

Thank you for the opportunity to provide feedback on the proposed TfNSW design option for the new Redfern Station concourse.

I have personally and professionally lobbied for the rights of all community members to have safe and accessible access to Redfern Station for 27 years – However, the current design proposed by TfNSW is ill-conceived and I make the following observations:

1. Effect on Public Transport users

The design presented by TfNSW does not address the immediate or long-term transport access solutions required for rail, business and community stakeholders for the following reasons:

- TfNSW stated that due expected passenger growth the proposed concourse will only be viable until 2039.
- The narrow concourse doesn't provide for the much-needed cross suburb connectivity or a cycleway
- There is no plan for accessible access to platform 11 and 12
- It does not address the emergency exit urgently required on platform 11 and 12
- The new station entrances/exits do not provide better access to passenger destinations -Sydney University, Carriageworks, the ATP, South Eveleigh business park and bus connections at Gibbons St
- There is no foresight in the design to provide convenient station access for any future business/residential developments at North Eveleigh
- It creates safety issues for rail users on exit from the station, as both north and south exits will land in busy shared zones.
- The residential population growth is extreme within the station catchment. Greater consideration needs to be given to pedestrian safety in the streets surrounding the station.
- It does not address the poor connectivity of the Marian Street exit. 20,000 rail users are expected to use this exit to access the ATP, South Eveleigh Business park and transport connections at Gibbons Street or the new Waterloo station.

The current proposal puts pedestrian safety at risk.

- As a long-term resident of Little Eveleigh Street (25 years) vehicle, foot and cycle volume has escalated in recent times and competition between road users is already challenging especially at peak hours. Existing traffic includes pedestrians, cyclists, kiss and ride, delivery vehicles, removalists, RailCorp heavy vehicles and the RPA and the Sydney University shuttle buses.
- Little Eveleigh Street forms part of a major cycleway from the inner west to the CBD. A dual cycleway has been constructed in Wilson Street and joins Little Eveleigh Street to exit on Lawson Street. The cycleway is very popular and currently provides a safer transit option. Once pedestrians exit from the new Station entrance it will have the same effect as a freeway entering a residential street. Fast flowing

traffic suddenly stopping to accommodate competing needs of other road users flowing in an opposite direction at peak time.

- To my knowledge no modelling that has been conducted by TfNSW on the pedestrian interface with motor vehicles and cyclists on Little Eveleigh Street. In the AM pedestrians going to the university will walk into cyclists heading to the CBD and in the PM the reverse will occur.

2. Effects on residents from 124 to 136 little Eveleigh St.



The picture above illustrates the location of the proposed station entrance in Little Eveleigh Street. The new entrance primarily affects homes from 124 to 136 little Eveleigh St which are only 10 metres across the road from this current building.

If the station entrance is built, these residents will need measures put in place to protect them from the ongoing physical and psychological effect on their health caused by constant Light and Noise pollution directly opposite their homes.

I understand that the City of Sydney council will provide street landscaping which will provide a pedestrian buffer. However, this will be no protection from the additional noise and light pollution.

3. Effects on all residents of Little Eveleigh Street

Loss of their quiet amenity

Loss of street parking

Loss of disability parking

Issues of access – how will residents move home, get large items delivered, get repairs done to their homes.

