

Oats Street Community Information Session Q&A

Question/Comment	Response
Elevated/Lowered/Underground Rail	
<p>1. Removing the level crossings has been discussed for a long time and most people had assumed that this would come in the form of overpasses like Miller street however all of the information and documentation suggests that lowering the rail is the only other option. Have overpasses been considered? \$415 million will buy you a lot of houses adjacent to the crossings to make the required space (similar to how Miller road crossing was done) and the other benefits are:</p> <ul style="list-style-type: none"> - Less disruption to train services (I assume that you will need to stop trains on the Armadale line for the bulk of this project) - It's the solution that was expected by the public - It can be performed in stages to minimise disruption - The cost of land purchased for the overpasses can be partially reclaimed by selling the now vacant land at the end of the project - It does not require building expensive new elevated stations 	<p>Road over and road under rail options were both considered, but these outcomes would result in significant impacts on adjacent land and the local road network. Road over rail solutions also don't necessarily address precinct planning outcomes around the rail corridor. Road options don't provide greater opportunity for connection across the rail corridor for pedestrians. Elevated rail also opens up the corridor and makes it less of a barrier.</p>
<p>2. The Mint Street road crossing is only 450m from the Miller Street overpass, this will result in quite a steep rail grade, is this even possible?</p>	<p>Yes this has been looked at and can be achieved.</p>
<p>3. The Skyrail is said to be the cheaper option, but has the METRONET team done a cost comparison with putting in a (covered) trench, like the Northbridge Tunnel, then SELLING the land above? If so, what were the figures, compared with the Skyrail option?</p>	<p>Selling land within the corridor is not an option as we need to protect the land for future rail network requirements. Commercial arrangements in terms of leasing etc. will be considered. Although the ability to build over any underground infrastructure adds an additional premium, development can be limited in height and form. Development over a cut and cover structure does add more cost to allow it to be built on. Another option is development that straddles the</p>

	<p>underground infrastructure, with building loads dispersed to either side of the cutting (e.g. Subiaco). This is also a costly way to build with a minimal comparative return on the land.</p> <p>There is a lot of land adjacent to the corridor that can be developed in much more affordable ways and this has been included in Town of Victoria Park's strategic plan.</p>
4. With the "full tunnel solution", it's not clear if the cost analysis covers both bored tunnels and cut & cover (like the Graham Farmer Northbridge tunnel). Isn't cut & cover usually a fair bit cheaper than bored tunnels?	Both options of a full tunnel and cut and cover "lowered" rail were considered in the long list, however only the cut and cover option made it to the shortlist. It's difficult to compare the cost difference between cut and cover and full bored tunnels as the scope for each could be very different depending on considerations such as length.
5. My understanding is that the sinking of the railway through Subiaco stimulated private investment that amounted to 5 times the cost of the sinking - not to mention the obvious community benefits.	In Subiaco, significantly large areas of previously underutilised Government owned land either side of the rail corridor were able to be repurposed into a mixture of residential and commercial uses. The development directly over the Subiaco rail tunnel consists mainly of road, car park and public open space. There is one building that spans the tunnel.
6. If an elevated rail is selected, How will option 1 (elevated stations, and tracks down to ground level in between stations) and option 2 (elevated stations and elevated tracks in between) be decided? Local vote?	<p>Key stakeholders, including the community are being asked to have their say on the project, including the options. We encourage you to share your thoughts on the project by visiting www.mysaytransport.wa.gov.au/metronet</p> <p>The project team is also continuing to assess both options in terms of outcomes and cost, with this to be combined with feedback received from the community/stakeholders to inform a final decision by Government.</p>
Noise	
7. What noise impact modelling has been done so far during the design and selection process?	<p>As part of this major change we need to demonstrate alignment with State Planning Policy 5.4. A lot of work will be done to monitor and model anticipated noise. Noise attenuation can be built into the structure (screening etc.), and vibration mitigations can also be incorporated to help address ground borne noise. More work on this will be done in the design phase and we are required to report to the DWER to demonstrate our compliance against SPP5.4.</p> <p>Initial measurements have already been undertaken along this section of track as the basis of modelling to help inform how noise levels/profiles may change with elevated rail. We've also undertaken preliminary comparisons of predicted noise and vibration levels against targets in the SPP5.4.</p>
8. What additional noise impact assessment work is planned (if any)?	Noise modelling is based on early concept designs. This will be further expanded and refined as design work progresses.

