

Redfern Station Upgrade

New Southern Concourse

Consultation feedback and next steps

4 November 2019

Agenda

- Summary of consultation feedback
- Modified design following consultation
- Principles and concepts for shared zones
- Other issues raised in consultation
- Question & answer session
- Access to Platforms 11 and 12
- Next steps



Consultation and engagement process

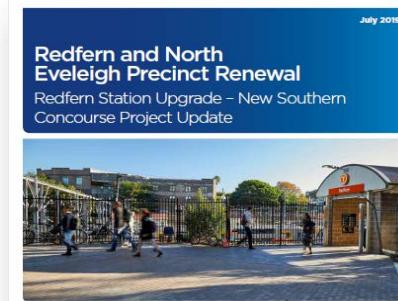
Consultation on Little Eveleigh Street option (May & June 2019)

- Community meetings (RedWatch, South Eveleigh, Aboriginal community groups)
- Doorknocked Little Eveleigh St residents and met Watertower residents
- Over 20,000 newsletters distributed to properties within c.1km of station (south of Cleveland Street)
- Newsletters handed out to station users
- Online survey and project email (over 160 responses)
- Three pop up info sessions



Consultation on four design options (July and August 2019)

- Forum on 4 July (community groups and stakeholders)
- Community meetings (Reconnect Redfern, South Eveleigh and Alexandria Residents Action Group)
- Meetings with disability representative groups (ATAC and Council forum)
- Doorknocked Little Eveleigh St residents
- Over 20,000 new newsletters distributed (as above, plus East Chippendale)
- Newsletters handed out to station users
- Updated online survey and project email (over 260 responses)

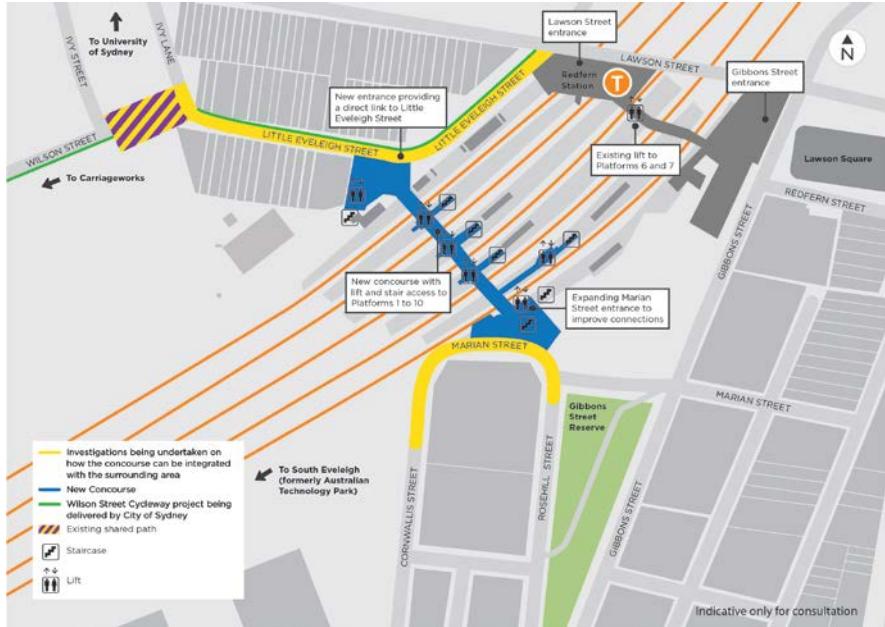


The Redfern Station Upgrade – New Southern Concourse aims to provide a station that is accessible to those with a disability, limited mobility, parents/carers with prams and customers with luggage. Upgrading the station will make it easier for all customers to access, reduce congestion on the platforms and improve connections between the station and key destinations in the area.

