

Thornlie-Cockburn Link

METRONET's Thornlie-Cockburn Link is Perth's first east-west rail connection, serving the communities between the Mandurah and Armadale lines. The project will give people in the area more travel choices, address road congestion and influence land development to help deliver well planned and more liveable communities.

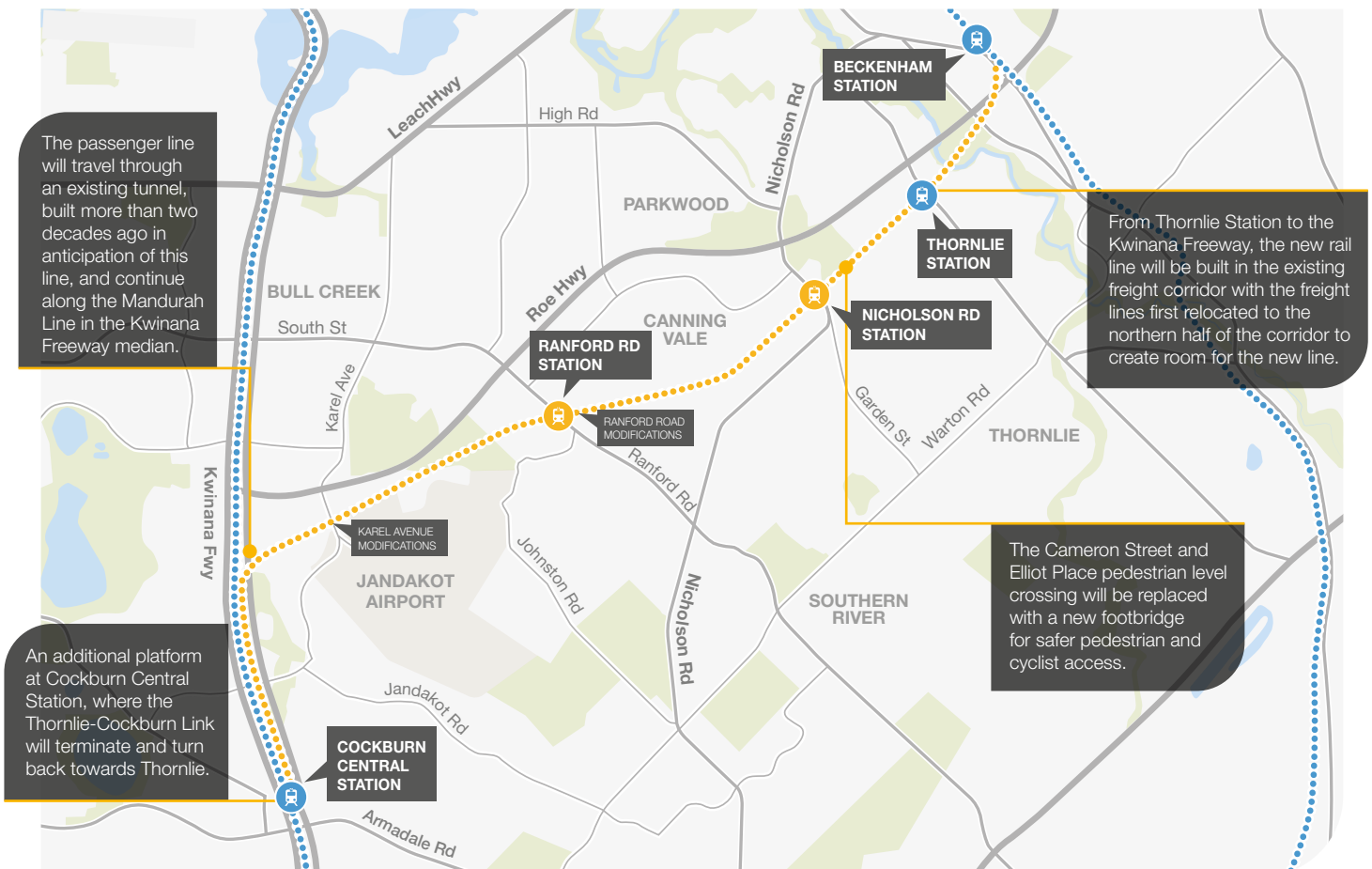
With the Thornlie-Cockburn Link being built within existing rail corridors, a number of changes will be required along the alignment.

