



Tonkin Highway Extension and Thomas Road Upgrade

Frequently Asked Questions

What is the project schedule?

Procurement commenced in November 2023, with contract awards expected in late 2024. Construction is scheduled to commence in mid-2025.

What location will construction start?

Once delivery contracts have been awarded in late 2024, construction staging will be known and communicated.

How long will construction take?

Construction is expected to start in mid-2025 and will be complete by late 2028.

What is the status of the Tonkin Highway Extension environmental approvals?

Conditional State environmental approval has been obtained for the project under the Environmental Protection Act. Approval of Management Plans and Strategies are being completed.

Conditional approval has been received from the Commonwealth for the Environment Protection and Biodiversity Conservation (EPBC) Act. Approval of the Management Plans and Strategies are yet to be completed.

Aboriginal Heritage Act 1972 (AHA) Section 18 consent was received (subject to conditions) for eight of the sites in March 2022, and a further s18 consent was received in June 2023 for the final place on Hopkinson Road in Cardup.

Two European heritage sites have also been identified. The Shire has a number of recommendations regarding these two sites, including taking photographic records and salvaging some material from the historic places.

A Heritage Risk Assessment was completed for the Thomas Road Upgrade in 2020, which identified no known Aboriginal or European Sites within the project area.

Who is responsible for Thomas Road, east of Tonkin Highway?

Main Roads recently took over responsibility and is now responsible for the entire length of Thomas Road.

Will planning work consider the extension of Tonkin Highway further south?

Extending Tonkin Highway south of Mundijong Road was included in the Western Australian Planning Commission (WAPC) sub-regional planning framework and is considered a long-term proposal.

A short section of the future Tonkin Highway south of Mundijong Road was planned for as part of the Mundijong Freight Rail Realignment Planning Study. However, no further planning or construction work is currently funded to occur.

How are intersection treatments chosen?

Intersection treatments have been selected based on a comprehensive multi criteria analysis including road safety, required access, environmental and social impacts and traffic performance.

Traffic performance was determined through traffic modelling based on current traffic counts and future predictions.

Which intersections will be grade separated interchanges?

Thomas Road and Tonkin Highway, and Bishop Road and Tonkin Highway.

A grade separated interchange is a bridge over road with connecting ramps.

What other intersection treatments are proposed on Tonkin Highway?

- Underpasses at Abernethy Road for vehicle, pedestrian, cyclist and equine access.
- Underpass at Gossage Road for pedestrian cyclist and equine access.
- Underpass at Shanley Road for vehicle, pedestrian, cyclist and equine access.
- Primary roundabouts at Orton Road, Mundijong Road and South Western Highway intersections with Tonkin Highway.
- Secondary roundabouts at Hopkinson Road/Abernethy Road and Shanley Road/Jarrahdale Road/South Western Highway.
- Bridge over the existing Kwinana South Western freight rail at Bishop Road.
- Bridge over the Perth to Bunbury rail and Wright Road.

What intersection treatments are proposed on Thomas Road?

- Left in left out only at Ballak Place and Briggs Road.
- Hopkinson Road changes:
 - Hopkinson Road (north of Thomas Road): Cul de sac
 - Hopkinson Road (south of Thomas Road): Cul de sac.
- Roundabout at Kardan Boulevard.
- Roundabout at Masters Road / Malarkey Road.
- Traffic signals at Plaistowe Boulevard.
- Priority controlled intersection (stop sign) at Wungong South Road.

Will safety on Hopkinson Road be addressed?

Cul de sacs will be constructed at multiple locations along Hopkinson Road adjacent to Tonkin Highway, so it will no longer be a continuous road. The majority of existing north-south traffic will use the new Tonkin Highway.

Is there a connection from Hopkinson Road to Tonkin Highway?

There will be no direct connection provided from Hopkinson Road to Tonkin Highway. Local accesses at Hopkinson Road will be maintained where possible.

- Hopkinson Road north of Thomas Road will be cul de saced at Thomas Road. It is on the east side of Tonkin Highway.
- Hopkinson Road south of Thomas Road will be cul de saced adjacent to Jersey Road in Oakford. It will be on the west side of Tonkin Highway.
- A single lane roundabout will be constructed at the Abernethy Road and Hopkinson Road intersection to maintain local road connectivity and improve safety.
- Hopkinson Road will connect to Orton Road near to the Tonkin Highway and Orton Road roundabout, and will be cul de saced north and south of Gossage Road.

Will Abernethy Road be connected to Tonkin Highway?

Abernethy Road will go under Tonkin Highway via an underpass. On and off-ramps could not be safely accommodated due to the proximity of Thomas Road and Tonkin Highway interchange and Orton Road and Tonkin Highway intersection. It would also have significant environmental implications, including a Bush Forever site to the south-west of the highway alignment.

