Construction Industry Briefing
Bayswater Station Upgrade and Denny Avenue Level Crossing Removal projects
February 2019
The Public Transport Authority and METRONET acknowledge the People of the Noongar Nation as the Traditional Custodians of the land and waters on which the METRONET Program of Projects is located. We pay our respects to their Elders, past, present and emerging, and thank them for their continuing connection to country, culture and community.

Introduction

While Perth’s rail network is about to embark on its biggest expansion since the New MetroRail project in the early 2000’s, not every project is focussed on Perth’s growing outer suburbs.

The next METRONET projects to move into construction are in established areas with long histories. Bayswater and Kelmscott residents are extremely proud of their communities and are looking for the METRONET projects to be catalysts for urban renewal.

The two projects have very different scopes and procurement models but share the challenge of building next to the operating railway while maintaining road traffic and minimising impacts on nearby businesses, people and Transperth passengers.

These are not business-as-usual rail projects but reflect the METRONET principle of integrating with civic spaces and maximising on transport infrastructure investment to build a community with more travel, living, work and leisure options.

This next wave of contracts continues the pipeline of work for Perth to support local jobs for our economy.
It is an extremely complex project with many engineering, traffic and access challenges particularly in that it is being delivered adjacent to a live operating rail network and retail precinct.

Bayswater Station is an integral connection for the Transperth network. The Midland Line and the future Forrestfield-Airport Link will connect here. It will also create space and flexibility for a potential Morley-Ellenbrook Line connection. The project includes:

- Relocating the station platforms closer to Whatley Crescent and over King William Street, which requires removing all passenger parking along Whatley Crescent
- Allowing space for the potential connection of the proposed Morley-Ellenbrook Line
- Longer platforms to accommodate future six-car trains
- Building a new and higher rail bridge, with an elevated principal shared path
- Overall station design, with two station entrances and a platform shelter that considers community feedback to integrate and complement the area’s character and rich history
- Passenger amenity, network systems and infrastructure as per PTA network standards
- Additional rail infrastructure between Bayswater and Meltham stations
- Extending the pedestrian underpass at Leslie Street
- Extensive traffic and road changes including, but not limited to:
  - Whatley Crescent-Beechboro Road South connection under the railway
  - Changes to a number of signalised intersections
  - Integrating bus services within the local road network
  - Reducing Whatley Crescent to two lanes (one in each direction) from Leslie Street to King William Street
- Design and delivery of public spaces

Bayswater Station Upgrade

The Bayswater Station Upgrade is an exciting opportunity to attract investment to the town centre and help it grow into a place for people to live, work and visit.
The main works associated with the Bayswater Station Upgrade and turnback infrastructure will be delivered through a competitive alliance contract to manage the interface and mitigate project risks. The forward works will be delivered under a series of design and construct contracts.

Forward works will include carpark works at Meltham and Ashfield stations to replace the commuter parking bays that will be removed from the southern side of Bayswater Station. Forward works also include the relocation and protection of the in-ground and overhead services of both PTA and third-party assets.

The main works contract will include the design and construction of the station, bridge, track and civil works, drainage and retaining walls, overhead line equipment, low-voltage systems, and signaling, communications and control systems. There is the potential for the Alliance to incorporate the interface with Stage One of the proposed Morley- Ellenbrook Line. The alliance will manage the interface with several other transport projects in the Bayswater area to deliver a value-for-money solution for the State.

Procurement for the Bayswater Station upgrade main works will involve the following four stages:

1. Request for Proposals
2. Alliance Development Stage
3. Negotiate
4. Award

Procurement timeline

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<th>Main Works Alliance</th>
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<td>Issue Request for Proposal (RFP)</td>
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<td>Alliance development (AD) Stage Commences</td>
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The PTA has engaged 2020 Global Business Consultants as Probity Auditor for the Bayswater Station Upgrade project. Queries can be directed to Bruce Donald on (08) 9485 2023 or bruce@2020global.com.au
The project is a priority part of METRONET’s level crossing removal program. It will be delivered adjacent to a live operating railway and will include closing the Denny Avenue crossing and providing a grade-separated alternative east/west connection at Davis Road.

The Davis Road grade separation will provide safer and quicker access between Albany Highway and Railway Avenue.

The project includes:

• Permanent closure and removal of the Denny Avenue level crossing
• Building a road-under-rail underpass at Davis Road, connecting Albany Highway to Railway Avenue
• Realignment and lowering of Third Avenue with Davis Road underpass to maintain east/west connection
• Construction of private access road off Bray Street for Railway Avenue residents
• Elevating the existing rail and associated infrastructure over the new Davis Road underpass
• Creating a new elevated principal shared path over Davis Road underpass
• Installing four new signalised intersections to improve traffic flow throughout the area
• Lane configuration and intersection improvements along Albany Highway
• Revitalising Kelmscott town centre through improvements to street networks and street-scaping

Removing the Denny Avenue level crossing will increase the safety of people walking, cycling and driving in Kelmscott and surrounding suburbs, as well as reducing road congestion and revitalising the local community.
Denny Avenue Level Crossing Removal – Procurement

The Denny Avenue Level Crossing Removal will be delivered through two design and construct contracts – one for the rail and bridge portion of the works; the other for the road and civic infrastructure work.

