

New Midland Station



Artist impression only.

The new Midland Station will have a new home, bringing it closer to the heart of the Midland Town Centre. The new station location will improve connections while maintaining the railway's central role to enhance work opportunities and community life in the area.

The new station will be a landmark for Midland, featuring a contemporary design reflecting the local Noongar culture and landscape against the industrial backdrop of the Midland Railway Workshops.

Project features

The project will see a new station precinct built between Helena and Cale Street, replacing ageing station infrastructure with a modern facility that can meet future demand and will include:



Relocating Midland Station to the east of its current location and demolition of the existing Midland Station building.



New 12-stand bus interchange and multi-storey car park (ground level plus four storeys) with more than 800 bays including 20 ACROD bays and 10 motorcycle bays at the location of the former Midland Station.



Approximately 1km shared path north of the rail corridor, connecting to the existing cycle network at Morrison Road and Lloyd Street.



Closing Helena Street level crossing to create new public spaces and safe connections between the bus interchange and station.



Building a new level crossing at Cale Street by extending the road south to Yelverton Drive.



1.7km of new dual track connecting into the new Bellevue Depot and allowing for a future extension to Bellevue.

Station snapshot



Journey to Perth



2 zone fare



3 platforms



Lifts, stairs and escalators



More than 800 parking bays



Kiosk



Universal access



Passenger toilets



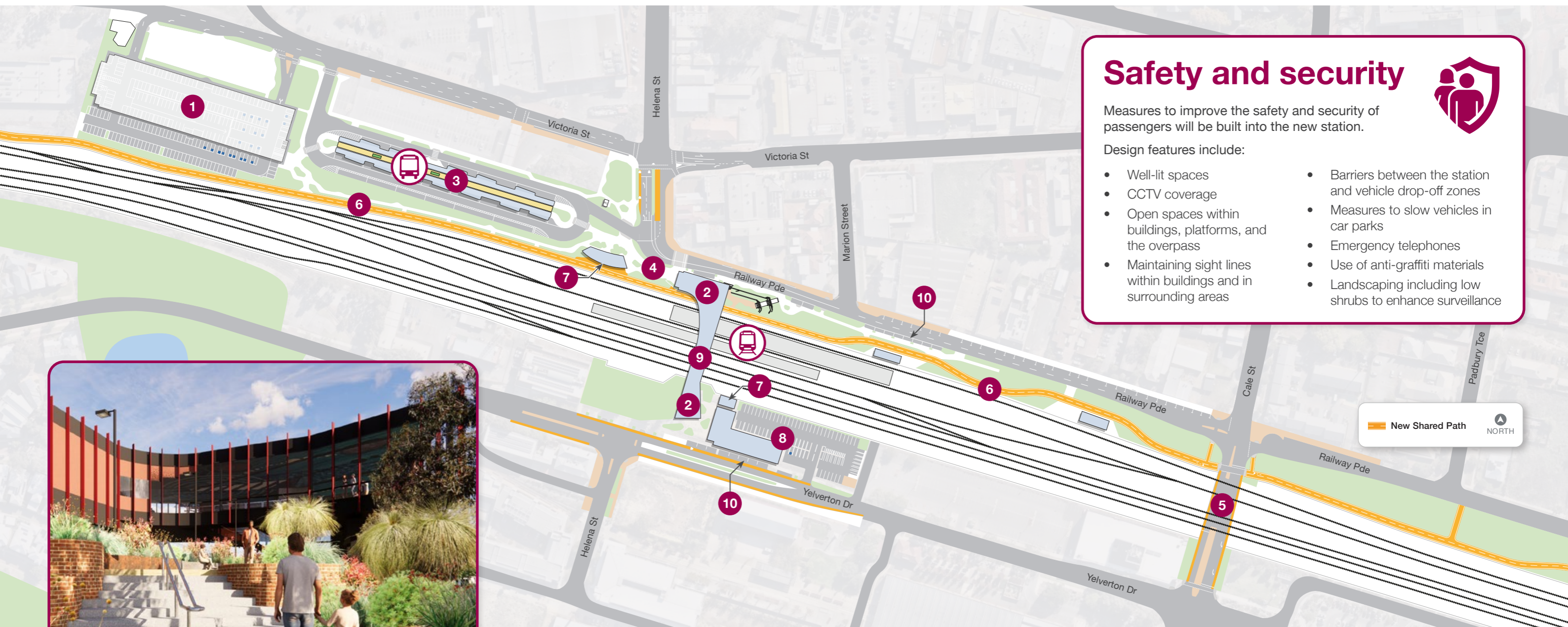
North and south station entries



Pedestrian overpass



Two bike shelters



Safety and security



Measures to improve the safety and security of passengers will be built into the new station.

Design features include:

- Well-lit spaces
- CCTV coverage
- Open spaces within buildings, platforms, and the overpass
- Maintaining sight lines within buildings and in surrounding areas
- Barriers between the station and vehicle drop-off zones
- Measures to slow vehicles in car parks
- Emergency telephones
- Use of anti-graffiti materials
- Landscaping including low shrubs to enhance surveillance



Artist impression only.

Public spaces

Open spaces are planned around the station. The design of the forecourt precincts includes places for resting and waiting and offers shade and protection.

Landscaped areas will include a substantial number of new trees, whilst also retaining as many existing trees as possible.

Sustainability is a key principle of the landscape design and has strongly influenced material selection, with recycled brick pavers and old rail and timber sleepers proposed as part of the landscape elements.

1 Multi-storey car park:

Located west of the station with more than 800 bays and 10 motorcycle bays across five levels (ground plus four storeys).

2 Two station entrances:

Entry points from the north and south at Railway Parade and Yelverton Drive.

3 Bus interchange:

Located between the northern station entry and the multi-storey car park it will include a covered central pedestrian footpath, 12 bus stands, toilets, and customer service facilities.

4 Helena Street level crossing:

Closing Helena Street level crossing to create new public spaces and safe connections between the bus interchange and station.

5 Cale Street level crossing:

Relocated level crossing at Cale Street to maintain north-south connections. The crossing will extend Cale Street across the rail corridor to Yelverton Drive and include pedestrian mazes and vehicle boom gates, as well as integrated signals with the surrounding road network.

6 Shared path:

Approximately 1km of shared path along the north of the rail corridor connecting to the existing cycle network at Morrison Road and Lloyd Street.

7 Bike shelters:

Two freestanding bike shelters north and south of the station.

8 Operations Facility:

Includes passenger service information, public toilets, seating, water fountains, fare gates, lifts, stairs and escalators.

9 Pedestrian overpass:

A 24/7 publicly accessible pedestrian overpass located to the immediate east of Helena Street to connect the north and south sides of the rail corridor.

10 Short term parking bays:

Along Railway Parade and Yelverton Drive, both with accessible bays.

Frequently Asked Questions



Why can't the new station be built next to the hospital?

The new Midland Station location balances bringing the station closer to the town centre while ensuring a road connection is maintained through the area. If the station was closer to, or east of Cale Street, the boom gates at the new crossing would need to be down every time a train is at the station, negatively impacting movements through the area.

Why can't the multi-storey car park be built closer to the new station?

The multi-storey car park location was determined by detailed planning that considered factors such as land constraints, minimising impacts on the existing local road network and the efficient operation of the new bus interchange.

What will happen to the site of the existing Midland Station once it is demolished?

The site of the existing station is where the new bus interchange, multi-storey car park and shared path will be located.

What is the distance between the multi-storey car park and the station?

The distance between the multi-storey car park and the northern station entry building is approximately 270 metres.

Why are you moving the level crossing from Helena Street to Cale Street?

If the existing level crossing were to remain it would be closed every time a train is at the station, with boom gates down for a significant amount of time, particularly during peak periods. This increase in down time would impact traffic movements and increase risk-taking behaviour.

The level crossing at Cale Street will maintain efficient movement in the area as there will be fewer trains operating through it, meaning less closure time and corresponding impacts on connectivity across the rail corridor.



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MORE INFORMATION

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