

Morley and Noranda stations Q&A

Question/Comment	Response
Noranda Station	
<p>1. For Noranda Station, will there be any changes to the new footpath installed outside 183 & 191 Benara Rd? My concern is for it not being suitable for the elderly and disabled pedestrians. Residents are parking on it and it is also quite narrow for use.</p>	<p>As part of planning there is a strong focus on everyone being able to access the station using different modes of transport. Consideration of where gaps in pathways/access points exist will take place.</p> <p>There are also laws and requirements that any infrastructure project needs to meet, such as the Disability Discrimination Act, and planning and design includes consideration of all user groups who may access the station to ensure that all abilities are able to access the station with ease.</p>
<p>2. How many people are expected to use the underpass entry from Davis Court?</p>	<p>Around 1,800 daily boardings are expected at Noranda Station, so while we don't have an exact figure of how many people will use the underpass, modelling for the underpass is based on a percentage of daily boardings.</p>
<p>3. Why do buses not enter the carpark and drop passengers off outside the platform at Noranda Station? It seems it is the only station not to have the buses enter. Is this something that can be considered? It is quite a long walk from the bus stops.</p>	<p>There are a number of challenges associated with bringing the buses into the car park, and the needs of all users, not just those travelling to/from the train station, need to be considered. There are timing and traffic impacts around bringing buses to the car park, however there may be opportunities through traffic modelling in the area to improve connectivity.</p>
<p>4. Can you tell me where the bus route along Benara Rd extends in each direction?</p>	<p>Buses will extend in each direction - for the east it will go out past Kiara College, and to the west it will connect to the Noranda Shopping Centre.</p>

<p>5. The bus stops on Benara Road seem to be a fair way from the station. Is it possible for the bus to enter the station precinct and stop at the 'kiss and ride' area, given the aging population in the area walking up the bridge would be a real challenge for a lot of people?</p>	<p>Answered in Question 3.</p>
<p>6. How will traffic and parking of cars be dealt with in street at the entrance of the underpass? i.e. Davis Court.</p>	<p>Rat running and informal parking is a common concern raised for all our stations, and we will work closely with the City of Bayswater to address issues around traffic on local roads.</p>
<p>7. Will Benara Road have the speed limit changed from 70 to 60?</p>	<p>Not at this stage but this will be confirmed.</p>
<p>8. I am concerned about the bus access at Noranda. The buses are a long way from the station. This is unsuitable for elder people and people with disabilities. What is the distance?</p>	<p>The distance from the walkway to the station is 60 metres, and the bus stop to the station is 240 metres.</p>
<p>9. What bike facilities will be at Noranda Station?</p>	<p>There will be secure bike lockers at the station. These facilities are the same standard as other stations across the network.</p>
<p>10. Is the flora and fauna being considered on the south eastern side of Tonkin Highway? There are trees that are habitat for the Redtail cockatoos and numerous other birds.</p>	<p>There has been a lot of planning work studying the environment, including flora and fauna studies. One consideration for the car park at Noranda was preserving trees, and the majority will be retained for the project. Unavoidably there are a small number of trees in the vicinity of Noranda Station that will need to be removed during construction.</p>
<p>11. How do vehicles turn right leaving the station onto Benara Road?</p>	<p>It is a left turn only out of the car park, with a U-turn on Benara Road for vehicles wanting to travel west. The U-Turn is an existing U-Turn.</p>

<p>12. Turning right out of Noranda Station onto Benara Road looks like it could be a problem.</p>	<p>Answered in Question 11.</p>
<p>13. Is the bus stop in Benara Road near Noranda station going to be connected to Morley bus station?</p>	<p>New bus services will mainly be focused on east-west connections, however existing services will still be in place which includes connections to Morley bus station.</p>
<p>14. Motorcycles are currently using the footpath off Benara Road to enter Davis Court. Is there a plan to stop this from continuing and also not being possible for motorcyclist to ride through the underpass from the station car park?</p>	<p>Ways to prevent clashes and issues such as this will be considered in the next stage of design, and this will also be raised with the City of Bayswater as part of ongoing conversations.</p>
<p>15. Will lighting, security and cameras be installed at the Davis Court entrance of the underpass to Noranda Station?</p>	<p>Safety is an important consideration and is strongly considered during the next phase of design, our station precinct and facilities are designed with patron safety in mind and include Lightings, CCTV and transit officers at stations as they are at other stations on the network. The underpass will have lighting installed and designed with safety as a key consideration.</p>
<p>16. Will the northern end of the car park at Noranda Station be connected to the existing PSP along the eastern side of Tonkin Highway?</p>	<p>Access to the station from the west will be from Benara Road, the existing shared path on the east of the station will be connected via the station precinct to Acacia Court and the Sewell Court Footbridge to the North.</p>
<p>17. Are you able to give an exact location of the entrance/exit to the underpass near Davis Court please?</p>	<p>The underpass will align with the existing connection point at Davis Court. This will be confirmed through detailed design.</p>
<p>18. What will be the frequency of the buses on Benara Road, if people have to wait for a long time they just won't use the bus. When the building of the Benara Road flyover happened, this penalised the residents by not</p>	<p>The frequency of the buses will be planned to tie in with the train timetables, more information on this will be known closer to the line opening. Community feedback has indicated preferences not to have traffic lights leaving the station and on Benara Road,</p>

