

Mundijong Freight Rail Realignment Planning Study

Consultation Progress Summary

The proposed realignment of the freight rail line through Mundijong and Mardella is a long-term strategic transport project, which will offer improved safety and amenity in the Mundijong Town Centre. A planning study to identify a preferred rail corridor is currently underway.

We asked, you said

In late 2021 we asked the community to outline their thoughts, preferences and concerns about the four corridor options being considered for the future realignment of the Mundijong freight railway in Mundijong and Mardella.

43 responses were received via an online survey run in December 2021, which were considered by the project team.

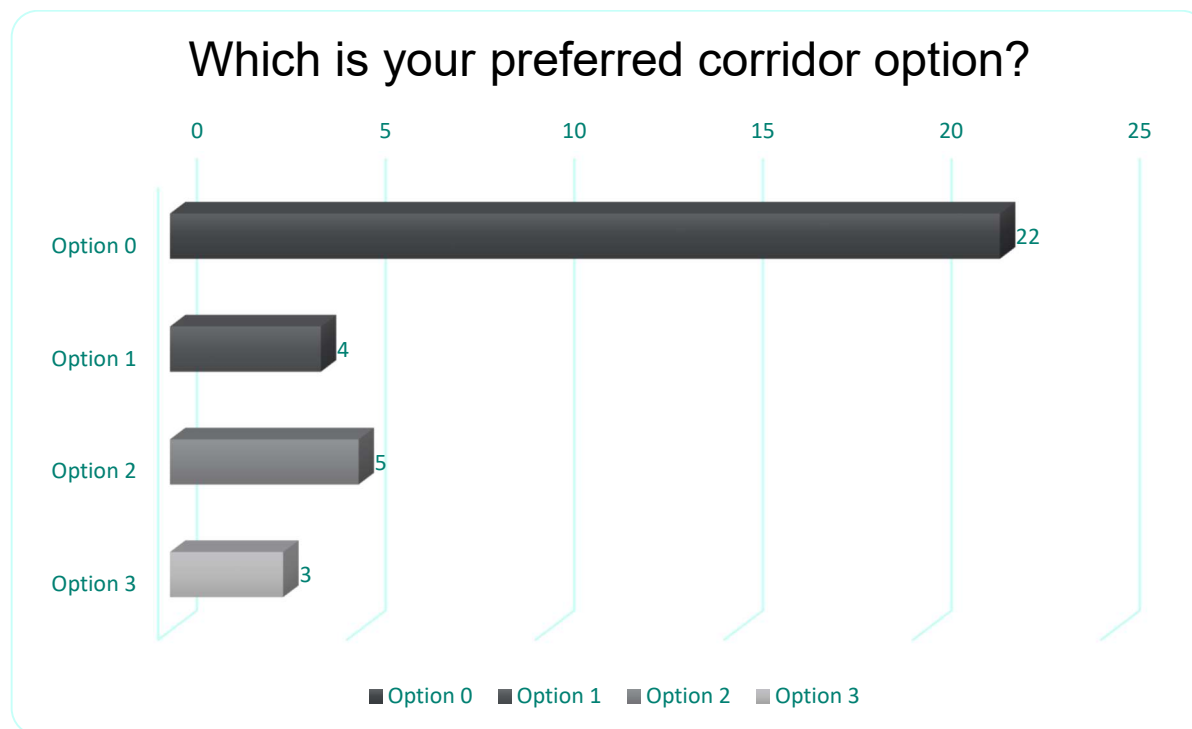
The information gathered was also used to inform the corridor option Multi Criteria Analysis (MCA) along with, value for money, engineering, constructability and environment and heritage information.

So far, our engagement activities have incorporated:



