



EastLink WA Perth to Northam



EastLink WA will transform Perth's transport network with significant upgrades to Reid and Roe Highways, and an upgraded and new route to Northam. The project is currently in the planning and development phase.

Planning and development is underway

What is EastLink WA?

EastLink WA is a culmination of more than 40 years of road planning activities for the north-eastern corridor of the Perth metropolitan area and Wheatbelt region, comprising several separate projects that have undergone different levels of planning and development.

Together, these projects make up a proposed 80+ kilometre stretch of road between Reid Highway and Northam. Once completed, EastLink WA will form the start of the Perth Adelaide National Highway (PANH).

EastLink WA includes:

- Reid Highway upgrades between Tonkin Highway and Great Northern Highway.
- Roe Highway upgrades between Great Northern Highway and Clayton Street in Bellevue.
- Proposed new section of the Perth Adelaide National Highway (PANH) (also referred to as the Orange Route) between Roe Highway / Toodyay Road intersection and Great Eastern Highway at the town of Northam.

What is happening now?

The EastLink WA Project is currently in the planning and development phase.

Main Roads has engaged the GHD and BG&E Joint Venture to form the EastLink WA Integrated Project Team (IPT), to undertake the planning studies, design refinement and project scoping to produce preliminary designs for the route.

What funding has been committed?

There is \$20 million committed to this project which is jointly funded by the Federal and State Governments each committing \$10 million to progress planning and development work including preparation of a business case.

This detailed planning and development work is needed to establish a business case and inform future investment decisions.

There is currently no funding for construction.

Why is EastLink WA needed?

EastLink WA will:

Safety

- Improve safety for road users by removing a significant number of trucks from Perth Hills residential areas along Great Eastern Highway.
- Improve safety on Perth Adelaide National Highway by providing verge and median barriers to reduce the incidence of head on crashes.
- Improve safety and urban amenity for residents and tourists through bridged intersections at two of the worst crash locations in WA – Reid Highway and West Swan Road and Roe Highway and Morrison Road.

Congestion and travel reliability

- Reduce traffic congestion by separating freight, local and tourist traffic from Perth to Northam.
- Improve traffic flow by 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.
- Provide travel time savings from Perth to Northam of approximately 13 minutes (off peak) to 33 minutes (peak).

Freight efficiency

- Improve freight efficiency and travel times to and from the Wheatbelt, by allowing access for RAV 7 heavy vehicles (36.5m combinations) from Perth to Northam.
- Improve efficiency and safety by reducing steep hills.

Access, connectivity and community amenity

- Improve access for visitors to the Swan Valley and destinations in and around Gidgegannup, Mundaring and Northam.
- Enable access to current and future development areas in the City of Swan and Shire of Mundaring.
- Improve amenity for the communities of Mundaring and surrounds, through reduced traffic along Great Eastern Highway.

Service life of roads

- Improve the service life of existing arterial roads by reducing the number of trucks having to use these routes and reducing maintenance costs.

What happens during project planning and development?

Planning activities will create a long-term vision for EastLink WA and define an ultimate future design for the route.

Planning studies will include a wide range of environmental, engineering and geotechnical investigations as well as consultation and engagement with stakeholders and the community.

These activities will confirm the transport corridor requirements across each project area and identify the required changes to the relevant planning schemes.

Project definition and development activities will be completed to refine the ultimate design and determine the immediate funding requirements to meet Perth's transport needs over the medium term.

This will be brought together in the preparation of a business case to inform future investment decisions regarding construction.

Understanding the project areas

Planning and development work will take place across six project areas to:

- Define the alignment – updating the planning concepts and ultimate future design for the route.
- Define the project case – confirming what elements could be constructed now once funding has been allocated.
- Develop the project further – undertaking preliminary designs to prepare for construction.

The project will be undertaken in different stages. The six project areas summarised below, show the order in which work will be completed across the proposed alignment and are also shown on the map on page 5 which can also be viewed on our website.

Area 1: Reid Highway | West Swan Road to Swan River

Bridged intersection at West Swan Road over Reid Highway, bridging of the Principal Shared Path.

Area 2: Reid Highway | Altone Road to West Swan Road

Bridged intersections over Reid Highway at Altone Road and Drumpellier / Daviot Road. Bridging of the Principal Shared Path.

Area 3: Roe Highway | Great Northern Hwy to Clayton Street in Bellevue

Duplication of the current bridge over the Swan River, three to four lanes planned along Roe Highway and bridged intersections at Great Northern Highway and Toodyay Road, a bridge over Midland-Toodyay rail line, and a flyover along Roe Highway over Morrison Road. Continuation of the Principal Shared Path.

Area 4: Roe Highway to Gidgegannup

Realignment and reconstruction of Toodyay Road to an ultimate design of four lanes including service roads, potential heavy vehicle facilities and bridged intersections along Toodyay Road at six intersections. Continuation of the Principal Shared Path.

Area 5: Gidgegannup to Clackline

Four lane rural highway, which will include flyovers for local connectivity and at grade intersections.

Area 6: Clackline to Northam

Upgrades to Great Eastern Highway to a four-lane rural highway with at grade intersections between Clackline and Northam.

Project timeframes

Project Area	Project Development Complete
Area 1: Reid Highway West Swan Road to Swan River	Quarter 4 2021
Area 2: Reid Highway Altone Road to West Swan Road	Quarter 4 2021
Area 3: Roe Highway Great Northern Hwy to Clayton Street in Bellevue	Quarter 3 2022
Area 4: Roe Highway to Gidgegannup	Quarter 3 2022
Area 5: Gidgegannup to Clackline	Quarter 3 2023
Area 6: Clackline to Northam	Quarter 3 2024

When is construction planned?

Over the next three years, EastLink WA is undergoing detailed planning and development work, with the submission of a business case to Infrastructure WA and Infrastructure Australia, informing any construction investment decision.

Sustainable outcomes

Planning and development of EastLink WA will be guided by Main Roads' commitment to developing a transport network that meets social, economic and environmental needs.

We're working towards the highest possible sustainable outcomes the project can achieve by applying the Infrastructure Sustainability Council Australia (ISCA) Infrastructure Sustainability v2.0 Planning rating tool through the planning and development of the project.

Key considerations include:

- Best practice urban and landscape design.
- Risk and opportunity management to bring about better outcomes.
- Resource use and resource efficiency.
- Environment and heritage.
- Stakeholder and community engagement.

Working with landowners

As part of the planning study and environmental approvals process, we are required to carry out heritage, environmental and geotechnical investigations in proximity to the route.

Over the coming months, we will begin to engage landowners across the project to establish contact for future property specific consultation. This could include requesting access to properties to complete investigations.

We will engage closely with landowners throughout the project and provide updates on the planning and development work.

How can you get involved?

Stakeholder and community engagement will be an important part of EastLink WA and will help to achieve balanced and sustainable outcomes for the community.

We are working with Local and State Government stakeholders including the Public Transport Authority, Department of Transport, City of Swan, Shire of Mundaring and Shire of Northam to ensure alignment with future planned development.

We will liaise with local businesses, community interest groups and landowners to identify opportunities and potential issues to be considered in the planning and development of the project.

We are keen to hear from the local community about the project. Get in touch by contacting **138 138** or email us at enquiries@mainroads.wa.gov.au.

More information

For the latest project information and to sign up to receive project updates, visit our project webpage at www.mainroads.wa.gov.au/eastlinkwa. You can also get in touch with us on **138 138** or email us at enquiries@mainroads.wa