

Redfern Station Upgrade

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**Local road changes and
Little Eveleigh Street
shared zone operation**

Consultation summary report



**Transport
for NSW**



December 2023

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Acknowledgement of Country

Transport for NSW respectfully acknowledges the Traditional Owners and custodians of the land on which the Redfern Station is situated, the Gadigal of the Eora Nation, and recognises the importance of this place to all Aboriginal people.

Transport for NSW pays its respect to Elders past and present.

We recognise the particular cultural, economic, sporting, social and political significance that Redfern represents to Aboriginal people who have cared for this land over countless generations. ‘Always Was, Always Will Be Aboriginal Land’ recognising that First Nations people have occupied and cared for this continent for over 65,000 years.



Executive summary

Transport for NSW, in collaboration with City of Sydney Council, is making changes to the traffic arrangements around Redfern Station to ensure the safe operation of local roads, including the Little Eveleigh Street shared zone.

Redfern Station is the fifth busiest train station in the state and a central gateway to major education, health, business, and cultural precincts within the local area.

The Redfern Station Upgrade project, which was completed and opened to the public on Sunday 8 October 2023, has provided equitable access to Platforms 1-10 from Little Eveleigh Street and Marian Street, along with improved facilities, station amenities and safety.

With around 40,000 passenger trips through the station on average every weekday, the upgrade assists customers who are less mobile, but also caters to those using multiple modes of transport, with better connections to bus services and active transport routes around the station.

The upgrade of Redfern Station also addresses current and future passenger demand, with public transport use forecast to grow in line with increases in local housing supply, and mixed-use urban renewal throughout the Redfern and North Eveleigh precinct.

A key component of the upgrade was delivery of two new station entrances and the conversion of Little Eveleigh Street into a shared zone.

The development of the shared zone, including the final traffic and operational arrangements has been a collaborative endeavor between Transport, City of Sydney Council, and nearby residents and businesses.

Starting in 2020 with the development and approval of the Redfern Station Upgrade project Environmental Impact Statement (EIS), the shared zone was identified as a key element of the station's upgrade and critical to ensuring Redfern Station became a modern transport hub, integrated within the surrounding precinct.

To achieve this goal, the design of the shared zone called for a new streetscape throughout Little Eveleigh Street. This included removal of parking, the integration of footpaths and road area, plus new paving, drainage, landscaping and vegetation.

As the project progressed, further analysis showed additional traffic management measures were needed to maintain a safe environment for pedestrian and cyclists within the shared zone. Primarily, these measures focused on minimising non-essential vehicles entering the shared zone.

In August and September 2023, the community was invited to 'have their say' on the proposed additional measures. In November, a community meeting provided an additional forum for the community to provide feedback on the proposal.

Using the community's feedback, Transport, in collaboration with City of Sydney Council, refined the road and traffic proposal. This report details what we heard from the community and the elements of the proposal that were changed to address community feedback.