<p>9. What mitigations have already been decided on, or ruled out (if any)?</p>	<p>No decisions have yet been made to include or exclude any mitigations. This will be considered during the next stages of design, supported by relevant noise modelling.</p> <p>Note that the noise from warning bells and the need for trains to sound their horns on approach will no longer be required once the level crossings are removed.</p>
<p>10. After construction of the skyrail, will the actual noise impact be measured, to validate that the design requirements have been achieved?</p>	<p>Yes it will. It's a general requirement that we take post construction noise measurements to make sure the modelling we have undertaken is accurate and to make sure if we have constructed any noise and vibration mitigation measures they are performing as expected.</p>
<p>Design</p>	
<p>11. Depending on what the final design is, what potential is there for locals to influence the final visual aspect to prevent the area looking like a "concrete jungle"?</p>	<p>This is an important part in our next phase of work, which includes engaging with both the community, Town and other stakeholders. Visual amenity will be one area of consideration, which may provide opportunities for artistic and cultural expression that ties into the locality. Community reference groups will also be key in the input into this stage. METRONET'S Gnarla Biddi and Public Art strategies will also be used to inform the design.</p>
<p>12. How high will the train line be? Is there an artist impression or design of what it will look like from various distances? Oats Street is hilly - will you be able to see it from the top of the hill?</p>	<p>As we go through the next stages of design, we will develop artist impressions so people can get a better feel for what is being proposed. We will adhere to Main Roads standards for clearances for roads.</p> <p>Learnings from Victoria: In some areas, consultation informed a lower railway with longer beams to space out the bridge piers further. Since delivering the rail, some of the findings indicate that the lower structure can exaggerate scale and allows less light underneath. Longer beams and fewer piers also means the structure is larger in order to accommodate the required loadings, further impacting visual outcomes. As a result, some of the community sentiment has indicated the higher structure with a more streamlined look to it may have been preferred. We'll evaluate that for our own context to help determine what is right for us.</p> <p>May get glimpses of different parts of the infrastructure from Vic Park area, though it won't be so high it will stand out above hill lines.</p>
<p>13. What side of the corridor will the elevated rail be located. The Bank Street side or Rutland Avenue side?</p>	<p>Not determined at this stage. This will be looked at in the design phase. Impacts to the existing rail lines will be looked at as well as the Western Power transmission lines. These will need to be kept an appropriate distance from the rail lines.</p>
<p>14. What is occurring at Welshpool Road? None of the designs indicate what will occur.</p>	<p>The railway is proposed to bridge over Welshpool Road in a more conventional grade separation, enabling removal of the level crossing.</p>
<p>15. Has any decision been made yet on the beam structure design?</p>	<p>No decision has been made at this stage. Designs of elevated rail will be worked through in the design</p>

	<p>phase. Community consultation will help inform this and there have been lessons learned from the Melbourne experience (see Question 12). It hasn't been confirmed if the elevated rail will be on a single structure or individual structures, however we are leaning towards a separate structures for each track between the stations, as this allows more light to penetrate through to under the rail.</p>
<p>16. Will the station main entrance be moved to the Rutland St side?</p>	<p>Not determined. Elevated stations mean that the entrances can easily address each side of the rail corridor.</p> <p>Carlisle Station may move closer to Mint/Archer Street for better connectivity with the station entrance facing Mint/Archer Street and this will also be addressed with our community reference groups.</p>
<p>17. Can we get shadows projections for raised raiiling for property beside the tracks on both sides for day in summer and winter graphics to show light impact?</p>	<p>Potential impacts of shadowing will be a consideration in the design phase.</p>
<p>18. Can you draw up two concept designs please?</p>	<p>A concept design has been drawn up for an elevated solution at Oats Street Station. Further designs will be released as the planning phase progresses.</p>
<p>19. Can the supports be hidden behind building design that fits with Victoria Park architecture?</p>	<p>Design outcomes, including architectural and aesthetic treatments, will be a key consideration in the design stage.</p>
<p>20. Could they put single sided glass running along the outside of the elevated track?</p>	<p>Significant elements of the project, such as potential screening and other treatments are yet to be confirmed. We encourage you to share your thoughts on the project by visiting www.mysaytransport.wa.gov.au/metronet</p>
<p>21. What was learned from Miller Street crossing and removal of Lathlain Station? Is that kind of solution feasible for Oats St?</p>	<p>Miller Street is a more traditional road over rail solution, which has been considered. While some land was available, this solution required acquisition of a number of properties, along with impacts on local traffic movement, including cul-de-sacing of Rutland Avenue. With a lack of available land and impacts on connectivity it was determined this solution is not preferred for Oats Street.</p>
<p>22. I know the government is currently planning any Light Rail infrastructure. But do the station & crossing briefs include capacity to easily retrofit light rail intersections?</p>	<p>This is not part of current planning.</p>
<p>Construction</p>	
<p>23. What would be the likely impact to operations due to construction of the project? As a daily user of the railway, for how long (approximately</p>	<p>Not determined at this stage. Construction methodology will need to be carefully considered in the next stage of design, but there will almost certainly be some level of impact to services. Elevated rail construction does present an opportunity to mitigate some of the impacts</p>