The split of the package recognises the different risk profiles of the work.
Both contractors will be required to work collaboratively with the PTA to manage the interface between the works.
Procurement for the Denny Avenue Level Crossing Removal project will involve the following three stages:

- Request for Tender
- Negotiate
- Award

### Procurement timeline

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Probity

The PTA has engaged 2020 Global Business Consultants as Probity Auditor for the Denny Avenue Level Crossing Removal Project. Queries can be directed to Bruce Donald on (08) 9485 2023 or bruce@2020global.com.au
Separate environmental studies were completed for both projects in 2018. These studies did not identify any sites of significance to Aboriginal people. No Bush Forever sites were identified though the Camillo Nature Reserve is close to the Denny Avenue level crossing removal project site. The reserve will not be impacted by the project. The PTA has applied for a clearing permit at the Denny Avenue level crossing removal site and referred this clearing to the Department of Environment and Energy under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

The PTA is commissioning investigations at both sites in relation to soil contamination. Both projects will be undertaken in an operating rail environment with contractors expected to identify, manage and reduce impacts to passengers, both at affected stations and those commuting through the area, wherever possible. The management of these environmental impacts will be key components of the Construction Environmental Management Plans, which must be produced by the contractor and provided to the PTA for approval.

Environmental, heritage and community considerations

The projects pose a number of environmental, heritage and community considerations, which are being addressed through active and ongoing consultations. This will continue to be a strategic priority for both projects.

Given both project’s proximity to commercial properties, there will be a focus on minimising local business impacts. The contractor must prepare and implement a business engagement strategy to showcase the management of construction impacts to local businesses.

In response to community feedback, an established rose garden and a Kurrajong tree will be relocated as part of the Bayswater Station Upgrade project. Reputational standing with stakeholders and the community is important to the PTA. The management of construction issues such as noise, vibration, groundwater, dust and construction traffic will require detailed planning, and robust management and monitoring measures. Delivering sustainable and water-wise outcomes is another priority.

Panel contracts

The panels cover a number of specialist services including:

- Commercial Advisory Services
- Contract Surveillance Services
- Quantity Surveying, Independent Cost Verification
- Procurement Facilitation Support Services
- Strategic Technical Advice / Constructability and Land / Business Valuation Services Support
- Engineering Assurance, Design and Investigation Services
- Architectural Services
- Project Support Services
- Rail and Road Safety Assurance

Panel Probity and exclusivity

The PTA recognises there is a finite amount of skilled resources in the industry and recognises the potential for conflict of interest or perceived probity issues when using panels contracts. Details of probity and exclusivity requirements will be provided within the tender documentation for each of the panels. Panels will be tendered progressively from March 2019.
A number of polices and strategies must be taken into account when tendering for projects.

In December 2018, METRONET’s Aboriginal Engagement Strategy was accepted by the Whadjuk and Gnaala Karla Booja Working Parties and renamed ‘Gnarla Biddi’ (Our Pathways) to reflect the pathways it is intended to help forge for Noongar and other Aboriginal peoples, as well as the connections the projects will create throughout Perth.

The Strategy is supported by five engagement streams, each of which outlines specific targets and minimum requirements for the METRONET office, METRONET Lead Agency (the PTA), and the main contractors to meet. It is up to each organisation to determine how these targets are met and contractors are required to develop an Aboriginal Engagement and Participation Plan to outline how these targets and minimum requirement will be met. Monthly progress reporting is required to be provided to the METRONET office.

More information on the strategy, streams and the respective targets can be found on the METRONET website (under About – Gnarla Biddi Strategy).

A State Government move to provide greater protection for subcontractors has resulted in a number of recommendations to better protect security payments for Western Australian subcontractors in the building and construction industry. These recommendations and their implementation are being examined by the State. The report can be found on the Department of Commerce website.

The State Government expects that for all METRONET projects, that there will be safe working conditions on site, workers can have secure and direct employment, wages and conditions can be derived from genuine collective agreement processes, and that there will be meaningful training and apprenticeship opportunities.

Other relevant legislations and policies include:

- The Western Australia Industry Participation Strategy
- Construction Contracts Act 2004 (WA)
- Railway Safety National law (WA) 2015
- Government Building Training Policy (will be replaced by the Priority Start Policy 1 April 2019)
- Building and Construction Industry Codes of Conduct

Thorough planning takes time as it asks a lot of questions and considers multiple options to ensure the best solution. For this reason, planning will continue throughout 2019 on the remaining METRONET Stage One projects:

- Morley-Ellenbrook Line
- Byford Rail Extension
- Midland Station relocation
- Midland Line extension
- Karnup Station
- Level Crossing Removal Oats Street, Whitf Street and Caledonia Avenue

There are currently no timeframes for when this work will be completed and additional contracts released to market. Progress updates will be available on the METRONET website and all tenders will be released via tenderswa.wa.gov.au.

Stay in touch by signing up for updates on the METRONET website.

Construction and related companies are also encouraged to register their services on the METRONET capability register.