Between Thornlie Station and the Kwinana Freeway, the passenger rail will be built in the existing freight corridor. This will involve:

- Relocating the freight lines to the northern half of the corridor to make room for the passenger lines in the southern half.
- Replacing the Cameron Street-Elliot Place pedestrian level crossing with a footbridge over the rail for safer access.

- Modifying the Ranford Road and Karel Avenue road bridges to accommodate the extra set of track and meet safety standards.

The passenger line will travel through an existing tunnel, built more than two decades ago in anticipation of this line, and continue along the Mandurah Line in the Kwinana Freeway median. The line will become a single spur just before Cockburn Central Station, where it will stop at a new platform to then turn back towards Thornlie.



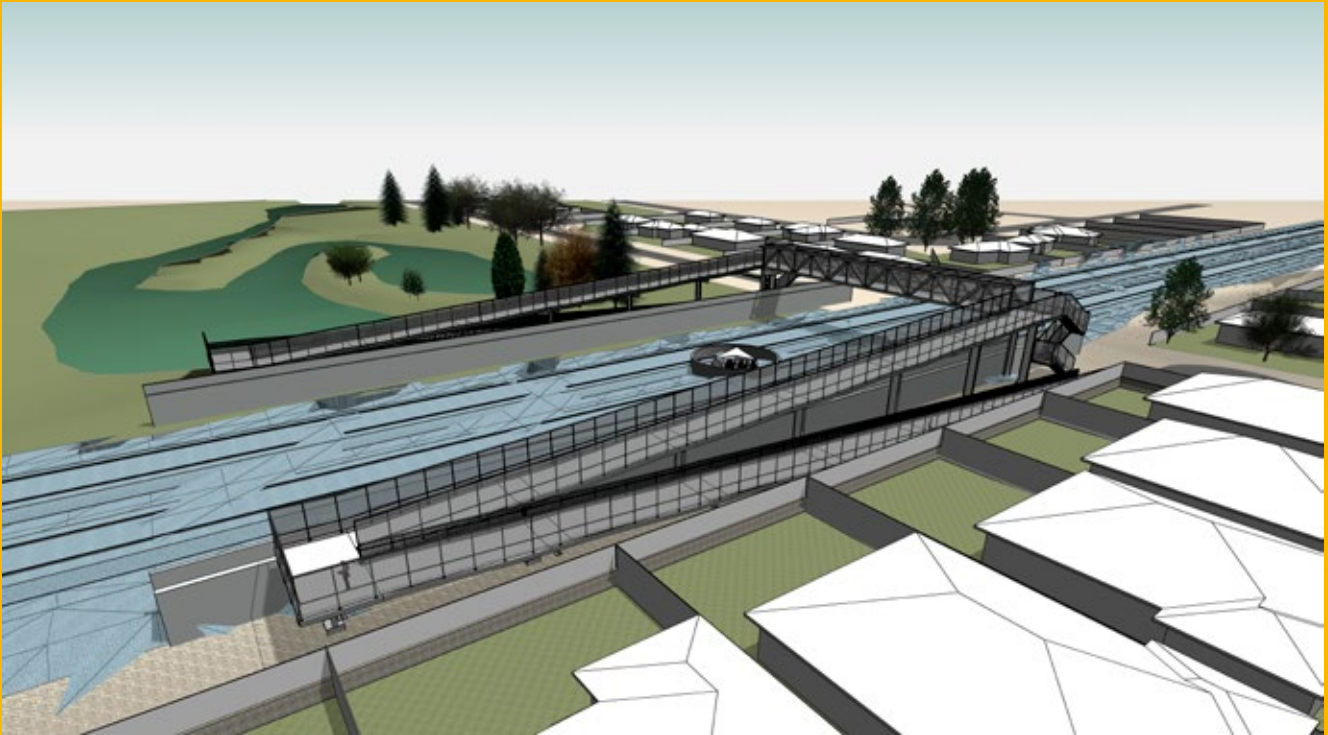


Connection to the community

While ample parking will be provided, the Thornlie-Cockburn Link passengers will be encouraged to walk, cycle, catch a bus or be dropped off at the station.

Both new stations will be connected to the local shared path network, with secure bicycle parking shelters, bike u-rails, and dedicated passenger drop-off areas.

Existing local bus services will be reviewed to create convenient connections to the new train stations. Final service details will be determined closer to the start of rail operations.



New pedestrian footbridge connecting Cameron Street and Elliot Place.

Minimising noise and vibration

The detailed design is being developed with the aim to minimise noise and vibration levels.

