



Tonkin Gap Project and Associated Works



Frequently Asked Questions

General

Q: Who was awarded the contract?

A: The Tonkin Gap Alliance - comprising of BMD, Georgiou Group, WA Limestone, BG&E and GHD has been awarded the contract to deliver this project.

Q: Why did Main Roads not upgrade this section as part of the Gateway WA or NorthLink WA projects?

A: Main Roads continually plans ahead for new roads and road upgrades; however, construction is subject to funding from the State and Federal Governments. NorthLink WA was not funded for works further south to Redcliffe. We understand that road users have been through a number of construction projects and traffic management in the area in the past few years.

Q. Are you continuing to allow road trains on Tonkin Highway?

A. There are no current plans to revise the RAV access network arrangements on Tonkin Highway. However, there will be some limitations for heavy vehicles, please visit [Main Roads Heavy Vehicles](#) for more information.

Q. Do we have a figure on the trucks that will be diverted to Tonkin Highway when it is upgraded?

A. There is a limitation on the size of trucks that are allowed on Tonkin Highway. This will remain when it's upgraded.

Q. Is there the possibility that the new train system will free up the roads?

A. Yes, there is the possibility of this. However, with population growth in Perth upgraded infrastructure is required.

Design

Q: When will the detailed design be final?

A: We expect detailed design to be finalised mid-2021.

Q: Can you release the designs yet?

A: Designs are shown at our Open House events but unfortunately, we are not able to share these online yet - as design development continues, we will progressively form a better understanding and we can then share this information.

Our design will go through a thorough review by Main Roads, the local government authorities, verification by independent practitioners, and Environmental Regulators and others. As well as a Constructability Review by our Constructors.

Q: Can you change the designs based on community feedback?

A: From a road geometric and bridge design perspective we have to comply with legal standards and codes of practice, so there is little room to influence this within a highly constrained road reserve environment.

However, we have made many design changes to date since starting consultation. These have included noise wall design, shared path connections, urban and landscape design aspects and tree retention. There will be further opportunities to provide feedback as we progress the project.

Q: Is there anything planned for under Redcliffe Bridge on the Bayswater side?

A: Main Roads has identified an area under the Redcliffe Bridge, on the City of Bayswater side, that may present an opportunity for enhancement. We are already liaising with the City of Bayswater and other State Government agencies to consider opportunities in this location. Suggestions from stakeholders and the community have so far included a skate park, fishing platforms and shared path facilities. Further consultation with local

government, stakeholders and the community will be undertaken.

Q: What is the impact of the Tonkin Gap project on Selby Park, in the City of Belmont?

A: An area of Selby Park has always been reserved to upgrade Tonkin Highway under the State Government's Metropolitan Region Scheme (MRS) and will see a new loop ramp from Great Eastern Highway built. We are working closely with the City of Belmont to minimise the impact and determine how best to reinstate the park at the conclusion of the works.

Q: Will the underpass under Great Eastern Highway at the end of Davis Street still be available?

A: We will be upgrading the current underpass at Great Eastern Highway, and it will be closed during construction. Detour information will be made available.

Q: What facilities are planned for cyclists and pedestrians as part of this project?

A: The Principal Shared Path (PSP) will be upgraded to connect with the PSP built as part of NorthLink WA and Gateway WA. We are collaborating with local government, Department of Transport and WestCycle as part of the design process.

Q: Will the PSP remain open during construction?

A: There will be times when we need to detour PSP users to an alternative path. There will be detailed advice and notifications on this page and social media when this is happening.

Q: Why do we need so many lanes over Redcliffe Bridge?

A: At the ultimate stage (i.e. beyond 2050, with ramp signalling in place) there will be a requirement for three bridges, with a total of 14 lanes. This is to accommodate the projected daily traffic of some 190,000 vehicles per day (vpd).

Project stage (what we are building now), we will modify and accommodate 8 lanes across the existing Redcliffe bridge and build a new western bridge with 2 additional lanes.

To provide some context, the Narrows currently accommodates 186,000 vpd @80km/hr (which has consistently been the same for the last 6 years – 186,000 to 190,000 vpd with high levels of congestion on a 10-lane and one bus lane bridge).

Whereas Redcliffe has grown from 90,000 to 120,000 vpd over the same 6-year period – with high levels of congestion over a 6-lane bridge.

Q: Will there be more pylons in the river/ riverbed?

A: For aesthetics, and from a flood level control perspective, we will seek to mirror what is there currently. The pylons/ piers are currently located on the riverbanks.

There will be a temporary pier to assist/ support during the launch of the new bridge.

Construction

Q: When did work start on this project?

A: Works started in November 2020.

Q: When will Construction works end?

A: Works are scheduled to be complete in 2023, however during this period it's anticipated that the METRONET Morley-Ellenbrook Line works will start and carry-on beyond the completion of the Tonkin Gap Project.

