Bayswater Station will become a major METRONET precinct with the Forrestfield-Airport Link and the proposed Morley-Ellenbrook Line connecting to the Transperth network at that point.

To reflect its importance as an interchange station and the heart of the Bayswater town centre, the station will undergo a major upgrade. Also additional rail infrastructure will be built between Bayswater and Meltham stations.

To ensure the community gets the best public transport and planning outcomes, thorough planning is the first step in the right direction.

What’s happened so far

Bayswater Station was flagged as an important junction as part of the planning for the Forrestfield-Airport Link and will play an increasingly important role as the rail network expands.

Extensive early investigations have identified many exciting possibilities for the area, as well as some constraints. This work also considered the priorities identified by the community in 2016, one of which was to sink the station and rail line in this area.

The constraints are outlined on the next page, and the opportunities include:

- a bigger station;
- capacity for future network expansion within the existing rail corridor; and
- opportunities for new public space.

Also during this investigation phase, METRONET was formed as a new approach to planning proposed major public transport initiatives. The aim is to plan areas that have all the elements needed to create a community for everyone with accessible connections, mixed uses and housing options, and opportunities for businesses to grow.

The METRONET Office and the City of Bayswater will work together to create a precinct and station upgrade that provides the best outcomes for the network and local community.
### Where we are at now

*These are still subject to more detailed design and review:*

#### Fixed Parameters

| Connections and operations for the Forrestfield-Airport Link | Minimising construction impacts on rail operations and surrounding community |
| Potential connection of the proposed Morley-Ellenbrook Line at Bayswater | Better integrating Bayswater Station within the wider town centre precinct |
| Increasing the rail bridge height over King William Street | Supporting Bayswater Local Structure Plan objectives |
| Upgrading Bayswater Station to meet universal and disability access needs | $\text{Time and cost}$ |

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**Connections and operations for the Forrestfield-Airport Link**

- Relocating the platforms closer to Whatley Crescent
- Allows space for potential network expansions in the future, like the Morley-Ellenbrook Line.
- Allows the station to be built ‘offline’ to minimise impacts to rail operations.
- Allows the station to meet universal and disability access needs.

**Longer platforms**

- The 150-metre long platform will future-proof the station to accommodate six-car train operations on the Midland and Forrestfield-Airport Link lines, which are being planned to meet medium to long term demands.

**Relocating the platforms on to the rail bridge**

- Provides an opportunity to improve amenity under the bridge to create a public space that links better with the Town Centre, gives people safer, quicker and more appealing access along both sides of King William Street and into the station itself.
- Moving the platforms away from a rail curve and onto a straight section of track also allows the station to meet universal and disability access needs.

**Building a new and higher rail bridge**

- Besides increasing the clearance height to minimum road standards, rebuilding the bridge provides an opportunity to improve amenity underneath to create a public space for people. This will improve connections in the area and improve safety with better sight lines.

**Location within existing rail corridor**

- Moving the station closer to the south side of the existing rail corridor allows space for construction and operation of network expansions in the future, like the Morley-Ellenbrook Line, with reduced impact on the Midland and future Forrestfield-Airport Link lines.

**Additional rail infrastructure between Bayswater and Meltham stations**

**Investigation Considerations**

- Connections and operations for the Forrestfield-Airport Link
- Potential connection of the proposed Morley-Ellenbrook Line at Bayswater
- Increasing the rail bridge height over King William Street
- Upgrading Bayswater Station to meet universal and disability access needs

#### Potential public space under the higher rail bridge. Artist impression. Indicative only.

*Above and below:* Potential public space under the higher rail bridge. Artist impression. Indicative only.
After the survey closes on Monday, 7 May, the feedback will be collated and considered during the concept design phase.

The concept design phase is expected to take six months, when it will be submitted to the Government for endorsement and the project can proceed. We will provide the final plans and the result of your feedback at this time.

It is expected the project will start construction in 2019. More information on construction impacts will be provided closer to this time.

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### Why sinking Bayswater Station is not possible

The investigation work found the option to sink the station and rail line is not viable for a number of reasons:

- operational complexities of the diesel-powered regional passenger trains (such as the Indian Pacific and Prospector), which use this section of railway. In particular these trains require much longer tunnels and complex ventilation and fire emergency systems;
- tunnels would impact on Meltham Station, with the need to either close or rebuild the station underground;
- major disruption that would mean closing the entire Midland Line during construction; and
- constraints arising from the design of the Forrestfield-Airport Link.

