Existing station changes

Connecting the existing Thornlie and Cockburn Central stations will see a number of changes take place at these stations.

Thornlie Station changes

Thornlie Station opened in 2005 and was designed and built for future extension to the Mandurah Line. The south-west wall can be removed without significant interference to the station structure and operation.

Planned works include*:

- Separating the existing linked marginal platforms and extending their length to 150 metres to accommodate six-car sets and a ‘through’ rail arrangement.
- Introducing a new concourse, with lifts, stairs and roof cover between the platforms.
- Modifying the car park to accommodate the platform expansion.
- Removing the existing shared path and installing a new one at the northern edge of the modified western car park.
- Relocating and replacing existing bicycle parking.
- Installing and upgrading station infrastructure, systems, services and amenities to meet current PTA and legislative standards, including new electrical and communications rooms on platforms, public toilets and staff amenities and a new radio tower.
- Replacing the existing Western Power substation at the eastern end of the station to accommodate new station infrastructure and to address non-compliant earthing separation between the substation and Traction Power.

*The final design will be developed when a contractor is appointed.
About the project

METRONET’s Thornlie-Cockburn Link duplicates three kilometres of track between Beckenham and Thornlie stations, relocates 11 kilometres of freight rail, builds 14.5 kilometres of new passenger rail between Thornlie and Cockburn stations and two new stations at Nicholson Road and Ranford Road. The project is the catalyst for medium to long term redevelopment in the area.

Cockburn Central Station changes

Cockburn Central’s existing island platform will be extended at the northern (Perth) end to create the terminating platform for the Thornlie-Cockburn Link.

The platform will be extended by 150 metres and will offer at least 50 per cent platform coverage with an on-platform building to house electrical equipment and staff facilities. Associated services will include security and passenger information systems.

TIMELINE

Transport infrastructure delivery

**Rail infrastructure procurement begins**  
JULY 2018

**Early works begin**  
LATE 2018

**Main contract awarded and design begins**  
MID 2019

**Main construction begins**  
LATE 2019