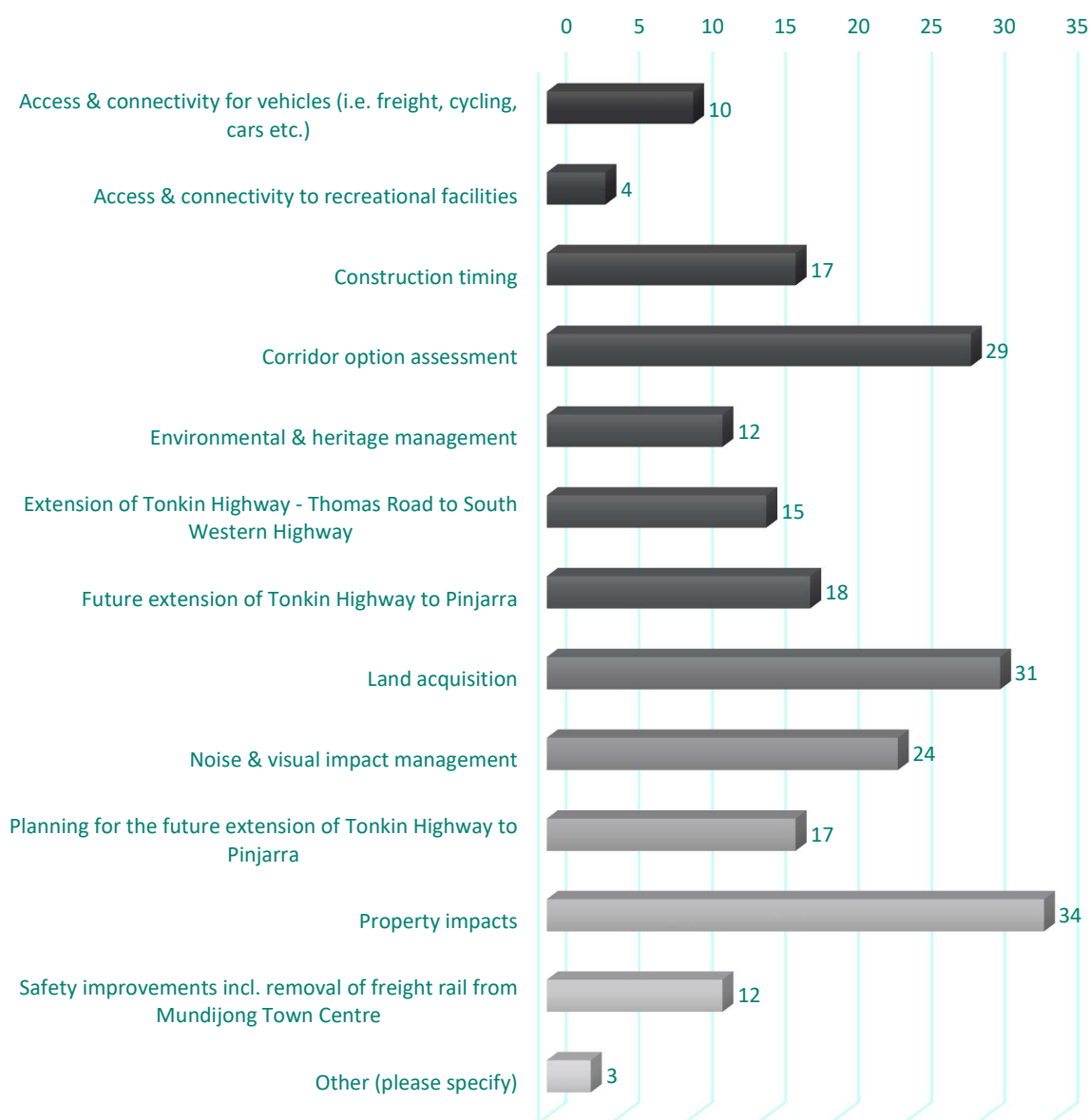
Preferences, outcomes and key themes

The survey results showed Option 0 was the strongly preferred corridor followed by Option 2, Option 1 and then Option 3 being the least preferred. Please note 34 of 43 respondents only answered this question.