of course) will passengers need to use bus replacement services?	to existing services. Temporary closure of Carlisle and Oats Street stations may also need to be considered during periods of construction. Bus replacement services would be run in the place of any closures with advance warning for passengers.
24. What is the length of time of construction and how will the road access to industrial employment hubs been affected?	Answered in Question 23.
25. Is a third separate track for the Australind and freight being considered?	The Armadale line does not carry any rail freight, and the Australind service will operate on the new tracks for the Transperth passenger service. The new rail track will be designed to protect the rail corridor should additional tracks be required in the future.
26. Will the High voltage power lines be relocated for this project?	No decision has been made on that. Retaining the transmission lines would not be a preferred solution, however we are working with Western Power on available options. Undergrounding is being considered but this will continue to be worked through in the design phase.
27. What has happened with the "Denny Ave" trail -- this is meant to have been executed already?	The contract to build the Denny Ave level crossing removal was signed in May 2020 and following detailed design works by the contractor currently underway, construction will commence later this year,
Stations/Precincts & Public Space/Accessibility	
28. METRONET literature speaks of transit-oriented development and station precincts that value add to their communities. What sort of analysis has been put into the advantages / disadvantages of elevated rail as opposed to cut and cover in terms of the opportunities to build high quality Transit-oriented Development (TOD) around Oats St Station?	TOD outcomes are a key consideration for METRONET. With transport infrastructure expenditure it is important to get corresponding uplift outcomes. The extent to which the stations are well designed and provide a high level of service to the community. We expect that investment in these stations will do this and we are doing work with place planning and precinct planning with the Town of Victoria Park to enable the right kind of planning frameworks to occur.
29. If the line is elevated with Public Open Space below, what will be done to prevent more already out of control crime and homelessness which will naturally gravitate to these areas?	Security and homelessness will be carefully considered as we want this project to have a positive legacy. The height and design of the structures will be key - good lighting, good civic treatments, vegetation and landscaping, good sightlines etc. Security in design principles will inform our work and lessons from Victoria will be carefully reviewed. They have managed to achieve good outcomes where they are not experiencing security/loitering issues - which typically occur in more enclosed and darker areas.
30. I don't believe it's possible to keep these areas "safe and secure" long-term without a massive cost. Has this been costed out long-term?	Answered in Question 29.
31. Who would maintain the area post project - could lead to issues into the	Discussions on these aspects will occur during the design and delivery phase, to help identify and agree

