



Australian Government



EastLink WA Planning and Development

What we've heard summary

November 2022

Community and stakeholder engagement has been an important part of updating the historical planning and design work for EastLink WA. Building on the engagement with community in 2021, we again invited feedback via several forums between 25 January and 30 June 2022 to continue to refine the planning work.

Engagement activities predominantly took place online through the My Say Transport EastLink WA page to reach communities across the vast area. This was supported by community drop-in sessions held in Dayton, Gidgegannup, Wooroloo, Bakers Hill and online in June 2022. Engagement with directly affected landowners on property-specific matters was also undertaken during this period.

This summary brings together the feedback received across a wide range of factors, reflecting diverse views within the community. Community insights will be considered alongside social, environmental, heritage, engineering, and land-use requirements and will help to inform the Access Strategy and Ultimate Planning Design Concepts for the highway.

How we kept you informed



Project email updates



Facebook updates



Project stakeholder channels



Main Roads WA website



7,600

Individual visits to My Say Transport.



3,400





Visitors who clicked through to the Main Roads website or downloaded the FAQs.



557

Individual registrations to contribute to the interactive maps or surveys.

Engagement summary

| Activity | Purpose | Contributors | As a result, we gained |
|--|---|--|--|
|  "What's important to you" Community Survey 25 January to 28 February 2022 | We asked the community what's important for the project team to consider throughout planning and development. | 251 | An appreciation of the broad project issues and opportunities that are most important to the community, which will continue to guide planning and development. |
|  Interactive map 1: Access point locations 25 January to 28 February 2022 | We presented the highway alignment in a conceptual map and invited feedback on the proposed access locations for the highway. | 83 contributors 394 comments | Insights on how community desire to use the highway, local access requirements and aspirations for key connections. |
|  Interactive map 2: Highway connectivity 29 April to 30 June 2022 | We presented updated plans that showed how the highway would function including interchange types, service roads and walking and cycling amenity. | 193 contributors 638 comments | Feedback from both interactive maps has been used to refine the Access Strategy. |
|  Kept Track community survey 15 March to 30 June 2022 | We asked the community to tell us how they use and experience the Kept Track. | 169 | An understanding of the features and attributes that attract a variety of users to the Kept Track, which has been used to inform the design of the Kept Track realignment. |

What we heard is important for the project to consider

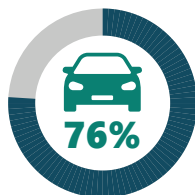
In 2021, we began conversations with communities across the area to gain a greater appreciation for local issues and opportunities. In January 2022, we followed with a community survey to confirm or broaden our understanding of the important issues within the wider community.

We heard from the community who identified themselves as:

Community members



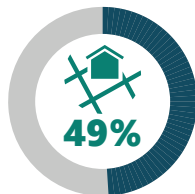
Road users



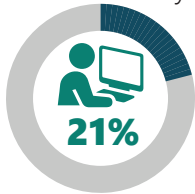
Local residents



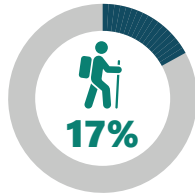
Landowners



Work nearby



Visitors



The areas of most interest:

PANH between Roe Highway and Gidgegannup (Area 4)



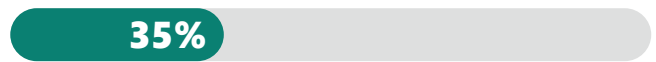
PANH between Gidgegannup and the Clackline (Area 5)



Roe Highway between Great Northern Highway and Clayton Street in Bellevue (Area 3)



Reid Highway between Tonkin Highway and Great Northern Highway (Area 1 and 2)



PANH between Clackline and Northam (Area 6)



*PANH refers to Perth Adelaide National Highway
Respondents could select multiple areas*

When asked to rank the most important aspects within the community survey, respondents ranked:

1. Protecting the environment
2. Improved safety
3. Access and connectivity
4. Emergency access and egress
5. Separating local and freight traffic
6. Sustainability
7. Easing congestion and improving travel times
8. Landscaping and urban design
9. Protecting Aboriginal heritage
10. Delivering an integrated transport solution
11. Making it easier for freight to move around Perth
12. Protecting European heritage

The most common issues raised across the community survey, interactive maps and broader engagement activities are:

Environment and heritage



Raised by 29% of survey respondents and 27% contributors across interactive maps.

