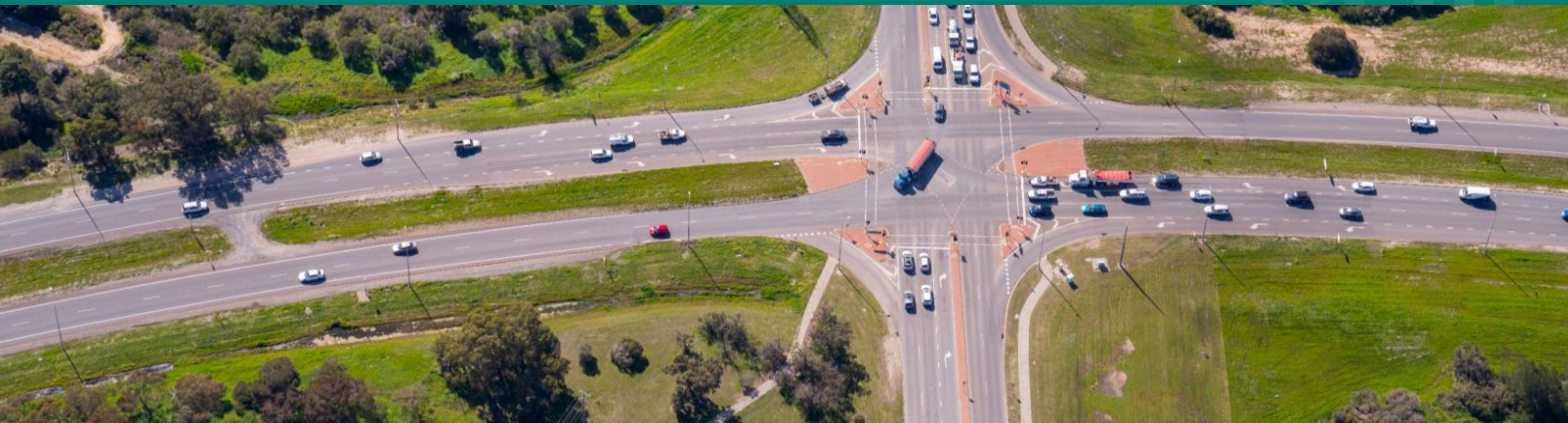


EastLink WA

Planning and Development

Access and Connectivity



Overview

Planning for highway access and connectivity

The Perth Adelaide National Highway (PANH) is being planned as a 'control of access' highway. This means access points and movement on and off the highway will be purposefully located along the route. This will provide a safer and more efficient driving environment, as vehicles will be able to travel at consistent speeds.

An Access Strategy has been developed for the project which is integral to the planning of the highway. The Strategy considers how the highway will function and identifies:

- key connections required along the route including interchange / intersection types and locations
- the local access roads needed to service the highway
- the movements required at each access point location and connection
- walking and cycling connectivity
- bushfire access and egress.

How has the Access Strategy been developed?

We first reviewed the previous planning work which considers future access and connectivity to the highway and worked closely with relevant State Government stakeholders, the City of Swan, Shire of Mundaring and Shire of Northam to determine the most suitable connections and access points across the alignment.

In 2021, we began conversations with road users, residents and the wider community across the project area to gain an appreciation of important connections and how local communities use the road network.

Between January and June in 2022 we engaged landowners and the community across several forums to refine the Access Strategy for the project. These activities predominantly took place online through [My Say Transport](#) and were supported by five community drop-in sessions held in Dayton, Gidgegannup, Woorloo, Bakers Hill and online. Engagement with directly affected landowners on property specific impacts and access requirements also took place during this time.

A summary of [what we heard from community](#) about Access and Connectivity and broader project aspects is available on [our website](#).



What is proposed at Reid Highway and Altone Road and Daviot Road / Drumpellier Drive?

A grade separated interchange is planned at Reid Highway / Altone Road which will see Reid Highway bridged over Altone Road providing connectivity in all directions.

A grade separated interchange is planned at Reid Highway and Daviot Road / Drumpellier Drive which will see Daviot Road / Drumpellier Drive bridged over Reid Highway providing connectivity in all directions. Both interchanges have been funded for construction which is expected to commence in 2024.

What is proposed at Reid Highway and Henley Brook Avenue?

A grade separated interchange is being planned at Reid Highway and Henley Brook Avenue (currently West Swan Road). Henley Brook Avenue is a future planned road managed by the City of Swan. The connectivity north and south of this interchange is currently under investigation. This interchange is funded for construction.

What access is being planned for Swan Christian College?

From our engagement with the community, we acknowledge the Swan Christian College community want to see safety and traffic congestion addressed during peak drop off and pick up times at Swan Christian College and we've worked with the school and neighbouring landowners to design access which considers future access needs for all parties.

While we are still finalising some of the detail regarding access to the school along Great Northern Highway and at Yule Avenue, it is intended that the entry and exit points of the school will include signalised intersections to allow safer movement for traffic entering and exiting, and to allow pedestrians and cyclists safe access via a dedicated shared path.

What is being planned for cyclists and pedestrians along Reid and Roe Highways?

A Path Network Plan is being developed to guide the planning of cycling and pedestrian infrastructure along the route.