Will it be a continuous route, or will there be traffic lights?

There won't be any traffic signals on the extension of Tonkin Highway, however, there will be traffic signals at the Tonkin Highway/Thomas Road interchange on and off-ramps.

How will pedestrians cross the highway?

A Principal Shared Path (PSP) will run along the eastern side of Tonkin Highway, with connections to local path network provided at Thomas Road, Orton Road, Bishop Road, Mundijong Road and South Western Highway, along with a number of other minor roads. Crossings of the highway will be included at strategic locations, including both underpasses and under bridges. Visit the project webpage for a detailed map.

How are the equine paths going to link up?

Connectivity is being provided to link existing equine paths in line with the Shire Serpentine Jarrahdale Equine Master Plan:

- Access across Tonkin Highway will be provided via underpasses at Abernethy Road, Gossage Road and Shanley Road.
- Access across Thomas Road will be provided via a signalised 'Pegasus Crossing' located east of Briggs Road and an unsignalised crossing near Wungong South Road (underpass at the Thomas Road bridge over rail).

Will CCTV cameras and lighting be included?

Lighting will be installed on the roads and shared paths to increase safety and security and CCTV installed to allow Main Roads to monitor traffic.

Are there plans to reduce South Western Highway to one lane in each direction through Byford town site?

No, previous traffic modelling has concluded that with the expansion of the Byford, Cardup and Mundijong areas, South Western Highway will need to remain two lanes in each direction through the Byford town site, even with Tonkin Highway constructed.

Heavy vehicles travelling to and from the South West and Wheatbelt Region will now bypass Byford townsite.

How will traffic noise be addressed on the project?

The project will comply with the requirements of *State Planning Policy 5.4 Road and Rail Noise*.

To ensure compliance Main Roads has elected to use an asphalt wearing course as opposed to a chip seal which is common on rural highway. This significant investment by Main Roads ensures a quieter finished surface.

In addition to meet compliance obligations, noise barriers or property acoustic treatments will be used.

Noise modelling has been undertaken using the concept design. Once a delivery contractor has been appointed, additional modelling will be undertaken to finalise the proposed noise mitigation treatments.

Will existing access arrangements change during construction?

When road closures are required, access will remain available for local residents either through stop/go traffic management or detours on the existing local road network.

How will construction noise and dust be managed?

The project will be required to abide by stringent dust and noise legislative requirements to minimise disruptions to nearby residents. Dust and noise monitors will be in place to ensure compliance.

Are emergency exits incorporated if there is a bushfire?

In addition to the highway and its connecting intersections, emergency egress will be available at several locations – view the Access and Connectivity Map on the Main Roads project webpage.

Will fencing be provided for land adjacent to project?

Fencing will be undertaken as part of "accommodation works" once delivery contracts are awarded. The works will be facilitated in consultation with Main Roads and the affected property owners.

What are the land requirements?

Main Roads has made contact with all landowners requiring land acquisition. Consultation for accommodation works, including fencing and driveways, will be undertaken once a delivery contract is awarded. Vegetation reserves will be fenced off.

Will drainage be added to cope with existing flooding?

Hydraulic modelling has been undertaken to identify critical flow paths. These will be maintained through the provision of culverts below the road.

Drainage basins will also be provided adjacent to the road which allow flood water to accumulate. Basins have been sized to accommodate the predicted flood levels.

How will trees and wildlife be protected?

Requirements are in place to minimise clearing and maintain trees and natural screening where possible. Reviews of the detailed design as it's developed will focus on retaining existing vegetation. Cleared vegetation will be offered to nearby schools and organisations for re-use.

Landscaping and revegetation works are part of the projects. These works will be undertaken towards the end of the project following winter rain.

What other works are happening on the local road network?

- Thomas Road Safety Improvements: New roundabouts on Thomas Road at Nicholson Road and Kargotich Road are currently under construction.
- Local Government works: Upgrades to a 14.3km section of Kargotich Road, a 6.9km section of Soldiers Road and a 6.3km stretch of Orton Road.
- Mundijong Freight Rail Realignment Planning Study: A planning study began in 2019 to realign the existing freight rail which currently traverses Mundijong and Mardella. A preferred freight rail realignment corridor was announced in November 2022, and Planning Control Areas were approved in December 2023.

Are there plans to fix traffic issues on existing sections of Tonkin Highway?

Grade separations of Tonkin Highway at Hale Road, Welshpool Road and Kelvin Road are funded for construction as part of the Tonkin Highway Corridor project. Visit the Main Roads website for information on scope and timeframes.

Is there any focus on climate change impacts?

The project is ensuring the materials used during construction can be deconstructed and repurposed, ensuring the lifecycle of the materials chosen is considered. A Replacement Materials Strategy is being developed to maximise the amount of recycled and alternative materials used.