

EastLink WA

Planning and Development

Planning for connectivity on Roe Highway

EastLink WA is a culmination of more than 40 years of road planning activities to provide a safer, more efficient route between Perth and Northam for freight and road users.

The project's planning and development phase is jointly funded by the Australian Government (\$10 million) and Western Australian Government (\$10 million) over three years to produce Ultimate Design concepts for the route, which cater for future traffic volumes to 2051. Construction of the proposed highway between Middle Swan and Northam is currently unfunded. This detailed planning and development phase is needed to establish a business case to guide future investment decisions and priorities by State and Federal Governments.



Main Roads is planning for Roe Highway upgrades between Great Northern Highway and Clayton Street in Bellevue as part of EastLink WA Planning and Development. Interchanges are being planned along Roe Highway at the future Perth Adelaide National Highway (PANH) and Morrison Road.

Accordingly, changes to access and connectivity to Roe Highway and Morrison Road are proposed, which will mean some road users may need to change how they use the road network in the future.

Read our frequently asked questions to learn more about the planning for Roe Highway connectivity and see our movement maps to view the proposed interchange designs.

Frequently asked questions

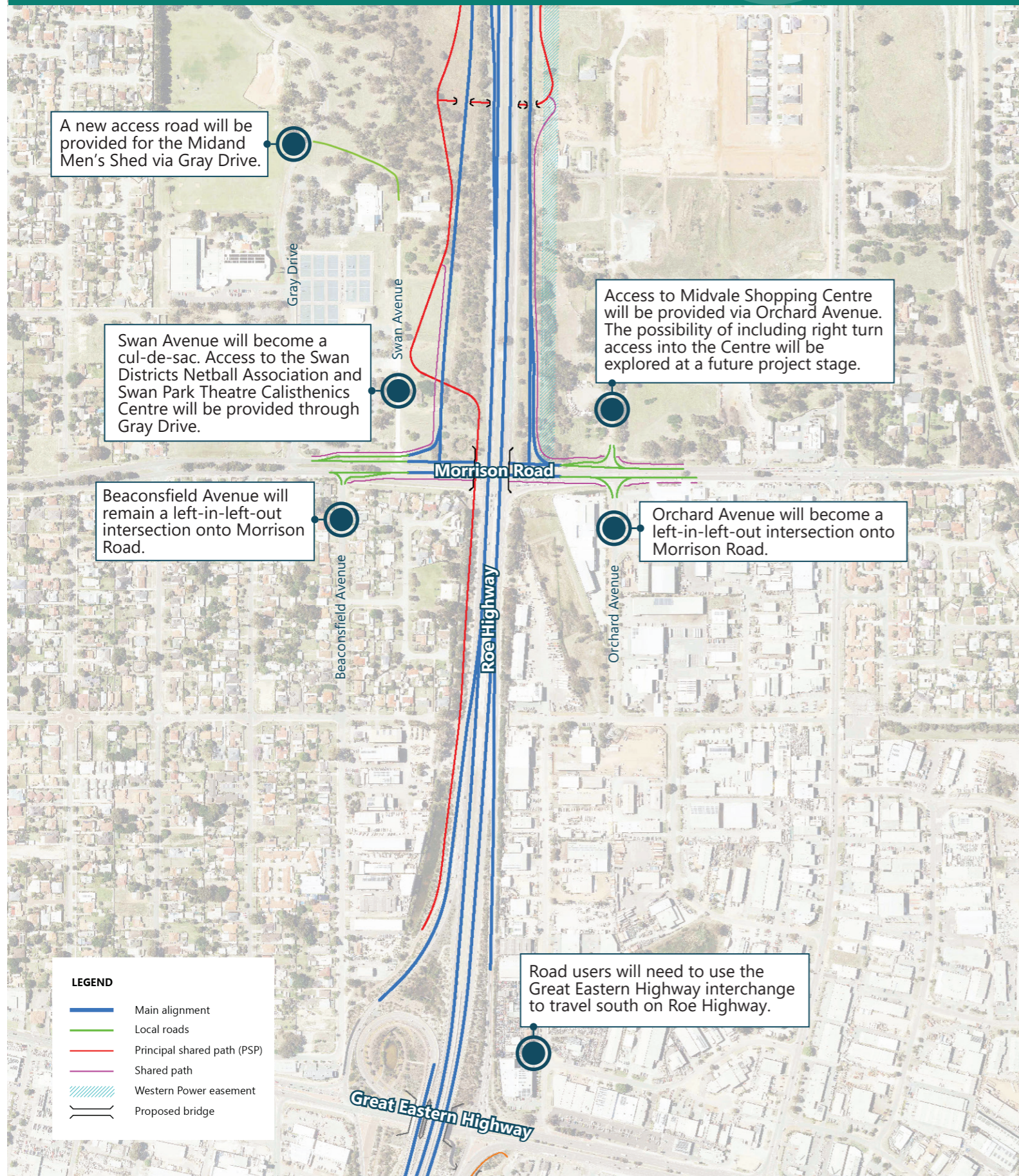
What determines the extent of the interchanges planned for PANH and Morrison Road?

