The $1.86 billion Forrestfield-Airport Link is jointly funded by the Australian and Western Australian governments and will deliver a new rail service to the eastern suburbs of Perth – with three new stations at Redcliffe, Airport Central and Forrestfield.

The rail link forms part of the METRONET vision to create liveable communities connected by world class public transport. The line will spur off the existing Midland Line near Bayswater Station and run to Forrestfield through twin-bored tunnels.

In April 2016 the Public Transport Authority awarded the design, construct and maintenance contract to Salini Impregilo – NRW Joint Venture. First trains will operate on the new line in the second half of 2021.

The state-of-the-art train station has been designed with the passenger experience in mind. The distinctive roof, visible from the surrounding area, will be a clearly identifiable entry point to the station. Passengers will enter Forrestfield Station at an elevated arrival area with a clear view down to the 150m long island platform below. Access to the platform will be via a SmartRider fare gate, with escalators, lifts and stairs taking passengers to the lower level to meet the train.

When operational in 2021, passengers will have a 20-minute journey to the CBD and a two-minute journey to Perth Airport. Trains will run every 10 minutes during peak times, with an estimated 9800 daily passenger trips to and from Forrestfield Station by 2022.

Located adjacent to Dundas Road, east of the Forrestfield freight marshalling yard and south of Maida Vale Road, Forrestfield Station will provide an accessible and efficient transport option to and from the city for Perth’s eastern suburbs and foothills.
Travelling to Forrestfield Station

The catchment area for Forrestfield Station includes the suburbs of High Wycombe, Forrestfield, Maida Vale, Gooseberry Hill and Kalamunda. To make travelling to meet the train from these suburbs easier, the station precinct has been designed as an intermodal transport hub. This means there will be facilities for passengers arriving at the station by bus, car, bicycle or foot.

It is expected that up to 50 per cent of passengers will arrive at Forrestfield Station by bus, and as such the station will have a major transport interchange. The bus interchange, featuring eight active bus bays and four layover bays, will be located directly at the station entry so passengers can access the station safely without needing to cross any roads. Bus timetables will be designed to optimise travel time, with buses scheduled to arrive at the station prior to trains departing. Transperth will continue to review the local bus routes and service frequency to Forrestfield Station as demand increases.

Forrestfield Station has been designed as an end-of-line station, with parking for up to 1200 vehicles in a three-level, multi-deck car park. This will best serve the large number of passengers who are expected to drive and park at the station. From the car park it will be a 300m walk at grade to reach the station. For passengers getting a lift, up to 80 drop-off bays will also be available.

Pedestrians will be able to access Forrestfield Station safely with comprehensive pathways that reduce interaction with vehicles. Cyclists will also benefit from safe cycle routes from the catchment area into and through the station precinct. There will be secure, weather-protected parking for up to 180 bicycles.

Construction of the Forrestfield Station precinct is underway. It will take more than two years to complete and will be ready for first trains to use the new line in 2021.