The McGowan Government is delivering a key election commitment to build the Morley-Ellenbrook Line, with the route and station locations now confirmed.

The Morley-Ellenbrook Line will link into a new platform at Bayswater Station, which will see the final station design include two elevated island platforms (four platform faces) with two bridges. The additional platform and rail bridge to support the Morley-Ellenbrook Line will be built in the area where the existing Midland Line is located, once the first stage of the Bayswater Station Upgrade project has been built.

Linking into Bayswater will give passengers from the Morley-Ellenbrook Line the choice to travel to Perth Airport, Midland, the Perth CBD and beyond.

The Morley-Ellenbrook Line and supporting bus network timetable will be developed as the planning process progresses.

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**Background**

In March 2018, the fixed parameters of the Bayswater Station Upgrade were announced. This highlighted that the new station would be designed to future proof for the potential Morley-Ellenbrook Line connection by moving the station closer to Whatley Crescent and over King William/Coode Street.

All designs, including the concept design released in December 2018, identified the area where the existing Midland Line sits as potential space for accommodating the Morley-Ellenbrook Line connection.
Station forecourt and Hamilton Street connection spaces

With the Morley-Ellenbrook Line connection now confirmed, the Bayswater Station forecourt areas are defined. The Public Transport Authority, in collaboration with METRONET, will secure a placemaking consultant to work with the community to develop a plan for the area and the Hamilton Street precinct. This will take into account the significant engagement to date, with additional consultation taking place once the placemaking contractor is on board.

Bringing three lines down to one

With the Midland Line, Forrestfield-Airport Link and Morley-Ellenbrook Line joining the network at Bayswater, this area will become the focus of complex planning and design to reduce six tracks to four at Bayswater Station and ultimately two between the station and the Perth CBD.

Next steps

- Award Bayswater Station Upgrade contract
- Award Tonkin Highway Gap project contract
- Finalise the Business Case and submit to Infrastructure Australia
- Finalise the Project Definition Plan
- Start procurement process
- Pass an amendment to the Railway (METRONET) Act 2018 through State Parliament

MORE INFORMATION

Email: info@metronet.wa.gov.au
Phone: 9326 3666
Web: metronet.wa.gov.au

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@metronet_perth

Frequently Asked Questions

How frequently will trains be travelling to and from Bayswater Station?

Timetabling for the Morley-Ellenbrook Line is still being developed and will be clearer after the project definition phase. When the Forrestfield-Airport Link becomes operational, it is expected that Bayswater Station will have a service every five minutes during peak periods.

How long will construction take place in Bayswater?

Timeframes will be clearer once the Morley-Ellenbrook Line project definition phase is complete.

How many tracks will there be between Bayswater and Perth CBD?

The number of tracks between Bayswater Station and the Perth CBD will remain at two.

How will the area under the bridge be designed to ensure it is a safe and attractive place for people to go through and visit?

The Public Transport Authority will bring a placemaking contractor onboard to develop the opportunities for the area under the rail bridges, which could see a mix of civic, hospitality, retail or other uses.

How will the visual impact of the rail bridges be minimised within the town centre?

When the Bayswater Station Upgrade alliance contractor is appointed, they will progress the rail bridge design to ensure it integrates as much as possible with the town centre.

How will landscaping be considered in the area?

Landscaping design will be a key consideration as the project’s designs are progressed. This will be developed further by the alliance contractor once appointed.

How will the design ensure natural lighting under the rail bridge?

Maximising the opportunity for natural lighting is a priority and will be considered in the alliance design phase.

How will noise and vibration be managed when trains begin operating?

As the designs are developed, noise and vibration modelling will be conducted to identify what measures will be required to minimise impacts and ensure levels meet guidelines under State Planning Policy (SPP) 5.4.

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