Shared zone safety

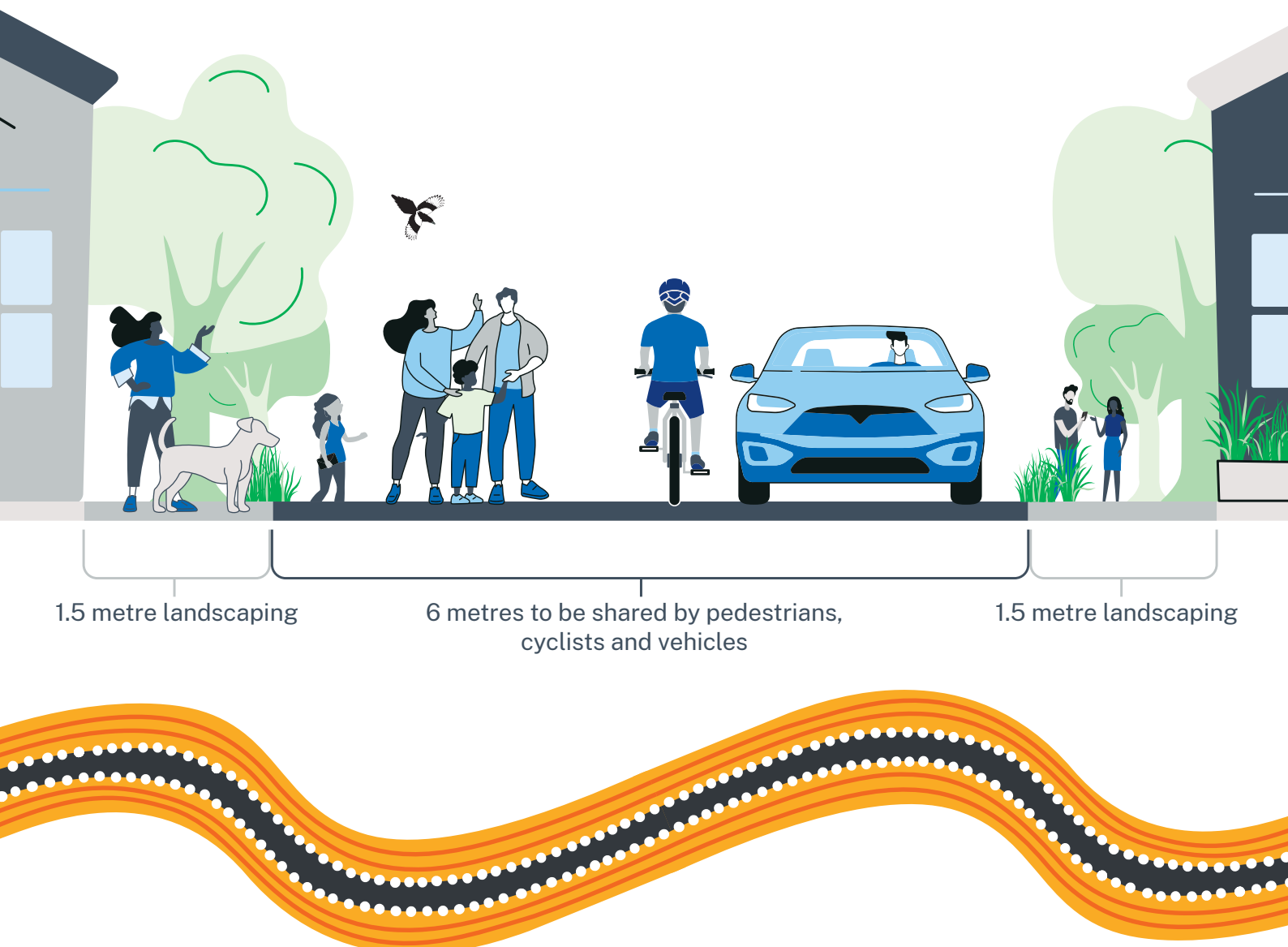
The goal of any shared zone is to provide an area where space is shared safely by pedestrians, cyclists and vehicles, and where pedestrian priority takes precedence over ease of vehicle movement. Primarily, this is achieved through design treatments, and by ensuring vehicle movements and speeds are minimised as much as possible.

The overwhelming majority of traffic around Redfern Station is by pedestrians. Local cycleways are also highly popular and provide routes to local education, health, commercial and cultural precincts.

With the opening of the new southern concourse, thousands of pedestrians now enter and exit the station each day via Little Eveleigh Street, either to access train services or to cross the rail corridor via the new southern concourse.

To accommodate the high volume of pedestrians and cyclists, the Little Eveleigh shared zone was established to provide a safe and accessible path to and from the station.