<p>being able to exit at Benara Road and either go off at Reid Highway or Morley Drive, seems the Noranda Station is being overlooked as well for access.</p>	<p>making a left turn only out of the car park the safest option. There are no plans to modify Benara Road to connect to provide entry or exit from the Tonkin Highway.</p>
<p>19. Will the area around Noranda Station be sufficiently lit considering the public safety especially during night?</p>	<p>Answered in Question 15.</p>
<p>20. Is there a concern of there being a blind spot for vehicles exiting the Noranda Station as the Benara Road overpass is steep?</p>	<p>The intersection is fully compliant and meets all standards for safe sight distance requirements.</p>
<p>21. At Noranda Station what steps will be taken to stop light and noise from spilling onto properties backing on to the stations and car parks? i.e. the houses on the northeast side of the station?</p>	<p>This is a consideration for all stations along the line, there are standards both nationally and for the state that need to be met for noise and light. Once a contractor comes on board, they will undertake detailed design which includes considering solutions to these issues.</p>
<p>22. Could the east/west bus to Noranda run from Mirrabooka to Caversham?</p>	<p>Taken on notice, this will be raised with the bus planning team.</p>
<p>23. Will the pedestrian bridge at Noranda Station have a lockable gate that is closed outside of rail service times?</p>	<p>The Public Transport Authority will be able to close and secure the stations outside of operating hours.</p>
<p>24. If the only way to get out of the Noranda Station is to go left and then go up and do a U-turn, this is fraught with danger as Benara Road is extremely busy and you know how impatient some drivers are.</p>	<p>This will form part of the traffic assessment, the aim for this area is to utilise existing infrastructure to ensure there aren't any adverse impacts to traffic flow.</p>
<p>25. Can the traffic lights can be set up to allow right turn traffic from Noranda Station onto Benara</p>	<p>The current design does not include traffic lights from the Station onto Benara Road. During community consultation it was</p>

Road? (Similar to the one at Thornlie Station)	raised that there is a preference to include traffic lights. This will be confirmed through the detail design which includes traffic modelling assessments.
26. Follow up to my question to undesirables entering from Davis Court, you answered that transit guards will be monitoring, that's fine on the platform, but when they clear the platform, what extra security is being planned?	Transit officers have powers on all property owned by the PTA, including car parks. Outside our facilities we can work with councils and local police to help deter crime, but we do not have control outside this area.
27. Is there access from Acacia Court to Noranda Station? And is this being taking into account with local traffic increase?	Pedestrian access though this area will be maintained, however there will not be vehicle access.
28. With Acacia Court access, will anything be done to stop traffic increase on Bluegum Road? (people being dropped off there?)	Answered in Question 6.
29. Could buses enter the station through Acacia Court instead of the steep walk up the hill?	Not at this stage - we are working within constraints of the area and with feedback from local residents.
30. How will the noise levels from the trains affect residents at Noranda Station? How will the noise levels from the trains affect residents at Noranda Station?	All PTA major projects are governed by State Planning Policy 5.4. Noise levels are assessed from the service levels on the line and ensure that the project design is considerate and comply with the requirements of the policy. Noise mitigation measures can be implemented to assist with this, including noise walls which have already been installed in many sections in the area as part of Northlink.
31. With a station, more foot traffic around the area. What steps will be taken to protect the surrounding areas and homeowners from undesirable	Security is part of the design process, similar to measures mentioned in Question 15.

