

# Tonkin Gap Project and Associated Works

The Tonkin Gap Project team continues to deliver the long-anticipated upgrades to Tonkin Highway. The project will improve safety and efficiency, reduce congestion, and decrease travel time up to six minutes in the morning and 11 minutes in the afternoon.



**Additional lanes on Tonkin Highway in both directions** — as well as dedicated on and off-ramp lanes at some interchanges.



**METRONET Morley-Ellenbrook Line enabling works** — will provide a rail corridor within the median of Tonkin Highway between Railway Parade and Marshall Road, two dive structures for the railway to enter and exit the highway median, two rail bridges over Morley Drive and a bus interchange bridge at Broun Avenue.



**Shared path connectivity** — to enable cyclists to ride seamlessly from Roe Highway in Wattle Grove all the way north to Muchea using the upgraded shared path.



**Upgraded interchanges** — at Guildford Road and Great Eastern Highway to improve driver safety.



**Enjoy an improved community space** — to an area under Redcliffe Bridge for the local community.

While our crews deliver these upgrades to the community, there will be road closures, night works and other construction impacts within the project area – but don't worry, we will keep you updated. Follow us on Facebook 'Tonkin Gap Project' to find out the latest information on our works.

## MILESTONE TIMELINE

Early 2023	Mid 2023	Late 2023	2024
<ul style="list-style-type: none"><li>Traffic permanently shifted onto completed Broun Avenue combined road and bus bridge over Tonkin Highway</li><li>Southern Dive structure complete</li><li>Redcliffe Bridge western PSP opened under bridge</li></ul>	<ul style="list-style-type: none"><li>Opening of Redcliffe Bridge traffic lanes (no additional lane capacity)</li><li>Northern dive structure (near Marshall Road) complete</li><li>Tonkin Highway northbound and Collier Road and Benara Road final alignment complete</li><li>Eastern noise walls on Redcliffe Bridge complete</li></ul>	<ul style="list-style-type: none"><li>Selby Park irrigation and planting complete</li><li>Heritage trail complete</li><li>Tonkin Highway northbound and southbound between Dunreath Drive and Collier Road on final alignment</li><li>Opening of Redcliffe Bridge traffic lanes with additional lane capacity and speed restrictions</li></ul>	<ul style="list-style-type: none"><li>Landscaping and revegetation works complete in early 2024</li><li>Finishing works to continue throughout the project (night and day works)</li><li>Morley-Ellenbrook Line works continue between Guildford Road and Marshall Road until late-2024</li></ul>

*These dates are subject to change. Stay up to date on the Main Roads website and Tonkin Gap Facebook Page for updates on progress and works.*

# Busting the bottleneck

As we move into the business end of the project, we are starting to see how the Tonkin Gap Project will reduce congestion and make a more pleasant commute for regular road users travelling between Dunreath Drive and Collier Road.

By the end of this year, the Tonkin Gap Project will have reduced travel times, addressed a major bottleneck used by 120,000 vehicles daily and created hundreds of local jobs.

We are now even closer to saving commuters up to 11 minutes in the afternoon peak.

Tonkin Highway is one of the busiest heavy vehicle routes in the metropolitan area, with connections to many existing and future strategic freight routes.

On Great Eastern Highway the team is progressing work on a new loop ramp to take northbound road users onto Tonkin Highway.

Widening of Tonkin Highway is mostly complete with four new bridges over Railway Parade and Guildford Road done and dusted. The new Redcliffe Bridge lanes are expected to open mid-year.

At the end of the year, Tonkin Highway will have three lanes in each direction from Dunreath Drive to north of Railway Parade with north and southbound collector-distributor



(CD) roads between Guildford Road interchange and Great Eastern Highway interchange. A CD road separates highway through traffic from other vehicles that are exiting or entering the highway. This means the lefthand lane in both directions will not need to join traffic on the highway to take the next exit. Motorists entering and continuing south or northbound, will merge across to the main highway lanes.



## Selby Park update

Around the middle of 2023, road users travelling west on Great Eastern Highway who want to head north on Tonkin Highway, will be able to use a dedicated slip lane to the new loop ramp.

To build the ramp, part of Selby Park — which was reserved under the State Government's Metropolitan Region Scheme (MRS) for the ramp — was resumed with an additional area reserved for the work site.

When work is complete, we will be returning a substantial portion of the park back to the community.

"Our consultation with the local community made us aware of the importance of Selby Park as a recreational area, particularly with dog walkers," Community & Stakeholder Engagement Lead Kristy Havelberg said.

"We are working with the City of Belmont to provide reticulation and vegetation coming into winter, to give

it back to the community in good condition."

Work is progressing well in this area and while there were some unexpected delays, we are pleased that the Great Eastern Highway underpass and Victoria Street footbridge are now open.

Temporary screens on the footbridge will be replaced with purpose-designed aesthetic screens. These temporary screens will be used in other areas of the project.