- The community want to see the environment protected as much as possible.
- Vegetation clearing, impacts to flora and fauna is an important consideration.
- The Swan River, wetlands and protection of waterways is important to people, as is the hydrogeology of the Red Hill and Gidgegannup region.
- Local knowledge of environmental features was shared including native species, natural springs and areas with Aboriginal heritage.

Social surrounds – noise, pollution, visual amenity and rural character



Raised by 22% of survey respondents and 17% contributors across interactive maps.

- Local community want the design to respect the rural character of Jane Brook, Middle Swan, Red Hill, Gidgegannup, Wooroloo, Wundowie, Bakers Hill and Clackline.
- Potential changes to highway noise, light pollution and impact to visual amenity is a concern, and more information is desired about possible mitigation measures.

Directly affected properties and impact to local businesses



Raised by 10% of survey respondents and 18% contributors across interactive maps.

- Concerns regarding property impacts and a desire to understand future land requirements as soon as possible.
- Impacted landowners with businesses have raised concern about a potential disruption to operations due to severance and/or changes in rural character.
- Businesses in Gidgegannup and Bakers Hill recognise that passing regional traffic will change, and therefore, are concerned about a potential loss in trade.

Ultimate planning, size and scale of the project



Raised by 13% of contributors across interactive maps.

- A greater appreciation was gained for the extent and footprint of the highway.
- The community wanted to understand the need for the size of proposed interchanges and the extent of local service roads particularly in the rural area.

Heavy vehicles and road safety



Raised by 10% of survey respondents and 9% contributors across interactive maps.

- What will be the affect of increased trucks using the highway for communities along the alignment such as Wundowie?
- How will interactions with pedestrians, cars, school buses and trucks be managed?
- Ensure the safety of school traffic (vehicles, pedestrians and cyclists) accessing Swan Christian College.
- There is a desire to know more about speed limits, location of truck arrestor beds and highway gradients, particularly over the Darling Scarp.

Investment in other options



Raised by 16% of survey respondents and 6% contributors across interactive maps.

- The community raised the possibility of other options including investment in the rail freight network and upgrading Great Eastern Highway to be a primary freight route to Northam.
- Suggestions were made for alternative alignment options including the location of where Perth Adelaide National Highway should connect with Great Eastern Highway.
- Further suggestions for local road upgrades within the Perth metropolitan and Wheatbelt regions in the short to medium term.

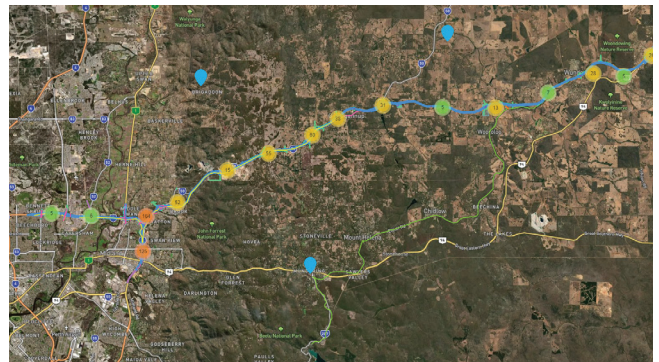
What we heard about access and connectivity to the highway

From the community survey, 27% of respondents said local access and connectivity was important.

We invited feedback on the access and connectivity of the proposed highway using two interactive maps published on My Say Transport across two phases. The first map presented the proposed alignment and access point locations, followed by the second map which presented the key connections for the highway, including interchange layouts, walking and cycling, amenity and the extent of local access roads. The community were invited to contribute feedback by dropping comment pins on the maps showing the latest plans.

