

Byford Rail Extension

When the Byford Rail Extension is completed, residents in and around Byford will be able to travel by train to the Perth CBD and wider metropolitan area.

The design phase is now underway with a preferred option selected to extend the electrified rail network within the existing rail corridor around 8 kilometres from Armadale Station, to a new Byford Station, 400 metres north of Abernethy Road.

The station location was determined to sit in close proximity of the future Byford Town Centre, to support

expected future growth, and drive connectivity between east and west sides of the rail corridor.

To improve safety and connections in the area, and improve traffic flow, the Thomas Road level crossing will be reconfigured to a road-over-rail bridge. Options are still being considered for the other existing level crossings.



Project features

The Byford Rail Extension will include:



A new ground level Byford Station within the future Byford Town Centre, approximately 400 metres north of Abernethy Road, Byford.



Up to 600 passenger parking bays, new bus interchange and a new pedestrian connection across the rail line accessible from the station.



Reconfigured track alignment within the existing Armadale Station including an upgraded pedestrian overpass.



A new platform for the Australind regional rail service at Armadale Station.



Thomas Road level crossing will be reconfigured to a road-over-rail bridge. Options are still being considered for the other existing level crossings.

A modern rail service for Byford

With Byford's growing population expected to double to 35,000 people by 2036, the Byford Rail Extension will improve access to the area and provide more transport options including a new electrified passenger rail service and improved bus connections.

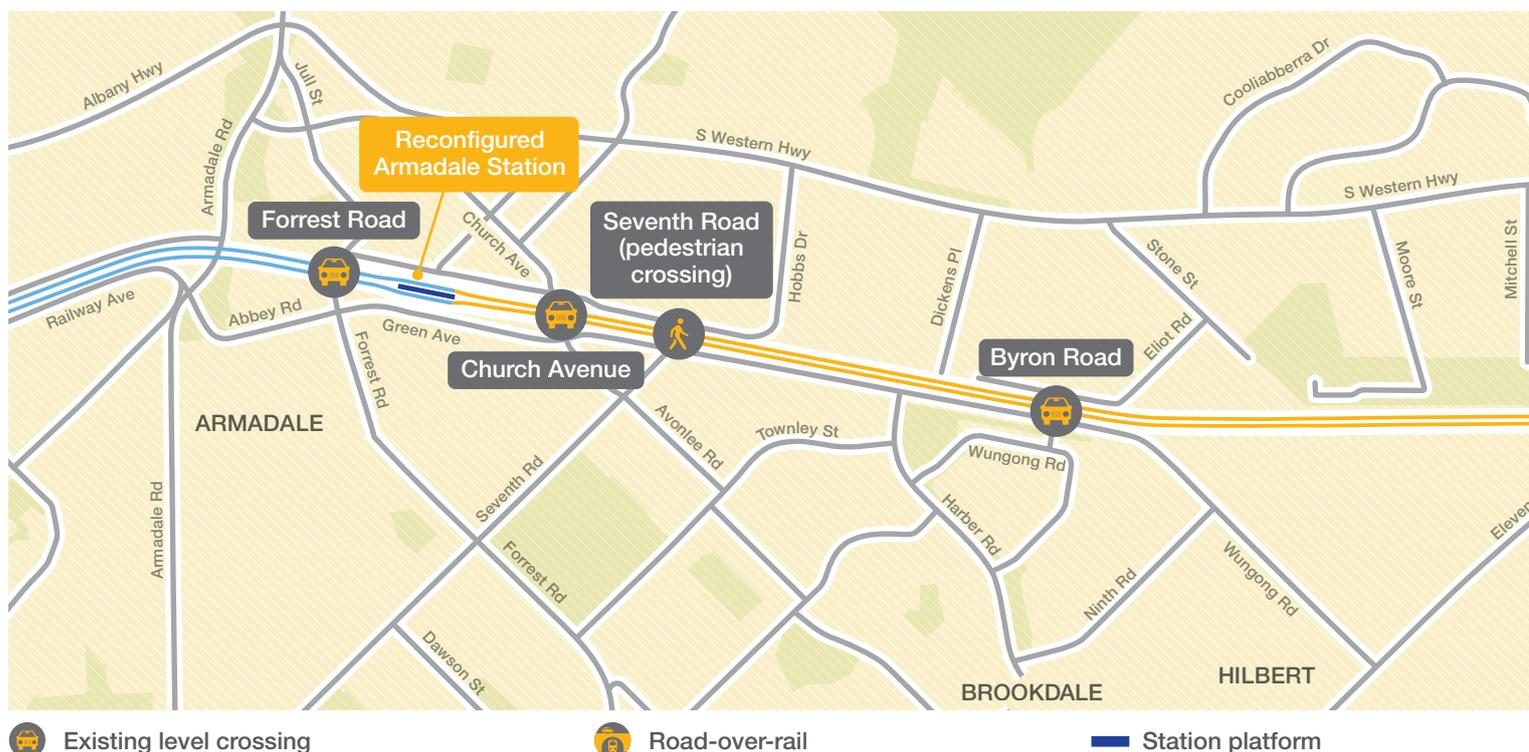
This project will reduce road congestion, encourage sustainable transport use, and improve access for Byford residents to the wider Perth metropolitan area.