We are planning for a Principal Shared Path (PSP) on the south side of Reid Highway from Altone Road to Great Northern Highway and on the west side of Roe Highway from Great Northern Highway to Great Eastern Highway. The PSP is also planned to extend through to Gidgegannup along the south side of PANH.

Connections to suburbs will be provided at all interchanges and existing underpasses and overpasses. Existing path infrastructure will be retained where possible.





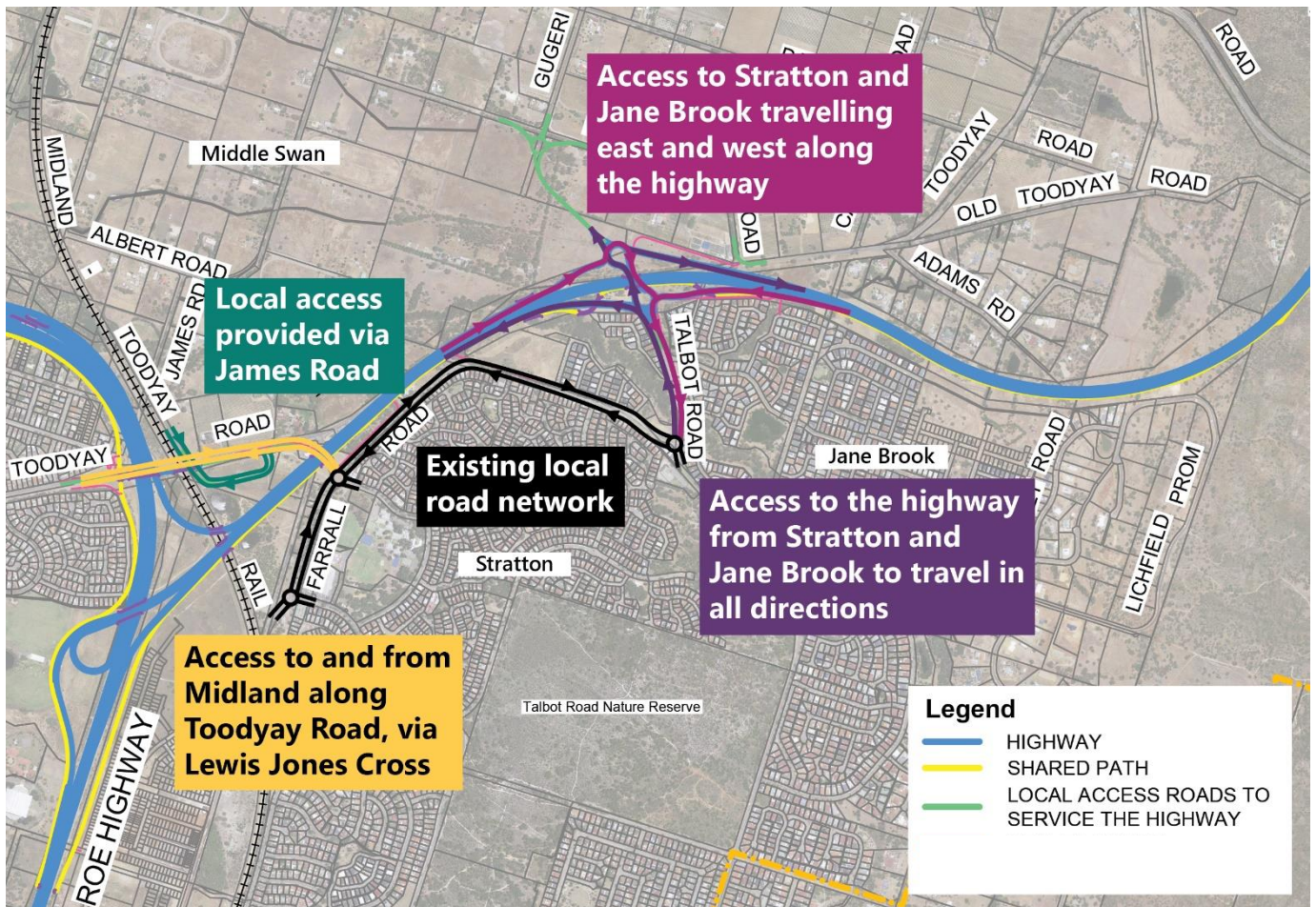
How is access to Stratton and Jane Brook being considered?

Due to PANH being planned as a 'control of access' highway, several existing connections in the vicinity of the suburbs of Stratton and Jane Brook are proposed to be removed, this includes the current Toodyay Road connections to Roe Highway.

Residents in Stratton and Jane Brook will be able to access PANH in both directions at the proposed Talbot Road interchange. Residents will be able to travel to and from Midland via Lewis Jones Cross and Toodyay Road, however, Lewis Jones Cross will not have a direct connection to PANH. Partial connectivity will also be provided at Morrison Road.

It is important that PANH be planned to a standard appropriate for a National Highway with connections at suitable locations only, and accordingly we acknowledge that local residents will be required to change how they currently use the network.

See the movement map below which shows the proposed access.





What determines the extent of the interchanges planned for Perth Adelaide National Highway (PANH) and Morrison Road?

Roe Highway interchanges at Perth Adelaide National Highway (PANH) and Morrison Road have been designed to cater for future traffic volumes up to the year 2051.