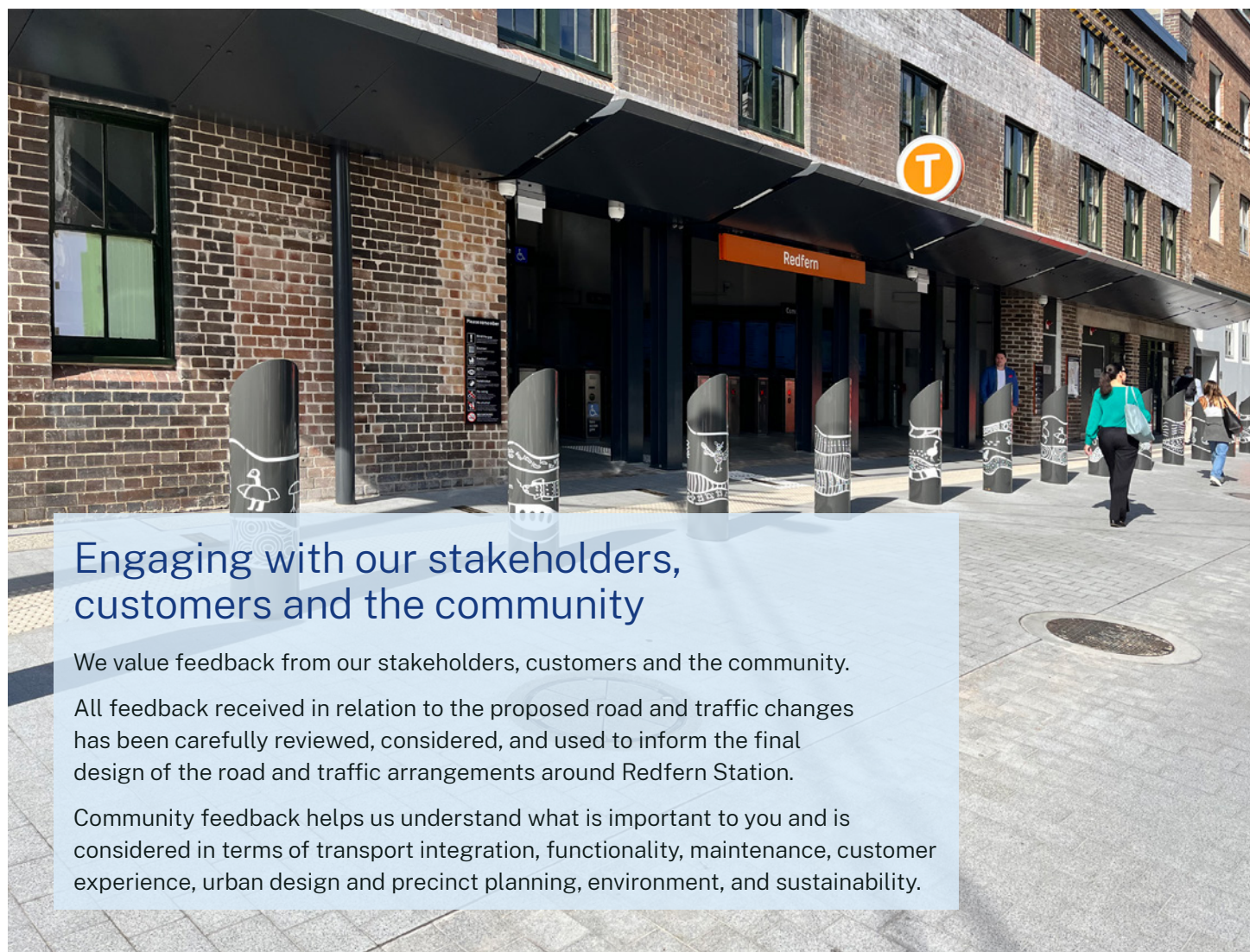
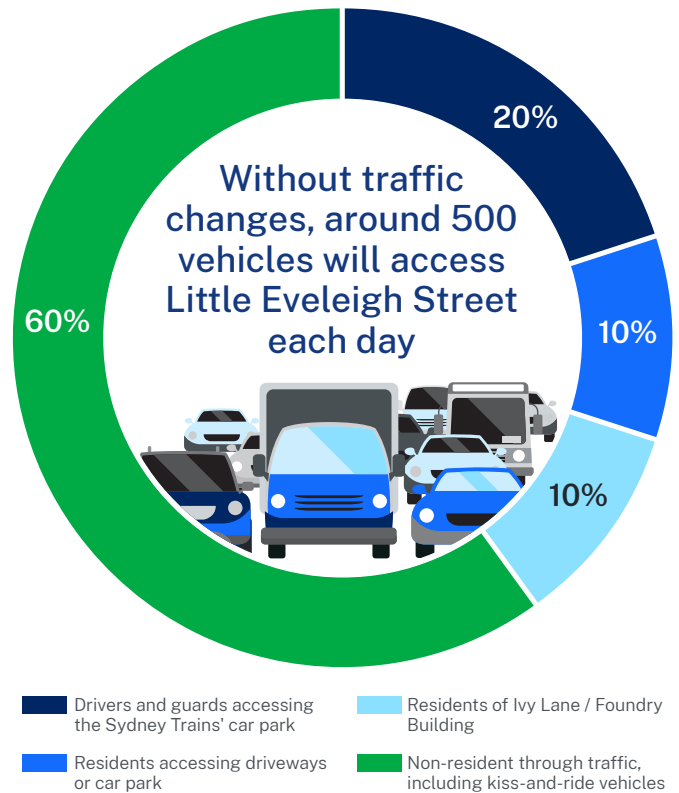
The 10 km/hour shared zone throughout Little Eveleigh Street is six metres wide and features consistent and uniform paving, designed to create a safe shared area for all users.



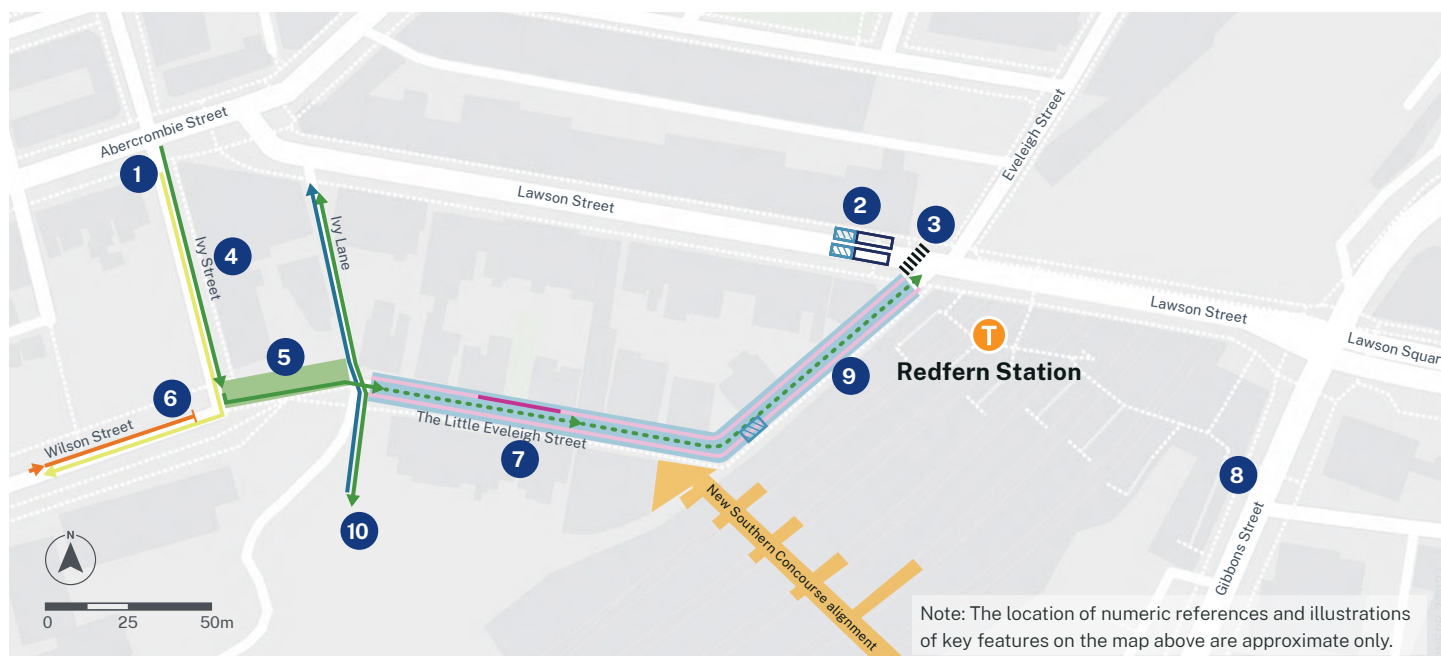
Objectives of the shared zone changes

The modifications will improve local road safety by:

- Reducing motor vehicle traffic on Little Eveleigh Street from approximately 500 to 50 cars per day
- Minimising vehicle / pedestrian / cyclist interaction
- Reducing vehicles accessing Little Eveleigh Street as a kiss-and-ride option
- Traffic calming through minimal vehicle movements and low speed
- Enhancing lines of vision for road users in, and around the shared zone
- Improving local signage.



Final traffic and shared zone arrangements



KEY

	New Southern Concourse alignment		New kiss-and-ride		New loading zone		Wilson Street shared zone		Little Eveleigh Street shared zone		Pedestrian crossing
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Direction of vehicle travel

	Vehicle direction into Little Eveleigh Street, car park, and Ivy Lane		Car park exit		No stopping		25 metre 'No parking' area ('No stopping' in other areas of the shared zone outside of the dedicated 'Loading zone')
	Wilson Street, no access into Wilson Street shared zone		Vehicle access maintained from Ivy Street to Wilson Street				
	Little Eveleigh Street						

- 1 'No right turn' from Abercrombie to Ivy Street changed to a timed 'no right turn' (off-peak turning permitted)
- 2 Lawson Street kiss-and-ride and loading zone eastbound and westbound
- 3 New pedestrian crossing
- 4 Ivy Street parking reinstated (7 spaces) and cycle lane retained
- 5 New Wilson Street shared zone
- 6 Wilson Street traffic island – closed to eastbound traffic
- 7 Reverse traffic direction along Little Eveleigh Street (from Wilson Street to Lawson Street)
- 8 Community buses moved to Gibbons Street, Stand A
- 9 Selected bike hoops relocated to suit reversed traffic direction
- 10 Car park opened to permit holders. Non-permit holders restricted to one hour

The shared zone arrangements have been workshopped, designed and developed in collaboration with City of Sydney Council, and include the technical expertise of both internal and external traffic management specialists.

City of Sydney Council is also investigating future upgrades to the Wilson Street shared zone, such as paving and landscaping, to improve the streetscape, while retaining features like the large tree at the corner of Ivy Lane.

Parking sign definitions

No stopping

Drivers must not stop at any point on the road or kerb in the direction of the arrow, unless in an emergency.



No parking

Drivers must not park on a road or in an area where there's a 'No parking' sign. Drivers can stop for less than 2 minutes if they stay within 3 metres of their vehicle, if they are:

- dropping-off or picking-up passengers
- loading or unloading items.



Loading zone

A driver may park in a loading zone if they are driving a vehicle built to carry goods and they are picking up or dropping off items (up to a maximum of 30 minutes).

Drivers of other vehicles can also use loading zones to drop-off or pick-up passengers, but can only stop for the period during which a person is getting into or out of the vehicle.



Kiss-and-ride

Kiss-and-ride zones allow vehicles to stop for a maximum of 2 minutes to drop-off or pick-up people. Drivers must remain in, or within 3 metres of their vehicle.

