

## **Frequently Asked Questions**

### **Project design decisions**

#### **Why are level crossings being removed?**

- Removing level crossings has significant community benefits, from making it safer for people and vehicles to travel in the area and reducing traffic congestion, to revitalising communities by unlocking land for increased public open space.

#### **Why is elevated rail the preferred solution?**

- This option completely removes sections of rail from the ground level to significantly improve pedestrian, cyclist and motorist connections seamlessly and safely across the rail corridor.
- It creates opportunities for new public spaces that can be used for a variety of civic purposes.
- It will bring stations in line with modern public transport facilities that better meet passenger needs and cater for future growth.
- It allows several level crossings to be removed as one cost-effective package.

#### **Why is lowering the rail not the preferred solution?**

- The construction and long-term operational costs for an underground solution are significant.
- Lowering the rail would still maintain a physical and visual barrier causing potential disruption to the community and limit opportunity for development.

#### **What will elevated rail look like?**

- The elevated rail will be between five and seven metres high from ground level with the piers (columns), crossheads and viaducts (where the train tracks lay) combined into a single structure to minimise its width and depth.
- Elevating the rail line creates a long space underneath a viaduct that will be accessible to the public. The elevated rail structures will take up about a 15m corridor, and the rail reserve is between 30 and 40 metres wide.
- The areas close to stations will have parking and community facilities, such as plazas that can be used for events, play and exercise equipment, seating and pedestrian paths. Areas further from stations will have passive recreation and softer landscaping, such as trees and plants.
- Project area Development Application Design Reports can be found on the [METRONET station development website](#).

#### **Why is Welshpool Station being closed?**

- Welshpool Station will close from the start of the shutdown on 20 November.
- Welshpool Station typically experiences low patronage and there is a need to return the rail to ground-level under Leach Highway road bridge.
- Oats Street and Queens Park stations are being rebuilt and will provide improved passenger facilities.
- There will also be additional parking at neighbouring stations.

#### **How was the design phase informed?**

- Some parts of the project, such as the elevated rail, rail alignment, height and station locations are fixed because of technical and operational requirements, and most importantly, to ensure safety.
- We began our stakeholder and community consultation on what should be considered for the public space underneath the rail in the early planning phases for the project.

- We have been engaging with the Town of Victoria Park, City of Canning and City of Gosnells and our community reference groups regularly, ever since.
- During the design phase we sought broader stakeholder and community feedback to help shape the design of the public spaces in and around the elevated stations and rail. The community were again engaged during the formal public advertising of each of the Development Applications.

#### **Who will maintain the public spaces when complete?**

- The State and local governments are still in discussions on this matter.
- It is expected that stations, car parks, bus interchanges, viaduct structures, etc. will continue to be maintained by the Public Transport Authority, while Local Governments will look after the surrounding public spaces.

#### **Impacts of elevated rail**

##### **I'm concerned about concrete structures and design.**

- Visual amenity is an important area of consideration.
- The design of the piers and superstructures will complement the landscape design and station architecture, provide for safe and active public spaces, and mitigate noise impacts.
- We'll continue to work with Community Reference Groups and other key stakeholders such as local government authorities who are providing key input into the design and look of the area.
- METRONET's Gnarla Biddi and Public Art strategies will also be used to inform the design.

##### **What will elevated rail look like?**

- The elevated rail will be between five and seven metres high from ground level with the piers (columns) and viaduct (where the train sits) combined into a single structure.

##### **Will elevated rail increase noise and vibration experienced in the community?**

- Elevating the rail eliminates the current noise from warning bells and train horns at level crossings. The impacts of vibration from passing trains can be improved through the design of the elevated rail structures.
- With the rail at grade, train noise currently travels directly to surrounding buildings. Elevating the rail will change how noise is dissipated.
- Investigation findings that began during early and enabling works will continue to be monitored on the level and types of noise and vibrations being felt during construction to adapt our methodology and reduce impacts as much as possible as we go.

##### **I'm concerned passengers from the elevated rail can see into my property.**

- Different types of screening will be investigated as part of the detailed station designs, which will help prevent overlooking into nearby properties.

##### **Will the elevated rail cause shadows on my property?**

- Initial shade studies have shown properties facing the corridor along Bank Street are likely to experience shade in the early morning in winter, while properties along Rutland Avenue are likely to experience shade in the very late afternoon in summer.

##### **Will trees be impacted?**

- While the designs and construction methods for the elevated rail aim to minimise tree removal, some has been unavoidable. An Arborist's Report informed a Tree Retention and Replanting Strategy. We're also using custom-built Gantry Cranes for most of the heavy lifting to reduce our project footprint and retain as many trees as possible.
- The elevated rail creates land for public use and landscaping. Following construction there will be new landscaping including trees, low shrubs, ground covers and lawn. The project aims to increase canopy coverage overall by 20%.

### **What security measures will be in place to mitigate anti-social behaviour?**

- This is done by incorporating passive surveillance and lighting into design, and using materials which minimise opportunities for vandalism.
- In addition, existing safety measures will also be in place. These include 24/7 CCTV surveillance on the platforms and in the trains, transit officers patrolling the trains and platforms, and emergency buttons in the trains and on the platforms which connect to a 24/7 Central Monitoring Room manned by security staff.
- The project engaged a Security Design Working Group with members including community safety officers from local governments, WA Police, Transperth, the Public Transport Authority security team and expert security design consultants.
- The working group used a framework of Crime Prevention Through Environmental Design (CPTED) with consideration of how the space will be used and community expectations.
- The group has collaboratively worked on the identification, assessment, and treatment of risks within the whole project area and in key hot spots.