The Roe Highway / PANH interchange must meet crucial requirements for safe and free-flowing connectivity between major highways, while also accommodating efficient truck movements between freight corridors.

To cater for future traffic volumes and connectivity requirements, both interchanges have been designed to be as compact as possible. However, some impacts outside of the existing road reserve can't be avoided.

What connectivity will be provided at Roe Highway / Morrison Road?

Earlier planning work included Roe Highway passing over Morrison Road as a flyover, with no connection for road users between the two roads. Following engagement on this concept in 2022, the community told us they would like to see connectivity considered at Roe Highway and Morrison Road.

As a result of this feedback and due to wider connectivity demands in the Midland area, we have reviewed this interchange. The design has been updated to provide partial connectivity through north-facing ramps, allowing road users to travel north on Roe Highway from Morrison Road and to travel south from Reid and Roe Highways to exit onto Morrison Road. Pedestrian and cycling facilities will be provided along Morrison Road to connect to the Principal Shared Path network.

Why can't a full connection be provided at Roe Highway / Morrison Road?

We acknowledge some members of the community would like to see an upgraded interchange that allows movement in all directions at Roe Highway and Morrison Road. We assessed options for both northern and southern connections at Roe Highway and Morrison Road.

Unfortunately, due to land limitations south of Morrison Road and the proximity of the existing Great Eastern Highway interchange, implementing a southern connection at Roe Highway and Morrison Road is not a viable option.

What are the impacts of providing north-facing ramps onto Roe Highway at the Morrison Road interchange?

While north-facing ramps have been designed to be as compact as possible, there are some unavoidable impacts adjacent to Roe Highway that extend beyond the existing road reserve. We have worked closely with the City of Swan to refine the design of the interchange and reduce these impacts as much as possible.

East of Roe Highway, the off-ramp is proposed to be within the powerline easement adjacent to the Movida Estate. By using this land, we have reduced impacts to the west of Roe Highway as much as possible.

West of Roe Highway, the on-ramp affects City of Swan and State Government owned land, used by the Midland Men's Shed, the Progressive Axeman's Club and VenuesWest SpeedDome.

We've engaged with representatives of each organisation to better understand potential impacts to their operations and discuss possible solutions to be considered at a future stage of the project.

What access to Roe Highway is proposed to change?

Southbound entry to Roe Highway from Morrison Road and northbound exit to Morrison Road from Roe Highway will no longer be available. Road users will be required to use the Great Eastern Highway interchange to travel south on Roe Highway and to access Morrison Road from Roe Highway northbound.

What access to Morrison Road is proposed to change?

Access to Morrison Road is proposed to change for businesses located east of Roe Highway within the Midvale industrial precinct. South of Morrison Road, the Ultimate Design allows for a left-in-leftout intersection at Orchard Avenue, meaning right turn access would no longer be provided.

Access to Midvale Shopping Centre has been provided via Orchard Avenue, however, the possibility of including right turn access into Orchard Avenue will be explored at a future stage of the project.

Access changes for Morrison Road west of Roe Highway may affect how some members of the community use Swan Avenue. Swan Avenue is proposed to become a cul-de-sac, with no direct connection to Morrison Road.

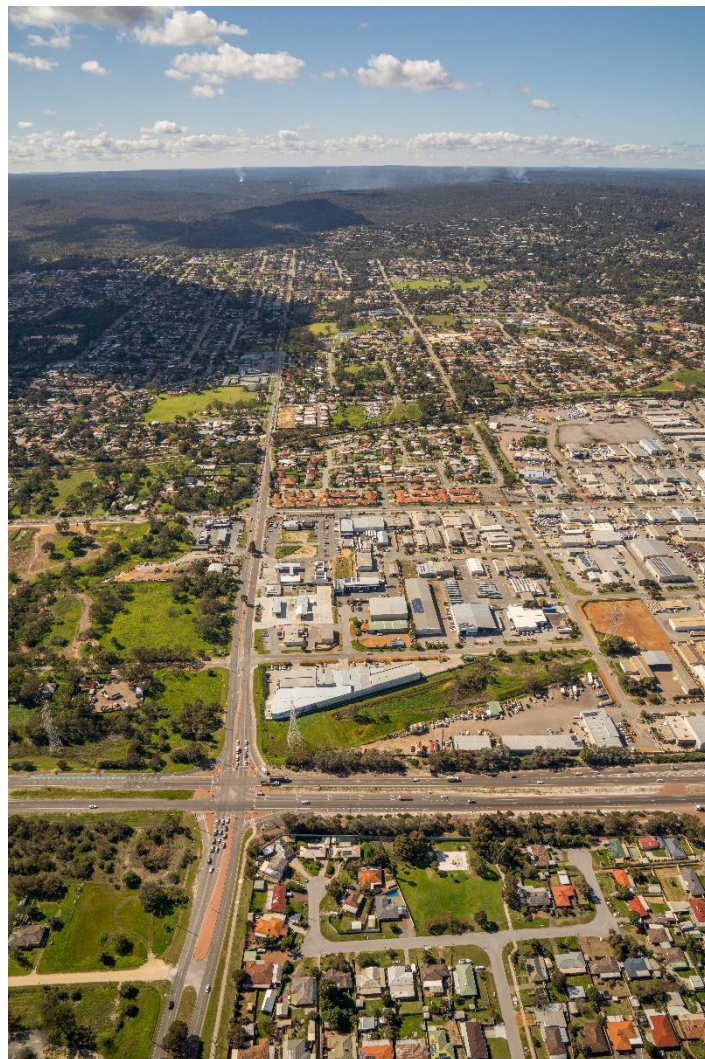
Gray Drive would continue to provide access to Ron Jose Oval Pavilion, Swan Districts Netball Association, and Swan Park Theatre Calisthenics Centre and would include a new access route for users of the Midland Men's Shed.

