

Mundijong Freight Rail Realignment Planning Study

Preferred rail realignment corridor option chosen

Main Roads has been progressing a planning study to realign the existing freight rail line which currently traverses Mundijong and Mardella since 2019. The primary benefits of this realignment are safety and amenity improvements in the Mundijong Town Centre.

The planning study has included assessment of multiple corridor alignments, environmental and heritage studies and extensive stakeholder consultation with Public Transport Authority, Arc Infrastructure, Shire of Serpentine-Jarrahdale, and community and landowners.

A Multi Criteria Analysis was undertaken of the corridor options which identified two best scoring options: Option 0 and Option 3. Both options scored identically across most criteria with only a two point difference in the economic criteria.

The extensive public engagement process culminated in two online surveys and multiple community information sessions which focused on identifying a preferred route by the community for the rail realignment. The feedback showed two top scoring options: Option 3 and Option 0, with only two votes between the options.

With no discernible differences between the two options arising from the work completed, a more detailed assessment based on land and community impacts identified Option 0 as providing better overall land use and outcomes for the community.

Further stakeholder consultation was then undertaken with Department of Planning, Lands and Heritage (DPLH) to ensure alignment with future plans.

A briefing for the Hon Minister for Transport was provided by Main Roads, and DPLH requesting approval for Main Roads to communicate Option 0 as

the preferred corridor and progress the proposed Planning Control Area (PCA). The outcome of this briefing was the endorsement of Option 0 as the preferred rail realignment corridor (see map overleaf).

Option 0 was selected as the preferred rail corridor with the proposal that the Randall Road level crossing would be removed and the road closed at the intersection with Wright Road / the freight rail corridor. We have noted community feedback about this proposal and are undertaking further analysis to determine whether the level crossing can be retained or not. Notwithstanding, Option 0 scored best even with the closure of this level crossing. When reviewed, if the access can be retained, this would mean further community benefits for this option.

Providing certainty for landowners

We thank landowners, community members and stakeholders for their patience as a rail corridor was determined. The uncertainty experienced by the community is acknowledged and we hope this decision will bring some relief.

A concept design will now be developed to confirm footprint and land requirements. Following this, the PCA process will begin, which will provide further certainty for local landowners. The PCA will protect the land for the railway and highway reservations and will inform the future inclusion of the railway and highway reservations into the Metropolitan Region Scheme (MRS).

Funding is allocated to the current planning work to confirm the land needed for the future rail and highway, and to progress with reservation within the MRS. There is currently no construction funding.

Further information

Visit the project webpage at <https://www.mainroads.wa.gov.au/mfrr> Or contact us at enquiries@mainroads.wa.gov.au and on 138 138.

Map of preferred freight rail corridor (Option 0)

