



# Moore Street level crossing closure

FACT SHEET • September 2019



## The Moore Street level crossing, situated between Pier and Moore streets in Perth, will be permanently closed on **October 1, 2019**.

The high-risk level crossing, which crosses both the Midland and Armadale lines, has been identified as a priority for closure by the Public Transport Authority (PTA) due to ongoing safety concerns and a marked increase in operational closures over the past 18 months.

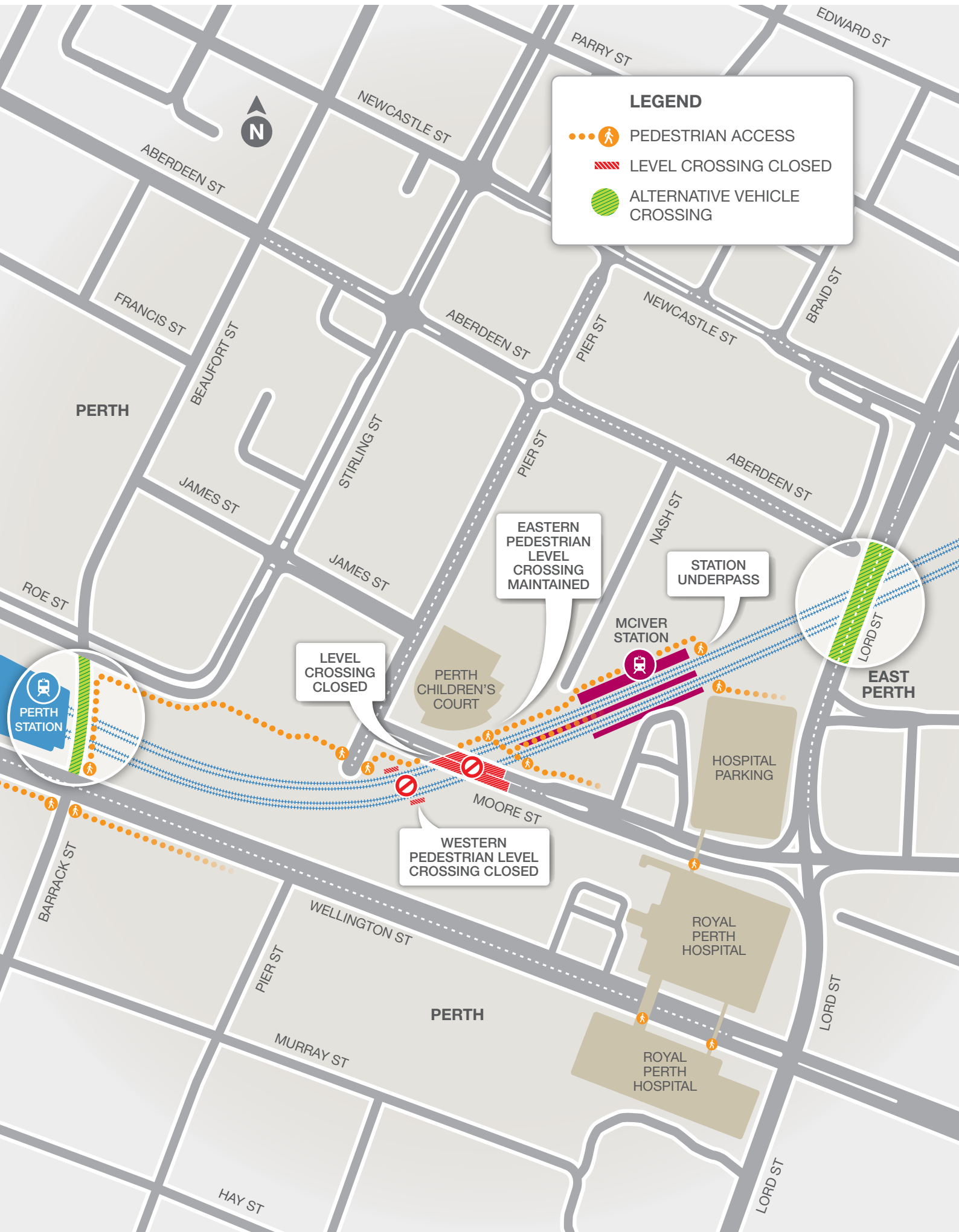
Currently, the Moore Street level crossing is closed for more than 30 minutes of each hour during peak periods. The crossing is also closed during all events at Optus Stadium, and for a minimum of an hour before and after events. Once the Forrestfield-Airport Link becomes operational in 2021, closure times at the level crossing will increase to 40-50 minutes in the hour during peak. The introduction of services for the future Morley-Ellenbrook Line would see the crossing closed for the entirety of peak travel periods.



## The closure

The Moore Street level crossing will be permanently closed from the morning of **October 1, 2019**. Fencing and signage will be erected on Moore Street both on the Northbridge and Perth sides of the crossing.





**Access to the Royal Perth Hospital car park entrance on Moore Street, and driveways on both Pier and Moore streets, will not be affected by the closure.**



**After the closure on October 1, road users will need to seek an alternative route.**

Alternative crossing points are located at the Lord Street and Barrack Street road-over-rail bridges.

Traffic management staff will be on site on both Pier and Moore streets for the first two weeks of the closure to ensure the safe movement of motorists in the area.



**The pedestrian level crossing on the western side of Moore Street will also be permanently closed from October 1 (see map).**

Pedestrians and cyclists can still cross the railway line using both the eastern pedestrian level crossing, which will remain open, and the McIver Station underpass. The shared path on the northern side of McIver Station will be unaffected by the fencing or closure.

**The eastern pedestrian level crossing, which provides access to McIver Station Platforms 2 and 3, will remain open.**







## Next steps ▶▶

Although closure of the Moore Street level crossing is permanent, the fencing and signage to be installed on October 1 is a temporary measure. Design work for the final road configuration of the surrounding area is underway.

The PTA will continue consultation with affected stakeholders regarding the road design, and incorporate this feedback into the detailed design process.

Although design work is ongoing, the PTA can confirm that both Pier and Moore streets will become cul-de-sacs on the approach to the existing level crossing, allowing vehicles to turn around. There will likely be minor road modifications to Pier Street to encourage vehicles to use James Street before reaching the cul-de-sac.



## Construction

Once the detailed design is complete, a tender will be released and a contract awarded. Construction for the final road layout is planned to start in mid-2020. The build is expected to be completed by late-2020.



Once a contractor has been appointed construction details including timing, potential impacts and final layout will be communicated to the community.

## Timeline for final layout of Moore Street level crossing



### PROJECT INFORMATION

Project information will be regularly updated at [www.pta.wa.gov.au](http://www.pta.wa.gov.au)

13 62 13 • [projects@pta.wa.gov](mailto:projects@pta.wa.gov) • [www.pta.wa.gov.au](http://www.pta.wa.gov.au)

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Public Transport Authority