future if there is no commitment long term?	the most appropriate stakeholder(s) to maintain the various assets and public realm outcomes proposed.
32. What facilities could be installed within the freed up land? will there be a green strip along the whole route?	<p>Significant elements of the project are yet to be confirmed, such as station location, additional connections, potential uses for the spaces under the rail and overall project design, including landscaping, public art, and facilities such as bike racks. Some areas of landscaping including green spaces will almost certainly feature in the final design, based on community and stakeholder feedback.</p> <p>We encourage you to share your thoughts on the project by visiting mysaytransport.wa.gov.au/metronet.</p>
33. Can we keep it simple, do we need parks and recreational staff under the railway line?	Answered in Question 29, 32 and 34.
34. Can performance areas be included at Oats St station where locals and students can perform? e.g. Christmas carols etc.	Elevated rail could create new public spaces under the rail lines that could be used for a range of civic purposes, potentially including community performances. These details are yet to be confirmed and will be further developed as the project progresses.
35. Most of this work is already done in the Town's Local Planning Strategy. Has the METRONET team read the town's Strategy?	We have been in discussions with the Town of Victoria Park on the content of that planning strategy. We are not planning to replicate that work, but will be working with the Town to inform the precinct planning work we're doing around the two stations.
36. Given that Oats street and Carlisle Station are only 800m apart, has combining the stations been considered?	Yes. Combining or rationalising both stations was considered, but was not considered a good outcome for the community or adjacent land uses. Oats Street will remain an interchange station with Carlisle more of a local station.
37. I wasn't clear if the Oats St Station is being moved and if so whether where it is moved to is proposed or if there are options being considered?	We are proposing to move the station to the east side (or Armadale side) of Oats Street. While needing further exploration we believe this will allow us to build the station while minimising impacts on the existing station during construction. But also with the closure of Welshpool Station, it moves the station slightly closer to that catchment. This allows for future development opportunities in the light industrial/commercial area nearby. However, the station will remain close to Oats Street given local connectivity requirements.
38. Since the Welshpool Station is being removed, can the Oats St Station be moved closer to Welshpool?	Answered in Question 37.
39. What's the plan for the actual location of Oats Street station?	Answered in Question 37.
40. Is there any consideration to move Oats St Station further away from its current location?	Answered in Question 37.

<p>41. Does this include a Station as close as possible to Bentley Hospital?</p>	<p>No additional stations are proposed, and Queens Park Station is not intended to move from its current location. One of the options is for this station to be redeveloped, and this would be the station that would service the hospital.</p>
<p>42. Will the stations have public toilets?</p>	<p>Public toilets will be considered. This has not been determined but it is likely that at least Oats Street Station will have public toilets. Passenger amenity and facilities are a key aspect for all stations and will be looked at in the upcoming design stage - e.g. cycling infrastructure etc.</p>
<p>43. I recall reading that Carlisle station may also be relocated. How would this be assessed and decided?</p>	<p>Answered in Question 16.</p>
<p>44. Is there consideration to extend the platform at Victoria Park Train Station to have another entry?</p>	<p>This is outside the scope of the level crossing removal project; however the Public Transport Authority has commenced strategic planning to assess a number of platform extension of the heritage lines.</p>
<p>45. Can you consider shifting the Armadale bound train platform to the opposite side of Oats St, so that the gates open up faster? This is the cheapest option and will solve the problem.</p>	<p>Answered in Question 37, retention of the existing level crossing is not an option given the broader consideration of enhances safety and connectivity outcomes.</p>
<p>46. Is the Victoria Park to Burswood train line included in this proposal?</p>	<p>This is not included as part of the scope for this project.</p>
<p>47. How many parking bays will here be? Parking is already a massive issue and closing Welshpool will cause a need for even more parking?</p>	<p>Parking and bus stations will be looked at. Oats Street will be the main interchange for bus accessibility, and bus services will continue on Mint/ Archer streets. Parking will be carefully considered - for both current and future use. These will be balanced with land use / precinct outcomes to ensure we deliver an appropriate number of parking bays.</p>
<p>48. What is the plan for car parking? Will it be a large at grade car park like at Forrestfield?</p>	<p>Answered in Question 47.</p>
<p>49. Have you considered Parking and Bus services to the stations?</p>	<p>Answered in Question 47.</p>
<p>50. I have been wondering since your talking about elevated lines has any consideration been given to wheelchair users and the elderly and how they can access the stations?</p>	<p>Infrastructure designs will be in line with current Disability Discrimination Act (DDA) standards and universal access requirements for all users.</p>

