

# Morley-Ellenbrook Line Frequently Asked Questions



## **What is the purpose of the Business Case for the Morley-Ellenbrook Line?**

Development of business cases is a key part of the decision making process for major projects under the WA Government's Strategic Asset Management Framework, ensuring government invests in projects of merit. In addition, as the State Government is seeking Federal funding for the project, we are also following Infrastructure Australia's Assessment Framework. These processes include developing and submitting a business case which has assessed a range of strategic options, including a range of modes and route alignments, to determine the benefits versus the costs and deliver the best available solution to the community and the State.

It also makes good project planning sense as a number of areas are investigated to identify risks that will need to be managed during the design, construction and operation stages. That is why forming Infrastructure WA will be important in embedding this process for all projects in Western Australia, not just for METRONET.

## **Will the Morley-Ellenbrook Line connecting at Bayswater Station mean four lines of track between Perth and Bayswater?**

Initial analysis indicates four lines of track between Perth and Bayswater station will not be needed in the short-term to service the Midland, Forresterfield-Airport Link and Morley-Ellenbrook Line if all of these lines connect at this location. However, this will be examined in more detail over coming months as part of developing the initial business case and subsequent Project Definition Plan.

## **With three lines connecting near Bayswater Station, what impact will this have on train timetables?**

Future timetables are being analysed taking into account the track layout and capacity, distribution of rolling stock (train carriages), and potential for upgraded signalling and Automatic Train Control to be rolled out. This is all part of a much wider assessment the Public Transport Authority (PTA) completes as part of the Route Utilisation Strategy. More can be found on this at [www.pta.wa.gov.au](http://www.pta.wa.gov.au).

## **Will passengers on the Morley-Ellenbrook Line have to transfer at Bayswater Station to continue onto Perth?**

Making public transport as easy and seamless as possible for passengers is a priority for the rail planning team. This is at the forefront of the operational planning for the Morley-Ellenbrook Line. However the complex track layout at Bayswater Station and the signalling and line capacity between Bayswater and Perth stations must also be considered in more detail during this planning phase. Final details of how the Morley-Ellenbrook Line will operate will be known after the project definition phase.

## **When will construction begin on the Morley-Ellenbrook Line?**

A number of construction activities are underway already for the Morley-Ellenbrook Line. As part of the New Lord Street project, a telecommunications mast was removed at Ellenbrook to make way for the future station, as well as some ground preparation work along the new road alignment.

The Bayswater Station upgrade, expected to begin in 2019, is the first stage of preparing for the future line. Upgrading the station will include future proofing the area to accommodate the potential connection in this area.

## **Does the new Lord Street project take into consideration and cater for the Morley-Ellenbrook Line?**

In April 2017, Premier Mark McGowan announced the start of New Lord Street project as a variation to the existing Ellenbrook Bus Rapid Transit contract, which removed the dedicated bus transit way between Marshall Road and Ellenbrook Town Centre from the project scope.

As part of this project a telecommunications mast was removed at Ellenbrook to make way for the future station, as well as some ground preparation work along the new road alignment.

As the final design of a railway along the east side of Whiteman Park has not yet been completed, it is possible some modifications to the local road network including Lord Street may be required in future, particularly near Station locations once these have been determined. The METRONET team will continue to liaise closely with the City of Swan and Main Roads WA in this regard.

### **Where exactly will the future stations be located?**

Other than the Ellenbrook Station, which has been a part of the development plan for the area for a long time, the exact locations of the potential stations are still being considered.

We have identified five broad areas for potential future stations, being Whiteman, Bennett Springs, Malaga, Noranda and Morley. The team will assess each as distinct areas taking into consideration engineering of what can be done, as well as land use planning considering current and future developments and the broader character or use of the area.

For example, in Whiteman, not only does it have the tourist element to Whiteman Park, there are also two new developments in the area at Dayton and Brabham. The station's exact location will need to consider how to best cater for each of these needs.

### **Why Bennett Springs as a station location and not Beechboro?**

Bennett Springs is a growing suburb with approximately 70-hectares of undeveloped land that can be used for the future station and maximised for new land use. However, Beechboro residents may ultimately have the benefit of choosing between up to three stations subject to final planning outcomes, including the proposed Bennett Springs, Malaga or Noranda station locations.

Bus services through the area to connect to the future stations will also be reviewed to provide a larger range of choice for the community, including Beechboro residents.

### **Will the Morley-Ellenbrook Line be above ground or underground?**

It is not known yet. The Business Case phase will look at a range of strategic options for the Morley-Ellenbrook Line, including underground versus above ground, or a combination of both along the route. From this assessment the preferred option will be identified and the project progressed to concept planning during the project definition phase. This stage will finalise the intended engineering solution based on a range of factors including land use planning, ground conditions and environmental considerations, constructability and cost.

### **Why not consider an underground rail line from Perth to Ellenbrook via Mt Lawley and Morley?**

During the Business Case phase a number of alignments and modes will be considered to ensure the best overall outcome for the community is identified and progressed to concept planning during the project definition phase. While this options analysis will likely include assessment of an underground rail line from Perth via Mt Lawley as one of the potential solutions, its affordability would likely be a challenge.

### **What will the seating arrangement be on the future railcars?**

A tender to design, build and maintain the future C-Series trains will be released in the coming months. As part of this, the Government will liaise closely with the manufacturer to design the inside layout of the new trains to balance comfort and capacity, noting that there is an increasing trend towards longitudinal (sideways) seating which allows more capacity during peak periods.

### **Who is involved in planning, designing and delivering the precinct area around each station?**

The METRONET Station Precincts team will be involved in the planning and designing of each station precinct. How it will be delivered will differ depending on whether there are private developers in the area and the status of local government planning. A Private Sector Reference Group will provide industry advice on the precinct plans, such as development timeframes, density and innovative land-use outcomes.

#### **MORE INFORMATION**

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