Noise barriers will be used in some areas to mitigate noise and vibration of passing trains. Operational noise and vibration assessments will determine the extent, height, and location of noise barriers.

Anti-vibration ballast matting will be installed under both the freight and passenger lines.



The stations

Two new stations will be built at Ranford and Nicholson roads.

With changes to the existing Cockburn Central, Thornlie and Perth Stadium stations to accommodate the new passenger rail service.



Thornlie Station

Thornlie Station will be upgraded to a through station, including platform extensions and a new concourse with lift, stairs, and roof cover.



Nicholson Road Station

About 26 minutes to Perth, with parking, bus interchanges, passenger amenities, cycling facilities and expected to cater for around 2,350 daily boardings (2031).



Ranford Road Station

About a 29 minutes to Perth, with parking, bus interchanges, passenger amenities, cycling facilities and expected to cater for around 1,985 daily boardings (2031).



Cockburn Central Station

Cockburn Central Station will see its existing platform extended and provide passenger interchange to the Mandurah Line.

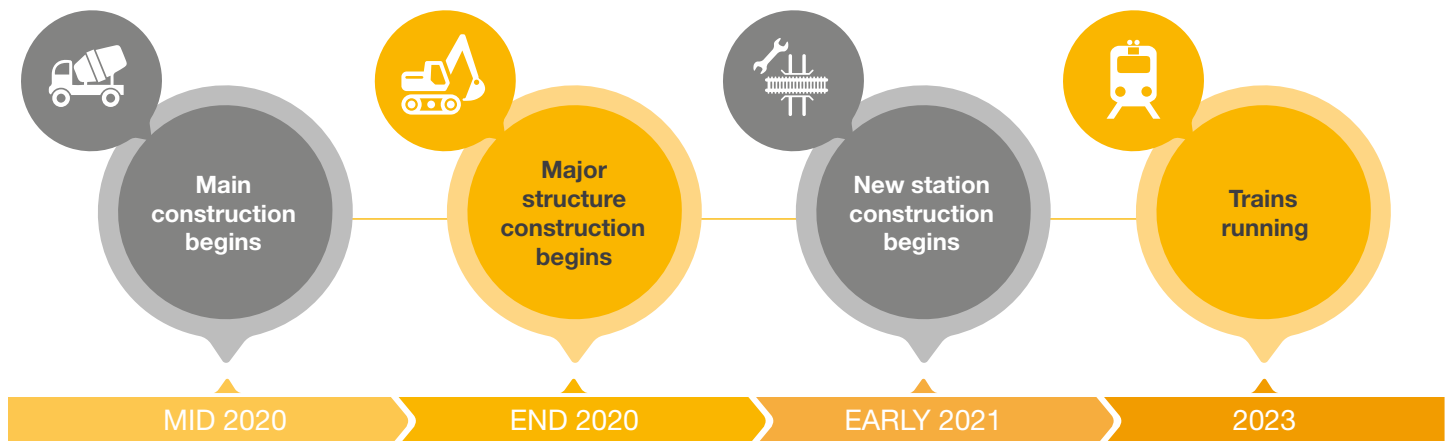


To provide a direct connection from Mandurah to Perth Stadium Station for special events, some changes are needed including extending platform 5 and supporting track and civil works.



TIMELINE

Transport infrastructure delivery



Delivering the Thornlie-Cockburn Link

At the end of 2019, the NEWest Alliance, consisting of Public Transport Authority, CPB Contractors and Downer Group was formed to deliver the Thornlie-Cockburn Link.

The project will support more than 1,600 jobs. Any WA Government roles associated with the project will be advertised on the WA Jobs Board. Project roles will be advertised through CPB Contractors and Downer Group.

Station precincts

METRONET is the catalyst for land use change in more than 5,000 hectares of land within walking distance of the new stations.

METRONET will continue to work with state agencies, local governments and the private sector to investigate future development options for the station precincts.



Keep up to date

Sign up for project updates, learn more about the project at metronet.wa.gov.au, or join our Facebook group via www.facebook.com/groups/thornliecockburnlink.

The project is one of many Building For Tomorrow major transport infrastructure projects that are underway to better connect areas of Perth and the regions, reduce congestion and travel times, and give you choice in how you want to travel. Visit www.BuildingForTomorrow.wa.gov.au to learn more about the major road, rail, coastal and cycling infrastructure projects underway across WA.

MORE INFORMATION

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Funding Partner:



Delivery Agency:

