

Our ref:  
MN/17/00174/1

Mr Paul Martin  
Chief Executive Officer  
Shire of Serpentine Jarrahdale  
6 Paterson Street  
Mundijong WA 6123

Dear Paul

### **Byford Rail Extension – Clara Street Level Crossing**

As recently advised, the scope for the Byford Rail Extension has been confirmed to include a new at-grade station in Byford, which will be delivered by the Office of Major Transport Infrastructure Delivery (OMTID). As part of the METRONET planning and concept design phase, a new level crossing on the regional rail network at Clara Street was also included.

This crossing, which is proposed to be located immediately south of the new Byford Station, will allow the connection of Clara Street West, from George Street through to San Simeon Boulevard, providing local east-west connectivity across the rail corridor. As you are aware, while grade-separated road solutions were considered in collaboration with Shire officers during the planning phase, these were ultimately deemed to be unfeasible due to space constraints and impacts on surrounding land uses.

As part of the detailed design, the Public Transport Authority (PTA) will be required to develop a safety case for the opening of this crossing. As I'm sure you're aware, there is an inherent safety risk in opening a new level crossing, even on the regional network. However we understand the Shire's position on the benefit of this crossing to Byford's future town centre and this will form a key input to the safety case proposal.

In order to support this work it is important that we have formal acknowledgement by the Shire that, if the urban electrified rail network is ever extended south of Byford in the future, the current proposed Clara Street level crossing will be required to close. This is due to the significant increased risk to vehicles, pedestrians and trains that will result from the introduction of electrified passenger services and significant increase in train volumes through the crossing (based on current planning from an average of four Australind trains per day, to at least eight electrified trains per hour) and the PTA's policy to not increase the number of level crossings on the urban passenger rail network.

Understanding that the temporary nature of this crossing has been raised with you, your team and the Shire's elected members on various occasions throughout the planning phase, I would appreciate your written acknowledgement of the temporary nature of this crossing should a future at-grade extension of the urban rail network, or other potential significant upgrade of rail services through the crossing (for example a potential longer-term fast-rail service) occur.

Should you have any queries regarding this request, please do not hesitate to contact [REDACTED], Stakeholder Interface Coordinator on [REDACTED] or at [REDACTED]. METRONET looks forward to the continued collaboration with the Shire of Serpentine Jarrahdale as the Byford Rail Extension project progresses.

Yours sincerely



**Ashley Vincent**  
Managing Director

15 / 08 / 2022