KISS & RIDE
AREA

More detailed information about parking rules in NSW can be found here:

www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/parking/parking-rules

Key traffic and shared zone operation

Key features of the proposed road changes include:

- One-way vehicle travel direction from Wilson Street to Lawson Street (west to east)
- Access prioritised for resident vehicles (plus delivery, ride-share service and emergency vehicles)
- Minimised thoroughfare of general vehicles / traffic
- Significant reduction of anticipated vehicles in the shared zone to improve safety and local amenity for residents
- Ability for Little Eveleigh Street residents to drop-off / pick-up in a 'No parking' area
- Shared zone 10km/hour speed limit
- Vehicles to give way to pedestrians and cyclists.



How we engaged with you

To allow the community to 'have their say' on the proposed operation of Little Eveleigh Street and the other road safety measures, Transport undertook targeted consultation with local residents and stakeholders.

The initial consultation period was held between Tuesday 22 August and Friday 1 September 2023.

A consultation newsletter, which detailed the proposed traffic and road changes, was distributed via email and letterbox dropped to affected residents and stakeholders.

Consultation extension

In response to community feedback calling for additional detail regarding the changes and impacts, a second community newsletter was distributed on Friday 1 September. The consultation period was also extended to Sunday 10 September 2023.

Both consultation newsletters remain available on the Redfern Station Upgrade project web page: transport.nsw.gov.au/redfern

Consultation activities summary

- Distribution of 120 community notifications to directly affected residents and businesses via letter box drop
- Distribution of 96 emails notifying the local community about the proposed changes and the consultation process
- Redfern Station Upgrade project webpage updated to include information about the proposed road changes and consultation process
- Doorknocking select residents and businesses around Redfern Station, supported by follow up phone calls and text messages
- Briefings and ongoing consultation with City of Sydney Council
- Consultation with Sydney Trains, local emergency services, Customer and Service Planning, and the Network and Asset Management teams within Transport.

Community forum

On Monday 20 November, a community forum was held to further understand the needs, concerns and feedback of the local community regarding the proposed road and traffic changes.

The invitation-only meeting was attended by approximately 22 community members, as well as representatives from City of Sydney Council, Novo Rail (delivery contractor), the local MP, Jenny Leong, and the NSW Transport Minister's office.

Feedback generated during the community forum has been considered by both Transport and City of Sydney Council, then used to further refine the proposed traffic and safety measures.



What you told us

Between 22 August and 10 September 2023, feedback about the proposal was received from 29 respondents. The community forum was attended by approximately 22 community members and generated additional feedback for Transport and City of Sydney Council to consider.

Issues / key theme of feedback	Response
Lack of street parking / property access for residents on Little Eveleigh Street, particularly for elderly residents or those with mobility or other access issues.	<p>More than a third of respondents raised concerns regarding the removal of parking along Little Eveleigh Street and the challenge this creates – particularly for elderly and mobility impaired residents - to drop-off and/or pick-up people or goods outside their property.</p> <p>In response, the proposed design of the shared zone has been updated.</p> <p>For approximately 25 metres along the northern side of Little Eveleigh Street there will be 'No parking' which will allow drivers to legally stop for two minutes if they stay within three metres of their vehicle.</p> <p>The remainder of Little Eveleigh Street, apart from the loading zone, will be 'No stopping' to prevent vehicles blocking the shared zone and creating a risk to pedestrian and cyclist safety.</p>
Support for the proposed changes	<p>With more than a third of respondents expressing some form of support for the proposed measures, it is evident that minimising vehicle movements and speeds to create a safe environment in the Little Eveleigh Street shared zone, is important to the community.</p> <p>Some respondents highlighted benefits including:</p> <ul style="list-style-type: none">• Improved streetscape and sight lines• a more pleasant environment• encouraging greater use of walking and cycling in the local area.
Request for further information and a meeting with the Transport for NSW project team.	<p>During the August – September consultation period, multiple residents expressed a desire for additional detail and identified gaps in the consultation materials distributed to the community.</p> <p>In response, a second community newsletter was distributed on Friday 1 September to provide additional information and to extend the consultation period to Sunday 10 September 2023.</p> <p>Following the initial consultation period, local residents were also invited to a community forum on Monday 20 November. The forum was hosted by Transport and provided an opportunity for community members to ask questions and provide further feedback on the proposed road and traffic changes.</p> <p>Representatives from City of Sydney Council, Novo Rail, the local MP and the Transport Minister's office were on hand to hear the community's feedback.</p>