Roe Highway interchanges at 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.

Planning for Roe Highway / Morrison Road Interchange



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-left-out 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.

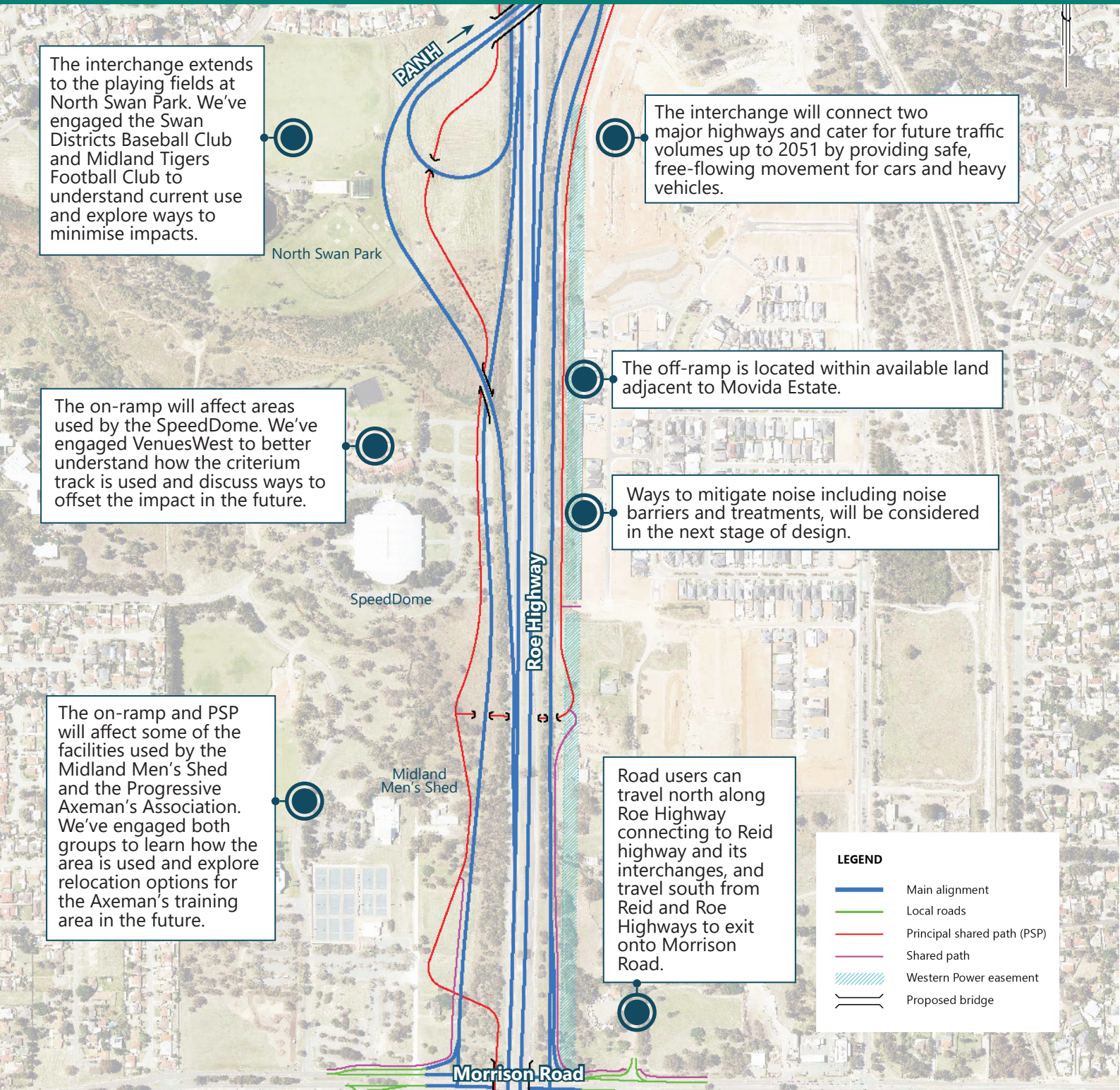
Access changes for Morrison Road west of Roe Highway may affect how some members of the community use Swan Avenue. Swan Avenue is proposed to become a cul-de-sac, with no direct connection to Morrison Road. Gray Drive would continue to provide access to Ron Jose Oval Pavilion, Swan Districts Netball 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 at a future stage of the project.

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



More information and get in touch

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

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

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