



EastLink WA Planning and Development

Navigation panel

[About the project](#)

[Purpose & benefits](#)

[Funding & construction](#)

[Freight transport network](#)

[About the alignment](#)

[Environment & heritage](#)

[Noise & visual amenity](#)

[Access & connectivity](#)

[Walking, cycling & trails](#)

[Property owners & businesses](#)

[Engagement](#)

ABOUT THE PROJECT

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. It will provide a safer, more efficient route between Perth and Northam, to cater for a future increase in regional and interstate freight movement and projected growth in local population.

It will allow users to travel at a consistent speed through bridged intersections and a dual carriageway, delivering major

travel time savings, and enabling access for RAV 7 heavy vehicles (36.5m combinations) between Perth and Northam.

Once completed, EastLink WA will form the start of the Perth Adelaide National Highway (PANH). The project includes:

- Reid Highway upgrades between Tonkin Highway and Great Northern Highway.
- Roe Highway upgrades between Great Northern Highway and Clayton Street in Bellevue.
- PANH between Roe Highway / Toodyay Road intersection and Great Eastern Highway at the town of Clackline.
- PANH section of Great Eastern Highway between Clackline and the town of Northam.

What stage is the project in?

The project is currently in the planning and development phase. This phase will take place over three years and will involve planning studies, design refinement and scoping to produce preliminary designs for the route. This detailed planning and development work is needed to establish a business case and inform future investment decisions.

More information regarding the project's background can be found in our [project overview](#).

PURPOSE & BENEFITS

Why is it needed?

Toodyay Road and Great Eastern Highway are currently used by a large mix of vehicles, including regional, local and tourist traffic, and a significant number of freight and heavy vehicles.

As the Swan Valley and Perth Hills regions continue to grow, there is increasing local traffic using Toodyay Road and Great Eastern Highway, with limited alternative routes for freight and regional traffic.

EastLink WA will provide a more efficient route between Perth and Northam for freight and road users and achieve the following benefits:

- Improved safety for all road users.
- Local amenity for communities in Gidgegannup and Mundaring.
- Access for visitors to the Swan Valley and destinations in and around Gidgegannup, Mundaring and Northam.

- Access to current and future development areas in the City of Swan and Shire of Mundaring.
- Freight efficiency and access to and from Northam and within the Wheatbelt.

How will the project improve safety?

Providing a safer, more efficient route to cater for future increase in regional and interstate freight movements between Perth and Northam and projected growth in local population is a priority for the project.

EastLink WA will 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; and improve safety and urban amenity for residents and tourists through bridged intersections.

By providing a safer alternative for heavy vehicles and regional traffic, the project will reduce the number of unsafe interactions between cars, trucks, cyclists and pedestrians in residential areas.

How will freight efficiency improve?

EastLink WA presents the most direct route between Perth and the eastern states via Adelaide and the most direct route between Perth and Northam in the Wheatbelt. It will create a primary freight route, providing access to the Perth metropolitan area, freight terminals, industrial areas and the

Port of Fremantle and Westport into the future.

It will allow access for RAV 7 heavy vehicles (36.5m combinations) to travel between Perth and Northam, reducing the current number of movements per load from three trips to one. This, combined with consistent speeds and reduced travel times, will allow freight to be moved more efficiently.

Another key factor that will improve freight efficiency is the grade at which trucks will travel to Northam. The project will provide reduced steepness over hills compared to Great Eastern Highway. This will not only improve efficiency, but safety as well.

How will the project improve traffic congestion?

Congestion will be improved for all road users by providing a new high standard highway between Perth and Northam. The project will include the removal of six signalised intersections between Tonkin Highway and Great Eastern Highway, which will greatly improve traffic flow.

Road users will be able to travel at a consistent speed over the entire journey, as access to the highway will be controlled through selected interchanges and intersections.

FUNDING & CONSTRUCTION

What funding has been allocated for the project?

There is \$20 million allocated to progress the planning and development which is now underway. The State and Australian

Governments have each committed \$10 million which incorporates the preparation of a business case by Main Roads.

