As part of the Bayswater Station Upgrade, new rail infrastructure, called a turnback, will be installed between Meltham and Bayswater stations.

The turnback will allow trains to turn back towards the direction they have come from, without having to travel to the end of the line. This will support daily operations on the Forrestfield-Airport Link, Midland Line and potential future Morley-Ellenbrook Line, as well as allowing services to continue operating if an incident or shutdown occurs on these lines.

**Project scope**

The rail infrastructure upgrade will be delivered as part of the Bayswater Station Upgrade, and will include:

- Building a turnback and associated rail infrastructure
- Retaining walls and new fencing along Railway Parade
- Rail signalling works

**What’s next?**

The project will progress to the procurement phase to find a contractor to deliver the works.

When a contract is awarded late next year, the design will move into the next phase which will determine construction methods and impacts, and complete noise modelling to identify any mitigations that may be required.

**Fixed scope items for the Bayswater Station Upgrade include:**

- Installing a turnback to allow trains to turn back towards the direction they came from
- Building a new and higher rail bridge over King William Street closer to Whatley Crescent
- Relocating Bayswater Station onto the rail bridge
- Extending the platform to 150m to allow for future six-car trains
- Creating a second road connection under the extended rail bridge (Whatley Crescent-Beechboro Road South connection)
- Remodelling the Whatley Crescent-Hamilton Street intersection
- Extending the Railway Parade to Whatley Crescent pedestrian underpass near Leake Street
- Future proofing the design and allowing space to integrate the proposed Morley-Ellenbrook Line at Bayswater, including a potential second bridge and platform
Frequently asked questions

What is a turnback?
A turnback is a piece of rail infrastructure that allows trains to turn back towards the direction they have come from, without having to travel to the end of the line. The turnback will support daily operations on the Forrestfield-Airport Link, Midland Line and potential future Morley-Ellenbrook Line, as well as allowing services to continue operating if an incident or shutdown occurs on these lines.

Will the new turnback generate noise?
The next stage of the design process is to complete noise modelling to determine what, if any, measures will be required to ensure noise levels meet the criteria set in the State Planning Policy 5.4.

Why has this location been chosen for the turnback?
A number of alternative locations were considered for the turnback. The width of this section of the railway, and its proximity to Bayswater Station, makes it an ideal position to maintain services at a reasonable frequency along the Forrestfield-Airport Link should there be an incident elsewhere along the Fremantle or Midland lines.

When will the works happen?
Procurement will start in 2019, with construction planned to begin late-2019.

How often will trains use the turnback?
Operational plans for the Forrestfield-Airport Link and Midland Line are being finalised, including when and how often the turnback may be used. The long-term plan will see the turnback used on a daily basis.

How do trains use the turnback?
The train pulls off the main track into the turnback siding track and powers down. The driver then gets out, walks to the cab at the other end of the train and drives back in the direction it came from.

Will the construction and use of the turnback cause vibration?
The contractor will be required to complete a Construction Management Plan that will outline how they will minimise impacts, such as vibration, for nearby properties. Vibration is not expected to increase once trains are operating on the new rail infrastructure.

MORE INFORMATION: Register for project updates via the METRONET website: metronet.wa.gov.au

Proposed Timeline

<table>
<thead>
<tr>
<th>Event</th>
<th>Timeline</th>
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</thead>
<tbody>
<tr>
<td>Final concept design</td>
<td>Late 2018</td>
</tr>
<tr>
<td>Procurement starts</td>
<td>Early 2019</td>
</tr>
<tr>
<td>Contract award</td>
<td>Late 2019</td>
</tr>
<tr>
<td>Construction starts</td>
<td>Late 2019</td>
</tr>
<tr>
<td>Turnback complete</td>
<td>Before Forrestfield-Airport Link completion</td>
</tr>
<tr>
<td>Project complete</td>
<td>Late 2021</td>
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