

Smart Freeway Mitchell Southbound: Hester Avenue to Warwick Road



This project forms part of the Smart Freeway Mitchell Southbound: Hester Avenue to Vincent Street suite of works totalling over \$200 million, jointly funded by the Australian and Western Australian Governments.

Update on infrastructure works

Construction of a third lane along the Mitchell Freeway southbound from Hodges Drive to Hepburn Avenue, and a new southbound lane between Hepburn Avenue and Warwick Road, are well advanced.



Construction of a new lane in the freeway median under way

Other major activities that have been ongoing include construction of concrete safety barriers along the rail line and drainage installation.

Early works to install smart technology on nine freeway entry ramps between Hester Avenue and Warwick Road have commenced, with temporary traffic management now in place.

In the coming months, we anticipate the freeway traffic will be switched over to the newly constructed lane adjacent to the median.

This will allow us to maintain two live traffic lanes whilst we commence works on the verge side of the freeway.

Because of the reduced lane widths, traffic management will remain in place to maintain safety for motorists and our workers on site.

Vegetation clearing has been undertaken in the freeway verge area from Ocean Reef Road to Hepburn Avenue.

The focus of vegetation clearing will shift in future months to areas closer to the freeway, after the traffic has moved onto the new lanes and the area can be safely accessed.



Community and stakeholder engagement

An opportunity for the community to influence the project's design was provided through a Community Reference Group (CRG) from July to November 2021.

CRG members were invited to view proposed plans and express their opinions on elements such as the Principal Shared Path (PSP), noise wall designs and the extent of vegetation clearing required to deliver the new infrastructure.

This input was considered and where possible, incorporated into the designs to deliver better community outcomes. Detailed design work is ongoing and will be shared once finalised.

We acknowledge the advocacy efforts of the CRG members and thank them for their active participation during the project's design phase.

Noise walls and Principal Shared Path (PSP)

We will be building 5.5 km of noise walls, from Camarino Drive to Warwick Train Station, providing long-awaited noise relief to the residents adjacent to the southbound freeway lanes.

Improved community amenity will be achieved through the construction of 7.6 km of new Principal Shared Path (PSP) between Ocean Reef Road and Warwick Train Station.

This will provide a high quality path to meet current access and mobility standards, creating a safer environment for all.

On-site preparation for construction of the PSP and noise walls commenced in late January. The building works will continue to the end of 2022.

Path closures and detours

During the works, the existing shared paths that provide connection to the local road network will be intermittently closed.

These closures will allow for the safe movement of machinery during the widening of the freeway and construction of the noise walls and PSP. Detour signage will be in place for the duration of any path closures.

During this time, path users may need to use roads they are not familiar with and journey times may increase. Road users are asked to take extra care when driving along the detour route.

SHARED PATH DETOUR

Shared path detour commencing January 2022

Shared path closed to construct principal shared path from Ocean Reef Road to Warwick Train Station

Detours will be removed at the earliest possibility
Please refer to map for alternative route

More information:
[T 138 138](tel:138138) [W www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au) [W www.westcycle.org.au](http://www.westcycle.org.au)

Legend
— Shared path closed
— Detour route

Opportunities to improve aesthetic outcomes

The freeway verge within this project boundary is part of an infrastructure corridor, a reserve set aside for the express purpose of future infrastructure provision.

This vegetation is then removed when the land is required for the expansion of infrastructure to meet the needs of a growing population.

Following the completion of the major works, the project will re-vegetate and landscape areas using prevalent flora species.

Not all areas will be able to support landscaping however, in these locations we continue to explore opportunities to soften the aesthetics.

In response to community feedback, the design is continuously evolving as we identify innovative strategies to retain vegetation and enhance the overall visual appeal of the local area.

Working with local government we have identified an opportunity to retain a 3 metre wide verge alongside the 8 km of shared path, which will be replanted once construction of the noise walls is completed.

