A year into construction and the Mitchell Freeway Southbound Widening project has achieved significant milestones across the 7km project area.

The project forms part of our overall plan to transform Perth’s freeways to accommodate population and economic growth into the future.

The section of freeway from Cedric Street to Vincent Street is particularly congested in the morning peak, with bottlenecks at two separate locations where four lanes merge into three.

With 180,000 vehicles using the Mitchell Freeway each day, ensuring road users can safely travel through the project site is one of the most complex and important responsibilities of the project.

Effective traffic management has ensured the same number of travelling lanes remain in place during daytime hours.

### Project milestones

- 13 sections of noise walls installed – 70% complete
- 30% Principal Shared Path (PSP) upgraded
- Opening of permanent Hutton Street on-ramp
- Reconstruction of on-ramps at Powis Street, Vincent Street and Cedric Street
- New PSP bridge over Scarborough Beach Road
- Installation of Hutton Street cyclist underpasses and progress on dive structures
- Street lighting installation
- Commencement of freeway resurfacing

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**$62.5m**

$40 million has been allocated for the freeway widening, which is jointly funded by the Australian ($32 million) and State ($8 million) governments.

$19 million has been allocated to complete a missing link on the Principal Shared Path, and $3.5 million for concrete barriers.
The installation of a new cyclist and pedestrian footbridge over Scarborough Beach Road celebrated the first critical step in connecting the northern suburbs and Perth CBD.

The 60-metre-long steel bridge was lifted into place over Scarborough Beach Road in September and forms part of the new PSP link.

The bridge spans 7.4m in width, with a separated 4m cycle path and 2m pedestrian path, making journeys safer and more direct for users.

The bridge is made from locally sourced steel with concrete decking and perforated aluminium security screens on both sides.

Various other parts and materials have also been sourced from within the Perth metropolitan region, with fabrication works creating additional local jobs.

Works have commenced on the abutment retaining walls on both sides of the bridge to connect to the new PSP at either end.

Concrete will soon be poured over the bridge, with surfacing and earthworks underway for the bridge opening in March 2020.

Connecting the shared path network

In addition to the original $19 million investment for 2.1km of new PSP between Hutton Street and Glendalough Train Station, funding has been provided to upgrade the existing PSP from Glendalough Train Station to Vincent Street.

The works will include resurfacing, path widening, and improved security with new streetlights and fence replacements.

See the Main Roads website at https://project.mainroads.wa.gov.au/home for more information on the PSP upgrade works.
Noise modelling was undertaken during the project’s design phase to predict the future level of noise generated by freeway traffic to the year 2040.

The results were used to determine the locations for noise walls, which are physical barriers that reduce noise levels for residential properties adjacent to a main road with high traffic volumes.

The wall will force sound waves to travel around the edges of the walls, reducing direct sound and noise experienced, and improve amenity both inside and outside the property.

Additionally, the wall will provide privacy screening for residents and blocks particles from vehicle emissions.

The project’s Construction Reference Group, made up of local residents, selected an olive-green colour palette for the noise walls.

This was chosen to complement the retained vegetation in the road reserve and has been applied to all freeway facing walls on this project.

Noise wall installation commenced in May 2019 and is now 70% complete, with the remaining walls scheduled for installation by early 2020.
Sustainability

From the beginning of the project, a key priority was to minimise clearing vegetation wherever possible.

When a design alternative was not suitable and clearing was absolutely necessary, we actively sought options to reuse and recycle.

Timber from mature trees was donated to the City of Vincent and has been used in a number of local parks and playgrounds for the community to enjoy (see images).

This includes the new park playground at Loftus Centre, the playground at Beatty Park, the mountain bike park at Britannia Reserve, and the Birdwood Square nature-based play area currently under construction.

Other vegetation was mulched and will be used to support the revegetation of the road reserve at the end of the project.

In addition to the recycled timber, eco-blocks (reconstituted limestone) were used for the construction of all retaining walls, which are made up of recycled materials such as bricks, rubble and waste.

Despite having the same look and feel as natural limestone, eco-blocks are superior in quality and consistency, making it the preferred product. Approximately 2,000 eco-blocks were used on the project.

The recycled materials are fundamental in our commitment towards sustainable outcomes using sustainable products.

How are we performing?

A community feedback survey is available to provide feedback on how the project is engaging with the local community.

Visit the project’s webpage to complete the survey at https://project.mainroads.wa.gov.au/home

Find out more

Want the latest project news delivered straight to your inbox? Register for updates at https://project.mainroads.wa.gov.au/home

More information is also available on the project webpage. If you have a question about the project you are welcome to contact us at enquiries@mainroads.wa.gov.au or call 138 138.