

REDFERN STATION PROPOSAL

Overview

In normal times, during uni term at the morning and afternoon peak hours, up to 10,000 pedestrians walk between the station and USYD. Lawson St becomes so jam-packed that it is near-impossible to walk against the foot traffic, push a pram or wheelchair, or go across the foot traffic to the kerb. By directing a large proportion of these people to Little Eveleigh St, issues listed below become concerns:

Issues

1. **Safety for all users:** In Little Eveleigh, which effectively already operates as a shared zone, aggression and near-misses between bike riders and pedestrians, pedestrians and vehicles, bikes and vehicles happen daily. The increase in foot traffic, plus ever-increasing bikes, plus the cars of residents and service/emergency vehicles must be acknowledged by active traffic management for every user's safety. The 10 kph speed limit is often not adhered to by bike riders or vehicle and is not a sufficient measure in itself.
2. For **residents on the bike path** side of Little Eveleigh, egress and ingress of vehicles is very stressful as bike riders often seem unaware there are garages and are often aggressively and unreasonably proprietorial about the bike lane. The same is true of their attitude to pedestrians. It is important that more active measures than currently are taken to encourage users to consider the needs of all.
3. **Police parking & USYD & other buses:**
 - a. The Redfern police station has been downgraded to a shopfront with the main station at Mascot. It is unclear why the police still have many parking spaces in Lawson Square plus one in Lawson St. (In emergencies, the police park at the north end of Little Eveleigh on the footpath or the bike lane. The Lawson St space is rarely used except for police getting food at the corner café).
 - b. Currently, there is a small bus stop in Lawson St for council "village to village" buses. These are rare and make little impact.
 - c. The USYD and other buses stop at the top of Little Eveleigh on the station side. There are negative effect (engine running, diesel fumes, passenger voices, etc). However the current location minimises these because:
 - i. The corner block consists of two cafes, garage storage, service courtyard on the ground floor. Above are flats with living spaces facing away from the street. Other edifices are an off-street parking garage and a large office block. Thus there is minimal negative effect.

- ii. Little Eveleigh hitherto has had regular but not excessive traffic so the bus arrives and gets away reasonably efficiently and create minimal blockage despite coming and going from early to late.
- d. The plan inappropriately moves the bus stop to the corner of Lawson St:
 - i. A fully residential street already greatly impacted by pedestrian and vehicle noise at all hours
 - ii. right in front of the living spaces and bedrooms of the corner flats and terraces
 - iii. showing no regard for residential health as the buses discharge considerable diesel fumes, create even more noise (vehicular and passengers)
 - iv. creating even more congestion in an already busy, narrow street where large vehicles face-off daily for space to pass
 - v. Adds to the potential to gridlock the emergency corridor of which Lawson St is a designated part, (Lawson St bridge is one of the few crossing points of the railway line)
 - vi. Large vehicles pulling in to the curb right on the corner cuts the natural traffic flow of bikes, then aggravates the current dogs' breakfast of the rideshare vehicles which stop anywhere - this makes no sense
 - vii. Parking over the road at the student accommodation to deliver and pick up uni people makes good sense

Another site must be found. The new student accommodation being built in the block would be an obvious stopping place for the Uni buses. Other buses can be moved to one or two of the police parking spaces in Lawson Square.

- i. There is new provision for bikes to cross over the Lawson footpath. Despite months of work on this, I have never seen this used.

- 4. **Kiss and Ride zone:** suffers from the same objections and can be remedied in the same way as the above.