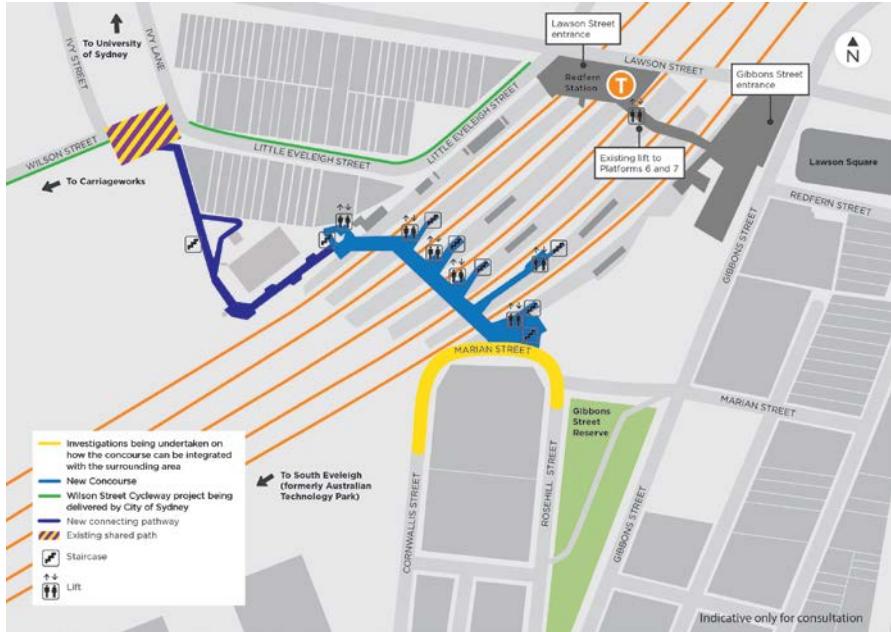
During May and June 2019, Transport for NSW received a large amount of feedback and thanks everyone who provided feedback. We heard your support for improving accessibility and making the station better for all users.