Issues / key theme of feedback	Response
<p>Concern regarding the ability of tradespeople to stop in front of residents' houses in the shared zone</p>	<p>The primary function of the shared zone is to provide a clear area for pedestrians, cyclists and vehicles to safely converge, with additional priority and safety given to high volume pedestrian movement.</p> <p>As part of the local road network design, three loading zones are available for use by trade vehicles:</p> <ul style="list-style-type: none"> • within Little Eveleigh Street, near the station entrance • on either side of Lawson Street, near the intersection of Little Eveleigh Street. <p>Detailed assessment of the shared zone, including a Road Safety Audit, shows that any extended parking outside the dedicated loading zone, would significantly constrain the width of the shared zone. The subsequent bottleneck would minimise visibility, reduce space for pedestrians/ vehicles/cyclists, and ultimately reduce the safe operation of the shared zone to an unacceptable level.</p> <p>The use of 'No stopping' signs throughout the shared zone also minimises non-resident vehicles using Little Eveleigh Street as a kiss-and-ride option and is consistent with the operation of shared zones elsewhere.</p> <p>The introduction of 'No parking' on the northern side of the shared zone provides residents with short-term drop-off and pick-up functionality within the shared zone.</p> <p>Alternative time limited parking spaces are available in the Little Eveleigh Street carpark (20 spaces), Ivy Street (15 spaces), and nearby on Lawson and Wilson streets.</p>
	<p>City of Sydney Council has an 'Application Guide for Tradespersons Parking Permit' that allows tradespeople to park their vehicle for longer than the signposted time limit and provides exemption from parking fees when parked in an area to which the permit applies if the signs state 'permit holders excepted'.</p> <p>Most households are eligible for up to six* one week permits per year.</p> <p>Information about parking arrangements for tradespeople in the City of Sydney LGA can be found online at cityofsydney.nsw.gov.au, by calling 9265 9333 or by emailing council@cityofsydney.nsw.gov.au.</p>



Issues / key theme of feedback	Response
Request for trade access, deliveries, material storage, skip bins etc. when renovating (with/without DA) or as needed.	<p>As above, detailed assessment of the shared zone, including a Road Safety Audit, shows that any extended parking outside the dedicated loading zone, would significantly constrain the width of the shared zone. The subsequent bottleneck would minimise visibility, reduce space for pedestrians/vehicles/cyclists, and ultimately reduce the safe operation of the shared zone to an unacceptable level.</p> <p>Accordingly, Development Applications require equipment and materials to be stored inside the property boundary.</p> <p>For residents or developers that need street access, City of Sydney Council has a 'Temporary Works Application' for approval to use the public way for minor construction works or for deliveries (pending approval, these permits are available for streets marked 'No stopping' and 'No parking'.</p> <p>Note: these permits are for temporary access only and do not allow for the storage of materials or bins on the road itself.</p> <p>Information about parking arrangements for tradespeople in the City of Sydney LGA can be found online at cityofsydney.nsw.gov.au, by calling 9265 9333 or by emailing council@cityofsydney.nsw.gov.au.</p>
Concern regarding the adequacy of the proposed 'Loading zone' within Little Eveleigh Street	<p>Residents highlighted the importance of conveniently located loading zones for residents and businesses.</p> <p>As part of the local road network design, three loading zones are available for use by trade vehicles:</p> <ul style="list-style-type: none"> • Lawson Street, both east and westbound near the Little Eveleigh Street intersection • Little Eveleigh Street near the station entrance. <p>Approximately 25 metres along the northern side of Little Eveleigh Street will also become 'No parking' – to allow drivers to legally stop for two minutes if they stay within three metres of their vehicle.</p>
Concerns with difficulty turning out of Little Eveleigh Street onto Lawson Street given congestion with pedestrians, cyclists and cars	<p>A Road Safety Audit has been undertaken to understand how the local roads operate and identify foreseeable hazards. Road Safety Audits are prepared from the perspective of all road users and are a robust technical assessment of road operations.</p> <p>The Road Safety Audit investigation shows the proposed configuration, including the ability to turn left and right out of Little Eveleigh Street onto Lawson Street near the new pedestrian crossing, is acceptable.</p> <p>The two pedestrian crossings on Lawson Street will also provide breaks in the traffic and opportunities for vehicles to exit Little Eveleigh Street.</p> <p>During peak times, some congestion may occur given the intersection's proximity to a major transport hub and the densely populated inner-urban environment.</p> <p>Once operational, localised congestion and traffic management will be monitored.</p>

