

Morley-Ellenbrook Line

The McGowan Government is delivering the 21km Morley-Ellenbrook Line to give people living and working in Perth's north-eastern suburbs more transport choice. As Perth's largest public transport project since the Mandurah Line, this project will support more than 3,000 jobs and help shape vibrant new communities.

Project Overview

The Morley-Ellenbrook Line starts at Bayswater Station on the Midland Line, travels in the centre of Tonkin Highway (entering and exiting under the lanes), then through land north of Marshall Road, along the western side of Drumpellier Drive (formerly New Lord Street) and ends in Ellenbrook, south of The Parkway.

With stations at Ellenbrook, Whiteman Park, Malaga, Noranda and Morley, commuters will have easy and efficient access to train services. The existing Bayswater Station will be relocated and upgraded, and a future station is planned at Bennett Springs East as the population and development in the area increases. Each station will offer modern passenger amenities, such as cycling facilities and passenger toilets.

See inside for detailed map

The benefits



Improved transport services



Better connections between Ellenbrook, Malaga, Morley, Perth CBD, Midland and the Airport



Reduced congestion on existing and future roads



More 'liveable' communities with stations adding to the character of local areas



Improved tourist and visitor access to Whiteman Park and the Swan Valley

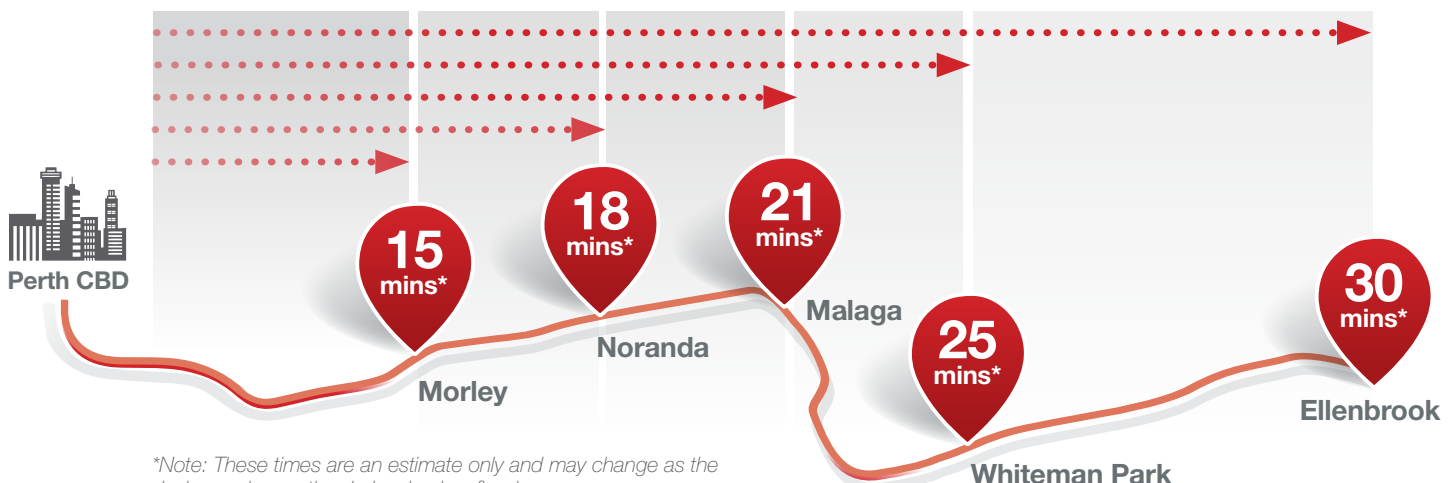


Business and employment opportunities in Perth's north east








Estimated journey times*

Passengers from Ellenbrook Station will have a seamless 30-minute journey to the CBD, with no need to transfer trains. This is almost half the current travel time for local residents using public transport.



Station snapshot

	Ellenbrook	Whiteman Park	Malaga	Noranda	Morley
 Fare zones	3	2	2	2	2
 Parking bays (incl ACROD)	500	900	1,100	400	400
 Bus stands	12	10	12	2 (on street)	12
 Cycling facilities	✓	✓	✓	✓	✓
 Passenger toilets	✓	✓	✓	✓	✓
 Kiosk	✓	✓	✓	✓	✓
 Other key features	Split parking on each side of the rail line	Elevated station with pedestrian underpass to the eastern side of Drumpellier Drive	Built as a below-ground station to support future development	Pedestrian underpass to easily connect passengers to west-bound bus services	Regular bus services to Galleria and local businesses/ community



Environment and heritage

METRONET is committed to minimising the Morley-Ellenbrook Line's impact on the environment and sensitive areas such as Whiteman Park. As part of this commitment we strive to research, plan and put in place measures to ensure a balance between providing an efficient rail service and protecting the natural environment.

