

# West Coast Highway Planning Review

## What's happening?

Main Roads is seeking community input into a planning review that provides a solution for upgrading West Coast Highway, between Ventnor Street and West Coast Terrace in Scarborough. You can you're your say by visiting [www.MySaytransport.wa.gov.au](http://www.MySaytransport.wa.gov.au).

## Why does West Coast Highway need to be upgraded?

Ongoing revitalisation of Scarborough and substantial investments continue to transform Scarborough Beach and its foreshore. As the area evolves, we want to better connect Scarborough with an upgrade to West Coast Highway based on a plan that provides safer and more convenient access for locals, people from all over Perth and travellers far and wide.

West Coast Highway is approaching its limits with its current daily traffic volume of almost 40,000 vehicles and extended periods of peak traffic congestion have become common. Daily traffic volumes have been forecasted to increase to nearly 50,000 vehicles by 2041 so planning for the future of West Coast Highway has become a priority.

## What's in the planning review?

The planning review found a centrally located lowered road section in combination with parallel roads and multiple pedestrian crossing points at ground level as the most suitable solution.

This allows access to be maintained during construction and ensures the least possible impact on the natural and built environment, residents, businesses and passing trade, as well as visitors to the area.

## Who has been involved in the planning review?

State and Local Government representatives involved in the planning review included DevelopmentWA, Department of Planning, Lands and Heritage, Department of Transport, Public Transport Authority and the City of Stirling.

## What other options have been considered?

Main Roads has assessed several options, including road widening and a tunnel. Our concept offers the most benefits in terms of minimising property impacts, reducing travel times, improving safety, and providing local amenity.

## Why isn't a tunnel the preferred solution?

A tunnel option would require the complete closure of West Coast Highway for a number of years causing extensive disruptions to traffic movements, access and businesses within the Scarborough area.

The lack of area available for a tunnel would require significant land resumption from commercial and residential property and public coastal reserves to accommodate portals, operational requirements (e.g., ventilation equipment and emergency access provisions) and road tie-ins to the north and south of Scarborough's built-up area.

## What are the benefits of a centrally located lowered road?

A centrally lowered road section will improve local amenity by allowing regional traffic to pass under local road intersections. Parallel roads at the surface will be less congested and easier to negotiate, with multiple crossing points allowing easy access for Scarborough's residents, visitors, as well as businesses and their passing trade.

This plan presents a sustainable solution with reduced project costs, delivery timeframes and construction disruptions. It allows regional traffic (i.e. traffic travelling to destinations outside this area) to pass under major intersections, including at Scarborough Beach Road. It also allows us to improve safety for other road users by providing more purpose-built pedestrian and cyclist crossing points, re-connecting the communities either side of the highway.

### **Will this affect development opportunities along West Coast Highway?**

Main Roads has met with Development WA, and a number of developers and landowners in the area to ensure the concept and future development plans integrate well with each other and are appropriate for the land available. It is expected the plan will provide positive outcomes for access and movement requirements associated with future re-development of the area.

### **Will there be any property impacts and/or land takes on residential homes?**

This planning review has identified that minimal land outside of the already planned widening of the primary regional road reservation, as identified within Scarborough under the Perth Metropolitan Region Scheme, will be required to deliver this option.

### **What are the commercial property impacts?**

As part of our planning review, we will consult with businesses within the Scarborough redevelopment area to better understand their needs and inform finalisation of our planning as well as future next steps.

We will continue to work with businesses as we progress through project development, design and construction phases, when they are programmed and funded over future years.

### **When will construction commence for the upgrade of West Coast Highway?**

There is currently no funding to deliver an upgrade

### **Will upgrading West Coast Highway to the preferred concept result in extra traffic noise?**

Traffic flow and speed are big contributors causing road traffic noise. Typically, road traffic is noisier and more disturbing near intersections, as multiple flows are causing variations in speed and vehicles are involved in stop-start and acceleration manoeuvres.

A centrally located lowered road section of West Coast Highway will result in less interruptions to regional traffic flows and more constant speeds will significantly reduce traffic noise. The lowered roadway design as well as increased distance from residences will further assist in mitigating noise by effectively limiting sound propagation.

This review will include noise monitoring to inform noise modelling for the preferred concept design. If required, noise mitigation measures will then be considered as part of further planning work, in line with the State Planning Policy 5.4.

### **How will the preferred option maintain connectivity for local road users?**

A lowered roadway carrying regional traffic under major intersections will reduce traffic volumes at ground level. This will allow intersections, parallel surface and side roads to operate better for improved local access to the area. Multiple crossing points will provide better connections over the 'sunken' section of West Coast Highway, enabling improved movements to Scarborough's beachfront for people walking, riding bikes as well as local traffic through Scarborough. This is a significant safety improvement given the current wait times at signals for all these road users that result from current congestion. The concept generally makes it easier for people to connect and access the beach and businesses.

### **How will pedestrian/cyclist connectivity be maintained or improved with this option?**

The plan includes multiple crossing points along West Coast Highway that will offer additional safer pedestrian and cyclist opportunities. These points will offer better access and connectivity to the current principal shared path along the coast.

### **What public art and/or landscaping will be considered to improve the aesthetics below current ground level?**

These elements will be considered in the next phases of the project, once programmed, and funding is made available. However, any community and stakeholder aspirations and feedback will be considered at this stage of the project.

### **What about public transport?**

Less traffic over the sunken roadway of West Coast Highway will facilitate improved bus movements through the intersections and opportunities for innovation in public transport. Main Roads will continue to work with key stakeholders to plan for improved services and to implement any route changes required.

### **How will the project affect parking in Scarborough?**

There is currently no formal parking on West Coast Hwy, with parking restrictions in place for most of the corridor. Unless a property is redeveloped, current access to parking on existing residential property off West Coast Hwy will not be adversely affected. Lower speed and lower traffic volumes on surface roads will allow better access to off-street parking on side streets, within buildings and in designated parking areas. Due to space constraints and the operational function of parallel surface roads, there is currently no plan to provide parking on West Coast Highway. The main objective is to provide a better connections and access within the area, including access to and from available parking.

### **How would a fire or emergency be treated if West Coast Highway is lowered below current ground level at the intersections?**

Main Roads will work closely with stakeholders including DFES, WA Police, St John Ambulance and the RAC to develop a design concept that meets the needs of emergency services. The plan also includes real time traffic management controlled by Main Roads' Network Operations to respond to any traffic issues caused by an emergency.

The lowered but open road sections linking to short sections of covered roadway beneath intersections will allow sufficient emergency access and escape routes

without the need for mechanical ventilation or extensive tunnel safety provisions.

### **What would be the effects on groundwater with the road below current ground level, and will it affect local bores?**

The lowered road is designed to be above known ground water levels in the area, but Main Roads will undertake further Groundwater and Dewatering investigations in the next phase of the project.

### **What happens next?**

We will collate and consider all the feedback provided from the community and businesses through MySay Transport and report on key findings.

It is then intended that DevelopmentWA will make amendments to the Scarborough Redevelopment Scheme to protect identified land requirements.

### **Further information**

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