activity, especially people entering from Davis Court?	
Morley Station	
<p>32. Given the tight space and potential access issues to the construction site, what access ways and laydown area will be required to support construction of the new station? And can this area be clearly marked on a map for the community to see as soon as possible?</p>	<p>The Morley Station is being delivered by METRONET, whereas the Broun Avenue bridge and roadworks are being delivered by Main Roads' Tonkin Gap project. In the coming months Main Roads will be holding community information sessions for Tonkin Gap.</p>
<p>33. Need to improve traffic flow over bridge as having buses cross over with four sets of lights over a one-kilometre stretch.</p>	<p>At Broun Avenue there will be a specific bus interchange separate to the bridge, traffic modelling will be undertaken to assess design and phase the lights to minimise the impacts to traffic flow.</p>
<p>34. How long will the Broun Ave bridge be out for?</p>	<p>This will be a staged approach delivered by Main Roads - the intention is to build the new section of the bridge and divert traffic onto that while the current bridge is upgraded, and then traffic can be diverted back to once the upgraded section of the bridge is complete.</p>
<p>35. What is the suggested best connection for the high frequency transport route to Morley town centre? Walter Road W or Broun Avenue?</p>	<p>The current bus design adds a loop to the 950, where it will travel out the station on Walter Road W and back west along Broun Avenue.</p>
<p>36. Will shuttle buses be running between the Morley Station and the Morley shopping precincts?</p>	<p>Answered in Question 35.</p>
Morley Precinct and skate park	
<p>37. Everyone is aware the skate park is going, but do we have an estimated demolition date for</p>	<p>The timelines for the project are not yet finalised, with the project currently in procurement. More information will be</p>

<p>the current skate park at Wotton Reserve? What continuity plan in place to ensure a skate park facility of the same or better standard is always available to the community?</p>	<p>known once a contractor is on board - currently there are two shortlisted proponents and the contract expected to be awarded later this year.</p> <p>This includes timelines for the skate park, it is not yet known when during the construction period that the skate park may need to be closed.</p>
<p>38. The 10ft half pipe at Bayswater Skatepark is somewhat of a historic icon, starting its life out at "The Edge" Skatepark in the 1980's and believed to be the only non-concrete ramp of its kind in WA. Are there plans to refurbish and re-use it in the new facility?</p>	<p>We will be funding the replacement skate park, but it will be a City of Bayswater facility and the State's preference is for it to be designed and delivered by the City. We are supportive of re-use and retaining items of heritage of significance and will work with the City of Bayswater to include these objectives in the design process.</p>
<p>39. There seems to be a lot of confusion out there! Can the local community please have a guarantee from METRONET that the replacement skate park will beat at least on par with existing asset, with a preference that hopefully a new nationally recognised, state of the art facility is constructed?</p>	<p>There is the commitment to replace the facility, typically this is a like-for-like replacement. We are collaborating with the City of Bayswater on alternative locations for the skate park through the Morley Station Precinct Concept Master Plan. Given it will be a City of Bayswater facility, it is our preference that the design and delivery if undertaken by the City.</p> <p>There will be a public comment period for the Morley Precinct Master Plan, which will include alternative locations for the skate park. Anyone interested is encouraged to have their say when this is available.</p>
<p>40. Can we get the skate park put on top of the carpark? This would be very cool and unique for Perth!</p>	<p>This was considered however there are a number of safety concerns with having a skate park on top of a car park, as it will likely distract drivers on Tonkin Highway.</p>
<p>41. Can't the skate park just be relocated to somewhere between Elstead Reserve and the drainage land?</p>	<p>Answered in Question 39.</p>
<p>42. In regard to the location of the new skatepark, will the</p>	<p>There will continue to be opportunities for the community to have input into the</p>

<p>community that will use these facilities have a say in where this will end up, or is this something which will be decided solely by the local/state government?</p>	<p>decision (see question 39). There has also been a survey in April, early discussions with skate park representatives which will continue moving forward, and a Community Reference Group established as part of the Morley Station Precinct Concept Master Plan.</p> <p>In April an online survey was also put out to the community which included a poll on where within the City of Bayswater the skate park could be relocated, and this received 262 submissions from the local community. The results of this survey are available here.</p>
<p>43. Will there be a period of no skatepark?</p>	<p>Whether there will be time between when the current skate park closes and when the new one opens is not known at this stage. See question 37 for more information.</p>
<p>General Questions</p>	
<p>44. Will the line be underground at all and where will the line start?</p>	<p>The line is a spur line from Bayswater Station, the only underground elements will be to get the line into and out of the Tonkin Highway median as it will dive under Tonkin Highway at Bayswater and Malaga.</p>
<p>45. What will be the 'tipping point' as far as development and # of residence goes for Bennett Springs station with the new MIRVAC development. Where is the proposed station going to be located?</p>	<p>Bennett Springs East Station will not be opening from day one, but the line will be future proofed for a station here. A precinct plan is being developed for the area in relation to a future station. Please register online at metronet.wa.gov.au/contact to receive communications updates from METRONET projects.</p>
<p>46. What happens when lifts/escalators break down?</p>	<p>Stairs will be available at each station. PTA policy is to build a redundant lift at stations, so if one goes down there is another one available.</p>
<p>47. What are the benefits of this line?</p>	<p>The north-east corridor has been identified as a high growth area and opening up this area through public</p>