Issues / key theme of feedback	Response
<p>Concern regarding detours caused by the 'No right turn' from Abercrombie Street into Ivy Street.</p>	<p>Five respondents identified the 'No right turn' in place at the corner of Abercrombie and Ivy streets, and the subsequent need for vehicles to detour on local roads to enter Ivy Street via a left-hand turn.</p> <p>In response, the 'No right turn' has been changed to a timed arrangement, whereby right-hand turns from Abercrombie into Ivy Street will be permitted during off-peak times.</p> <p>During morning and afternoon peak traffic times, vehicles approaching Ivy Street from the west will need to detour on local roads to enter Ivy Street via a left-hand turn.</p>
<p>Suggested detour when 'no right turn' restriction is in place from Abercrombie to Ivy Street.</p>	<p>The local road network offers several alternative routes during peak periods when the 'no right turn' restriction is in place.</p> <p>Detour routes are at the discretion of the driver and are expected to add around 500 metres to the journey.</p>
<p>Interaction with cyclists / cyclist speed / request to line mark a cycle path in the shared zone.</p>	<p>The new shared zone, which is approximately six metres wide, has been designed to accommodate and be shared by all users including pedestrians, cyclists and vehicles.</p> <p>The speed limit in the shared zone is 10km/h for all vehicles, including cycles. This limit is enforceable and subject to relevant fines and demerit points.</p> <p>Within the shared zone, cyclists must give way to pedestrians.</p> <p>The new paving in Little Eveleigh Street has been designed to provide a visual signal to vehicles and cyclists that they are entering the shared zone. However, within a shared zone, cycle lanes cannot be line marked, defined or demarcated.</p> <p>To encourage additional separation of cyclists and pedestrians, the dedicated cycle lane on Ivy Street will be retained. This will provide an additional cycle route linked to Wilson Street, and an option for riders to bypass the Little Eveleigh shared zone.</p> <p>City of Sydney Council is aware of the community's concerns around cyclist speed and will investigate rider behaviour programs in Redfern to help educate and remind cyclists of the rules around shared zones.</p>
<p>Loss of on-street parking</p>	<p>The traffic changes will result in the overall loss of four precinct parking spaces above the amount approved to be removed in 2020 by the Department of Planning and Environment in the project's EIS.</p> <p>The traffic changes will result in the following local area on-street parking changes:</p> <ul style="list-style-type: none"> • 7 spaces returned to Ivy Street, noting that 2 spaces will not be returned to allow for the cycle lane to be retained • 6 spaces removed on Lawson Street for the new kiss-and-ride and pedestrian crossing • 6 spaces removed for the new Wilson Street traffic island <p>Once all construction work is completed, the untimed parking in the Little Eveleigh Street car park will remain available to permit holders. All other users will be restricted to one hour.</p>

Issues / key theme of feedback	Response
Long term status of Little Eveleigh Street car park	<p>The car park was built to accommodate 20 on-street parking spaces removed from Little Eveleigh Street during construction of the new shared zone.</p> <p>As part of the traffic changes, the car park boom-gate will be removed with access available to permit holders. Parking for visitors or non-permit holders is limited to one hour.</p> <p>The car park sits within the Redfern North Eveleigh (RNE) Precinct Renewal project boundary. The master plan developed for the renewal includes provision for the 20 spaces to be located on the new roads to be created as part of the precinct renewal.</p> <p>The RNE precinct renewal is a long-term initiative which will be delivered over many years. The development of the site is subject to future design, planning and further community and stakeholder engagement.</p>
Request to exit Little Eveleigh Street via Ivy Lane	<p>Once operational, the Little Eveleigh Street shared zone will be 'one way' for motorised vehicles.</p> <p>All vehicles will need to travel in the eastbound direction and exit the shared zone via Lawson Street.</p> <p>The shared zone is bidirectional for pedestrians and cyclists.</p>
Individual property access needs	<p>As part of the community consultation on the new traffic and road arrangements, several residents raised concerns or questions in relation to their personal use of the shared zone and/or access to their individual property.</p> <p>This included concerns about safe driveway exit/entry, preferred pedestrian paths, and various other issues.</p> <p>While a response to these individual issues is not itemised in this document, all issues raised have been considered as part of the detailed design process.</p>

Thank you for your feedback

We would like to thank the community for their input during the consultation period and their attendance and participation during November's community forum.

We understand the changes proposed to the local road network will have a direct impact on local residents and stakeholders. Accordingly, the design of the shared zone, informed by community consultation, has sought to balance the needs of

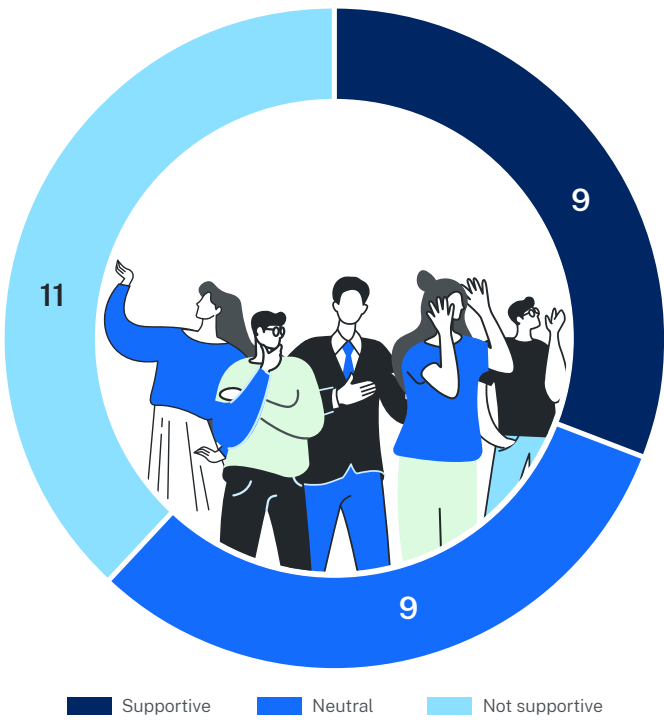
local residents with safety and functionality for the thousands of pedestrians and other users that pass through the local roads and shared zone each day.