On the following pages, we've summarised the issues that were of most interest for a majority of the community. You still have an opportunity to view all comments on the interactive maps by visiting My Say Transport at:

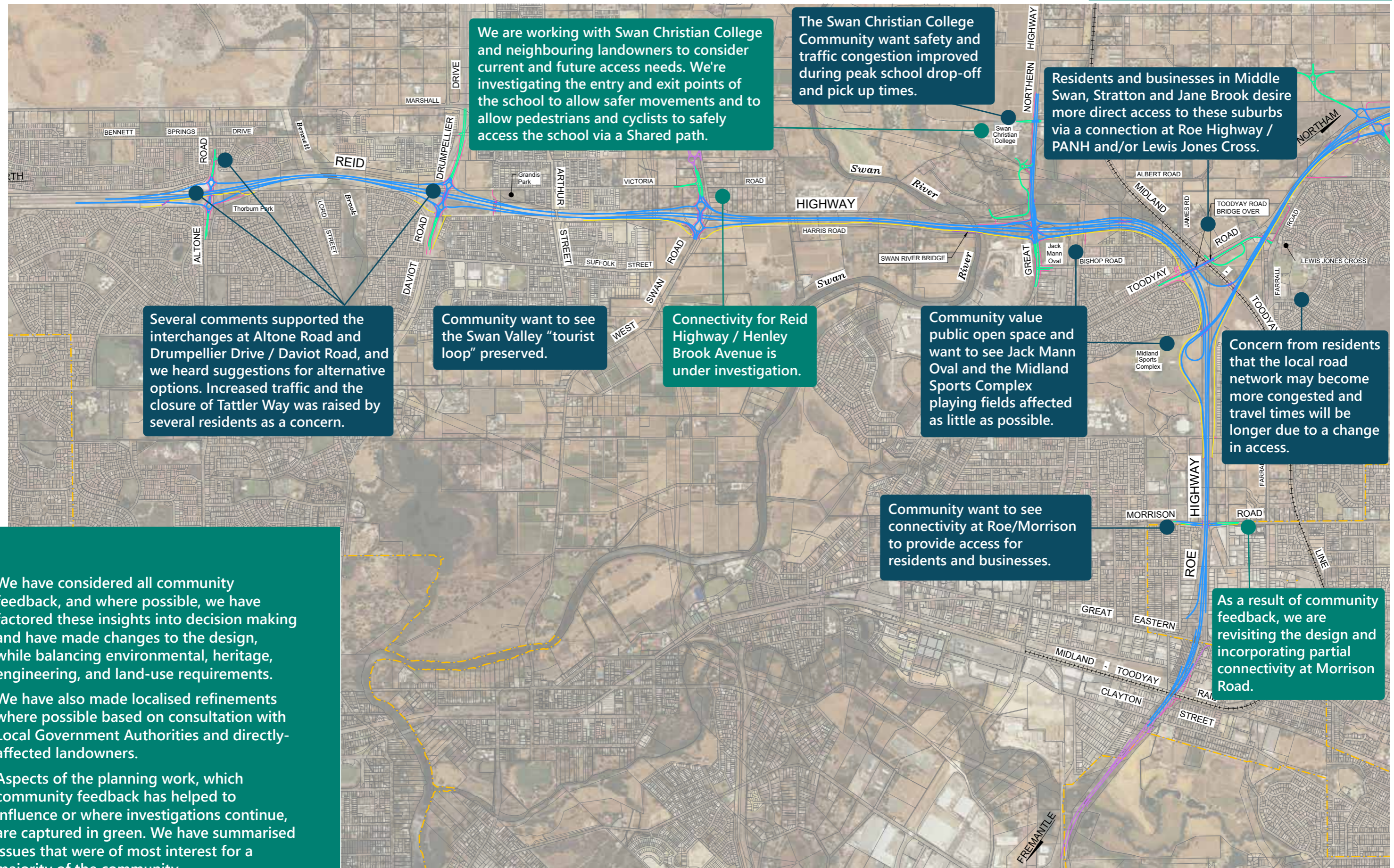
www.mysaytransport.wa.gov.au



Reid and Roe Highway

Most interest for a majority of the community

Community-influenced project aspects



We have considered all community feedback, and where possible, we have factored these insights into decision making and have made changes to the design, while balancing environmental, heritage, engineering, and land-use requirements.