<p>51. What consideration has been given to accessibility. Many people with disability, the aged & people with small children & prams use level crossings as traffic control to cross busy roads such as Mint St. Will there be traffic lights, crossings, over/underpasses?</p>	<p>All of our infrastructure is designed to meet current standards for DDA and universal access and it is one of the key benefits we see with this project, it will modernise the railway through this area. Broader connectivity into the network is also a benefit. Access to the stations is likely to be via at-grade crossings. Traffic lights to facilitate pedestrian crossing outcomes will be incorporated if required.</p>
<p>Land impacts/Benefits</p>	
<p>52. I am interested in how much consultation has been undertaken regarding the effect on property values in the surrounding and adjoining properties. My concern is the impact a view of concrete struts will have on my property value.</p>	<p>Value change associated with investment in new stations has been undertaken that suggests that there can be uplift in property values. However, we don't have any evidence that looks specifically at elevated rail. Examples from Victoria (and studies through University of Melbourne) suggest that there has been an uplift in property values, but also the expectation that there would be wholesale sale of properties has not occurred. Anecdotal learnings suggest that people who were originally concerned about impacts to property etc. and were indicating that they would sell, have subsequently decided to stay in the area.</p>
<p>53. If there is a negative impact on property values, will there be any compensation?</p>	<p>Answered in Question 52.</p>
<p>54. What immediate impact will this have on properties directly on Sevenoaks/Welshpool Road?</p>	<p>Answered in Question 52.</p>
<p>55. Are the benefits being devalued because of reduced international migration?</p>	<p>No. Benefits analysis extends well beyond the current point in time. Our modelling does not take COVID into account (or any short-term blips) but looks to the long term.</p>
<p>Consultation</p>	
<p>56. Where is the business case for this project? How can the community be sure that available options were analysed properly? Who determined which aspects were important to us without any consultation?</p>	<p>The business case is being finalised and will be submitted to Infrastructure Australia later this year. The Business Case compares the benefits and costs of the various options.</p>
<p>57. Will there be dedicated youth consultation to ensure that their preferences and opinions are captured?</p>	<p>Communication strategy is targeted at broader community consultation, but this is something that can be considered. We are keen to have input from the wider community.</p>
<p>58. With the change in timeline, what parts of consultation have been removed to make the announcement at this time.</p>	<p>No specific activities have been removed, but given timeframes we are accelerating our processes. Community consultation has always been planned and we will create as many opportunities as we can for community input, as well as Town of Victoria Park input, within the tight time frames of the project.</p>

59. Will you be sharing the presentations with us afterwards?	Yes, questions and answers will be made available.
60. When will applicants to the CRG be notified if they were successful?	The closing date for nominations is July 19. They will be reviewed and successful applicants will be contacted within a couple of weeks.
61. What community consultation was taken prior to the announcement of the elevated rail. What consultation has been taken with Vic Park so far? With them being opposed to elevated rail what consultation is planned?	After early planning, it was evident that elevated rail provided the best balance of value for money and long-term outcomes. It would have been misleading to take an option such as underground rail out to the community after it had been ruled out by our project team. The project will work with the community and key stakeholders during the design phase to incorporate desired outcomes, prior to its transition into delivery.
62. How do we get to join these group consultations etc please?	You can apply to be part of a Community Reference Group for your area that will help inform the project's design as it progresses at mysaytransport.wa.gov.au/metronet
63. Why are land holders/residents that immediately about the rail reserves NOT considered "KEY stakeholders"?	Land holders and residents are considered valuable contributors to project planning and their feedback will help inform the design team as we seek to best reflect the desires of the community in the design solution.
64. So the decision has been made on elevated rail is there no community objection and to have a voice. Are we not as valuable as Perth or Subiaco in Carlisle?	Subiaco was a reference case in regard to the style of construction. The capped area itself is largely now occupied at surface by roads, car parking and public open space, with only one building that straddles over the railway at the station, which came at a significant cost as the rail tunnel could not take its weight. What was unique is there was a lot of light industrial and underused government land, which has been repurposed into redevelopment. It is a different context in terms of different land use and opportunities that is not applicable in this part of Victoria Park. The preferred solution is still a significant investment in modernising the railway that supports development outcomes and will deliver a range of broader community benefits.
Sustainability & Environment	
65. Will Emissions caused in the building and ongoing running of the service and associated infrastructure will be designed and maintained to be minimised - and preferably off-set.	METRONET projects seek to support a sustainable urban future through our Sustainability Strategy – this includes environment, people and place and the economy. We will look at how we can reduce greenhouse emissions and how our infrastructure can be designed to reduce waste and emissions. Water sensitive and climate sensitive urban design will also be carefully considered.
66. Will Best practice water sensitive urban design will be incorporated?	Answered in Question 65.

