

Byford Rail Extension Project Update

The procurement process for the main construction contract is underway with Request for Proposals being sought from industry, ahead of contract award in mid-2021.



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 project will involve extending the Armadale Line within the existing rail corridor around 8 kilometres from Armadale Station, to a new Byford Station, 400 metres north of Abernethy Road.

What's happening?

Since the station location for the Byford Rail Extension project was announced in August, the project team has spoken to more than 160 residents through an online information session, drop-in session, stakeholder meetings and door knocking.

During these discussions key priorities raised were traffic flow impacts, noise and vibration, connectivity and access and integration with the local community, particularly for the level crossing solutions along the alignment.

The concept design contract has been awarded and is now underway, with feedback from the recent online survey being considered in the designs. Completed by almost 100 Byford residents, the survey highlighted the rural lifestyle while still being close to the city, natural surroundings and community feel are the most valued features in the area.

Site investigations at key locations across the project have begun and traffic modelling is continuing. This includes working with key stakeholders to assess environmental impacts, traffic and access requirements, and visual impacts.

Byford Rail Extension



What we heard

Key questions raised during our discussions with the community are summarised below:

Your questions	Our response
What are the solutions for the other level crossings along the alignment?	We are still in the early concept design phase for the other crossings along the alignment, so we don't have any confirmed options at this stage. Any solution will consider private and public access in the area, available land around the crossing, safety, environmental and visual impacts, cost and connectivity to other roads.
Is the Abernethy Road level crossing part of the Byford Rail Extension?	Currently the Abernethy Road crossing is not part of the project as it is not directly impacted by the new station, which will be 400m north of the crossing. Traffic modelling work is being conducted and will assess any direct impacts to the station precinct area. There may be opportunities to address this level crossing depending on future funding and planning.
Where will station access, parking and facilities be in Byford?	We are still in the early concept design phase and are investigating parking, bus interchange and access to the new Byford Station. More detail will be confirmed in 2021.
When will major construction start on the broader project?	Construction is anticipated to start later next year.
Will the new passenger railway be fenced to keep people out and safe?	Changing the regional line to electrified passenger rail will increase train movements in the area. To keep people safe and outside of the railway higher, more secure fencing will be installed along the alignment. This will stop people from accessing to cross or walk along the railway, except at dedicated crossing points.
How will noise from the train operations be managed?	Noise and vibration impacts will be considered through the design phase to ensure train services will meet target policies. In some areas, measures may include noise barriers or other treatments.
How many trains per hour/day are being proposed to run between Armadale and Byford?	The expected timetable will follow the current Armadale Line frequency, which is eight trains per hour to the CBD during peak time (7am-9am and 4pm – 6pm). The final timetable, including bus services in the area, will be confirmed closer to when the extension will become operational.
How will the increase in traffic be managed on the roads surrounding the other level crossings?	Traffic modelling is underway and will continue to ensure that overall access to areas surrounding the reconfigured level crossings, safety and congestion is managed with as little impact to residents, schools and businesses as is possible.
How far progressed are the environmental approvals?	The project is in the early stages of its environmental approval with the initial referral already submitted. There is still a lot of investigations and assessments to continue as the design progresses further.

Thomas Road Over Rail



What we heard

Key questions raised during our discussions with the community are summarised below:

Your questions	Our response
What consultation has taken place?	<p>The decision to reconfigure the Thomas Road level crossing now, is part of the State's COVID response plan and economic stimulus package, ahead of the main contract award next year for the Byford Rail Extension.</p> <p>The project team has engaged with local residents close to the proposed alignment. We are early in the process and over the coming weeks and months, we will reach out to other residents and landowners in the vicinity of the highway reserve, as well as business owners and amenity groups.</p>
What other options for the rail crossing were considered?	<p>Alternative options were considered, including rail-over-road. This option would have required a significantly higher and longer bridge to allow for heavy vehicles to pass underneath and increased inclines/declines for the regional trains that will still use this corridor.</p> <p>Allowing access for heavy vehicles also negated the option of tunnelling either road or rail. Groundwater conditions in the area would also be problematic if this option was chosen.</p> <p>A road-over-rail solution has a smaller visual footprint for the surrounding area, offers better value and has a shorter construction period.</p>
Is vegetation clearing required?	<p>We are endeavouring to retain as much vegetation as we can, which is one of the key objectives in the design development. We will have a firmer idea once the design is complete.</p>
Will there be a need to acquire land?	<p>In relation to private land acquisition, one small strip of land has been identified as possibly requiring acquisition.</p> <p>Discussions with this landowner are underway and options to move the alignment to the south, which would remove the need for this acquisition, are being investigated. In either scenario, no further residential land acquisition is expected.</p>
How will you manage noise, dust and vibrations during construction?	<p>Some activities in relation to construction may result in noise, dust and vibration. Managing these impacts is of high importance and is being undertaken in accordance with the project's Environmental Management Plan.</p> <p>Where possible, works are planned to ensure minimal impact, with the majority of construction works scheduled between 7am to 7pm Monday to Saturday.</p>
How will access from Butcher Road to Thomas Road change?	<p>The existing access between Butcher Road and Thomas Road will be removed to accommodate the new bridge. Butcher Road will be connected to Vlasich Road via a new underpass.</p> <p>Throughout the project construction, Butcher Road will retain connectivity. There may be some instances where access is subject to additional traffic management, however advanced notice will be provided.</p>
Will traffic from Hay Road wanting to turn right onto Thomas Road cause additional congestion?	<p>A project of this scale will inevitably mean some changes to traffic distribution, but we are working to ensure that areas of potential congestion are mitigated.</p>

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Thomas Road Over Rail Project Update

Initial construction activities will soon commence on the Thomas Road over Rail project, with site testing and preliminary works underway.



With Byford's growing population expected to double by 2036, the new bridge on Thomas Road will support the Byford Rail Extension project improving access to the area and reducing traffic congestion.

What's happening?

The Armadale Access Alliance has been contracted by Main Roads to deliver the package of works on Thomas Road and will set up a site office next month near Plaistowe Boulevard.

Noise walls

Independent acoustic experts have been engaged to undertake acoustic testing with several sound monitors set up to measure current noise levels in the area. This involved placing noise loggers at specific locations for a one-week period.

The data collected will help us determine the design and location of any future noise mitigation required as part of this project.

Property surveys

Property owners within 100 metres of the project area will soon be offered a property survey. The survey is undertaken by an experienced independent company and is designed to assess the current condition of your property prior to the commencement of construction works.

If you decide to have a pre-construction property condition survey, you will be invited to have a post construction property condition survey to identify any changes in the condition of your property since commencement of project construction activities.

In the unlikely event that property damage arises, the surveys will ensure that claims are dealt with in a way that is fair, timely and transparent for all parties.

WANT MORE INFORMATION?

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