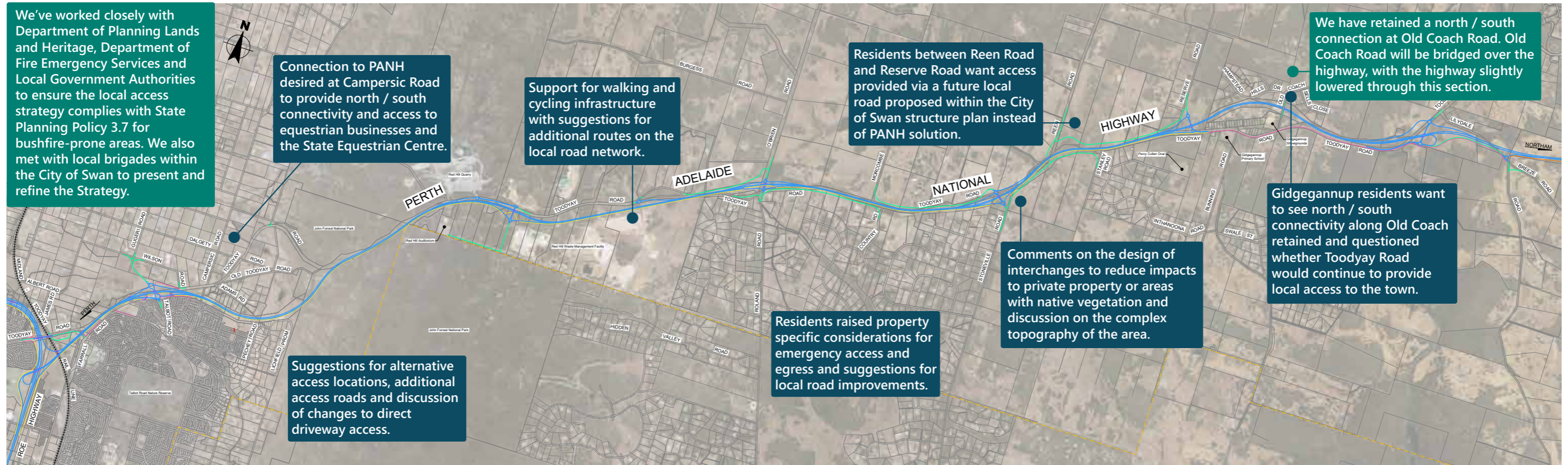
We have also made localised refinements where possible based on consultation with Local Government Authorities and directly-affected landowners.

Aspects of the planning work, which community feedback has helped to influence or where investigations continue, are captured in green. We have summarised issues that were of most interest for a majority of the community.

