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PROJECT SCOPE

Q. What are the key features of the project?

- Two new lifts connecting Shirley Road and Telopea Road entries to Platform 1 and 2
- Accessible ramp from Shirley Road entry to the Platform 1 lift
- Accessible ramp from Telopea Road entry to the Platform 2 lift
- Widening and re-grading the existing north side footpath on the Shirley Road bridge to create an accessible path to the new lifts
- Sheltered waiting areas at the Boarding Assistance Zones on Platform 1 and 2
- Platform 1 will be upgraded to include a new Family Accessible Toilet and two Ambulant Unisex toilets
- One new DDA car parking space and one new Kiss and Ride area on Shirley Road
- Raising and regrading Platforms 1 and 2, including new Tactile Ground Surface Indicators
- Upgrades to Hearing Loops and the Public Address System on both platforms
- Relocation of bike racks to accommodate a new electrical switchboard
- Electrical upgrades to support the operation of the new lifts and station precinct
- Improvements to CCTV and lighting to increase safety and security

Q. What benefits will the project deliver?

The Wollstonecraft Station upgrade will improve accessibility for all customers, including those with a disability, limited mobility, parents with prams and customers with luggage.

Q. Why do we need to upgrade Wollstonecraft Station?

Wollstonecraft Station is currently accessible via non-compliant pathways and an underpass. The upgrade at Wollstonecraft Station will maintain the station access points, minimise the need for new infrastructure, making the station accessible and DSAPT (Disability Standards for Accessible Public Transport) compliant.



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PROJECT DELIVERY

Q. How is the project being delivered?

This project is part of the Transport Access Program, a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Wollstonecraft Station Upgrade will provide a station precinct accessible to those with a disability, limited mobility, parents and carers with prams and customers with luggage.

Q. At what stage is the project?

Site investigations and survey work were completed to inform the concept design. Transport for NSW has progressed the initial concept design for the project, including identification and consideration of environmental constraints, risks and opportunities in response to preliminary investigations.

The project's Review of Environmental Factors and supporting planning documentation is on public display between Monday 18 May and Monday 1 June 2020. Community feedback is encouraged during this time.

Q. How will consultation occur during Covid-19?

Under normal circumstances, Transport for NSW would hold community information sessions at the station. We regret that due to the COVID-19 social distancing measures, this is no longer possible. We are still available by phone and email and look forward to hearing your questions and feedback that way.

We are keeping the community informed by letterboxing newsletters, updates via social media, newspaper advertisements, posters at the station, phone calls and emails, and regular updates on our website. If you would like to join our email distribution list please email projects@transport.nsw.gov.au

Q. When will construction start?

Subject to planning approval, site establishment and construction is expected to commence in late 2020.



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Q. When is construction due to be complete?

The project is expected to be completed in mid-2022.

Q. Why does the upgrade take so long?

Major projects in and around the rail corridor like station upgrades are complex and require careful planning.

Preparation work needs to be completed before the new lifts can be installed. This includes service relocation, excavation, piling and platform work and installing new electrical services underneath the tracks.

For the safety of the community and workers, and minimise disruptions to train services, major construction activities are required to be completed during scheduled trackwork weekends when trains are not running.

This means station upgrades generally take longer to build than other construction projects outside the rail corridor.

Q. Who is contracted to deliver the upgrade?

Transport for NSW is currently procuring a delivery partner for this project. When the project receives planning approval the delivery partner will also be confirmed.

OPTIONS CONSIDERED

Transport for NSW considered a number of options to upgrade Wollstonecraft Station.

Option 1 – New footbridge

This option includes the provision of a new footbridge located toward the south of the station with associated stairs and elevated ramps. This option would also include provisions of two new lifts from the existing platforms to the new footbridge.



This option would include an upgrade of the platform to be re-graded to DSAPT compliance. The footpaths including the following:

- wheelchair waiting space and canopy for Platform 1 and 2
- accessible seating for Platform 1 and 2
- lowered floor to existing waiting area on Platform 2.

This option would also include additional upgrades including the following:

- conversion of the existing toilets to include a family accessible toilet and two ambulant toilets
- accessible path to retail shops with new ramps to Platform 2
- accessible car parking space on Shirley Road
- formalised kiss and ride bay on Shirley Road
- minor work include enhanced lighting, CCTV and new DB Room and cleaners room
- platform stabilisation and regrading and Tactile Ground Surface Indicators (TGSIs) to platform edge.

Option 2 – Externally widen existing overbridge footpath

In lieu of the new footbridge in Option 1, this option would widen the existing overbridge footpath to the north (into the rail corridor) and the regrading of the footpath to provide connectivity and access. This option would include the removal of billboard signs on Platform 2 to accommodate the proposed widening. Two new lifts from the existing platforms would be provided with elevated lift landings to connect the footpath to the platforms.