Transport for NSW also heard feedback asking for more

Consultation on design options

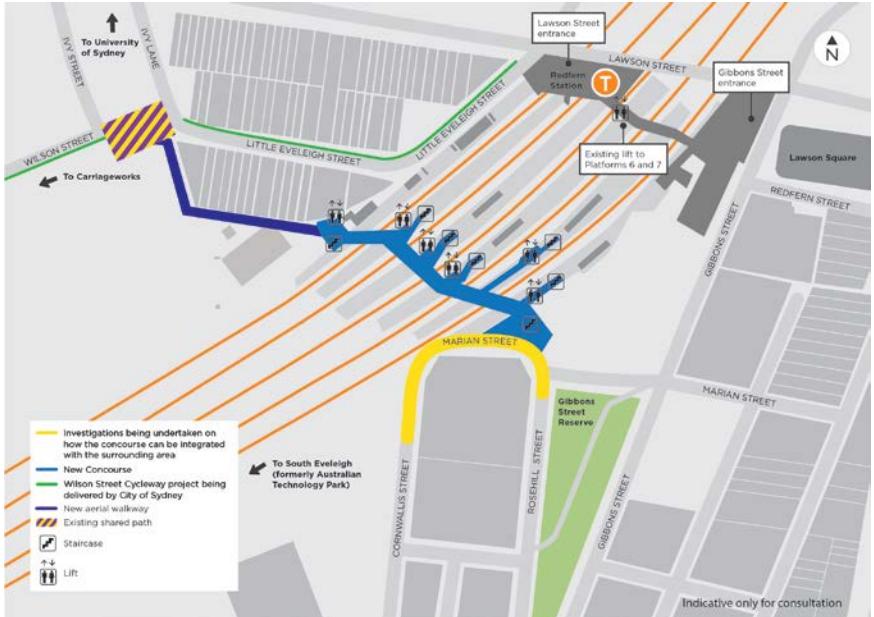


Option 1 – Little Eveleigh Street connection

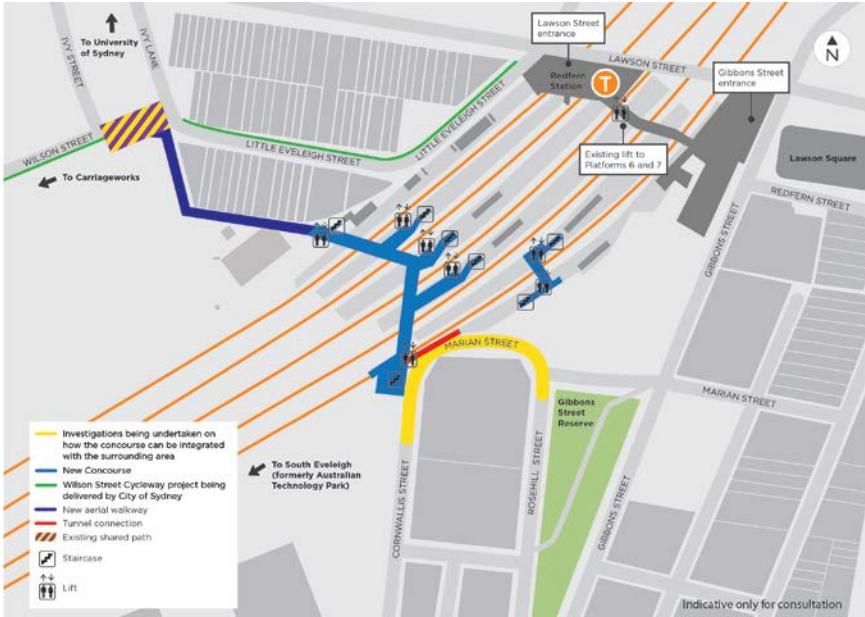


Option 2 – Wilson Street connection (at grade walkway)

Consultation on design options



Option 3 – Wilson Street connection
(aerial walkway)



Option 4 – South Eveleigh to Wilson
Street connection

Consultation feedback

	Accessibility between platforms, concourse and station entrance	Connectivity to key destinations	Safety (passive surveillance and interface with streets)	Heritage	Ease of journey through the station precinct	Interaction with streets
Option 1 Little Eveleigh Street	87	74	-15	-24	88	-46
Option 2 Ground level pathway - Wilson Street connection	-11	9	-28	41	-56	15
Option 3 Aerial walkway - Wilson Street connection	69	70	-4	-40	55	-36
Option 4 South Eveleigh to Wilson Street connection	5	-23	-4	-7	-49	11

Overall, respondents identified:

- Option 1 as the **most** preferred option
- Option 4 as the **least** preferred option

Modified design following consultation

- Following consultation and a review of feedback received, we've changed the approach of how the Little Eveleigh Street option 'interacts' with streets:
 - Garden buffers and landscaping to separate properties from the shared zone
 - Separation of pedestrians and cyclists via a paved (non-raised) cycleway
 - On-street parking to be relocated nearby
 - Through-traffic minimised with general traffic restrictions proposed
 - Resident and trade/deliveries allowed 24 hours a day
- Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design the streetscape and shared zone.

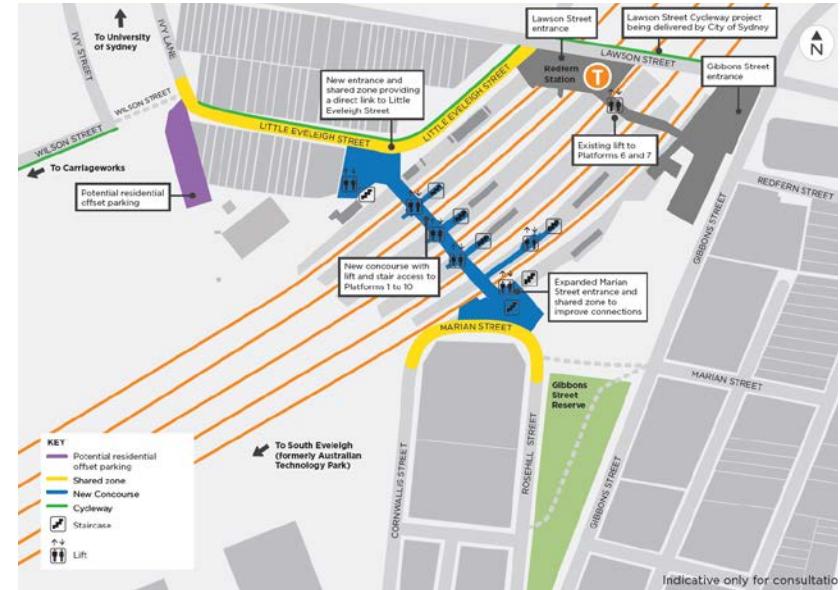
Selected design – modified Little Eveleigh Street option

