

Friday 19 June 2020

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The Hon. Andrew Constance, MP
52 Martin Place
SYDNEY NSW 2000

Dear Minister for Transport and Roads,

The proposed upgrade to Redfern Station, while desperately needed and welcome, must be delivered in a way that delivers more benefits to the wider community.

Redfern Station and the rail line limit access between Redfern and Darlington. Any improvements to access between the two suburbs must benefit the wider community and not just paying train passengers.

The proposed design, as visible in the VR images on the transport.nsw.gov.au website, could be improved in the following ways to increase benefit delivered to the wider community.

1. Ticket barriers

The ticket barriers are immediately present at the Little Eveleigh Street and Marian Street entrances. Therefore, this project, the improved access between Redfern and Darlington, only benefit paying train passengers. Non-paying community members will use the concourse as it will provide a vastly superior path between Darlington and Redfern. This will put community members and transport police in conflict. The concourse must be freely accessible by the community without having to pass into a paid/ticketed area.

Understanding people can reverse their tap-on and pass through without charge, the ticket gates still impede easy access for people with luggage, prams, carrying shopping or pushing a bike. It also excludes the bridge for people without Opal cards.

St Peters and Rhodes stations come to mind as examples where pedestrian bridges across the rail line are not restricted by ticket barriers at their entrances.

2. Concourse width

The concourse width must be increased to future-proof the high volumes of traffic the concourse will experience. An increasingly dense population surrounding Redfern Station will use the concourse for the improved access it will provide. At peak times, this will cause conflict between people. In a COVID-19 environment, space between individuals is critical and must be maximised and planned into all future development.

3. Bike pathway

The pedestrianised Little Eveleigh Street and concourse must include a dedicated bike pathway. Cyclists travel with some speed along Wilson Street thanks to its world-class separated cycling infrastructure. When the Wilson Street cycleway ends at Little Eveleigh Street, cyclists and pedestrians will be in conflict. The Wilson Street separated cycleway must continue up Little Eveleigh Street to avoid these conflicts. Cyclists will also use the concourse as it will provide a vastly superior path between Darlington and Redfern. More consideration should be given to cycle access through the new bridge.

4. Marian Street entrance/concourse stairs


The Marian Street entrance has stairs up to the concourse. These stairs significantly reduce the amenity and usefulness of the bridge to people with mobility impairment, parents with prams, people with wheeled shopping bags and cyclists.

A single lift at the Marian Street entrance providing access to the concourse is not suitable and will form a bottleneck for certain groups within the community. In a COVID-19 environment, the small space of a lift is undesirable and should be avoided where possible.

A redesign of this entrance with a ramp up to the concourse is needed.

I have submitted this letter as feedback via the Major Projects Planning Portal.

Kind regards,



Joshua Steele

CC

The Hon. (Rob) Robert Gordon STOKES, MP
Minister for Planning and Public Spaces

Ms Jenny LEONG, MP
Member for Newtown

Lord Mayor Clover Moore
Lord Mayor of Sydney