Platform regrading, seating upgrades, toilet facilities, car parking, kiss and ride bay and minor work would also be provided, similar to Option 1.



Option 3 – Internally widen existing overbridge footpath

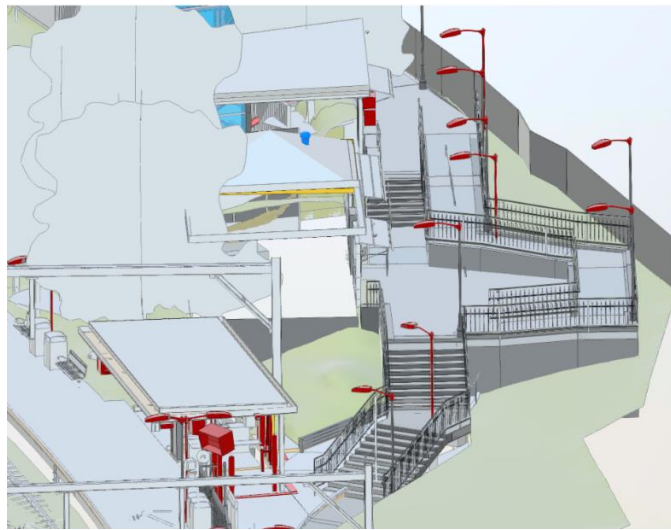
In lieu of the new footbridge in Option 1, this option widens the existing overbridge footpath into the road carriageway on the north side only requiring the existing traffic lanes to be reconfigured. This option would include the following to the east and west side of Shirley Road Overbridge:

- the construction of a new accessible ramp paths to new lifts to access each platform
- regrading of the overbridge footpath and approach footpaths and repositioning of billboards on Platform 2
- installation of two new lifts to connect the footpaths to the platforms with elevated lift landings.

Platform regrading, seating upgrades, toilet facilities, car parking, kiss and ride bay and minor work would also be provided, similar to Option 1.

Option 4 – Compliant path to access Platform 2 and the retail shops

An option was also investigated for a compliant path to access Platform 2 and the retail shops from the proposed lift location. The investigation determined a series of stairs and ramps with landings would be required to achieve compliance with DDA and DSAPT. In this option, a compliant accessible path would be provided between the proposed new lift and main entry to platform 2. The following images show an indicative design of this option.



While this option would meet the requirements of DDA and DSAPT and marginally improve access to the retail shops and Opal card sellers, this option was not progressed further due to the following:

- the scale and bulk of the work would result in negative visual and urban design impacts
- the design would introduce stairs and a multi turn ramp that resulting in a negative customer experience as there is currently direct, stair-free access to Platform 2



- the ramp would be close to property boundaries, creating potential privacy impacts to adjacent properties
- lighting requirements would result in potential overspill to neighbouring properties
- removal of greenspace adjacent to Platform 2, currently used by the community
- access to the retail outlets is not currently DDA compliant and would need to be updated by the tenant

While the extension of the path past the lift to the existing Platform 2 entry is not proposed, a compliant access from Shirley Road to Platform 2 would be available via the lift.

Q. Why was Option 3 chosen as the preferred option?

Each of the options were quantitatively and qualitatively assessed using Transport for NSW's Multi-Criteria Assessment (MCA) framework by Transport for NSW representatives and other key stakeholders. The assessment included consideration of factors such as building and design, engineering, environment, traffic and movement, customer experience, constructability and safety.

Based on the remaining options, Option 3 was identified as being the preferred option based on the MCA. Option 3 was considered to be preferred design due to the following as this option would:

- achieve DSAPT compliance without significant environmental negative impacts
- locate Platform 2 lifts closer to the Boarding Assistant Zone (BAZ)
- reduce visual impacts on train driver visibility, platform services, and landscape impacts
- reduce the number of station closures during construction therefore minimising disruption to the community
- reduce the overall construction work required to construct the Proposal including less regrading/widening between the proposed lift and Platform 2 BAZ
- reduce the need for major structural work to the Shirley Road Overbridge
- provides a better customer experience with direct, stair free access to Platform 2
- minimal impacts to neighbouring properties than options assessed.



CAR PARKING

Q. Will the car park be upgraded as part of the project?

This project is focused on accessibility upgrades to the station and does not include upgrades to the commuter car park.

The upgrade does include a new kiss and ride area and one new accessible parking space on Shirley Road.

Q. How many car spaces does Wollstonecraft Station currently have?

The Wollstonecraft commuter car park has 34 car park spaces. There is also numerous timed and all day parking spaces around the precinct.

Q. Will there be a loss of parking spaces during construction?

The commuter car park will not be used as a site compound area or layover. Some spaces may be temporarily unavailable during track work weekends or to complete work safely. The community will be notified in advance if any car parking spaces are proposed

CONSULTATION

Q. What consultation has been undertaken so far?

Key stakeholders such as North Sydney Council and Sydney Trains have been consulted during the early stages of the project's development.