Features:

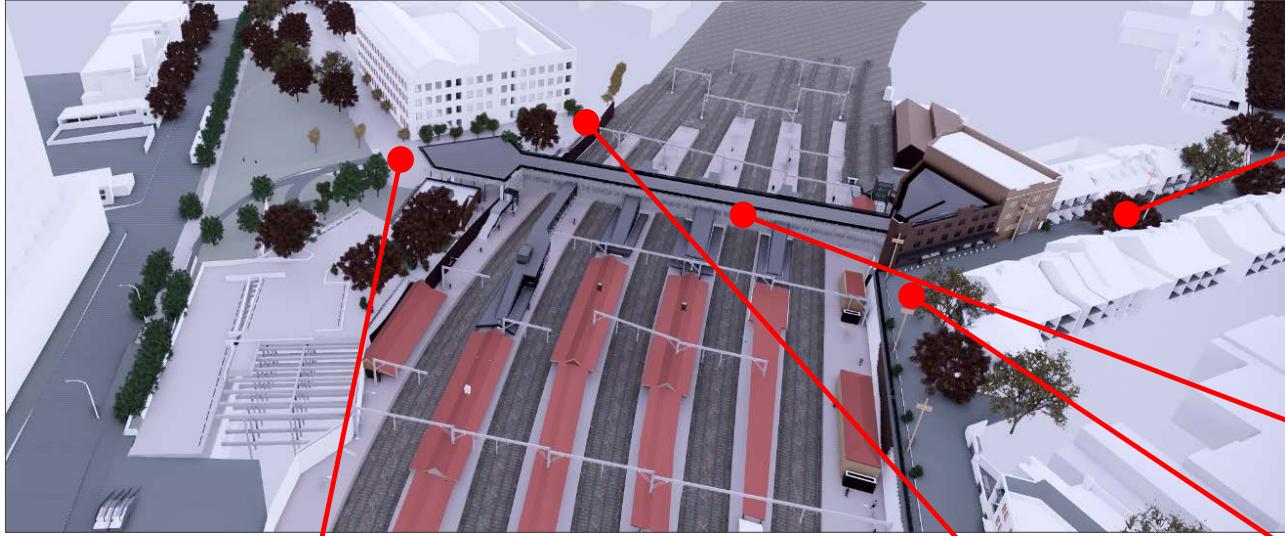
- Six metre wide cross-corridor concourse
- Lifts and stairs from concourse to Platforms 1 to 10
- New station entrances at Little Eveleigh St and Marian St
- Shared zones on Little Eveleigh and Marian Streets to be designed with residents, Council, NSW Police and other stakeholders

Benefits:

- Layout provides direct route preferred by those with disability and those who are less mobile
- Preferred option by respondents based on feedback
- Shortest and most direct journey from platforms to streets
- Straight walkway design with clear wayfinding makes it easy for customers to navigate
- Perception of better personal safety by respondents
- Design to be future-proofed to integrate with potential development in the wider precinct
- Reduces congestion by separating lifts, stairs and ticket gates on concourse, improving safety



Selected design – modified Little Eveleigh Street option



Little Eveleigh Street station entrance



Artist's impressions only. Design and finishes are subject to consultation

Little Eveleigh Street shared zone



Artist's impressions only. Design and finishes are subject to consultation

Little Eveleigh Street shared zone - alternative



Artist's impressions only. Design and finishes are subject to consultation

Little Eveleigh Street shared zone

Access considerations

Access Type	Principles
Pedestrians	<ul style="list-style-type: none">• 24hr access
Cyclists	<ul style="list-style-type: none">• 24hr access and dedicated cycleway proposed• Additional cycle parking to be provided
Motor vehicles	<ul style="list-style-type: none">• 24hr access for residents / services (eg. garbage trucks) / emergency vehicles)• Restrictions proposed on general vehicle access
Residents' deliveries / trade	<ul style="list-style-type: none">• 24 hr access
Street parking	<ul style="list-style-type: none">• On-street parking spaces to be removed and relocated nearby (investigating option of TfNSW land at end Little Eveleigh St)• No net loss of street parking spaces
Community buses	<ul style="list-style-type: none">• Consideration for relocation of bus stop to Lawson St (corner Little Eveleigh St)
Kiss & ride	<ul style="list-style-type: none">• Consideration for locating on Lawson St (corner Little Eveleigh St)

Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design streetscape and shared zone

Little Eveleigh Street shared zone

Key themes

Key theme	Mitigation
Safety	<ul style="list-style-type: none">Pedestrian priority through signage and street treatmentsRestrictions proposed on general vehicle accessSeparation of cycleway from pedestrians through paving treatments proposed
Privacy	<ul style="list-style-type: none">Landscape treatment to separate properties from shared zone
Noise	<ul style="list-style-type: none">Studies to start shortly to assess existing background noise levelsResident concerns to be considered during design
Lighting	<ul style="list-style-type: none">Low-spill lighting to be investigated
Deliveries / trade visits	<ul style="list-style-type: none">Opportunity for off-peak parking spaces to be considered during design
Rubbish collection	<ul style="list-style-type: none">Coordinate with City of Sydney on timing of rubbish collectionBin bays to be incorporated into new design
Street character	<ul style="list-style-type: none">Retain façade of 125-127 Little Eveleigh St and restore partial office spaceNew planting (including trees) and street furnitureConsider raingardens to filter stormwater

Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design streetscape and shared zone

Marian Street shared zone



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Marian Street shared zone



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Marian Street shared zone

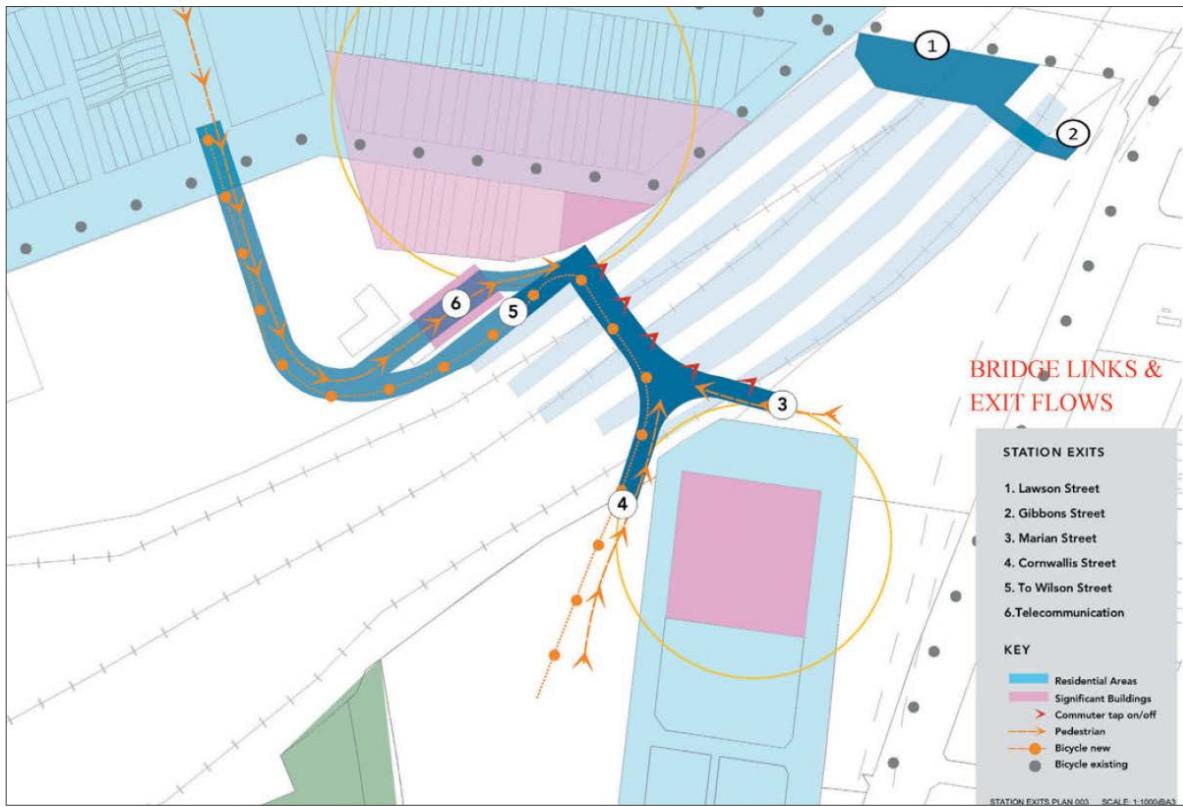
Key themes

Key theme	Mitigation
Access	<ul style="list-style-type: none">• 24hr access for pedestrians, motor vehicles, cyclists, deliveries
Safety	<ul style="list-style-type: none">• Pedestrian priority through signage and street treatments
Privacy	<ul style="list-style-type: none">• Screening / privacy views to be considered during design
Noise	<ul style="list-style-type: none">• Studies to start shortly to assess existing background noise levels• Resident concerns to be considered during design
Lighting	<ul style="list-style-type: none">• Low-spill lighting to be investigated
Street parking	<ul style="list-style-type: none">• Changes to parking to be considered during detailed design
