

Whiteman Park Station

Whiteman Park Station is an exciting opportunity to connect an important tourist attraction and growing residential community to the greater Perth area. A comfortable 25-minute train ride to or from the city centre, the station will be built just south of the Drumpellier Drive entrance to Whiteman Park and will serve the growing communities of Henley Brook, Dayton, West Swan and Brabham.

Station design

Whiteman Park Station has been designed with a dual-purpose – as a transport centre for current and future residential communities, and as a tourist and visitor hub with modern facilities that meet the daily transport needs of all passengers.



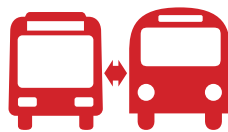
Artist illustration of concept design only. This is subject to change as the station architecture and final design will be further developed after a contractor is appointed.



Platform and access

The universally-accessible station will be built on a combination of an earth embankment and an overpass structure. While the platforms will be elevated, the station entrance will be at ground level, connecting to a wide underpass beneath Drumpellier Drive and the new rail line. This will link future communities to the east, with the station. Passengers can cross Drumpellier Drive via a new signalised intersection that will replace the existing roundabout at Youle-Dean Road, immediately north of the station.

Over half of the 150m-long island platform will be covered to provide passengers with a safe, sheltered waiting zone that includes dedicated seating central to the two platforms, and easily accessible passenger information and facilities.



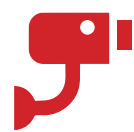
Bus interchange

Regular bus services will transfer passengers from the station to surrounding suburbs, including the Swan Valley tourist area. The 10-stand bus interchange will provide weather protection for passengers, seating and passenger information facilities.



Parking and drop off

Passengers driving to the station can use the dedicated station car park that will cater for around 900 vehicles, including ACROD and dedicated drop off zones. Cyclists are also catered for with two secure bike-parking shelters.



Safety and security

Safety and security through best practice design is always a priority when planning stations. Passive security measures like good lighting and clear line of sight are integral to the station design. In addition, all platforms and stations across the Transperth network (as well as our buses, trains and ferries) are regularly monitored in a variety of ways including by our team of highly-trained transit officers, mobile patrols, a high-tech CCTV system (with more than 10,000 cameras) and a 24-hour Central Monitoring Room.

Whiteman Park Station and the environment

METRONET is committed to minimising the Morley-Ellenbrook Line's impact on sensitive areas such as Whiteman Park by building the line along its boundaries. While the train line travels through land north of Marshall Road, this land has not been a core part of the park for over 20 years and is not used by the public. Locating the new line through land north of Marshall Road avoids important environmental areas and crosses Bennett Brook at one of its narrowest points and at a location conditionally endorsed by consulted Noongar representatives and knowledge holders.








North of Whiteman Park Station, the rail line will be located alongside Drumpellier Drive as much as possible to minimise its footprint on Whiteman Park.

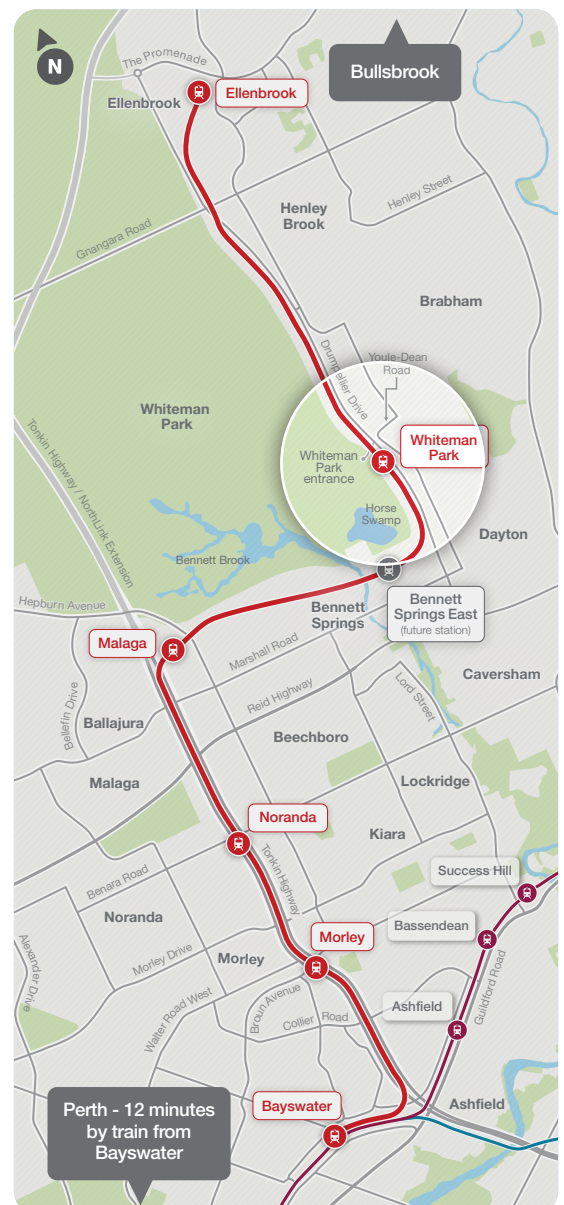
Station Snapshot*



*Details are subject to final design and may change



-  Train station platform
-  Parking and access
-  Landscaping
-  Bus interchange
-  Pedestrian access
-  Bike stands
-  Shared path



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