Customers and the community will have the opportunity to provide their feedback when the project's REF and supporting planning documentation is placed on public display from 18 May to 1 June 2020.



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Q. What happens with my feedback?

Feedback received during the public display of the REF will be considered by the project team and responded to in a Determination Report, which is expected to be available in late 2020. The community will be notified when the report is available.

Q. How can I have my say?

There are several ways to submit your feedback:

Online: complete the feedback form on the project web page
(transport.nsw.gov.au/projects/wollstonecraft)

Email: projects@transport.nsw.gov.au

Mail: Transport Access Program – Wollstonecraft
Associate Director, Environment Impact Assessment
Transport for NSW
Locked Bag 6501
St Leonards NSW 2065

Q. Will you be holding community pop up sessions?

Under normal circumstances Transport for NSW would hold community information sessions at the station. We regret that due to the COVID-19 social distancing measures, this is not possible. We are still available by phone and email and look forward to hearing your questions and feedback that way.

Q. How will stakeholders be kept informed?

Transport for NSW is committed to keeping the community informed before and during construction.

This commitment is driven by the belief that meaningful communication with the community is a crucial element in the successful delivery of our projects.



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Various tools are used to achieve this, including: notifications and newsletters; community information sessions; doorknocking; community liaison groups, advertisements and signage.

CONSTRUCTION NOISE

Q. How will construction noise be managed?

Transport for NSW is committed to avoiding or minimising noise from its construction projects including where construction work occurs close to residences or other sensitive receivers.

For the safety of the community, workers and transport customers, some work is required to occur outside standard construction hours while train services don't operate. For example, at night or over the weekend during scheduled trackwork periods. The community and stakeholders will be notified before out of hours work occurs.

Noise impacts on the community are managed by informing stakeholders of the potential impacts, the time periods over which these will occur and the proposed mitigation measures that will be employed to minimise the impacts.

Q. Is anything currently being done to address rail noise at Wollstonecraft Station?

While this project is not focused on rail noise, Sydney Trains has been working closely with local residents and the Environment Protection Authority to reduce train noise levels in the area.

Q. Why have the entrances on Shirley Street been chosen for an upgrade?

The proposed lift locations at Wollstonecraft Station have been evaluated as the most direct accessible path between the proposed kiss and ride and accessible parking spaces on Shirley Road and lift locations.

The brick arch underpass located at the northern end of Wollstonecraft Station provides pedestrian connectivity between Milray Avenue and Platform 2 including cross corridor access to Platform 1, Milner Crescent and Shirley Road. The steeper topography makes the location of lifts here less equitable. It



would also result in the proposed kiss and ride and accessible parking space being further away from the existing car park and increases non-accessible pedestrian distance by limiting the extension of the accessible path.

To provide DSAPT compliance, it is proposed that new accessible entrances are provided from Shirley Road to each Platform. The platforms will be raised and graded and minor footpath widening modifications made to the Shirley Road Overbridge, north side only. The access path between Shirley Road and retailer adjacent to platform 1 would be locally regraded with improved lighting in compliance with DSAPT requirements.

Q. Will the upgrade change the platform height?

The upgrade includes raising and regrading Platforms 1 and 2, which will reduce the current platform step height when boarding or alighting the train.

Q. Will the bike racks be relocated?

The bike racks will be relocated from Platform 1 to a new location within the station precinct. The location will be determined during detailed design.

Q. Will the access path from Milner Crescent be included in the upgrade?

The existing station access via Milner Lane from Milner Crescent is not proposed to be upgraded as part of the project.

Q. Will the Opal Machine at Platform 1 remain at the station?

The Opal Machine will not be removed as part of the upgrade.

Q. Will the Opal readers be relocated?

The current Opal readers will remain in their current location. New opal readers will be provided at the new lift locations.

Q. Will canopies be provided in this upgrade?

Canopies will be provided at the lift waiting areas and the boarding assistance zones of each platform.



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Q. Why is the Ausgrid Transformer being installed in the proposed area near the Platform 1 lift?

A. Other locations for the Ausgrid transformer were investigated however this location was identified as the most appropriate to limit energy losses, reduce cable runs and allow easy access for maintenance.

MISCELLANEOUS

Q. Are there any other station upgrades occurring in the vicinity?

Neighbouring stations at Waverton, St Leonards, Artarmon, North Sydney and Milsons Point are all wheelchair accessible. Upgrades to other station on the North Shore Line such as Warrawee, Roseville, Wahroonga, Waitara and Pymble are at various stages of planning and construction.

Q. Where can more information be found about the project?

For more project information visit: transport.nsw.gov.au/projects/Wollstonecraft

Project updates and feedback can also be received by contacting **1800 684 490** or at projects@transport.nsw.gov.au with your request.