Cycles	<ul style="list-style-type: none">• Additional cycle parking to be provided
Kiss & ride	<ul style="list-style-type: none">• Consideration for locating on Marian Street

Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design streetscape and shared zone

Reviewed and not progressed

'Option 5' (submitted by community members)



- Separate paid and unpaid customer sections
- Connection to both Marian St and South Eveleigh
- Interface with heritage building off Platform 1
- Increased bulk so more complex construction and visual impacts
- Complex wayfinding and cycle access
- Major infrastructure modifications required
- Ramp connections to Marian and Cornwallis Streets elongated to meet DDA requirements

Reviewed and not progressed

H-Design (submitted by community members)



- Ungated cross corridor access Connects to key destinations
- Minimises impacts to local streets
- Increased distance from station entries to platforms, bus & town centre connections
- Increased bulk so more complex construction and visual impacts
- Increased impact on station infrastructure
- Requires two footbridges
- Complex wayfinding

Other issues raised in consultation

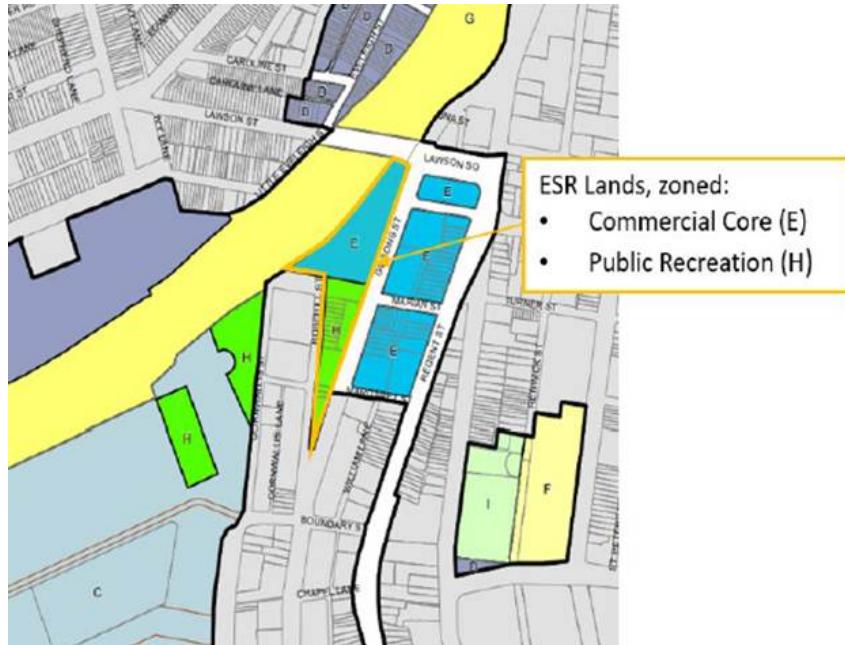
Themes	Response
Cross-corridor cycle access	<ul style="list-style-type: none">• Council's new Lawson Street cycleway will provide safe, separated access across the rail corridor• Transport for NSW will seek to connect the concourse to the Council's cycle network• Bike parking will be provided at both concourse entrances
Non-ticketed concourse access	<ul style="list-style-type: none">• Transport for NSW is looking at options for ungated access• Need to balance needs of general access, safety and revenue
Wider precinct plans	<ul style="list-style-type: none">• Transport for NSW is developing a vision for the Redfern North Eveleigh precinct• Community and stakeholder consultation in coming months on the vision and priorities for the precinct
Platforms 11 & 12	<ul style="list-style-type: none">• Community and customer support for improved access to underground Platforms 11 &12• More detail on Slide 18 (following questions)

Questions?