How will the playing fields at North Swan Park be affected by the PANH interchange?

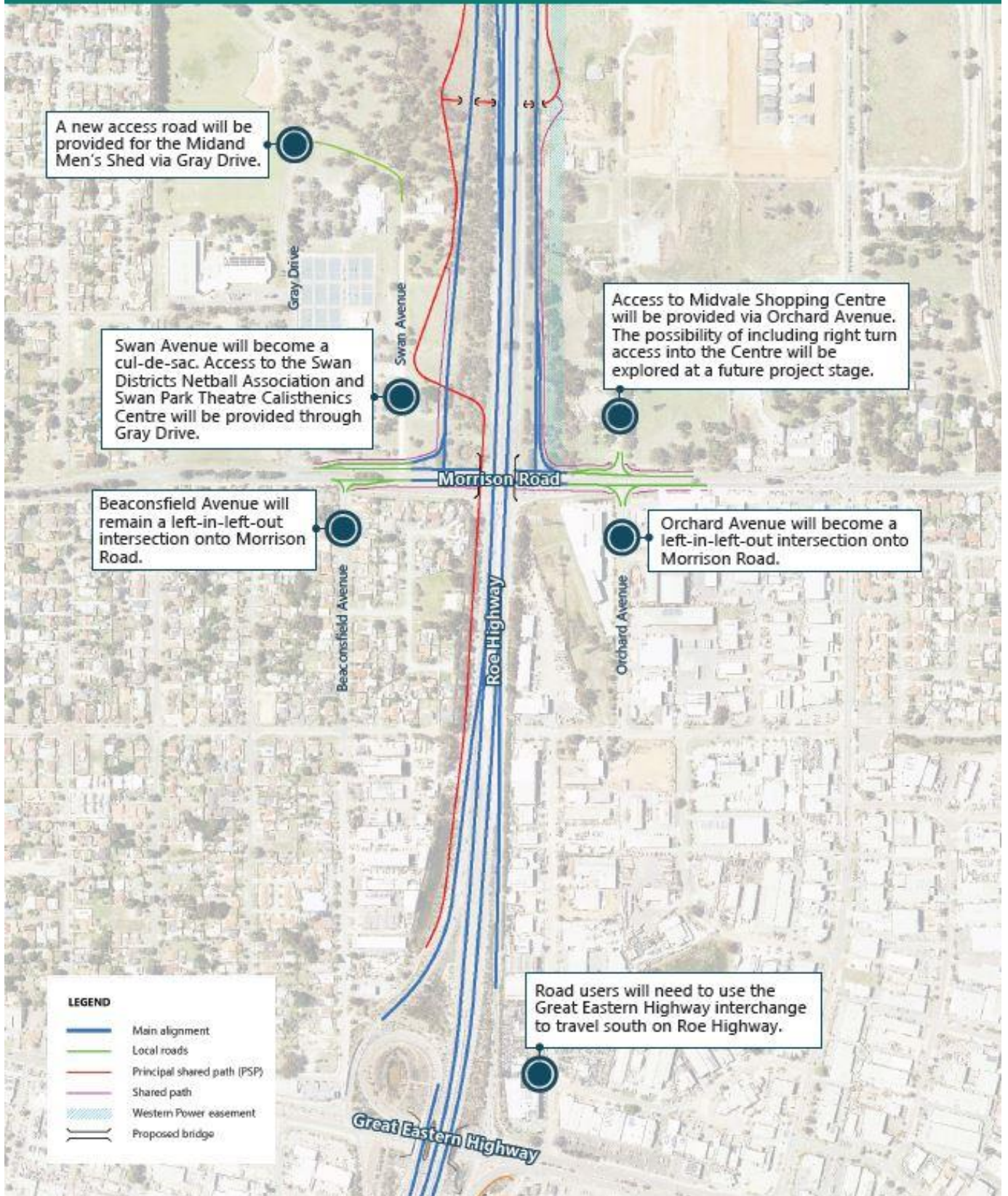
We have worked to minimise the impact on North Swan Park, recognising its importance as a recreational area for the community within the City of Swan.

The interchange is located close to the playing fields at North Swan Park and affects the batting cage facilities used by the Swan Districts Baseball Club.