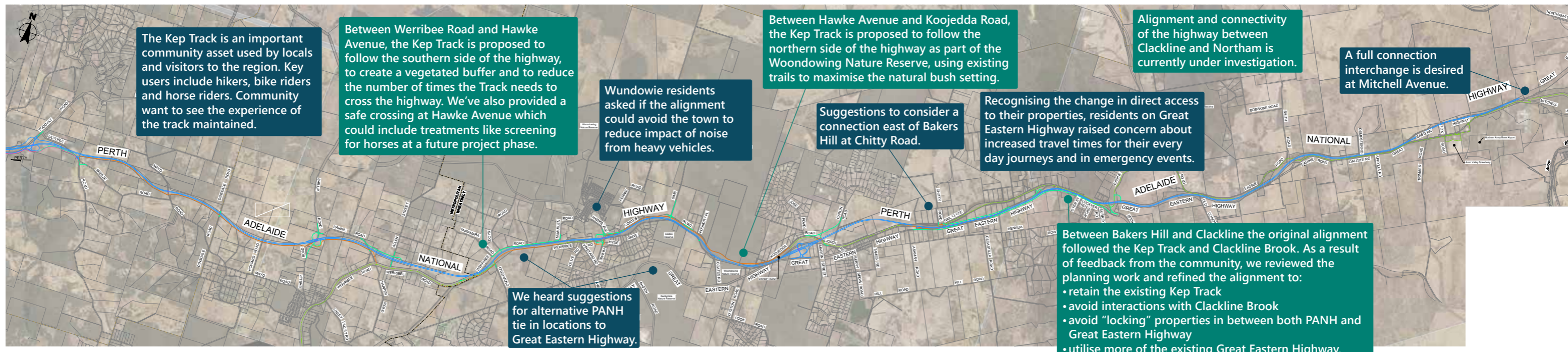
Roe Highway to Gidgegannup

Most interest for a majority of the community

Community-influenced project aspects



Gidgegannup to Northam



The Kep Track

The Kep Track between Wundowie and Clackline is affected by the proposed alignment in some locations, which is unavoidable. 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.

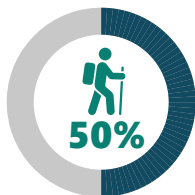
In April we invited feedback through a community survey asking how residents and visitors use and experience the Track. Insights from our engagement confirmed that the community want to see, as much as possible:

- 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.

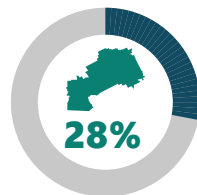
We also engaged key users in two online forums which included representatives from the Shire of Mundaring, Shire of Northam and walking, trail running, cycling and horse-riding groups. At these forums we identified priorities and sought feedback on options to ensure the design met various user requirements.

In the survey we heard from:

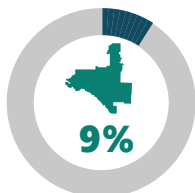
Visitors to the Kep Track
(From the greater Perth metro area and other regional areas)