Noise from increased pedestrian traffic

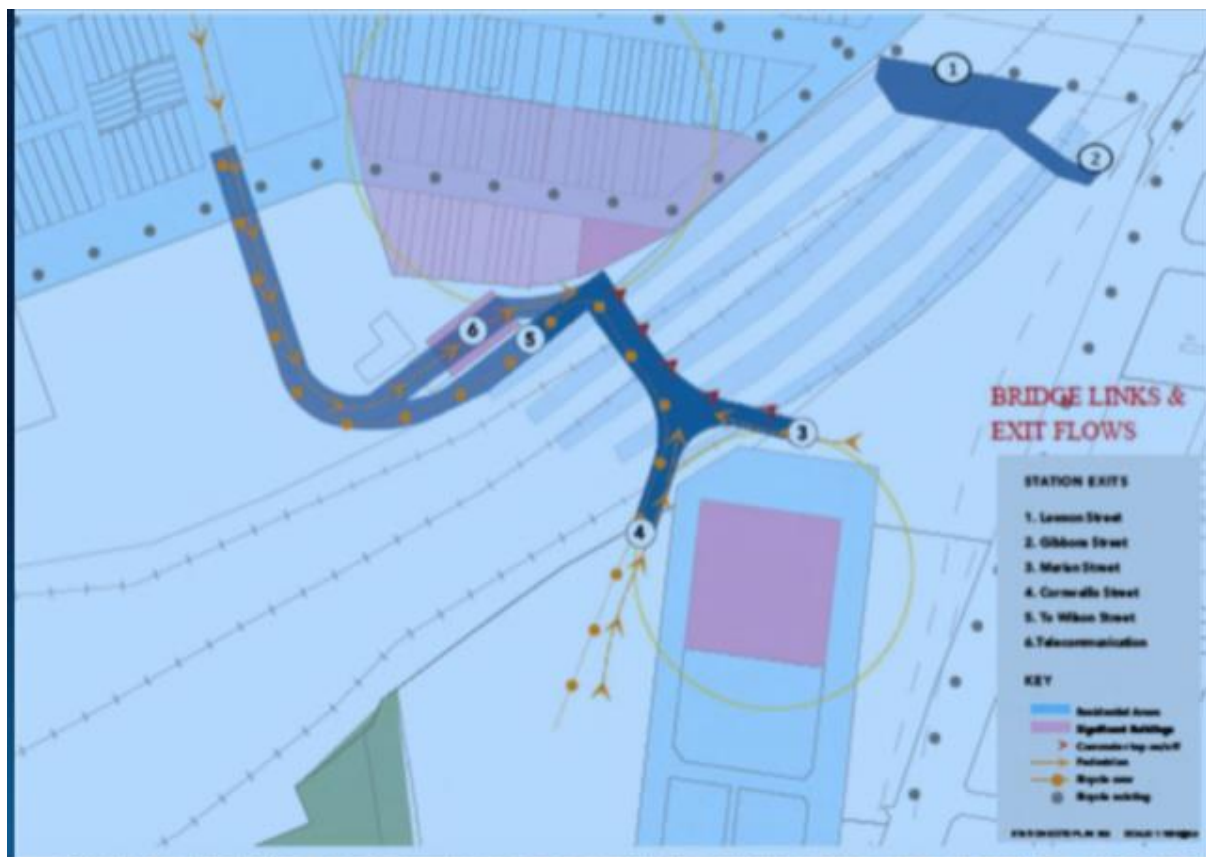
The potential to witness increased confrontation between competing road users

4. Effects on my family

I live in Little Eveleigh Street with my husband. The front of our home will be directly opposite the station entrance, all windows and doors will overlook the new entrance. I work from home as a manager of aged care services and I care for my husband who has cancer and is receiving fortnightly chemotherapy. You will understand that our family is already under a great deal of stress and that the proposed work on the station, both during the 18-month construction phase and later when the station is online, will put us under yet more duress.

In conclusion, given the advances in design and engineering capability I expected the new concourse to be something more usable, sustainable and in keeping with the heritage of the local area.

For safety reasons the concourse, must not exit into little Eveleigh Street or Marian Street.



There are other options that have been proposed by both TfNSW and as illustrated above by Architects Cracknell & Lonergan v2. The above design was developed in consultation with

the local community, and it ensured that pedestrian traffic was directed away from Little Eveleigh and Marian streets to land in a pedestrian only zone.

I am happy to provide more feedback should you require and can be contacted as per my NSW Major Projects account.