

Rethink Eastlink 2025 State (WA) and Federal Election Candidate Questions

Question 1. Are you for or against the building of Eastlink WA (also referred to as the Orange Route / Perth Adelaide National Highway (PANH))? Please provide a definitive answer and avoid prevaricating.

While I do believe the PANH needs to be developed to improve road safety, address black spot intersections, and improve commute times along the route, I am concerned about the Gidgegannup bypass, the amount of space the interchanges will take up and impose on the entry to the town, and the elevations required to build the bridge around the town would be unsightly. There are also many properties along the route that would have their aesthetic impacted by the amount of noise barriers needed to comply with environmental requirements.

Question 2. Please explain the basis of your stance and what you believe will be the impacts / outcomes if this road is built. This will undoubtedly become a preferred route to haulage traffic so as to avoid the congestion and slow townsite sections of Great Eastern Highway, thus it is most safe and practical to bypass Gidgegannup to reduce impact on the town. It is unfortunate that such infrastructure has to be directed so close, practically taking space from the showgrounds to be feasible, I would take effort to understand alternatives in this regard.

Question 3. Various concerns have been raised by stakeholders / community members in regard to this road. They include but are not limited to those listed below. How would you address these concerns should the road proceed?

- *Outdated concept and planning (Orange Route first proposed approximately forty years ago with no material action since that time). Is this the most appropriate solution to a perceived problem in 2025? Is it aligned with other WA major infrastructure planning such as the Kwinana outer harbour port? Yes, while the Orange Route has been studied since the 1980s, and while i think there is more years to come while Metronet and Kwinana Fwy works take the bulk of the states infrastructure resources, there are aspects that I believe need addressing such as the Reid/Roe interchange, and the section between Wundowie and Gidge.*
- *80% of the traffic between Perth and Northam consists of local movements. Do you think this concept addresses the existing issues including black spot intersections? I do agree most traffic is local and commuter traffic, and interchanges will improve safety over intersections, this may be nullified if the orange route much of the haulage traffic from Great Eastern Highway.*
- *Separation of townships and impacts on existing businesses that rely on through traffic. I am unsure how this would impact as generally customer traffic could improve as more people pass through instead of using GNH0, I also hope that the focus of housing development areas in Gidgegannup and along the route could vitalise the area.*

- *Impacts on historical and heritage assets such as the Kep Track and Aboriginal heritage sites. I should hope all aspects of heritage and environment are under a high level of scrutiny and would rely on relevant departments to make the right calls and continue to listen to community concerns*
- *Psychosocial impacts from forced land seizure and negative impacts on landholder amenity from noise, air and visual pollution.*
- *Destruction of highly valuable remnant vegetation in road reserves and private property further impacting endangered species (including Carnaby's Black-Cockatoos).*
- *Impact on waterways*
- *Cost. Is this additional road a justifiable use of taxpayer money?*
- *Inefficiency of road freight transport compared to rail / sea.*
- *Safety for commuters given the likely increase in truck/trailer length, allowable speed and movements.*
- *Alternatives to the proposed Eastlink road have been raised such as:*
 - *Developing effective rail networks in the area*
 - *Truck only roads for road trains.*
 - *Utilising / upgrading the Norseman / Hyden / Perth roads as the main East west corridor, reducing distances by 100 km each way and providing a southern entry closer to the proposed port. While the road network from Norseman to Perth needs to also be improved for traveller safety, I can't imagine where the appetite to develop it into a haulage route would come from*

Would you be willing to explore alternative solutions?