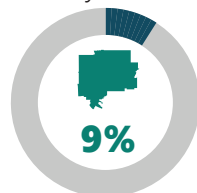
Residents within the Shire of Northam



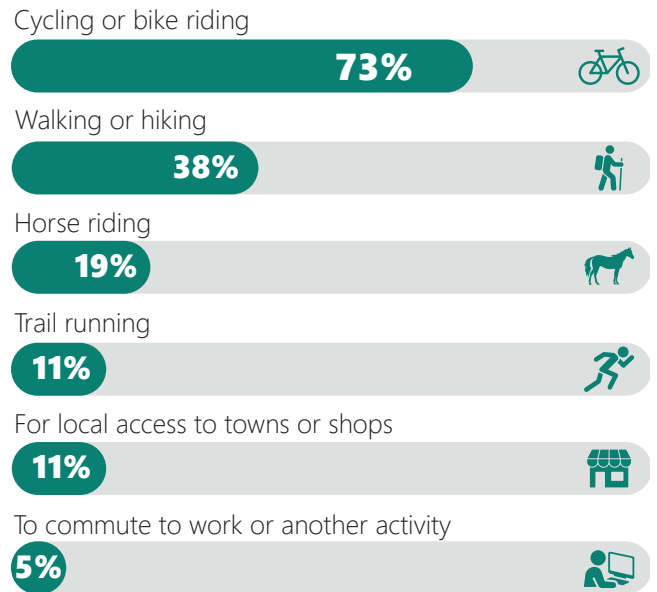
Residents within the Shire of Mundaring



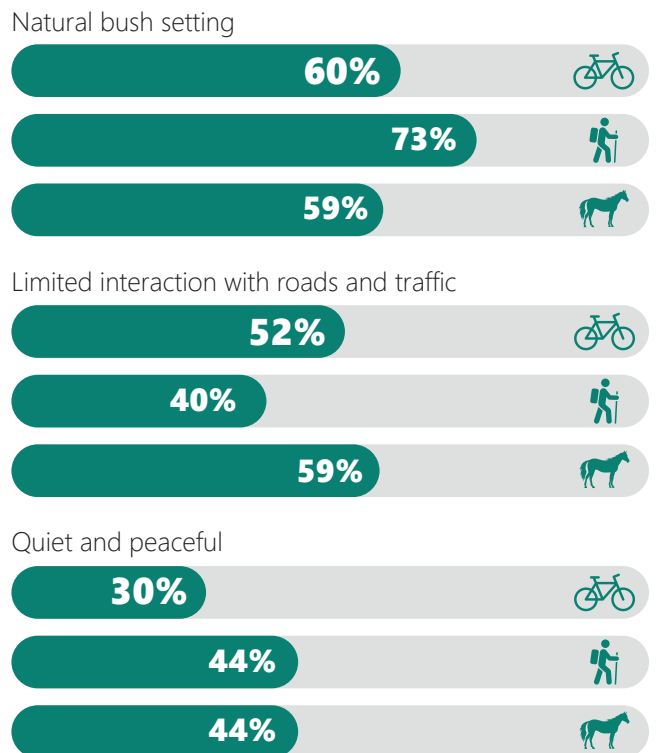
Residents within the City of Swan



Users said they use the track for the following activities:

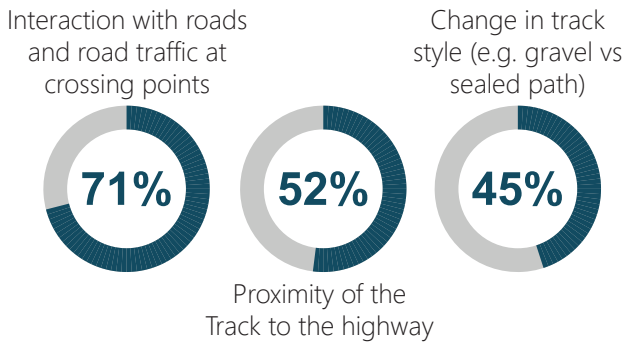


Users told us about the features that attract them to use the Kep Track. Amongst heritage, rural character, the moderate terrain and it being safe to use, the top three features that attract users to the Track are:

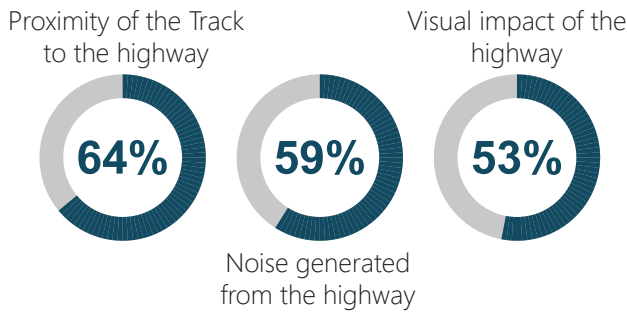


We recognise that the proximity of the Track to the proposed highway is of most concern across all users, followed by the interaction with roads and road traffic and the potential noise generated from the highway.

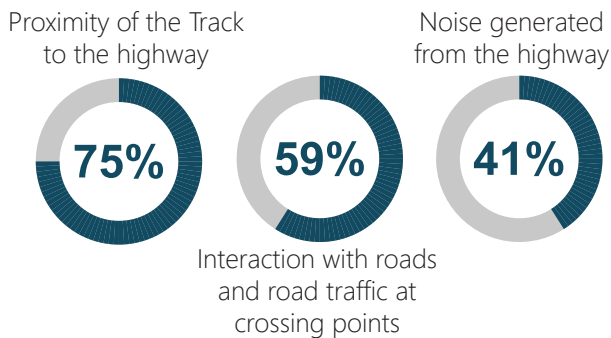
Bike riders and cyclists said they were concerned about:



Walkers or trail runners said they were concerned about:



Horse riders said they were concerned about:



We also heard suggestions for a range of improvements for the short, medium and long term. We heard suggestions about improvements to the trail surface, signage and wayfinding and trail amenity. We have documented these opportunities to be considered at a future project stage and we will share this feedback with relevant Local Government Authorities.

More information

For further information visit the Main Roads website:
www.mainroads.wa.gov.au/eastlinkwa.

Here you can view the latest information sheets on the benefits and access and connectivity.

Contact us

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www.mainroads.wa.gov.au