	<p>transport has been long-established as a priority as it provides for new job opportunities, new tourism opportunities through the connection to Whiteman Park and links employment areas and residents within the north eastern corridor to the rest of Perth with efficient and safe passenger rail options.</p>
<p>48. Conflicts between cyclists and pedestrians. I am concerned about pedestrians with disabilities.</p>	<p>The risks of conflicts can be minimised in design by having facilities that don't require people to cross roads, such as underpasses. The Principal Shared Path which runs on the West of the Tonkin Highway is are wider than general shared paths, allowing more space for cyclists to pass.</p>
<p>49. What Crime Prevention Through Environmental Design aspects are a focus for both Morley and Noranda stations?</p>	<p>Answered in Question 15, this will be defined during detailed design.</p>
<p>50. Do you have a rough idea of when the line will start and how much will it cost to build?</p>	<p>Answered in Question 37.</p>
<p>51. When will the Morley Station be operational (ballpark year/month please)?</p>	<p>Answered in Question 37, the whole line will open at once rather than in stages.</p>
<p>52. So there's still more time for public input?</p>	<p>There will be more public consultation over the next few months - joint information sessions with Main Roads will be held for the Morley-Ellenbrook Line and Tonkin Gap Project:</p> <ul style="list-style-type: none"> • Charlie's Fresh Food Market: Friday August 7, from 11am to 2pm • Morley Galleria (near Prouds the Jewellers): Saturday August 8, from 9am to 4pm. <p>Conversations are also ongoing with community groups along the line and any questions or enquiries can be sent to info@metronet.wa.gov.au at any time.</p>

<p>53. Will the whole project be completed, i.e. all stations, before it is commissioned, or will it be progressively opened as stations/lines are completed?</p>	<p>The whole project will be completed prior to commissioning. There will be concurrent work at stations and therefore progressively opening the line as stations are completed won't have a considerable time saving. Furthermore, there is significant additional work and costs associated with opening a railway in stages which would likely delay the timing of the overall project. This includes the need to mobilise and demobilise teams and construct additional turnback facilities.</p>
<p>54. Does the project include the expansion of Tonkin Highway-Guildford Road flyover?</p>	<p>This forms part of the Tonkin Gap project, more information is available through Main Roads.</p>
<p>55. What about safety on the line e.g. gates as I think this will be a big benefit for everyone's safety as it would stop people committing bad things. Maybe this could be something done for the future?</p>	<p>The rail line through this area will sit in the Tonkin Highway median, so it will look similar to the Joondalup/Mandurah lines in terms of barriers. There are a number of safety standards that need to be met for rail to prevent people crossing the tracks.</p>
<p>56. What about on the platforms (safety). For example, gate doors as this would be really beneficial as I've seen people get hurt by the train while they are trying to get something from the tracks and would also stop the accidental falls onto the track from happening.</p>	<p>Platform screening gates are not being planned for the network at this stage, so they won't be included on the Morley-Ellenbrook Line.</p>
<p>57. Any chance of adding some wildflower gardens as part of the environmental works? What consideration is given to native flora/fauna as part of the project?</p>	<p>The final landscaping designs for the precincts will be completed during the detailed design. Landscaping will be provided at station precincts as part of the precinct plan. There may be opportunity for some consultation with the community via the Community Reference Groups to have input into the final design.</p>
<p>58. Can you email this presentation to us?</p>	<p>This Q&A document will be sent out to all attendees in coming days, and further information including the station images</p>

	are available on our website - www.metronet.wa.gov.au
59. Solar panels?	All projects are governed under our Sustainability Strategy, which outlines the requirements for all projects and stations. Green Building Council of Australia and Infrastructure Sustainability Council of Australia ratings are being sought for the Morley-Ellenbrook Line to enhance the sustainability of the project. Possible energy saving and water saving measures will be looked at during detailed design.
60. Is any smart technology going to be used? Things that aren't on other train lines?	As part of METRONET there will be new trains across the network (C-series). These will be built in WA at our new facility being constructed in Midland. Innovation and new technology are always considered by the PTA through detailed design. Any new technology generally needs to be rolled out across the entire network and is a major commitment that requires an assessment of the benefits across the network.
61. What are the times the trains will be running along the Morley to Ellenbrook line?	This will be known closer to the line becoming operational.
62. Can the enclosures from carparks to each of the respective stations be enclosed for those wintery days? I don't fancy getting soaked on the way to the train, and I'm sure everyone else doesn't either.	Final design of the place plan for each station will consider exposure to the environment for patrons using the station. However, it is unlikely that full cover will be provided through our precincts.