As part of the State Government's 2021-22 State Budget, funding was provided for the construction of grade separated interchanges along Reid Highway at Altone Road, and at Daviot Road / Drumpellier Drive. This \$225 million project is jointly funded (50% each) by the State and Australian Governments.

\$175 million in funding has also been committed by the State and Australian Governments (50% each) for a grade separated interchange on Reid Highway at Henley Brook Avenue (currently West Swan Road).

When will the project be constructed?

Construction of grade separated interchanges along Reid Highway at Altone Road, and Daviot Road / Drumpellier Drive is expected to start in 2023.

Construction of a grade separated interchange on Reid Highway at Henley Brook Avenue is expected to start during 2025.

While the Reid Highway interchanges have been allocated construction funding, the section of the project from the Swan River to Northam is currently unfunded.

FREIGHT TRANSPORT NETWORK

Should Great Eastern Highway be upgraded instead?

There are significant limitations to upgrading Great Eastern Highway for the future increase in regional and interstate freight movements. Limitations include the steep and undulating terrain, the number of homes and driveways along the highway, frequent intersections, varying speed limits and geometry/space constraints. Optimising Great Eastern Highway alone will not meet the State's future freight requirements in terms of safety and efficiency.

Should moving freight on rail be prioritised instead?

Transport planning for WA is looked at holistically and needs to consider a balance between all modes of transport to be effective. An effective regional freight transport network is essential for the long-term development of the State. This relies on both road and rail freight to ensure remote, regional, and metropolitan businesses and communities have reliable access to goods and services.

What transport strategies does this plan align with?

The importance of an effective regional freight transport network is reflected in:

- *Perth and Peel @ 3.5million Transport Network Report* which identifies PANH as the primary freight road linking Perth to the Eastern States.

- Western Australia's *Revitalising Agricultural Region Freight Strategy* (RARF).
- The Australian Government's *'National Freight and Supply Chain Strategy'*

The National and State freight strategies identify a need to strengthen WA's road freight network, to support the rail freight network. EastLink WA will help to address this by providing more efficient freight movement and will cater for the wider freight requirements of the State.

ABOUT THE ALIGNMENT

How is the historical planning of 'Orange' Route still relevant today?

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.

This previous planning and development work has resulted in the alignment being established, and in parts reserved, as a key transport corridor for future development.

The planning has helped to guide subsequent urban and regional planning and development at a local and state government level.

Part of our work is to review the previous planning and undertake contemporary environmental, heritage, geotechnical and

engineering-based studies to confirm the alignment's location.

Where can I see more detailed maps of the alignment?

The most detailed maps available on the project can be viewed on our website or at the links below.

These maps are reflective of the stage of design we are in and further detailed mapping will be provided as the project progresses.

- [Detailed Map - Reid Highway and Roe Highway](#)
- [Detailed Map - Roe Highway to Gidgegannup](#)
- [Detailed Map - Gidgegannup to Northam](#)

Why is the alignment located where it is?

The PANH (former 'Orange' Route) was born out of the Eastern Corridor Major Roads Study (1988).

Following environmental assessment and approval, the alignment from Middle Swan to Wooroloo was reserved within the Metropolitan Region Scheme (MRS) in 1994.

Since then, the State Government has secured land for the purpose of a future transport corridor. The communities of Jane Brook, Red Hill, Gidgegannup and surrounding areas have been established or have since grown with consideration of this corridor.

In the section east of the MRS boundary to Clackline, the alignment was established to follow an existing transport corridor. This has been adopted in

the Shire of Northam Local Planning Strategy (2013) and the Department of Planning Lands and Heritage's Regional Planning and Infrastructure Framework (2015).

To gain a better understanding of the historical planning of the project, see the [EastLink WA Project Lifecycle](#).

ENVIRONMENT & HERITAGE

How is the environment being considered?

We recognise the natural environment this project traverses. We are collecting a wide range of information to build an understanding of the environment at a landscape wide level which will guide the planning of the project.