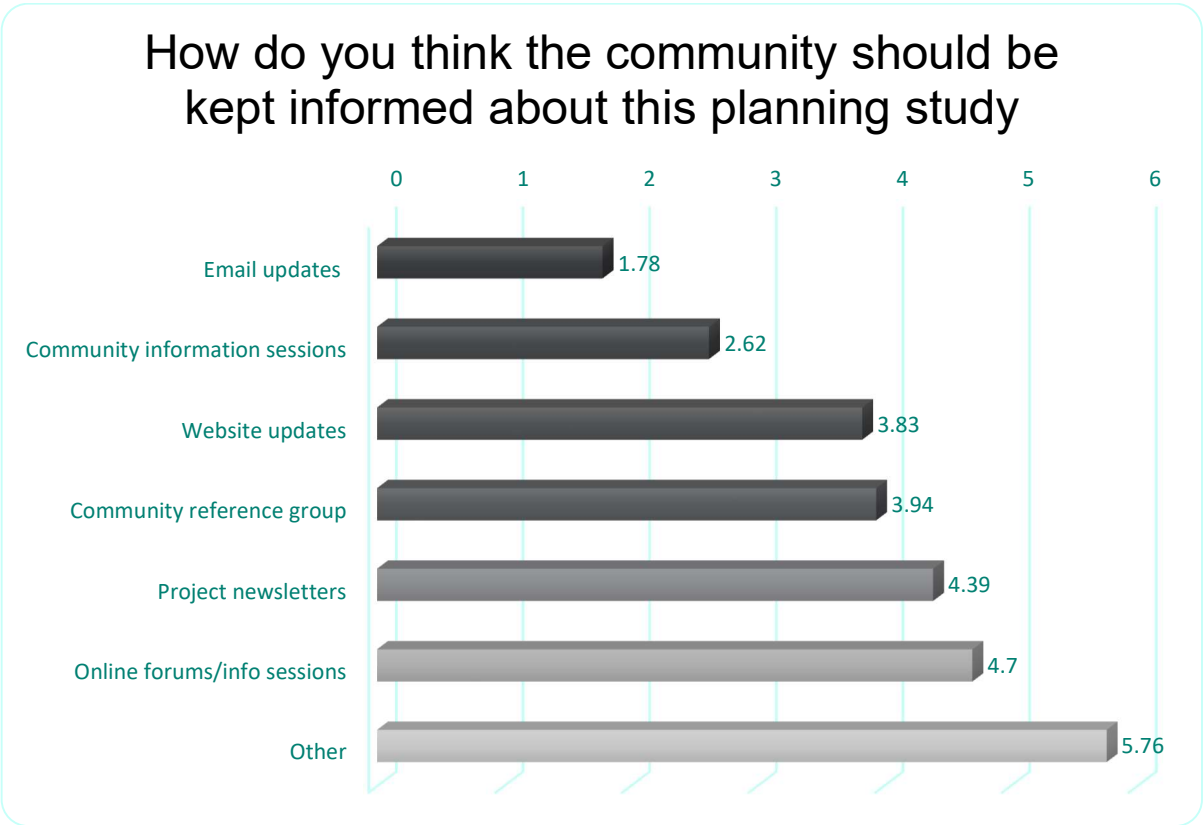


We also identified that property impacts were the item of most interest, followed by land acquisition, corridor option assessment and noise and visual impact management.

Topics of interest most important to you



The survey told us that the most relevant way to keep you informed was using email updates, with community information sessions and website updates ranked second and third most relevant. This was a ranked question with the smallest number indicating the most relevant and the largest indicating the least relevant.



From the survey responses, we classified the comments into a set of key themes repeated for each corridor option:

1. Least impacts (land acquisition, equine precinct, noise, visual)
2. More impacts / technical issues (affects more properties, more noise, impact to equestrian or other amenity)
3. Retain the existing freight line
4. Use Option 0 alignment
5. Use another option (other or alter Option 0 to create a corridor south of Tonkin Highway extension to South Western Highway)

The project team has considered the comments and used this information to inform the social component of the Multi-Criteria-Analysis (MCA) assessment of the corridor options. The results of the MCA will be outlined to the community in a further community information session (online) in April 2022.

We also included Option 0 in the MCA and developed an additional option (Option 4) with the freight rail aligned within the land reserved for the Tonkin Highway extension corridor to South Western Highway.

The information collected in 2021 was the first of a three phase program to gather information from property owners and the wider community about the corridor options being considered.

Next steps

Based on the MCA and community feedback, the short-listed corridor options have been determined as Option 0 and Option 3. As part of Phase 2 of the engagement program, we will now seek further thoughts from the community and stakeholders on these options.

Following consideration of the additional feedback, we will communicate the preferred corridor option to stakeholders and the community, and seek ministerial endorsement.

This will allow a Planning Control Area (PCA) to be established to protect the land for the railway and highway reservation, and will inform the future rail and highway reserves within the Metropolitan Region Scheme.

Further information

Further project updates can be found on our project webpage at <https://www.mainroads.wa.gov.au/mfrr>

Main Roads can be contacted at enquiries@mainroads.wa.gov.au or on 138 138.