As part of our environmental commitment, flora, vegetation and fauna surveys have been conducted to identify any endangered or vulnerable species and ecosystems. Every effort is made to avoid, minimise or rehabilitate environmental effects both before and during construction.

Noise and vibration

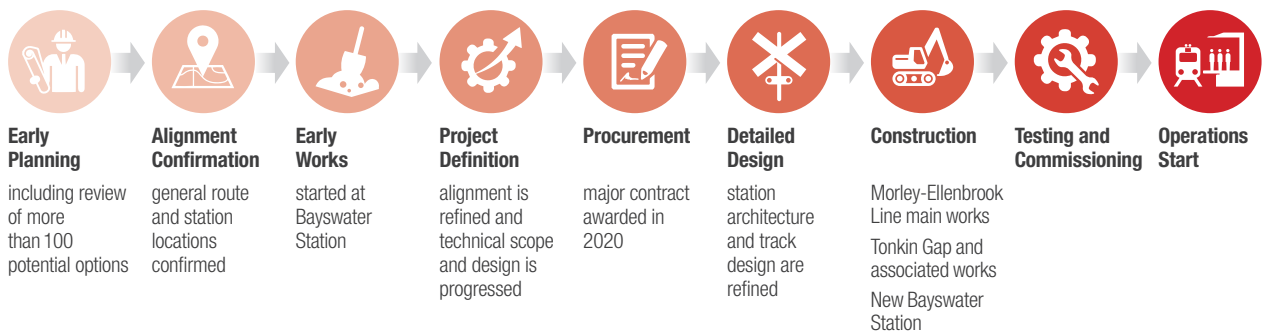
Independent noise and vibration forecasts are a key part of planning for the Morley-Ellenbrook Line. This helps identify and put in place any measures needed to minimise the impact of noise and vibration on nearby residents and communities. As the design develops, the extent and type of measures to be put in place will be confirmed.

Aboriginal heritage - working together

METRONET acknowledges the People of the Noongar Nation as the Traditional Custodians of the land and waters on which projects like the Morley-Ellenbrook Line are located. Aboriginal heritage surveys were completed in 2019 and Whadjuk representatives gave support for the Morley-Ellenbrook Line. This is on the grounds that any disturbance to Aboriginal heritage sites is minimal and the proposed railway will benefit the general community. Final support will be conditional based on further engagement in the delivery phase.

How we got here

and next steps



5 train stations



4 bus interchanges

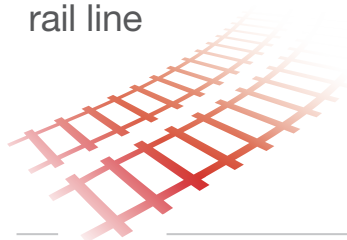


3,000
workers

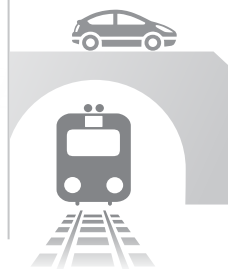
on site over project
duration



21 km
rail line



3 tunnels



2
viaducts

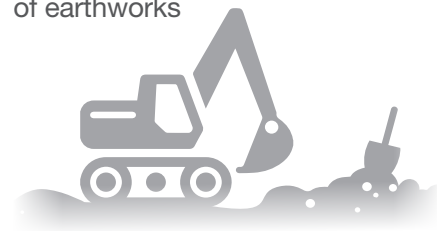


65,000

railway
sleepers



2,100,000m³
of earthworks



Perth CBD



Bayswater
Project



Morley



Noranda



Malaga



Whiteman
Park



Ellenbrook



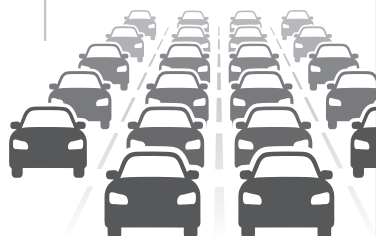
30
mins

journey time
from Ellenbrook
to the CBD

Due to the lack of rail,
the Morley-Ellenbrook
corridor has the

**highest
usage
of cars**

compared to other
Perth corridors



Ellenbrook is one
of Perth's fastest
growing regions, with
annual population
growth forecast to be
more than

6.5%

50%
reduction

in public transport
travel times for users
in Morley-Ellenbrook
corridor

Direct
links to the
**CBD,
Midland
& Airport**



Plus better connections
to Whiteman Park and
the Swan Valley

WANT MORE INFORMATION?

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