### **What are the plans for shared paths?**

- A high-quality shared path along the rail corridor will remain at-grade and upgraded, except for the busy Welshpool Road crossing, where it will be elevated over the road.
- Due to the large volumes of traffic using Welshpool Road, a grade separated Shared Path will be in place in this location.
- Temporary deviations to the existing paths may be required during construction. Details will be finalised closer to works starting.
- The sections of shared path that remain at-grade, including those at road crossings will be designed with features to support and prioritise safe and convenient pedestrian and cycling movement (elements like, road medians, pedestrian signals, pavement treatment, wide ramps, good sightlines, lighting, etc).

### **Why wasn't the Shared Path elevated?**

- Keeping the path at ground level makes it easy to access from local streets and provides direct access to the train stations and new public open spaces. Some sections of the path will be upgraded to a higher standard (e.g. wider, improved lighting).
- An uninterrupted shared path would require further elevated options at road crossings, which would mean either additional large bridge structures on sections of the path, or long trenches and underpasses.
- This would have a range of visual impacts (for example additional columns and embankments), poor connectivity to local cycle and pedestrian routes, and potential safety risks (such as for emergency access).

## **Construction**

### **When are works expected to finish?**

We expect trains to be running again from around mid-2025, following testing and driver training periods. Delivery of landscaping and public space elements will begin after this.

### **What works have been done so far?**

- Early Investigation and Site Preparation Works have been completed and involved:
  - locating and beginning to relocate existing services such as water, gas, electricity and telecommunications around the stations
  - geotechnical investigations to better understand the compositions of the ground where infrastructure will be built
  - verifying the ground levels and pile testing along the corridor
  - drone surveys and contamination removal
  - building temporary bus interchanges
  - fabricating and storing concrete structures

- all works have followed approved noise and traffic management plans.

### **What construction impacts are expected?**

- While every effort will be made to reduce construction impacts, the community will be impacted by road closures, path diversions, noise, vibration, dust, construction traffic, changes to pedestrian access, and on-street parking. Businesses and residents will be engaged directly if there is a temporary access or driveway impact.

### **Should I have a property condition report done?**

- Property condition surveys are being offered by the project to property owners on either side of the rail line, within 100m of the construction site. They are not compulsory, but highly recommended.
- McDonald Surveys had been engaged to conduct the surveys and document the property's pre-construction condition.
- The process includes two free surveys conducted prior to works beginning and at the completion of the works program.
- If you believe your property has been damaged and can provide evidence to prove it is a result of the works, you can make a claim. Evidence could include quotes, photos, and independent reports.
- The contractor will thoroughly investigate a claim of property damage and employ engineering and legal expertise to validate the claim. The length of this process will differ depending on the complexity of the claim.

### **What traffic impacts will there be?**

- Traffic management plans will be in place to ensure motorists, cyclists and pedestrians can pass around the work sites safely.
- We're also investigating ways to calm traffic on streets near the new public space and upgraded stations to ensure these are more pedestrian-friendly.
- The design of roads and intersections is an important part of the project to ensure that streets are safe and accessible for pedestrians, cyclists, and people with disabilities.

### **What are the environmental impacts?**

Environmental impacts may include increased noise, dust and vibrations, as well as light spill and out-of-hours works. Every effort will be made to minimise impacts and all works are undertaken in line with the project's approved management plans. We will keep residents, businesses and road users informed. Please refer to the [Project's Managing Disruptions Fact Sheet](#) for more detail.

## **Line Closure (Shutdown)**

### **When will the Shutdown/Construction start?**

- 20 November 2023. An extended shutdown means these METRONET projects can be built over a shorter timeframe and provide certainty for train replacement services while improving safety to both the public and construction workforce.

### **Are all stations on the Armadale Line impacted?**

- During the shutdown, trains will continue to operate between Victoria Park Station and the CBD, including Stadium Station during events. Visit the [Transperth website](#) for more information.

### **What about the Australind line?**

- The Australind train uses the Armadale Line and will not be able to operate during the shutdown. The train service will be replaced by coaches. Visit the Transperth website for more info.

### **Why is this extended shutdown for up to 18-months – why can't we have shorter shutdowns?**

- The 18-month shutdown was carefully considered along with several alternate options, including multiple temporary and shorter shutdowns over a longer period of time
- It was determined shorter shutdowns could have prolonged the project and mean more disruption than necessary to passengers and the community.
- The shutdown will effectively create a 'greenfield site' which will allow for a more efficient construction of the elevated rail, which delivers the project in a shorter timeframe and provides a safer environment for construction workers.

#### **What bus services will be in place during the shutdown?**

- During the shutdown, there will be no train services between Armadale/Thornlie and Victoria Park.
- Trains will continue to operate between Victoria Park and Perth stations, with seven new and five enhanced bus routes introduced to the bus network to support existing timetabled services.
- 104 extra buses will be added to the Transperth network during the shutdown. Services have been designed to maximise community benefit and utilise existing capacity on the timetabled bus network.
- Passengers are encouraged to plan ahead as travel times will increase during the shutdown.
- The introduction of new routes and improvements to existing bus routes was carefully planned based on patronage data, passenger research and traffic modelling.
- Visit the Transperth website for info and timetables.

#### **How can I stay informed?**

- Visit the METRONET website
- Subscribe to monthly construction updates
- Sign up to email and SMS Works Alerts
- Join the community Facebook group
- Call the 24/7 METRONET infoline 9326 3666.