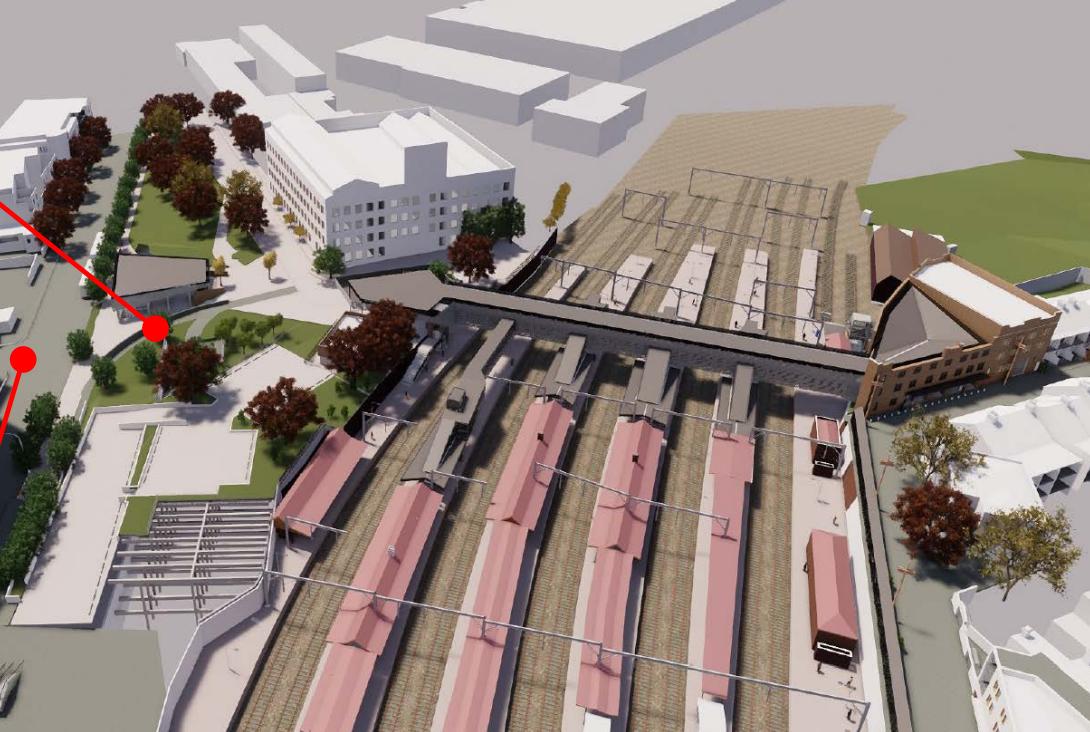


Platforms 11 and 12

- Community and customer support for improved access to underground Platforms 11 &12
- Transport for NSW is considering developing the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Lines.
- This would facilitate improved access to the underground Platforms 11 and 12, which would make Redfern Station fully accessible.
- The development would also provide better place making outcomes and improved connections to the bus interchange on Gibbons Street.
- Any development would be constrained by existing zoning and height controls. This allows up to 14 storeys and for mixed use development.



Option - access to Platform 11 & 12



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Next steps

- Publish Consultation Report for Southern Concourse on TfNSW website
- Lodge Scoping Report for New Southern Concourse with Department of Planning, Industry and Environment to start planning approval process
- Ongoing engagement with City of Sydney, local residents and stakeholders:
 - inform detailed design of New Southern Concourse
 - urban design of Little Eveleigh Street and Marian Street shared zones
 - develop construction plans that minimise community impacts
- Engagement on Platforms 11 & 12 to start in early 2020
- Environmental Impact Statement for New Southern Concourse on public exhibition mid 2020 with approval expected late 2020
- Construction to take around 18 months from planning approval

Discussion



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