We are finalising a comprehensive re-vegetation and landscaping plan. Once finalised, the plan will be made available on the project webpage.

Approximately 750,000 tube stock plants will be used across the project area, supplemented by seeds collected from the site prior to the commencement of construction.



Environment and sustainability commitments

We are committed to meeting and exceeding our sustainability objectives for the project by utilising a comprehensive approach to identifying, assessing, and mitigating environmental impacts.

This includes achieving an Infrastructure Sustainability Council of Australia (ISCA) project rating score of at least 40 points.

All removed vegetation, excluding any diseased vegetation, will be reused. Vegetation reuse initiatives include the provision of grass trees to a local primary school and the supply of large logs for a nature scape playground in another school. The remaining vegetation has been mulched and stored onsite for use in future landscaping.

The clearing of vegetation by the project will be offset by the acquisition of 31.9 hectares of native vegetation at Lake Clifton.

This includes Tuart Woodlands and Black Cockatoo habitat, under the management

of the Department of Biodiversity, Conservation and Attractions (DBCA).

We are also consulting with DBCA to revegetate an additional 7.1 hectares of land near the project area.

During the fauna spotting that was undertaken prior to the removal of vegetation, two abandoned black cockatoo nesting hollows were identified in the project area. These will be replaced with six artificial nesting hollows as part of a clearing permit requirement.

We must install at least three artificial nesting hollows for each suitable nesting hollow that has been removed. These must be in place prior to the next breeding season. Monitoring and maintenance by a qualified field ecologist is also required for ten years.

Recently our fauna spotters located two unregistered beehives. With the assistance of a local resident who is also a beekeeper, the beehives were safely relocated.

Smart Freeways update

This project forms part of the wider suite of works for Smart Freeway Mitchell Southbound: Hester Avenue to Vincent Street. The contract for the southern portion, from Reid Highway to Vincent Street, was recently awarded.



Indicative concept design of freeway entry ramp widening and coordinated signals

The Smart Freeway upgrades include coordinated ramp signals at 16 southbound on-ramps from Hester Avenue to Vincent Street, to enable easier and safer merging during peak periods.

These signals work similarly to traffic lights, rotating quickly between green, yellow and red at peak times of the day when they automatically switch on, to allow one car per lane to join the freeway on every green light.

Modifications will be made to each of the southbound Mitchell Freeway entry ramps, to allow additional capacity for vehicle storage at coordinated ramp signals.

By managing the flow of vehicles onto the freeway, the coordinated ramp signals will provide a mechanism to control the traffic flow and prevent stop-start conditions building at merge points, helping keep freeway traffic moving efficiently.

Large digital signage will be installed on arterial roads that connect to our freeway

entry ramps. These signs will provide real-time driver information about travel times and traffic conditions ahead.

Further south on the Mitchell Freeway from Reid Highway to Vincent Street, overhead electronic signage will be installed, which will display speed limits and enable lanes to be closed when needed.

This will be in addition to 'stopped vehicle detection technology', automatic incident detection and additional CCTV which will enhance the operation of the Smart Freeway.

Smart technology allows traffic to be managed in real-time onto, through, and out of the freeway, to optimise its performance safely and efficiently.

This is the most efficient solution to manage congestion, increase traffic flows, improve safety and reduce journey times given the freeway network cannot be continually widened to increase network capacity.



An example of a digital sign leading onto a freeway on ramp

For more information on Smart Freeways, visit <https://smartfreeways.wa.gov.au/>

Further information

Contact us with your queries, phone: 138 138 or email: enquiries@mainroads.wa.gov.au

You can subscribe to receive emailed updates by accessing the webpage and clicking "subscribe":

www.mainroads.wa.gov.au/smart-freeways

This document can be provided in alternative formats upon request

www.mainroads.wa.gov.au



☎ 138 138
✉ enquiries@mainroads.wa.gov.au
📱 www.mainroads.wa.gov.au