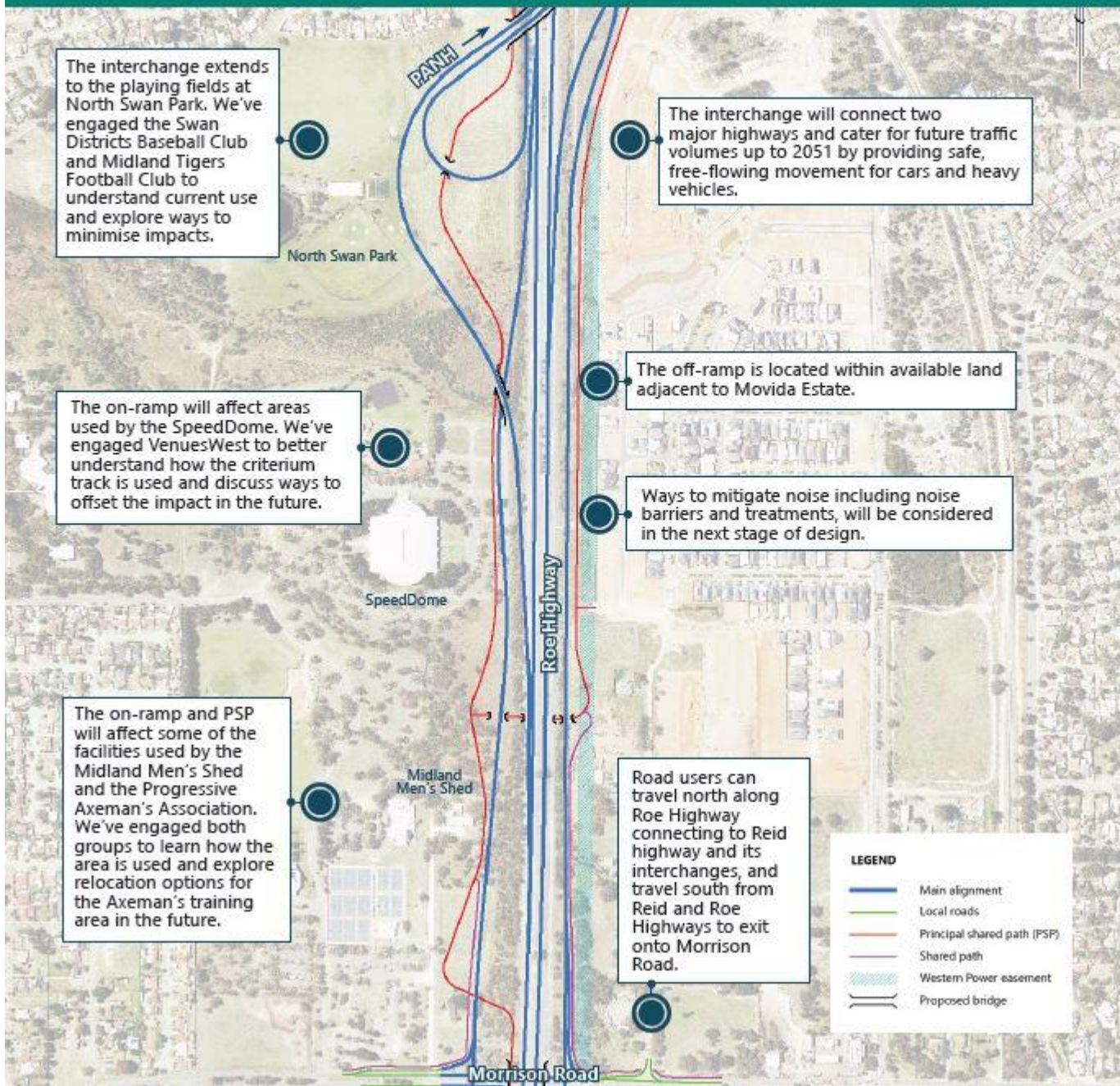
In collaboration with the City of Swan, we have engaged representatives of the Swan Districts Baseball Club and Midland Tigers Football Club to better understand potential impacts to activities and discuss possible solutions to be considered a future stage of the project.



Planning for Roe Highway / Morrison Road Interchange



Planning for Roe Highway / Perth Adelaide National Highway (PANH) Interchange





How will the interchanges and intersections be designed?

Roe Highway to Gidgegannup will be designed to freeway standard, which will include 'freeway style' interchanges with entry and exit ramps onto the highway. Gidgegannup to Northam will be designed as a rural highway with several interchange and intersection types, providing all movement or left in / left out only access at different locations.

What determines the size and scale of the interchanges being planned?

The size and scale of the interchanges are being planned to cater for forecast traffic volumes up to 2051, which is what we call the Ultimate Design for the highway.

The current planning and development phase of the project involves undertaking a range of planning studies to refine the Ultimate Design concepts for the highway. It is important to undertake the ultimate planning to ensure the land required for the project is understood now and in parts reserved for a future transport corridor.

What is the road width, speed limits and gradient being planned along the highway?

Perth Adelaide National Highway is being planned as a dual carriageway, a class of highway with divided carriageways for traffic travelling in opposite directions separated by a central reservation or median. Each carriageway is approximately 13m wide and will accommodate two-lanes of traffic. The median will vary in width along the route from 1m (with a central barrier) to 20m.

Road users will be able to travel at a consistent speed the entire journey, as access to the highway will be controlled through purposefully selected interchanges and intersections. While the speed limit is not yet determined, it is anticipated to be 100km/h or 110km/h.