In the spring of 2021, we started extensive environmental studies including vegetation, flora, and fauna. Additional surveys with respect to hydrology, heritage, noise, and other relevant environmental and social factors will also be completed. These investigations will continue in spring 2022.

What kind of environmental assessments and approvals will this project need to obtain?

Environmental assessments are necessary and will be a key part of the planning and development.

The findings from the investigations undertaken in the spring of 2021 and 2022 will help inform the environmental assessment pathway for the project.

Complying with all State and Commonwealth regulatory frameworks, environmental approvals will be sought under the State's *Environmental Protection Act 1986*, with Commonwealth approvals and assessment under the *Environmental Protection and Biodiversity Act 1999*.

There will be an opportunity for community to provide feedback at the time of the environmental referral mid-2022 and on the assessment that follows.

How is Aboriginal cultural heritage being considered?

Consultation with Traditional Owners on Aboriginal culture and heritage is an important part of this project and is required under the *Aboriginal Heritage Act (1972)*. Aboriginal heritage surveys will be undertaken alongside engagement and consultation with Traditional Owners, inclusive of both the Whadjuk and Ballardong people within each respective country.

This engagement will allow for a better understanding of Aboriginal cultural and heritage values within the project area. This information will also help to identify important sites and understand potential impacts.

How will waterways be considered?

As part of our environmental investigations for the project, we will undertake hydrology and waterways studies of the area to ensure the highway design considers existing waterways.

Will wildlife crossings be considered in the design?

Wildlife connectivity, such as underpasses, overpasses, and the like, are being considered for the project as part of a comprehensive approach to wildlife movement throughout the corridor. Camera surveys in the project area are being undertaken as part of the fauna survey program to inform the approach to wildlife connectivity.

NOISE & VISUAL AMMUNITY

How will changes in noise be addressed?

We will undertake monitoring and modelling to understand current and future noise along the proposed route. Noise studies take into account a wide range of factors including predicted traffic volumes.

The project will comply with the Western Australian Planning Commission's Road and Rail Noise Policy (State Planning Policy 5.4).

Ways to mitigate noise will be considered in preliminary designs. These may include noise barriers and road surfacing treatments to reduce noise where practicable.

How will rural character of communities be considered?

We intend to plan and design road infrastructure that considers the character of surrounding communities. We are undertaking studies for landscape and design that take into account the look and feel of the route and considers access and connectivity which will help guide design outcomes for the highway.

ACCESS & CONNECTIVITY

How will I be able to access the highway?

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

We are developing an Access Strategy for the project which considers how local roads will connect to the highway and what movement needs to be provided at each access point.

The Strategy will also consider provision of new service roads, proposed cul-de-sacs and access and egress for bushfire prone areas.

How has the Access Strategy been developed?

There has been previous work undertaken regarding future access and connectivity to the highway, which the project team have reviewed and are refining.

From our conversations with the community, we have gained a better appreciation of important connections and how locals use the road network. We are also working with the City of Swan, Shire of Mundaring and Shire of Northam to determine the most suitable connections and access points.

The community will soon have an opportunity to view and provide feedback on aspects of the Access Strategy via My Say Transport.

What will the intersections and interchanges look like?

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.

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 service properties directly adjacent. Connection of these service roads to the highway will be provided at selected points.

How is access and egress during bushfires being considered?

Access and egress during bushfires is a key part of planning. The project will comply with the State Planning Policy 3.7 which guides the planning of infrastructure in bushfire prone areas.

We have engaged an independent fire expert who will review the Access Strategy developed for the project. They will provide advice on issues and opportunities regarding access and connectivity to the highway.

We are working closely with the Department of Planning Lands and Heritage, along with the local government authorities, to align the Access Strategy with state and local planning schemes.

We are also working closely with the Department of Fire and Emergency Services and will soon be engaging local volunteer bushfire brigades to better understand current operations and emergency requirements.

What is being planned at the intersection of Roe Highway and Morrison Road?