## New path for wheels or sneakers

With the recent opening of the new Principal Shared Path (PSP) under Redcliffe Bridge, cyclists, eRidable and mobility device users and pedestrians step closer to enjoying a fully integrated and connected shared path connecting Gateway WA, south of Dunreath Drive and joining the NorthLink WA network starting at Railway Parade.

The shared path upgrades are part of a vision to make WA a place where riding is a safe, connected, convenient and a widely accepted form of transport.

The path under Redcliffe Bridge is 4.6 metres wide, providing plenty of passing space for all path users. Moving the path below and away from traffic noise and fumes makes for a much more enjoyable outdoor experience.

Construction and Design Interface Manager Dirk Baumgartel said that the design phase of the PSP network was now finished.

“Our design team has been working incredibly hard to deliver a modern and integrated shared path design

that allows safe commutes for both pedestrians and cyclists,” Dirk said.

Some of the highlights of the PSP upgrades include:

- New Victoria Street Bridge – a wider and safer bridge for the community, especially students accessing nearby schools.
- Wide underpasses under Guildford Road – at six metres wide, these will be some of the widest underpasses in Perth.
- Safe connections through Selby Park – in discussions with the community we minimised the interface between commuter cyclists and park users.
- Community areas under Redcliffe Bridge – linking pedestrian and cyclists to the new community recreation area under the bridge.

To keep up to date with detours that might affect you, visit our website.

We expect the uninterrupted path between Roe Highway in Wattle Grove and Muchea will be available towards the end of the year, depending on the progress of other infrastructure projects in the area.

## Local heritage preserved with interpretive node

During the early stages of the Tonkin Gap Project, two River Gum trees near the Swan River (Derbarl Yerrigan), each with a single cultural scar, were identified as items of significance, and now the area has been listed as a heritage site.

Working with the Department of Biodiversity, Culture and the Arts and the City of Belmont, the team has developed a special area with interpretive panels and a seating area for reflection.

Traditionally, the Whadjuk people removed the bark from tree trunks to make tools for fishing, hunting or shelter, or even carriers for babies. This resulted in big scars. Over time as the trees matured, the scars would expose the sap within the trunk.

Sometimes trees were scarred as a way to represent burial sites or set boundaries between tribal areas. One of the scar trees has fallen into the Derbarl Yerrigan. It will be left here to provide habitat for animals and help stabilise the river foreshore.



## Locals get the lowdown at open house event



More than 70 locals took time out to chat with the Tonkin Gap Alliance and METRONET teams to find out more about the Morley and Noranda Stations and other work being completed by the Tonkin Gap Alliance team recently.

Representatives from the Tonkin Gap Alliance design, construction, traffic and community teams joined with METRONET and contractor MelConnx to answer questions and pass on information about the remaining works along the median of Tonkin Highway.

“While we have been working on rail-enabling construction for the Morley-Ellenbrook Line, at the beginning of the year, we took on extra work including the carparks and station groundwork for Morley and Noranda Station, the underpass at Benara Road and the Malaga footbridge,” Andy Fawcett, PTA Interface Manager said.

“This is the first opportunity we have had to talk to the local community about these works in detail and we are very grateful to the community for their patience as we roll out the schedule.”

### Where did the trains go?

To enable Morley-Ellenbrook Line trains to enter the median of the highway, two ‘dive structures’ have been built — one near Guildford Road, Bayswater to enter the median, and one to exit near the future Malaga Station. At the southern dive, the team has finished laying 138 track slabs. Track slabs are reinforced concrete slabs set at intervals which will support the tracks for the train line.

The trains will travel along the Tonkin Highway median, stopping at Morley and Noranda Stations.

Construction of the northern dive is also complete and traffic was recently moved onto the lanes above.

## Broun Avenue bridge a step closer to completion

A project milestone was reached recently when traffic moved onto the final vehicle traffic lanes on the Broun Avenue bridge.

Since April last year, traffic has been using the southern bus interchange bridge while the vehicle lanes on the northern side were completed.

At more than 60 metres wide, 77 metres long and eight metres high, Broun Avenue bridge is one of Perth’s widest roads and bus interchange bridges accommodating 12 bus stands and four lanes of traffic, allowing safe and easy transfers between bus and train services.

Many people watched as the 60-year-old original bridge was deconstructed to make way for the longer, wider structure which will act as the entrance to the future Morley Station.

Work will continue on the bus interchange area and the shared path network, as well as upgrades to the Doyle Street / Broun Avenue and Embleton Avenue/ Broun Avenue intersections.

Minister for Transport Rita Saffioti joined the Tonkin Gap Alliance project team to view the work just prior to the bridge opening to traffic.

“The Tonkin Gap Project and Associated Works continues to make great headway on what is a complicated and challenging program,” Minister Saffioti said.

“The Broun Avenue bridge is a vital link for local motorists and commuters as it will allow passengers on and off buses when they ride to the future METRONET Morley-Ellenbrook Line.”