Between Roe Highway and Northam, the project is targeting a maximum gradient of 5 per cent which will improve the efficiency of vehicles, especially freight vehicles, travelling between Perth and Northam. Great Eastern Highway currently has a 7 per cent grade making it a steeper and a more undulating route.

Will driveway access to the highway be provided?

We are planning for a 'control of access' highway, meaning no direct driveway access will be provided. Service roads will run parallel to the highway to provide access to directly adjacent properties. Connection of these service roads to the highway will be provided at selected points.

How much time will I save travelling from Perth to Northam?

Travel times from Midland to Northam will be reduced by approximately 13 minutes during off-peak and 33 minutes during peak periods.

What heavy vehicles will use EastLink WA?

EastLink WA is being designed to allow access for RAV7 heavy vehicles (36.5m combinations) between Perth and Northam.

How has bushfire access and egress been planned?

Access and egress during bushfire events are a key part of planning and we recognise the importance of this aspect of the project for the community. The project will comply with the State Planning Policy 3.7 which guides the planning of infrastructure in bushfire prone areas and as such, the local access roads have been planned to meet bushfire requirements for communities along the alignment.

We have engaged an independent fire expert who has been involved in the refinement of the Access Strategy and has worked closely with the Department of Planning Lands and Heritage (DPLH) and Department of Fire and Emergency Services (DFES) to ensure the Access Strategy considers the needs of State emergency response authorities and alignment to various State and local planning schemes.

In collaboration with DFES, we have worked with the City of Swan, Shire of Mundaring and Shire of Northam to ensure the access and egress being planned meets the needs of local brigades and community.

We met with volunteer brigades in the City of Swan to present the local access strategy and sought feedback on current and future operational requirements to refine the Access Strategy.



How can I access Campersic Road?

We acknowledge that Campersic Road is a popular route used by road users to access the eastern section of the Swan Valley.

As PANH deviates from the current Toodyay Road through this section, access to Campersic Road will be provided through the proposed Talbot Road interchange. From here, road users can travel north along a newly aligned Gugerri Road and head east along Oakover Road or Dalgety Road to then access Campersic Road. Alternatively, road users can travel east along Wilson Road from the proposed Gugerri Road / Wilson Road roundabout and continue their journey along Campersic Road.

See the movement map below which shows the proposed access:

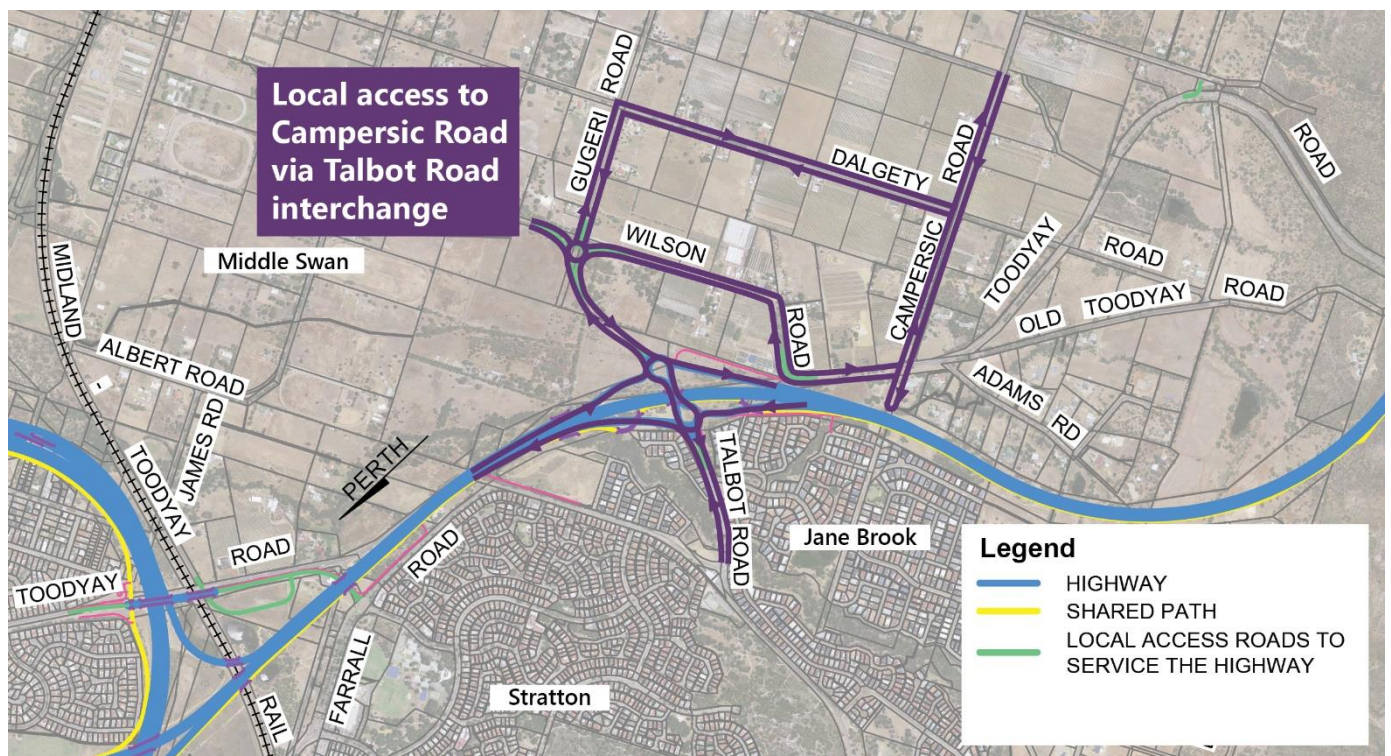
Why is there no direct access provided from Campersic Road to PANH?