Did you know?

Byford was originally named Beenyup and was changed in 1920. Byford's Beenyup Brook remains of major historical and cultural significance to the area and its influence will be a consideration in the overall project design.

What has been determined already, and is there an opportunity for input?

Fixed features	Why?
Byford Station location	The preferred location for the new station has been determined, close to the future Byford Town Centre to support expected population growth. Byford Station will improve connections across the railway for pedestrians and cyclists, support sustainable living and urban development and create an interesting, safe and defined station entrance plaza.
Armadale Station changes	Platform and rail track changes are required to enhance the connectivity for pedestrians and cyclists accessing east and west sides of the rail corridor and to accommodate required changes to rail operations associated with the extension. Upgrading the station building is outside the scope of this project.
Two-track rail distance	The two-track electrified rail network will be extended around 8 kilometres from the existing Armadale Station into a newly built Byford Station, approximately 400 metres north of Abernethy Road, Byford.
Thomas Road level crossing	Thomas Road level crossing will be reconfigured to a road-over-rail bridge to improve safety and connections in the area, and improve traffic flow.
Opportunity for input	How?
Byford Station design	Within METRONET's fixed parameters for new stations, there is an opportunity for input into the station look and feel, and cultural integration within the surrounding area.
Public art	Public art will reflect local identity, stories, history and cultural heritage, including Noongar heritage. In consultation with the community, local themes and stories that contribute to a unique sense of place will be identified, with a focus on the Byford Station plaza entrance.
Existing level crossings	Options are still being considered for the existing level crossings along the rail corridor between Armadale Station and the new Byford Station. Options will include either road-over-rail, rail over existing roads or closing the crossing, while factors such as safety, cost, timing and land topography will be considered.



What's been achieved:

60+

An initial long list of more than 60 options was considered which included light rail, bus rapid transit and a slight increase to the existing bus route frequencies, however only viable options were progressed to the next stage.

21

The team then assessed each of the 21 viable options and filtered the best performers through a robust Multi Criteria Analysis for further consideration.

7

The short list of 7 possible options was measured against key criteria including community impacts and opportunities, environmental impacts, development opportunities, rail operations as well as value for money and operating costs.

Selected preferred option

It was determined that the preferred option provides the best possible station location that supports the future Byford Town Centre, enhanced connectivity between east and west sides of the rail corridor and eases congestion for passengers and bus services.



Armadale Station upgrades include:

- reconfigured track alignment including an upgraded pedestrian overpass; and
- a new platform for the Australind regional rail service.

What's next?

The project team will now work through the concept design phase, where key elements of the project will be determined taking into account stakeholder and community feedback. Critical details of the planning and delivery phases will also be determined including construction methods and timeframes.

The outcome of this process will shape the scope of works and technical requirements, before the main construction contract is awarded.



Frequently Asked Questions



What is the estimated train journey from Byford to the Perth CBD?

The estimated travel time for the train journey between Byford and Armadale will be approximately six minutes, and Byford to Perth Station, approximately 42 minutes. The final timetable will be developed closer to start of trains running.

What will happen to the operation of the Australind regional rail services?

The regional Australind rail service will continue to stop at Armadale Station using a new dedicated platform. Final arrangements in Byford are still to be determined during the next stages of design.

How will residents be impacted?

Depending on the solutions which are determined for each aspect of the project, noise and vibration impacts will be considered through the design phase. In some areas mitigation may include noise barriers or other treatments.

When will construction commence?

Development of concept designs commence in August 2020. Following this the main delivery contract will be awarded in mid-2021 and construction is anticipated to commence later that year.

What options are being considered to upgrade the existing level crossings between Armadale and Byford areas?

Options to reconfigure existing level crossings include road bridges over rail lines, rail over existing roads, or closing the crossing, to improve safety and local connections. All factors will be considered including safety, cost, timing, land constraints and community input.

Have fares been considered from Byford to the Perth CBD?

Passengers travelling to the Perth CBD from the future Byford Station will need to purchase a four-zone fare.

Why is the Armadale Station not being upgraded?

Armadale Station will see track and platform reconfigurations however the station itself was last upgraded in 2010, therefore a significant upgrade is not required as part of this project.

As the project moves into the concept design phase, multiple elements are still to be determined and we are seeking your input.


Have your say

The project team is holding a series of information sessions and an online community survey. For more information visit metronet.wa.gov.au for details on how you can get involved and to provide your feedback.

WANT MORE INFORMATION?

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