The Redfern Station Upgrade – New Southern Concourse aims to provide a station precinct 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 consulted with the community, station users and local stakeholder organisations on the early concept plan for the Redfern Station Upgrade – New Southern Concourse. During this period, the project team distributed more than 20,000 project newsletters, talked to station customers at three information sessions, and met with local residents and community groups. Transport for NSW received a large amount of feedback and thanks everyone who provided feedback. We heard your support for improving accessibility and decreasing congestion at the station. We also heard feedback asking for more detail of other design options that have been considered. This newsletter provides information on other feasible design options that were considered during early options development.
Design options

Transport for NSW has considered a number of potential designs for the new concourse. All designs must provide lift and stair access to Platforms 1-10. A major constraint is the narrow platforms at the station’s southern end, which means that lifts and stairs cannot be safely positioned there. As a result, any new concourse design would have to be placed closer to the middle of the platforms.

Redfern Station is heritage listed and there are a number of important buildings in the station. For heritage protection reasons, it is important that impacts to heritage are minimised. Opportunities will be sought to enhance and promote the station’s unique non-Aboriginal and Aboriginal heritage.

Option 1 – Little Eveleigh Street Connection

Option 1 includes a six metre wide concourse across the rail corridor between Marian and Little Eveleigh Street. This option would provide stair and lift access to Platforms 1 to 10 and allows customers to access all above ground platforms directly from both sides of the rail corridor. The lifts and stairs on the platform would be separated, improving pedestrian flow and reducing congestion. This option provides the shortest walking distance across the rail corridor. This option could also be later adapted to integrate with any future development of the nearby Redfern and North Eveleigh Precinct.

This design would require structural changes to the building at 125-127 Little Eveleigh Street. Transport for NSW is investigating ways to preserve as much of the building façade as possible.

Residents on Little Eveleigh Street would likely experience an increase in the number of pedestrians using the street as a result of this option. Transport for NSW would work with the community and stakeholders to ensure that the street layout at Little Eveleigh Street would promote safety for all users and minimise impacts on residents.
Option 2 – Wilson Street Connection, ground level pathway

Option 2 includes a six metre wide concourse across the rail corridor between Marian Street and Platform 1 with lift and stair access to Platforms 1-10. This option would connect the new concourse to Wilson Street via a three metre wide ground level walkway. Due to space constraints and to minimise heritage impact, the walkway would go around a state heritage listed building close to Platform 1. Lift and stair access to Platforms 1 to 10 would be provided.

This option provides a less direct route from station platforms to the existing streets, including an approximately 7.8 metre rise and fall in gradient. The path would include stairs and ramps to allow all customers to access the station from Wilson Street. Option 2 would have fewer direct impacts on the streetscape and use of Little Eveleigh Street.
Option 3 – Wilson Street Connection, aerial walkway

Option 3 includes a six metre wide concourse across the rail corridor between Marian Street and Platform 1, with lift and stair access to platforms 1 to 10. It also includes a three metre wide aerial walkway from the new concourse to Wilson Street. This option encourages cross-corridor connectivity via the aerial walkway, reducing the length of travel and providing more direct and level access than a ground level walkway for customers with limited mobility. It would, however, provide a less direct route than Option 1.

Like Option 2, Option 3 would have fewer direct impacts on Little Eveleigh Street. However, the aerial walkway would be close to the back of residential properties on Little Eveleigh Street and would be visible above fence-level. Measures would be taken to ensure the privacy of residents and minimise visual impacts. Consultation with residents would be undertaken if this option was progressed to help identify preferred treatment options.

Option 3 would require structural changes to the state heritage listed building close to Platform 1. Mitigation measures would be considered to enhance and minimise these impacts.

Visit our webpage

For more information on the options and to complete our online survey visit transport.nsw.gov.au/redfern
Option 4 – South Eveleigh to Wilson Street Connection

In response to community feedback, Transport for NSW has explored design options for a station entrance in South Eveleigh, which would bring passengers closer to the workplaces in that precinct.

Option 4 includes a six metre wide concourse across the rail corridor between South Eveleigh and Platform 1 and connects Cornwallis Street to Wilson Street. Lifts and stairs would be provided to Platforms 1 to 7 from the new southern concourse with additional bridge extensions. Platforms 8 to 10 would be accessed from a separate footbridge with a tunnel connection to the concourse. Due to the additional footbridge and tunnel, some customers would experience a more complex customer journey navigating and moving around the station.

This option could include the ground level or aerial walkway connections from Platform 1 to Wilson Street. While the Cornwallis Street entrance would be closer to South Eveleigh, it would be less direct for customers whose destinations are Redfern town centre or bus services on Gibbons Street.

A new southern concourse would help connect customers to key destinations.
Next steps

Transport for NSW welcomes feedback on these options, which you can provide via an online survey (transport.nsw.gov.au/redfern) or by email to projects@transport.nsw.gov.au. Alternatively, you can speak with the project team by calling 1800 684 490.

The new concourse is a much-needed piece of infrastructure. The feedback from the consultation along with other considerations such as precinct development, constructability, customer outcomes, and operability, will inform Transport for NSW’s choice of its preferred design option. Transport for NSW will then commence the planning approval process for the project.

Transport for NSW will continue to engage with the community and stakeholders over the coming months to further inform the project’s design. For more information please visit transport.nsw.gov.au/redfern.