We are continuing to investigate connectivity at Roe Highway and Morrison Road. We acknowledge the community's desire to see access to Roe Highway from Morrison Road.

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

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

WALKING, CYCLING & TRAILS

What is being planned for cyclists and pedestrians?

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 Altona Road to Great Northern Highway and on the west side of Roe Highway from Great Northern Highway to Great Eastern Highway.

Connection to local communities will be provided at all interchanges and existing underpasses and overpasses. Existing path infrastructure will be retained where possible.

We are also planning a PSP along the south side of PANH, from Midvale through to Gidgegannup, connecting to the Roe Highway

PSP, and to the local communities along the route.

From Gidgegannup to Northam, we are investigating on-road cycling along the highway as well as other opportunities to connect cyclists to the Kep Track.

How will the project impact the Kep Track?

We are investigating a proposed road alignment close to the Kep Track between Wundowie and Clackline. Further investigations need to happen before we are able to confirm the final design and what impact this will have on the track.

We acknowledge the community's desire to see the functionality and experience of the track maintained.

While there is likely to be some impact to the track, we will work to minimise this and will consider opportunities for restoration and/or enhancement.

PROPERTY OWNERS & BUSINESSES

Will the project impact my property?

We are refining the previous planning work and are undertaking a wide range of environmental and engineering-based studies to enable the next level of design and project scoping.

As we work through this process, we will seek to minimise the impacts of the project. However, as with all major infrastructure projects, some impacts cannot be avoided.

We are currently refining an environmental referral footprint for the highway across each project area, which will be used in the environmental referral of the project and lodged with the State and Commonwealth regulatory authorities in mid-2022. Work to refine the footprint between Clackline and Northam will commence in 2022.

We will be able to provide this information to property owners closer to the referral dates.

Following the referral of the project, the road reservation boundary will be developed to respond to various environmental and engineering-based information and recommendations.

This road reservation boundary will then help to determine the future land requirements should the project receive construction funding.

What compensation is available?

At this point in time, no funding is allocated for the construction of this project from the Swan River to Northam. Land acquisition discussions required for a project generally occur once construction funding is allocated.

Will the project affect my business?

We acknowledge the concerns some members of the community have regarding potential loss of trade for local businesses in Gidgegannup and Bakers Hill, where the highway passes to the north of the town centres.

The alignment was established this way to ensure heavy vehicles and regional traffic would not pass through towns, adversely impacting the safety of residents.

We are developing an Access Strategy for the project which considers how local roads will connect to the highway and what movement needs to be provided at each access point.

Toodyay Road will continue to provide access to Gidgegannup, as will Great Eastern Highway into Bakers Hill. The Access Strategy will consider connections to ensure easy access in and out of townsites along the route.

ENGAGEMENT

How are stakeholders and community being engaged on the project?

We began conversations with communities across the project area with the objective to gain a stronger appreciation for local issues and to understand community aspirations.

We're meeting with impacted landowners, local businesses, interest groups and the wider community to understand local issues and identify project opportunities.

Community drop-in sessions were held in Northam, Gidgegannup and Bakers Hill. As part of raising awareness and encouraging input into EastLink WA, the project team also participated at the Gidgegannup Agriculture Show.

We are working closely with State Government stakeholders, City of Swan, Shire of Mundaring and Shire of Northam to ensure the final designs for EastLink WA align with future planned development.

Engagement is ongoing for this project, with all community insights considered, alongside technical requirements, to help inform planning and preliminary designs.

How can I have my say?

Throughout planning and development, we will invite feedback on specific issues and at key milestones of the project.

Your feedback will help to inform the planning and design refinement. We will undertake this engagement predominantly through community drop-in sessions and online at [My Say Transport](#) (launching early 2022).

The community can also provide feedback at any time by getting in touch with us on 138 138 or enquiries@mainroads.wa.gov.au.

How can I stay informed?

We will keep you informed through project updates and through information shared on our website.

The website is where we share the latest project information and promote engagement opportunities.

Visit our website and sign up to receive project updates at mainroads.wa.gov.au/eastlinkwa