67. Will Climate sensitive design in terms of building and landscaping will be prioritised?	Answered in Question 65.
68. Will existing trees be removed?	That is likely to happen in some locations along the rail corridor, but landscaping design will allow us to replace any removed trees.
Traffic/Cycling	
69. When the rail crossings go are you integrating road traffic management strategy with Town of Vic Park as it will be more of a rat run from Orrong to Shepperton Rd?	Road traffic management/flows will be a key consideration for the project, noting a major focus of the project is to remove level crossings to reduce impacts on local traffic and congestion.
70. The existing barriers act as a traffic calming device, particularly on Mint St near the primary school. What will be done to slow traffic once the barriers are removed?	Answered in Question 69.
71. Will cars be able to travel from Dane Street under the elevated line into Lion Street in Carlisle?	No decisions have been made regarding any additional road or pedestrian network connections. This will be considered in the next stages of design based on community and stakeholder feedback.
72. I'm also wanting to know what consideration is given to cycling facilities including the bike track along the line. Is there info about this somewhere?	No specific decisions have been made yet, as this is part of the design process we will go through. Existing PSP extends for parts of this line, as part of our major projects cycling is a key component and we will look at having a continuous PSP connection along the railway. We will also need to understand required connections to local path networks to facilitate access to the stations. All new stations have cycling facilities. New stations bring opportunities for more modern facilities e.g. New Bayswater Station will have a cycling hub built under the station, secure and undercover and part of the station facility as opposed to a bike cage nearby. These facilities can all be considered in the design stage based on community feedback.
73. What about the interface between the bike paths and the roads crossing under the rail line? Currently the railway crossing stops traffic and provides time for bicycles and pedestrians to cross the road. Main Roads will always oppose pedestrian crossing facilities.	Maintaining connections for cyclists, pedestrians and passengers will be an important element in the project planning. This includes how the path networks cross local roads.
74. Earlier you mentioned bad behaviour at level crossings. What will be the difference with changing the railways?	Impatience waiting at boom gates can lead to an increase in risk taking/bad behaviour. With the removal of the level crossing (i.e. boom gates) it will eliminate the need for motorists and road users to cross the railway at grade, as some current users ignore the boom gates.

75. Are there any plans to add new north/south vehicle interconnections across the prior train reserve, or is the new cross-rail interconnectivity for pedestrian/cycle exclusively?	Answered in Question 71.
Welshpool Road and Station	
76. Welshpool Station to be closed, where was the consultation on that, how does it meet the community need?	<p>Consultation to date has been with key stakeholders. The focus for the project is for achieving the best outcome for both the project and the Armadale line overall. Patronage is very low for this station and assessment shows many people using Welshpool Station are from the hills area and surrounding catchment that will have improved access to the new Airport Line once that opens late next year.</p> <p>In addition, the elevated rail over Welshpool Road will be a more traditional grade separation on an embankment, as opposed to a viaduct. This would mean that Welshpool Station would also need to be rebuilt as an elevated station. This coupled with the low patronage meant we weren't able to justify keeping this station open.</p> <p>Experience across the network is that station design and accessibility plays a role in patronage, however the catchment at Welshpool is not currently driving patronage at this station. We have similarly designed stations on the network, however due to the catchment profile and surrounding land uses they are well patronised. We don't take station closures lightly. Including Welshpool only two stations have closed in approximately the last 20-30 years. Ultimately such decisions are a balance to ensure we get the best out of the network for all passengers and the broader community.</p>
77. Have the METRONET team looked at ways to increase people using Welshpool then?	Answered in Question 76.
78. 61. The distance between Miller's crossing and Mint/Archer is 437m. The distance between the end of the current Welshpool Station and Leach Highway is 470m. Why is the station being closed then?	Answered in Question 76.
79. 62. Are you closing Welshpool station because you can't build a station on a slope? Or is it purely the patronage?	Answered in Question 76.
80. Why can't you have rail over Welshpool road?	Answered in Question 76.