We acknowledge that some road users will be required to change how they currently access Campersic Road.

The location of the interchange at Talbot Road and the northern link along Gugerri Road is based on minimising land impacts and catering for higher traffic demands which will be generated by the growth in residential areas of Jane Brook and Stratton.

Based on the need to locate the interchange at Talbot Road, if there was to be a direct connection to Campersic Road, it would have a greater impact to private properties. The selected route that connects to Gugerri Road has a lesser impact to private properties and mostly traverses undeveloped state and private land.

We are working with the City of Swan on future considerations for the local road network as Gugerri, Oakover and Dalgety Roads may require upgrades in the future to facilitate an increase in traffic as well as signage/wayfinding to promote access to Campersic Road.





Why doesn't the alignment follow the existing Toodyay Road over the Darling Scarp?

As part of the historical planning work, the PANH road alignment (formerly 'Orange Route') was reserved through this section of Jane Brook and Red Hill within the Metropolitan Region Scheme (MRS) in 1994.

The previous planning work determined this was the most suitable route to travel over the Darling Scarp as it reduced the steepness that vehicles, particularly freight, would have to travel.

Since then, the State Government has secured land for the purpose of a future transport corridor, which includes the section of PANH that traverses to the north of Jane Brook.

The communities of Jane Brook, Red Hill, Gidgegannup and surrounding areas have been established or have since grown with consideration of this corridor.

Why is The Springs Road being considered as a new access road between Reen Road and Reserve Road?

We acknowledge that some property owners between Reen Road and Reserve Road would like access provided via a future proposed road within the City of Swan structure plan, Daroomoorluk Road.

The Springs Road is the most suitable access road to service PANH as it provides the most direct link between Reen Road and Reserve Road interchanges and is a more suitable access road to comply with bushfire access and egress for the area.

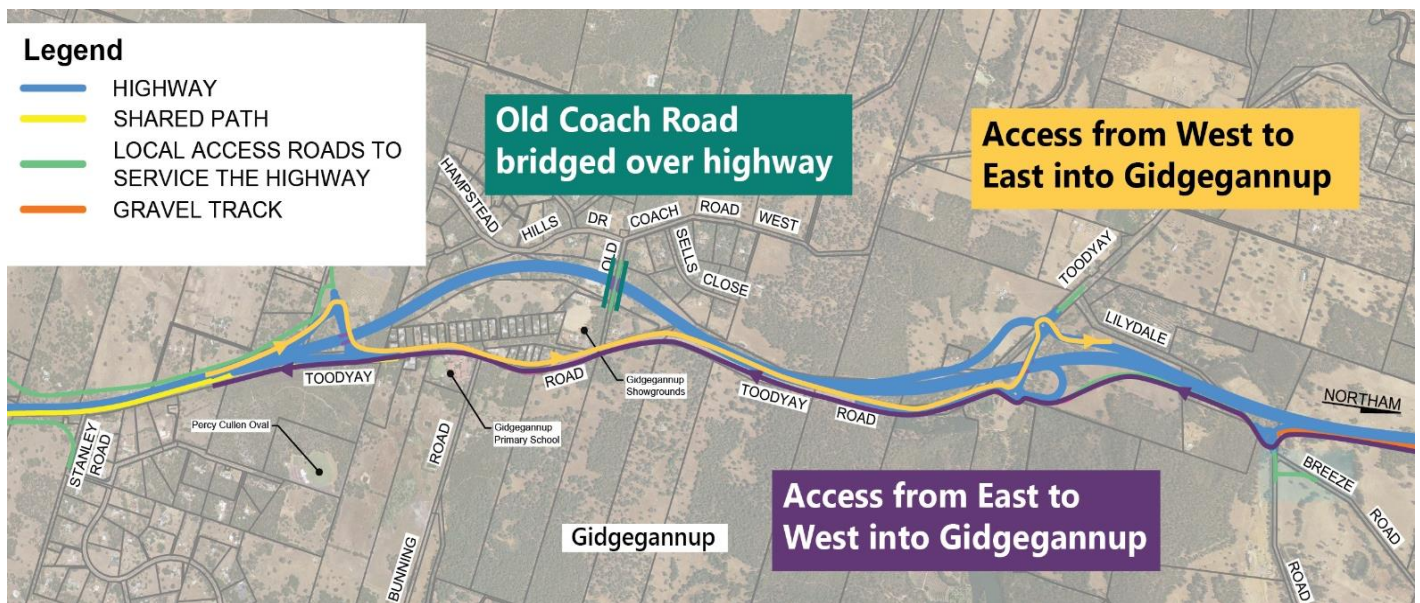
How will I be able to access the Gidgegannup townsite, local businesses and the Primary School?

The highway is proposed to pass to the north of Gidgegannup town. The alignment was established this way to ensure heavy vehicles and regional traffic would not pass through the centre of town, adversely impacting the safety and amenity of residents.

