

Changes to the road network

To facilitate construction and operation of the new runway, changes to the current access roads to Perth Airport will be required. An efficient road network is important as the journey to and from the airport often creates the first and last impression for people visiting Western Australia.



Planning

Ground transport planning is critical to the efficient operation of the airport



Efficiency

Maintaining an efficient level of service is essential to the community and business



Working together

Working closely with Main Roads WA and councils to ensure airport roads work harmoniously with surrounding traffic network





What is the impact of the new runway to the road network?

The new runway will occupy 293 hectares, be 3,000 metres long and will be located parallel to the existing main runway with a 2 kilometre separation. To facilitate the construction of the new runway Grogan Road will be closed.

Whether or not the new runway is built, the airport will become much busier, and therefore more vehicles will use the roads. As traffic increases, traffic modelling has shown that changes to the road network due to construction of the new runway does not negatively impact the surrounding road network.

Pedestrians and Cyclists

There is no dedicated pedestrian or cycle infrastructure on Grogan Road. Pedestrians and cyclists will continue to use the new facilities constructed as part of the Gateway WA and Roe Highway projects.

Public Transport

Grogan Road is not used by any public transport services and the closure will not impact public transport to, from or around the airport.

Rail

The planning of the Forrestfield-Airport Link (FAL) alignment has considered the location of the new runway. The FAL rail tunnels will be built at the northern end of the new runway and not directly beneath the runway pavement.

Closure of Grogan Road

The new runway will require the re-closure of Grogan Road, which was previously closed to through traffic between 1987 and 2005.

A transport study showed that currently up to 60 per cent of the traffic on Grogan Road during peak periods is non-airport traffic using the road as a shortcut. Initial planning considered Grogan Road being replaced by a tunnel beneath the new runway. During design work the cost for the tunnel was estimated to be in the order of \$240m. This significant cost was driven by the requirements of the tunnel such as fire safety elements, monitoring and response capabilities, and the length and distance below the runway that the infrastructure needed to be for safety and aviation security.

Simulation modelling for future traffic volumes also showed that the external road network performed to a similar level with or without the tunnel constructed.

The construction of a tunnel to serve the low volume of airport related traffic could not be justified.

The re-closure of Grogan Road will result in a change of access to Terminals 1 and 2 and access to the businesses in Airport Central. Alternative routes to T1 and T2 will be via the Roe and Tonkin Highways (shown over the page).

\$240m
INVESTMENT

Cost to construct a tunnel under the new runway for only a small number of vehicles.



12 vehicles per hour

Number of construction vehicles delivering material during bulk earthworks.



4-5 years to build

Construction timeframe to build the runway.

What does constructing a new runway involve?

Construction will take four to five years with works generally taking place between 7am and 7pm, Monday to Saturday.

During construction, the importation of fill for bulk earthworks will have the highest impact on the surrounding road network.

A conservative program of 16 months for bulk earthworks results in an average of 12 vehicles per hour delivering materials to the site. Construction vehicle access provided at six locations off Horrie Miller Drive and Abernethy Road will spread the impact across the traffic network.

There will be an estimated 100 staff vehicles and 100 general deliveries a day at peak construction stage.

A traffic management plan will be prepared prior to construction works commencing.

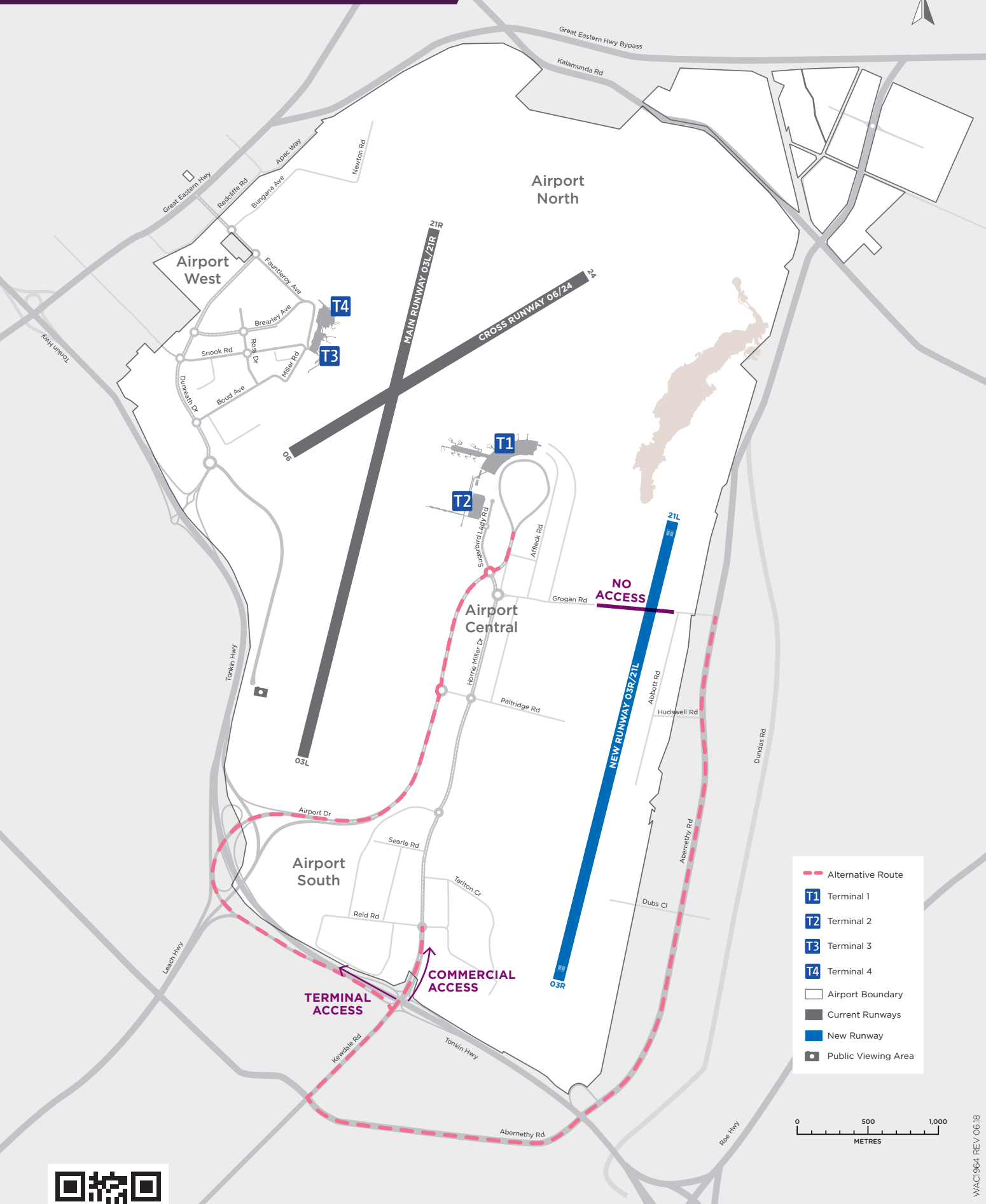
In addition, debris-removal facilities (such as a wash-down facility or rumble strips) for vehicles leaving the site will be considered to ensure the public road network is kept free from construction materials.

All trucks carrying loose material will have their loads covered to ensure dust and debris is contained within the truck.

Construction traffic is temporary and will not adversely impact on internal or external road networks.

New runway timeline





FIND OUT MORE

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