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#### Why

| Allows space for potential network expansions in the future, like the Morley-Ellenbrook Line. |
| Allows the station to be built ‘offline’ to minimise impacts to rail operations. |
| Allows the station to meet universal and disability access needs. |

The 150-metre long platform will future-proof the station to accommodate six-car train operations on the Midland and Forrestfield-Airport Link lines, which are being planned to meet medium to long term demands.

Provides an opportunity to improve amenity under the bridge to create a public space that links better with the Town Centre, gives people safer, quicker and more appealing access along both sides of King William Street and into the station itself.

Moving the platforms away from a rail curve and onto a straight section of track also allows the station to meet universal and disability access needs.

Besides increasing the clearance height to minimum road standards, rebuilding the bridge provides an opportunity to improve amenity underneath to create a public space for people. This will improve connections in the area and improve safety with better sight lines.

Moving the station closer to the south side of the existing rail corridor allows space for construction and operation of network expansions in the future, like the Morley-Ellenbrook Line, with reduced impact on the Midland and future Forrestfield-Airport Link lines.

As part of the Forrestfield-Airport Link operations additional infrastructure to turn around trains will be needed in this area. Details of this rail work will be developed during the concept design phase.

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### What happens next

After the survey closes on Monday, 7 May, the feedback will be collated and considered during the concept design phase.

The concept design phase is expected to take six months, when it will be submitted to the Government for endorsement and the project can proceed. We will provide the final plans and the result of your feedback at this time.

It is expected the project will start construction in 2019. More information on construction impacts will be provided closer to this time.
## Frequently Asked Questions

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
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<tbody>
<tr>
<td><strong>Upgrading the station has been talked about for a long time, why does the planning take so long?</strong></td>
<td>Good planning asks a lot of questions and considers as many options as possible to ensure the best solution is ultimately achieved. To best do this, significant investigation must be conducted and independently reviewed. A number of assessments are happening while the team consults with relevant stakeholders.</td>
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<tr>
<td><strong>We’ve already provided the State Government with our priorities and commented on the Local Structure Plan, how is this different?</strong></td>
<td>We are very aware of the community’s concerns for the station and broader area. Where possible we try to accommodate as many elements as we can in our station design. However given cost and space constraints it is not always possible. For example more parking bays may mean less landscaping. That is why we would like to confirm the things that are most important to you.</td>
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</tbody>
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| **Why can’t you underground the station?**                                | Undergrounding the station and rail line was investigated and is not viable for a number of reasons:  
• operational complexities of the diesel-powered regional passenger trains (such as the Indian Pacific and Prospector), which use this section of railway. In particular these trains require much longer tunnels and complex ventilation and fire emergency systems;  
• tunnels would impact on Meltham Station, with either closure or rebuilding the station underground;  
• major disruption that would mean closing the entire Midland Line during the construction; and  
• limited development opportunities above the tunnel to justify the significant additional operational costs. |
| **What will happen to the station parking along Whatley Crescent?**       | Given the area needed to future proof future expansion and rebuild Bayswater Station these passenger parking bays must be removed. Once further community priorities are known, station designs will progress to determine how and where these parking bays may be replaced. |
| **What will happen to the roses, trees and other landscaping along Whatley Crescent?** | Where possible the roses and trees will be transplanted to another location. However, removal of some trees will be unavoidable. Through this consultation process we would like to work with the community to determine the best course of action. |
| **Will increasing the bridge height encourage more traffic in the area?**  | Aside from being a community priority, the current bridge height does not meet road standards. Initial traffic modelling has not indicated any notable traffic volume increase as a result of lifting the bridge, as most vehicle traffic (generally cars and light commercial vehicles) is already able to effectively use this road. There is some chance lifting the bridge could result in a marginal increase in the number of larger vehicles using this road. We will work with the City of Bayswater to conduct more traffic analysis for the area as part of the Local Structure Plan. |
| **Will all these connections mean multiple train lines?**                 | The Forrestfield-Airport Link will not increase the number of lines at Bayswater Station. Details of how the Morley-Ellenbrook Line will connect into the network are still being assessed. More information on this will be released as the project progresses. The proposed station upgrade will allow flexibility to accommodate future growth without significantly impacting on infrastructure that is intended to be built in the near future. |
| **How will the station allow for the Morley-Ellenbrook Line?**           | Planning for the Morley-Ellenbrook Line is now underway with further investigations into how the Bayswater Station Upgrade will provide the space and ability for the future Morley-Ellenbrook Line to link in to the existing train line. |
| **How will the station be built?**                                       | Construction details, including staging and any impacts on local roads, train operations and the surrounding precinct, will be determined during the detailed design phase and later by the contractor. Information will be provided as details become firmer. |
| **When will the upgrade happen?**                                       | Procurement for the construction works is planned to begin in late 2018, with construction intended to begin in 2019. |