Q: Will I be eligible for a property condition survey?

A. If your property falls within the area that meets the criteria for a survey, you will receive a letter in the mail. Letters are sent to property owners registered with the local government authority, not to the property.

Q. Can I still claim for damage even though I am not eligible for a property survey?

A. Yes, you would follow the same process. We would encourage you to contact us if you believe your property has been damaged and we can talk you through the process.

Q: What will you be doing about dust?

There will be dust throughout the project, particularly when we are clearing, mulching and removing topsoil.

We have dust mitigation strategies to reduce the impact of dust on residents and businesses – including water carts, street sweepers and dust suppressants.

Q: What will you be doing about vibrations?

A: You might feel vibrations throughout the project. We understand these can be uncomfortable at times. They will not always be constant, it will depend on the work we are doing and where. Different pieces of equipment will cause different levels of vibrations and we are approved to carry works up to 5mls, which should not cause any damage to your property.

When completing works that cause vibrations, we will use our vibration monitor to ensure we are not exceeding the approved levels.

We will work with you to reduce impacts as much as possible – including considering the hours we work, type of equipment and machinery we use and noise walls.

Q: What are the working hours during the construction phase?

A: Generally, work hours are 7am until 5:30pm Monday to Friday, as well as some Saturdays. Some out of hours works will be required to work on Tonkin Highway in non-peak traffic, however, we will notify community in advance and work with the community to minimise disruptions.

Q: Will the eastern side of the bridge be constructed?

A: The Alliance is designing the eastern side of the bridge as part of this scope, however, at this stage it will not be built during this project.

Q: Why is the Eastern side of the bridge not being constructed first?

A: The western bridge links the new reconfigured interchange at Great Eastern Highway, which is on the west side, to Tonkin Highway as well as Guildford Road. This is an important link to removing congestion now and in the future.

Q: Have we considered the pollution and health of vulnerable people in the area?

A: When we alleviate congestion, this should free up traffic flow and decrease pollution from cars. We always aim and minimise impacts to Community.

Q: How are you going to manage parking during construction, particularly around local roads?

A: We understand that parking is a concern for residents. The intent is not to have workers parking on local streets. However, some work areas are very congested. We will continue to look for ways to minimise the number of cars on local streets by using designated parking areas.

Noise

Q: Will you be building noise and visual screening walls as part of this project?

A: Yes, noise and/or visual screening walls will be built next to most residential areas. The design and location of these will be finalised in the design process.

We have done noise modelling across the project area and noise mitigation would apply for areas that will be impacted by noise. The Alliance will also conduct noise modelling in accordance with SPP5.4 and ascertain noise levels at sensitive receptors. And based upon that assessment, ascertain the most appropriate treatment to mitigate noise along the route.

Q: Will noise walls be constructed first?

A: Where we can, yes.

Q: Will you be building noise walls on the Redcliffe Bridge?

A: We are pleased to let you know that after completing our investigation into constructing noise walls on the eastern and western sides of the Redcliffe Bridge, we will be constructing noise walls on both sides of the bridge.

We are still working through the design of the noise walls and we will share more information as it becomes available. In the meantime, [click here](#) to read our Redcliffe Bridge construction fact sheet.

Q: Will you lay the new type of low noise emissions bitumen as recently laid on Mitchell Freeway?

A: We are considering many different options to mitigate noise, including the type of asphalt we use.

Q: Will signs be installed on the bridge asking trucks not to use their exhaust brakes?

A: Most likely not. However, if congestion is alleviated, the need to use brakes will be reduced.

Q: Have we looked at what other states are doing for noise mitigation?

A: Yes, we are always looking at ways we can improve our design.

Q: Is there documentation of out of hours and noise mitigation?

A: Noise and vibration management measures are always in place which include the use of the quietest equipment reasonably available. We also locate high noise level equipment away from residential areas and schedule the noisiest activities earlier in the night.

An out-of-hours noise management plan is approved by your Local Government Authority before works commence.

Q: Are Main Roads serious about reducing road noise?

A: Yes, MRWA are very serious about reducing road noise and understand this is a key area of concern for community.

Q: Will the upgrades to Guildford Road interchange improve the current congestion and number of crashes?

A: Yes. The existing loop ramps were built a long time ago and design has come a long way since then.

Both loop ramps will be reconstructed as part of our project and will offer significant improvements in geometric and safety standards.

Q: When you are widening Tonkin Highway, what will the traffic delay be?

A: We understand the impacts road works have on road users. Main Roads monitors real-time travel times through the works area between Collier Road and Dunreath Drive. Prior to construction ramping up last year, road users would typically take up to 9 minutes to get from Collier Road to Dunreath Drive during peak traffic. With works underway, road users are recording an average of 11 minutes to get from Collier Road to Dunreath Drive during peak traffic, an increase of approximately 15% in journey time.

