



Redfern Station Upgrade – New Southern Concourse

Livestream Event Audience Q&A

Thank you to everyone who took part in the livestream event on 17 June 2020, which can be viewed on the project web page. Although the project team answered most of the questions during the event, there were some remaining questions that we did not get to. Below are the questions that were not answered on the day, along with responses from the project team.

1. The nearest place to cross the tracks on a cycle path is at MacDonalddtown Station - where is the cycle path crossing 80-100 metres away?

The NSW Government is working with City of Sydney Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh and Regent Street, integrating with the regional bike network which will be completed in 2020. You can find out more by visiting cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements

Transport for NSW will continue to work with the City of Sydney and the community to look at opportunities to connect the project with current and future cycle paths.

2. How is a 50/50 split determined? It is the destination in the wider area that will determine the split - people will not walk against their desired line. It sounds like an assumption which makes the design work, rather than a robust assessment of origins and destinations.

Pedestrian modelling shows that the new concourse would divert around 50% of the current customer load on the existing Lawson Street entrances to the new entrance on Little Eveleigh Street and the upgraded entrance on Marian Street. This modelling takes into account the location of key local destinations, including South Eveleigh, the University of Sydney and Redfern town centre, as well as pedestrian movements within the station. Detailed design work will continue to assess potential future pedestrian movements.

3. Is there a preferred walkway from southern concourse to the new Waterloo station? Rosehill Street is not pedestrian friendly.

The NSW Government is looking at the connectivity of Redfern Station to nearby destinations and is working with City of Sydney Council and other stakeholders on improving access.

4. Why is the University bus being parked in Lawson St? It is a residential street. How many trees are expected to be affected?

The new bus zone would be established in the existing restricted parking area on Lawson Street, near the intersection of Little Eveleigh Street. While this would require footpath upgrades, it is not anticipated that any trees would need to be removed to create the new bus zone.

5. Will the Sydney Trains Train Crew Staff car park behind Little Eveleigh Street/Platform 1 be retained?

Parts of the Sydney Trains-owned land off Little Eveleigh Street could at times be used for construction activities. This land is within the Redfern North Eveleigh Precinct. Planning of the urban renewal of this precinct is underway. Transport for NSW would consult with Sydney Trains on any changes to the area that might result from either this process or construction activities.

6. How wide are the stairs to Platforms 4 and 5? A significant VT (vertical transport) capacity would be required to clear the platform within the headway if two trains arrive at the same time.

In addition to the existing stairs that connect Platforms 4 and 5 to the northern concourse, the project would provide additional stairs and lifts from Platforms 4 and 5 onto the new southern concourse. Although the new concourse, including the stairs, are subject to detailed design, these additional stairs and lift would increase the capacity to clear the platform during peak periods.

7. What about noise? Not just for construction but ongoing, as the increased foot traffic will mean increased noise.

Pedestrian movements on Little Eveleigh and Marian Street will increase once the new southern concourse is operational. The noise generated by pedestrians would likely comprise of footfall noise and conversations, which would be in keeping with urban areas. Transport for NSW will work with residents to co-design the proposed shared zones on Marian and Little Eveleigh Street. This process will consider ways to minimise noise impacts on local residents.

8. Regarding the stairs at the Marian Street bridge entry – for DAA compliance, allowing wheelchairs and people with walking difficulties to access this area and onto the concourse, will a ramp be constructed? And how will cyclists navigate this entrance?

As part of the new southern concourse, there will be a three-stop lift at the Marian Street entrance that would provide access to street level, concourse level, and Platform 10. This lift would provide access to all three locations for those with a disability or limited mobility.

Cyclists would need to dismount their bikes and use the lift or stairs to access the concourse or Platform 10 from Marian Street.

9. For such an important heritage area, wouldn't the best station design be one that conforms to 19th century architectural aesthetics?

Transport for NSW has engaged heritage architects and other heritage specialists to work with the project's designers to ensure that the new southern concourse integrates with Redfern Station and the surrounding area's unique heritage. The design has been developed to:

- protect the heritage elements on Platform 4/5, 6/7 and 8/9 buildings
- ensure retention of the Platform 1 Office Building through its careful relocation
- maximise the transparency and minimise the bulk and scale of the new concourse
- retain the façade of 125-127 Little Eveleigh Street as part of the new entrance.

Transport for NSW will continue to explore opportunities that would enhance the local community's enjoyment and appreciation of the station's history. A Heritage Interpretation Strategy would be prepared and implemented for the Project.

10. Of the consultation responses, how many of these were lodged by local residents and how many of the responses were lodged by commuters?

During the two consultation phases in May and June 2019 and July and August 2019, respondents were asked to identify which suburb they resided in, but not asked to self-identify as a resident or as a commuter.

As shown in the pie chart below, approximately 33% of respondents were from Redfern, followed by 13% from Alexandria, 8% from Darlington and 3% from Newtown. 13% of respondents chose not to identify which suburb they were from. The remaining 30% were from various different suburbs across Sydney. For further information on the consultation undertaken *the Redfern Station Upgrade – New Southern Concourse Consultation Report – November 2019* can be viewed on the project website.

