

EastLink WA

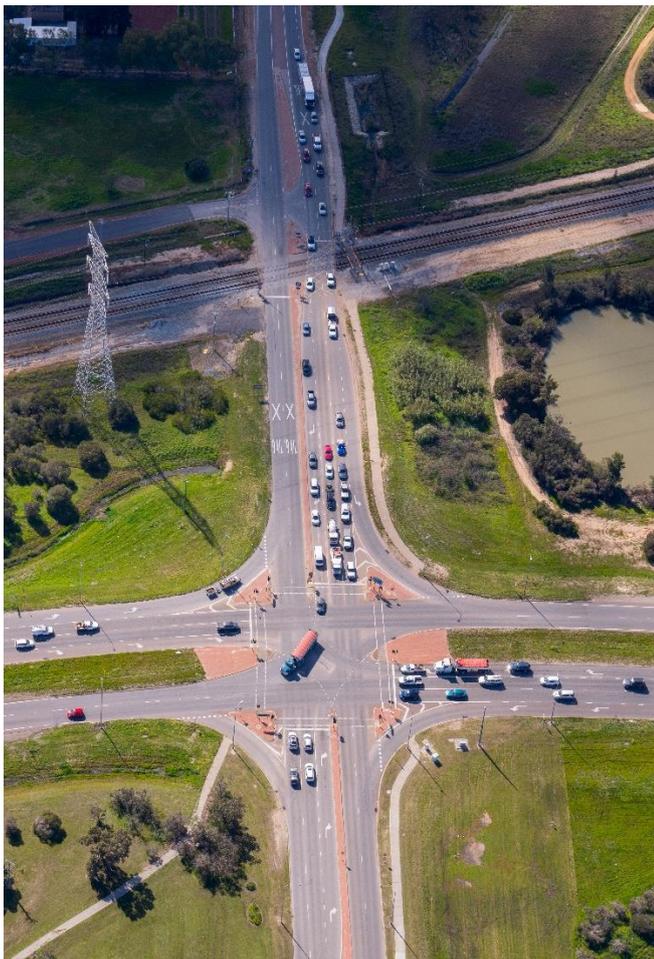
Planning and Development

Benefits

What benefits will EastLink WA provide?

EastLink WA is being planned to provide a safer and more efficient route between Perth and Northam for freight and road users.

Planning for this new route considers a future increase in regional and interstate traffic and freight movements due to projected population growth.



Making travel times more reliable

The EastLink WA ultimate design, which considers forecasted 2051 traffic volumes, is being planned to improve safety for road users by removing a significant number of trucks from Perth Hills residential areas along Great Eastern Highway to a dedicated route designed to reduce the number of road safety incidents.

Between Perth and Northam, Great Eastern Highway has multiple sections of steep hills, complex terrain, a high number of homes with direct access along the highway, multiple speed zone changes, and a large mix of road freight and general traffic.

As the population grows and more people use Great Eastern Highway, these combined factors will leave the highway vulnerable to high severity crashes. Recent upgrades have helped to address increased traffic along this route through safety improvements; however, EastLink WA will provide the long-term solution.

EastLink WA will improve safety by:

-  Removing a significant number of trucks from Perth Hills residential areas along Great Eastern Highway.
-  Reducing the occurrences of head on vehicle crashes with verge and median barriers.
-  Providing safer bridged intersections at two of the worst crash locations in WA along Reid and Roe Highways.

Make the freight task more efficient

The ultimate design for EastLink WA is being planned to improve the efficiency of Perth's east-west freight connection to address WA's growing freight task.

Currently, the most productive heavy vehicles allowed in the Perth Metropolitan Area – 36.5m Restricted Access Vehicle 7 combinations (RAV7) – have limited access along Great Eastern Highway between Northam and Perth and are subject to stringent permit conditions. WA relies on the RAV7 network east of Northam to service the Wheatbelt agricultural region, mining activities in the Goldfields and interstate imports and exports.

Limitations along Great Eastern Highway cause the eastern RAV7 network to be disconnected from the Perth network that provides important access to Fremantle Port, Perth Airport, freight hubs and Westport into the future.

This results in more trucks on the road network, as larger freight vehicles entering Perth via Great Eastern Highway need to 'break down' loads and complete multiple trips, increasing traffic congestion, the risk of road safety incidents and transportation costs for operators and consumers.

EastLink WA will improve freight efficiency by:



Allowing access for RAV7 heavy vehicles (36.5m combinations) between Perth and Northam, reducing the number of movements per load from three to one.



Reducing the steepness of hills, providing consistent speeds and reducing travel times.

Making travel times more reliable

EastLink WA ultimate design is being planned to reduce future congestion expected on the eastern section of Perth's outer ring road.

With population growth, demand for more goods and continued urbanisation in the eastern corridor, vehicle volumes are expected to exceed the current road capacity, resulting in increased congestion and rising congestion costs.

Between Tonkin Highway and Great Eastern Highway, there are six traffic light-controlled intersections with significant traffic volumes impacting the flow of traffic across the road network in Perth's east. Between Perth and Northam along Great Eastern Highway, local traffic mixes with freight and regional traffic with limited safe passing opportunities, and vehicles must travel through more than 12 speed zone changes.

A long-term solution is required to separate freight and commuter traffic and to address increased traffic volumes, network delays and congestion into the future.

EastLink WA will reduce congestion and improve travel reliability by:



Separating freight, local and tourist traffic from Perth to Northam.



Removing six signalised intersections with significant traffic volumes between Tonkin Highway and Great Eastern Highway.



Provide a safer and more efficient driving environment from Perth to Northam, through bridged intersections and a dual carriageway which will allow road users to travel at a consistent speed.

More information and get in touch

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

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