Finally, we would like to express our gratitude for the patience shown by the community following the initial consultation period while we refined the proposal, and as we now move into delivery and implementation of the changes.

Key feedback themes

Key theme / feedback	Times raised
Concern regarding lack of location for Little Eveleigh Street residents to pick-up / drop-off in front of their homes / loading zone considered an inadequate solution for residents	11
Supportive of proposed changes to the Little Eveleigh shared zone	10
• 5 of 10 supporters conditioned their endorsement on correction of issues they perceive with the plan. Primarily, this included lack of resident drop-off / pick-up options within Little Eveleigh Street	
Concern regarding cyclist speed / speed enforcement / safe interaction with pedestrians	10
Feedback on pedestrian flows / new crossing / footpaths	8
Request for more information / further consultation / meet with project team	7
Concern regarding 'No right turn' on Abercrombie Street causing lengthy detours	5
Not supportive of further removal of on-street parking	5
Not supportive of change in traffic movement along Little Eveleigh Street	4
Difficulty entering / exiting resident off-street parking (individual access concerns)	3

Response sentiment



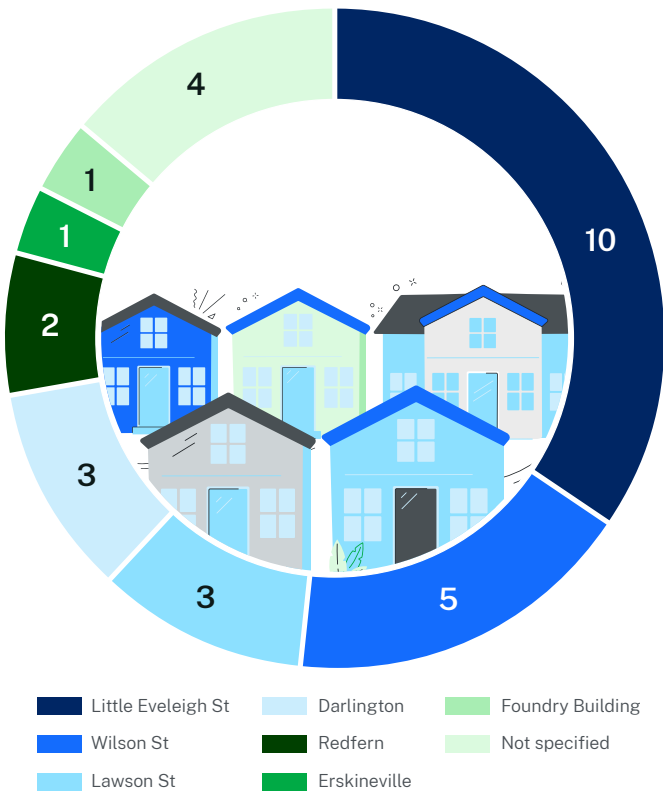
Supportive*: Submission indicated support of the proposal and benefits to the local community

Neutral: Submission did not establish a clear positive or negative position towards the proposal

Not supportive: Submission did not support the proposal and raised questions or issue to be addressed.

* 5 of 10 supporters qualified their support with the need to address an issue with the proposal

Respondent residences



The majority of respondents live in Little Eveleigh Street, followed by Wilson Street and Lawson Street.

Next steps

Approval to proceed with the proposed road and traffic measures has been received, having met the necessary planning requirements.

Notification regarding the start of work to implement the changes will be distributed to the community soon, with work to begin in early 2024, taking around four weeks to complete.

Following construction, all existing temporary signage and barricades will be removed, and the shared zone will be opened to vehicle traffic.

We will keep the community informed as the work progresses.

Keeping you up to date

We will continue to keep you informed about the project through notifications and updates on the Redfern Station Upgrade web page: transport.nsw.gov.au/redfern

If you have questions or would like to speak to the project team, please contact us by calling **1800 684 490** or by emailing projects@transport.nsw.gov.au.

Transport Access Program

The Redfern Station Upgrade has been delivered as part of the Transport Access Program - which delivers a better experience for public transport customers across NSW by providing accessible, modern, secure and integrated transport infrastructure. This is achieved through:

- Stations that are accessible to people with a disability, limited mobility and parents with prams
- Modern buildings and facilities for all modes that meet the needs of a growing population
- Modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers.

Cities and Active Transport

Changes to the local roads around Redfern Station, including the Little Eveleigh Street shared zone have been facilitated by Transport's Cities and Active Transport program.

Cities and Active Transport is about ensuring our cities and neighbourhoods are integrated with all modes of transport, making our places, streets and open spaces functional, beautiful, inclusive and inviting for us all to enjoy.

Active transport is the most sustainable forms of transport and contributes to improving neighbourhoods and the environment, reducing car use and traffic congestion, supporting local economies, and improving the general health of communities in NSW.

Stay in touch

For enquiries, complaints or feedback, our team will remain available via the contact details below.



Project Infoline **1800 684 490**
24-hour Construction Response Line
1800 775 465

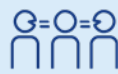


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