81. I've heard a lot about the Town of Victoria Park but what is City of Canning saying about removal of Welshpool?	METRONET will continue to work with local government, including the City of Canning regarding this project.
82. Is it not possible to move Welshpool rather than close it? Queens Park is very close to Cannington; could those two stations be sensibly merged?	Careful planning, including consideration of current and future land uses and broader transport network changes, has determined that the optimal solution is to close Welshpool Station.
83. Is the closure of Welshpool Station finalised?	Yes.
84. Is it justifiable to design the elevation across Welshpool Road so it could be retrofitted with a station?	While very constrained, further consideration will be given during the design process as to whether a solution can be found to allow for construction of a new station in the future, subject to demand and growth trends.
85. Have you thought of parking? Why can't you have the rail under Welshpool Road and keep Welshpool Station?	Answered in Question 76.
86. What is the date of completion looking like for the sinking of the Welshpool Road rail crossing?	Answered in Question 76. Delivery timeframes are still to be finalised, noting that works are planned to commence in 2021.
Funding/Costs	
87. Is it all coming down to cost?	No, although cost and affordability are clearly a key factor as part of overall project evaluation. The preferred option balances costs and outcomes, with elevated rail a significant investment and not the cheapest option.
88. Can the cost benefits for underground and skyrail please be shared with the community?	The current committed project budget is \$415 million (with funding split 50/50 between the State and Federal governments) – this relates to the preferred solution of elevated rail. Based on preliminary work it is estimated that underground rail would be in excess of \$1.5 billion, and capped rail approximately \$1.2 to \$1.4 billion depending on the extent of coverage. Comparison of the various options in terms of outcomes is illustrated in the presentation slides.
89. What efforts have been made to secure federal funding here for better outcomes to improve the inner city of Perth?	Federal funding has already been committed to this project.

90. If it comes down to cost, why can we not improve the control at the crossings and not do anything to the rail line? Just leave it the way it is and spend a minimal on safety and maintenance?	The focus of the project is to remove the level crossings, which cause congestion and introduce an element of risk in terms of both rail operations and community safety. This will get worse over time as train frequencies on the rail line increase, with boom gates closed for extended periods causing major disruption and impediments to movement in the area.
91. Have the recent ongoing upgrades to the bus station been a waste of money if you plan to change the station?	Minor upgrades are being undertaken to address current needs. These will ultimately be replaced by the new works once delivered, but were necessary for existing operations.
92. I have read that the business case hasn't been presented to the Commonwealth to secure funding. is there an understanding this is acceptable to secure the federal funding?	Commonwealth funding has been committed to contribute to the cost of the removal of the crossings and associated infrastructure at Mint St, Oats St and Welshpool Road. Part of this commitment requires consideration of the business case by Infrastructure Australia, which will be submitted in the next couple of months.
Safety and Privacy	
93. Have you thought about the privacy and safety of the residents with an elevated rail?	Answered in Questions 6, 32 and 24. The height and overlooking of the infrastructure on adjacent residential areas will also be a consideration in the next stages of design.
94. What safety plans are proposed for rapid evacuation if needed from the elevated tracks?	This is a key consideration in the next stage of design.
95. And do emergency services have the equipment or plan to obtain it to tackle any major emergency on an elevated track?	This is a key consideration in the next stage of design. We consult with emergency services as part of all of our projects.
Timeframes	
96. What is the life span of the rail project? \$1.5b for underground rail over 100 years makes it worthwhile and also creates a greater open space usage.	Various components of the infrastructure will have a different design life. Typically for the viaduct structures the design life will be similar to a tunnel, being approximately 100 years.
97. Timeline shows steps but no actual timeline?	A more detailed timeline will be available after contracts are awarded in 2021.
98. When will the project start being built/tenders?	Answered in Question 97.

99. What design is the project at? 15% 50% 85%?	We are currently in feasibility design (approximately 5%), moving into a concept design phase (approximately 15-20%).
100. When will the tenders be out? Will it be in the coming months or later in the year?	It is intended to call for expressions of interest in late 2020 with contract award in 2021.