Q: Why have you put a right lane merge near Collier Road?

A: We considered a number of options before implementing it. With the current option in place, we minimise frequent changes to the traffic management as this will be in place for at least 12 months. We understand these new changes may take some time to get used to and thank you for your patience.

Q. How long will construction trucks be using local roads?

A: There will be a need for trucks to use local roads throughout the project, however, we are looking at access and exit points direct from the main roads in some areas to minimise truck movements on local streets.

Environment

Q: Will there be clearing as part of the project?

A: Yes, we have already started clearing. As this is a very constrained site there is no way we can build the required infrastructure without clearing vegetation. However, only vegetation that has to be removed will be. Where an area of ground is disturbed which is not finished with a sealed surface, such as asphalt, rehabilitation works will be undertaken.

Main Roads have approved Clearing Permits, assessed by the Department of Water and Environmental Regulation (DWER), which cover clearing of native remnant vegetation along the majority of the project. DWER and the Environmental Protection Authority (EPA) are currently assessing other areas of remnant vegetation north of Guildford Road.

We have been working with community and stakeholders to retain as many trees as possible in our project area.

Q: What revegetation will be done?

A: As above, where an area of ground is disturbed which is not finished with a sealed surface rehabilitation works will be undertaken. This will include a variety of native vegetation species, including trees.

Rehabilitation will include both engineered hard surfaces (rock-pitching), and revegetation using native species. The rehabilitation design for the project is currently being prepared to ensure opportunities for revegetation are maximised.

Q: What approvals have been sought?

A: Project approvals from environmental regulators including the (EPA), DWER and Commonwealth Department of Agriculture, Water and the Environment has been obtained for most of the project. The main exception to this is the works in the very north of the project, which is currently under review by the EPA. All relevant environmental approvals from appropriate agencies including Department of Biodiversity Conservation and Attractions (where the Swan River Trust is housed), Department of Water and Environmental Regulation for groundwater and contamination issues and Local Government Authorities for out of hours approvals will be sought.

Q: Has the DBCA (Swan River Trust) and Whadjuk community approved the new bridge?

A: We have been working closely, and have now received approval, from Department Biodiversity Conservation and Attractions (DBCA - Swan River Trust) on any work we do near the Swan River. We have engaged Whadjuk heritage monitors to observe the work we are doing in, and near, the Swan River.

Q: What has been done to minimise the projects footprint?

A: Vegetation clearing will be required to upgrade Tonkin Highway, including the construction of bridge/s across the Swan River adjacent to Claughton Reserve. We will consider every opportunity to retain mature trees during the early design phase of the project. We

can do this by steepening the batters of the embankments or bridge abutments and reducing the footprint of these features. We have also reduced the size of drainage basins to retain as much vegetation as possible.

We will be reusing the vegetation and mulch by;

- Donating timber to the WA Wood Turners Association
- Donating logs and branches to Kaarakin Black Cockatoo Conservation Centre
- Re-using large tree trunks for revegetation, habitat creation as well as river edge stabilisation
- Re-using mulch for the creation of the project's batters.

Q: What will happen to the animals when you clear vegetation?

A: We engaged environmental consultants to complete a comprehensive Environmental Impact Assessment (EIA) for the Tonkin Gap Project, which included the Swan River and land within the road reserve on both sides of the Swan River within the alignment of Tonkin Highway. The EIA included a detailed flora and vegetation assessment, a Black-cockatoo and fauna habitat assessment including inspection of mature trees to record habitat and breeding trees suitable for use by Black-cockatoo species.

Trained fauna handlers have been relocating native fauna prior to clearing. Fauna handlers are also present during the clearing operations to capture and relocate any native fauna which may still be present in the clearing area. All trained fauna handlers have a fauna licence from Department of Biodiversity and Attractions.

Q: There are Black Cockatoo nesting trees in the area, what are you doing to relocate them?

A: While potential Black Cockatoo nesting trees were identified during surveys, none with suitable hollows were identified. We would prefer not to have any impact on nesting cockatoos. We will be looking for all potential solutions to avoid this. Where we do need to remove such a tree, our trained fauna handlers will inspect the trees prior to check if any cockatoos are nesting. In the event nesting does occur, we would look to avoid clearing the tree until cockatoo activity at the tree has finished.

Q: What lighting measures will you be looking at for animals?

A: During construction we will be looking at measures to reduce light including only using temporary lighting when necessary for safety and security and assessing different lighting options for the required task.

A number of measures will also be considered in the design process to reduce light when works are complete, including covers to reduce light spill and directing light to ensure it's only targeting the required road areas.

Q: Are there any plans to design a litter catchment gutter of some sort on the new bridge?

A: Drains will be incorporated in the new bridge and the existing bridge will also be retrofitted with these drains.

Further information

If you have any concerns or questions or wish to subscribe to updates, please contact us.

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What about the Morley-Ellenbrook Line?

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