Toodyay Road will continue to provide local access to Gidgegannup town including Gidgegannup Primary School, local businesses and community facilities.

When travelling on the proposed highway, access will be provided from the west through the Perth Adelaide National Highway (PANH) / Reserve Road interchange and from the east through the PANH / Toodyay Road Interchange. North and south connectivity will be provided through these interchanges and a north-south link will be retained by bridging Old Coach Road over the proposed highway.

See the movement map below which shows the proposed local access to Gidgegannup:





What is being planned for cyclists and pedestrians to Gidgegannup?

We are planning to extend the Principal Shared Path (PSP) along the south side of the PANH, from Midvale through to Gidgegannup and are planning for a Shared Path to extend through the Gidgegannup townsite along Toodyay Road, which will remain as a local road.

From Gidgegannup to Northam, we are investigating on-road cycling along the highway and are planning for a new gravel track from Lilydale Road to Werribee Road to connect cyclists, hikers and horse riders to the Kep Track.

How will I be able to access Wundowie?

When travelling along PANH, full movement access to Wundowie will be provided via the proposed Hawke Avenue interchange, which will allow access in both directions along the highway.

Alternatively, when travelling east along PANH access to Wundowie can be taken via the left-in-left-out intersection at Doys Road, connecting through to Wundowie via Werribee Road and McMullen Road. Or via the left-in-left-out intersection at Sims Road, connecting back to Wundowie via Coates Road and Hawke Avenue.

How is the Kep Track being considered?

The Kep Track between Wundowie and Clackline is affected by the proposed alignment of PANH in some unavoidable locations. We know the importance of the Kep Track for local residents and visitors to the region and we are committed to protecting this asset as much as possible.

We have recently engaged the community and key user groups on aspects of the Kep Track, including how people use and experience the Track. We did this through an online community survey and two Kep Track User Group forums which the Shire of Mundaring and Shire of Northam took part.

Our engagement on the Kep Track confirmed that community want to see, as much as possible:

- the natural character and bush setting of the Track maintained
- limited interactions with roads and road traffic
- functionality and experience of the Track maintained (gravel surface)
- respect given to areas of social, cultural and environmental significance.

To learn more about the engagement and insights from our Kep Track survey and user groups forums, see the '[what we've heard summary](#)' on the EastLink WA website.

What changes to the Kep Track are proposed?

Between Werribee Road and Hawke Avenue in Wundowie, the Kep Track has been designed as a gravel track which will be located to the south of the proposed highway to maximise the buffer of bushland and minimise the number of times the Track needs to cross the highway.

At Hawke Avenue, a north-south Track connection is proposed under the bridge to cater for safe crossing for a variety of users including horses, with future opportunities to provide screening from vehicles.

Between Hawke Avenue and Koojeda Road, the Kep Track is proposed to follow the northern side of the highway as part of the Woondowing Nature Reserve, using existing trails to maximise the natural bush setting.

Between Bakers Hill and Clackline, the existing Kep Track alignment has been retained as much as possible.

What access and connectivity is being planned between Clackline and Northam?

The section of the highway between Clackline and Northam has been designed as a control of access 110km/h dual carriageway. Access points and movement on and off the highway will be purposefully located along the route and no direct driveway access will be provided. The design follows the existing Great Eastern Highway alignment and retains existing carriageway lanes where possible.

Planning work includes local road connectivity, new service roads to provide property and emergency access, intersections and grade separated interchanges at Eadine Road/Spencers Brook Road and Mitchell Avenue.

At-grade intersections are located at Old Coach Road, Dempster Road, Aphylla Road and Trimmer Road. These intersections will provide staged full movement access, the final form of which will be considered in detail at a future project stage.



Grade separated interchanges are planned at Eadine Road/Spencers Brook Road and Mitchell Avenue. At the Mitchell Avenue interchange, Mitchell Avenue will pass under the highway. This interchange design ensures traffic flow along the highway is not interrupted, whilst ensuring safe north-south connectivity, via local connecting roads, is maintained. There is an existing heritage listed creek, Unnamed Creek, that will run underneath the Mitchell Avenue interchange. This creek will not be impacted by the proposed design.

How will I be able to access local businesses and community facilities in Bakers Hill?

The highway is proposed to pass to the north of Bakers Hill. Like with other towns along the route, the alignment was established this way to avoid having heavy vehicles and regional traffic passing through the town centre, adversely impacting the safety of residents.

Great Eastern Highway will continue to provide local access to Bakers Hill, local businesses, and community facilities through to Clackline.

When travelling west along the proposed highway, access to Bakers Hill will be provided through two routes. The first is via the Eadine Road intersection and a local access road which will connect to Great Eastern Highway and into Bakers Hill. Alternatively, road users can travel further west to the PANH / Great Eastern Highway interchange which then provides local access to Bakers Hill along Great Eastern Highway. Road users travelling east will also be able to access Bakers Hill through this interchange.

See the movement maps below which shows the proposed local access to Bakers Hill.

More information and get in touch

For the latest project information and to sign up to receive project email updates visit the EastLink WA Website www.mainroads.wa.gov.au/eastlinkwa.

You can get in touch with the project team on 138 138 or enquiries@mainroads.wa.gov.au.

