Ranford Road Station

Approximately 29 minutes from Perth by train, the design of this station maximises its location along a high-frequency bus route and will serve the Canning Vale industrial area.

Station snapshot*

<table>
<thead>
<tr>
<th>Daily boardings (2031)</th>
<th>Journey to Perth</th>
<th>Parking bays</th>
<th>Bus stands</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,985</td>
<td>29 min</td>
<td>400</td>
<td>14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>U-rail</th>
<th>Bike shelters</th>
<th>Passenger toilets</th>
<th>Lifts and stairs</th>
<th>Universal access</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 + 2</td>
<td></td>
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</tbody>
</table>

*Final details are subject to detailed design and may change.
Station design

The early station design work looked into the location, scale and general features of the future station. This work detailed how the station will maximise its location along a high frequency bus route.

Ranford Road Station will be accessed from a precinct entry road, off the proposed new Jandakot Airport Eastern Link Road to the south-east of the station.

Built in a cutting approximately 8.5 metres lower than Ranford Road, the station will include a station entry building and concourse connecting to the island platform.

Features of the universally accessible station:

| Passenger amenity | Public toilets, public services (such as vending machines), kiosk, passenger ticketing/information, staff amenities, station administration offices, storage/cleaning and operational facilities. |
| Pedestrian/cycle access | Well connected to a principal-shared path west of the station, with two secure bicycle parking shelters, bike u-rails and ability to add two additional secure bicycle parking shelters in the future. |
| Bus interchange | 14-stands with weather protection, seating and information facilities. The interchange includes six layover bays. |
| Vehicle access | Dedicated passenger drop-off area and approximately 400 parking bays, which can be expanded in the future. |

The station architecture and final design will be developed when a contractor is appointed.
Precinct development

The METRONET Office will continue to work with state agencies, local governments and the private sector to help transition the areas around Ranford Road into mixed-use centres over time.

Long term development opportunities around Ranford Road include:

- Future development of the Canning Vale industrial area to increase employment intensity and introduce new land uses.
- De-constraining the City of Canning’s land through zoning changes and site remediation.
- A faster rate of infill development in established surrounding suburban areas.
Early works begin
Main contract awarded and design begins
Main construction begins
Rail infrastructure procurement begins

Development planning phases

Developing the area around Ranford Road Station will need the following planning framework and approvals, which can take up to four years:

1. Planning scheme preparation and approval setting out planning outcomes, development control and development contribution arrangements
2. Precinct plans to identify opportunities for increased densities which could be later mandated through a town planning scheme amendment
3. Any required environmental approvals
4. Subdivision approval
5. Development approval

About the project

METRONET’s Thornlie-Cockburn Link duplicates three kilometres of track between Beckenham and Thornlie stations, relocates 11 kilometres of freight rail, builds 14.5 kilometres of new passenger rail between Thornlie and Cockburn stations and two new stations at Nicholson Road and Ranford Road. The project is the catalyst for medium to long term redevelopment in the area.

MORE INFORMATION

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