

# Claremont Station Project: drop-in community information session wrap up

Monday 23 July 2018 | 4pm – 7pm | Claremont Football Club

Below is a summary of the questions and answers discussed at the Claremont Station Project drop-in community information session.

Community comment/question	PTA response
<p>Unhappy about the removal of the level crossings/ proposed overpass will be inconvenient.</p>	<p>When upgrading infrastructure the Public transport Authority (PTA) removes level crossings where possible, in the interest of public safety. There have been numerous incidents at these particular level crossings where users have misused the crossings putting their own lives at risk. Once the project is complete there will be four railway lines west of the station, where one of the level crossings is currently positioned. In addition to this, the five-minute peak services will result in pedestrians having to wait twice as long to use the level crossings. This is likely to increase the number of pedestrians that cross the tracks when unsafe to do so.</p> <p>The Claremont Station Project will involve lengthening of the platform to allow for future six-car trains and significant track upgrades to allow trains to turn back at Claremont Station. These changes do not allow for the pedestrian level crossings to remain.</p> <p>The PTA has considered and evaluated numerous options of an underpass and an overpass at Claremont Station. An overpass was determined as the preferred option due to accessibility, security, constructability and cost constraints.</p>
<p>Concerned about increased noise from additional trains. Will noise mitigation measures be implemented?</p>	<p>Once the project is complete trains will depart Claremont Station every five minutes during peak. Residents who can currently hear the trains will also hear the additional services.</p> <p>The project will engage an acoustic specialist to model the existing noise levels and the resulting impacts once the design has been finalised. Noise mitigation will then be considered as part of the design. The project will manage noise impacts as per legislative requirements.</p>
<p>Why can't the turnbacks be positioned somewhere other than Claremont Station?</p> <p>The below locations were suggested by various community members.</p> <ul style="list-style-type: none"> <li>• East of Claremont Station</li> </ul>	<p>Claremont Station was determined the most suitable location for the turnbacks for timetable efficiencies and to cater for the expected increase in public transport demand to the Claremont area.</p> <ul style="list-style-type: none"> <li>• <b>East of Claremont Station:</b> If the turnbacks are located to the east of Claremont Station, it would not be possible for the additional train services to serve Claremont station, as trains need to deposit passengers before turning back.</li> <li>• <b>Swanbourne Station and Fremantle Station:</b> No locations west of Claremont Station were</li> </ul>

# Claremont Station Project: drop-in community information session wrap up

Monday 23 July 2018 | 4pm – 7pm | Claremont Football Club

Community comment/question	PTA response
<ul style="list-style-type: none"> <li>• Swanbourne Station</li> <li>• In the city</li> <li>• Fremantle Station</li> <li>• Daglish Station</li> <li>• Showgrounds Station</li> </ul>	<p>recommended because the low forecast patronage does not warrant services beyond Claremont. The purchase of additional rolling stock to meet the level of service is not economically viable.</p> <ul style="list-style-type: none"> <li>• <b>Perth Station:</b> Perth Station does not have the space or time for trains to turn around. In peak this station runs a five-minute service. To turnback a train takes a minimum of 10 minutes. Having the trains turn at Claremont also allows additional frequency for all stations between the city and Claremont Station.</li> <li>• <b>Use the existing turnback at Daglish Station and Showgrounds Station:</b> It was determined that the existing turnback alone is not enough to maintain the five-minute service frequency required to support the Forrestfield-Airport Link.</li> </ul>
<p>Residents are experiencing construction fatigue.</p>	<p>The design work that will be undertaken over the next few months will determine the construction methodology and staging of the project. The staging will consider methods to reduce impacts to residents, as well as users of the train services. The appointed construction contractor will need to provide and comply with an approved noise management plan. Where possible the work will remain inside the rail reserve.</p>
<p>The current principal shared path interface with pedestrians and cyclists is not ideal. Once the project is complete most pedestrians will be using the overpass to cross over the tracks. There are concerns this will exacerbate the issue.</p>	<p>The PTA is aware of the community concerns around the current pedestrian and cyclist interface. Once appointed, we will work with the design consultant to design a suitable solution for this area.</p>
<p>How will the overpass tie into the future Landcorp development?</p>	<p>The PTA is/and will continue to work closely with Landcorp as to how the overpass will integrate with the future Landcorp development.</p>
<p>Are there plans to repurpose the old platform and remove the temporary fencing?</p>	<p>While this is not in the scope of the Claremont Station Project the PTA is working with FORM to improve amenity in this area.</p>
<p>Glad to hear heritage infrastructure is going to be maintained.</p>	<p>The PTA is not planning any major alterations to heritage infrastructure on or around Claremont Station. Minor changes will be made to close the stairs that connect the heritage pedestrian bridge to the platform. This is to facilitate Claremont becoming a closed station.</p>

# Claremont Station Project: drop-in community information session wrap up

Monday 23 July 2018 | 4pm – 7pm | Claremont Football Club

Community comment/question	PTA response
Claremont will become a closed station. What does this mean?	A 'closed station' means the station can only be accessed by those with a valid ticket or Smartrider. This helps prevent vandalism, trespassing and fare evasion. The station will be closed and non-accessible to the public outside normal operational hours.
Will the new overpass have lifts?	Yes. The proposed overpass will have six lifts in total, two lifts on either side of the tracks and two lifts going from the overpass to the station platform. These lifts are in addition to stairs.
Will the connecting bus network and roads also be upgraded?	The PTA is currently undergoing studies to determine if access to the station from bus and road users requires modification as a result of the Claremont Station Project.
If the station entrance moves the bus stop should also move closer to the new entrance.	The project team are working very closely with the bus department to ensure a suitable solution is found to integrate connectivity to the station with buses.
The bus stop on the outside of the station on Gugerri Street is positioned in a very busy intersection and often has lots of kids at it. This should be moved.	The project team has taken on board this feedback and will consider it during the design phase.
Will the train station operate 24 hours to cater for all plane services?	At this stage there are no plans to run rail services to the airport 24/7. Timetables for airport services are yet to be finalised.
Will the overpass be accessible as a thoroughfare 24/7?	Yes. The PTA understands the importance of keeping the north and south of Claremont connected. Access to the station platform will be closed after hours but the overpass will remain open as a thoroughfare 24/7 for those wanting to cross the railway.
How will the A and B services work once the turnbacks are online?	The operations of the A and B patterned trains are likely to change, but exactly how that will operate in conjunction with the Forrestfield-Airport Link is yet to be finalised.