

North to South Eveleigh Active Transport Link

Public Transport Projects- Optioneering Review v3

Redfern North Eveleigh Precinct

June 2025

Transport.nsw.gov.au



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01

Location Photos

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Location Photos – bridge/ramp landing zones

Locomotive Street



Carriageworks Way / Wilson Street



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Location Photos – existing tunnel



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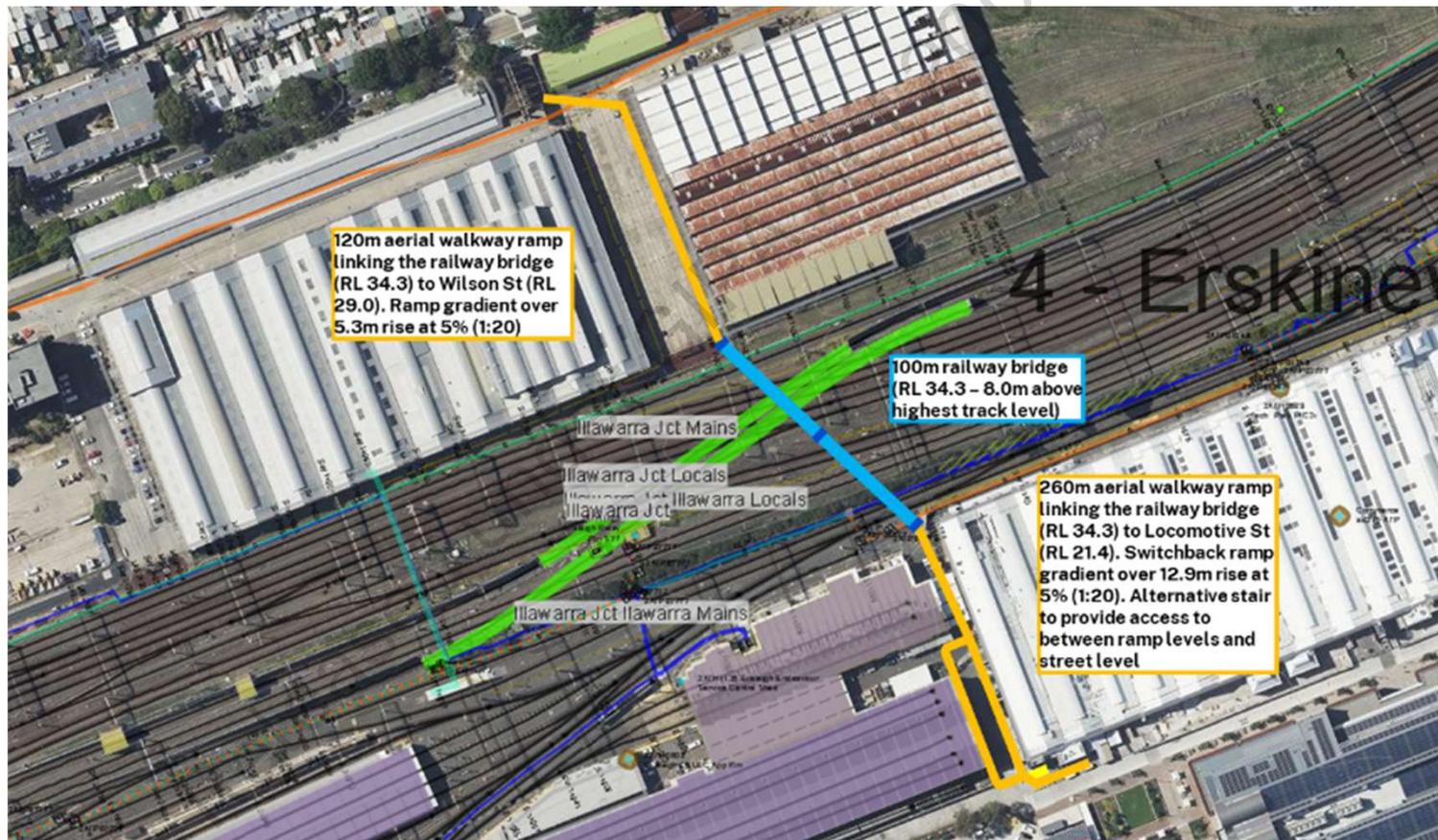
02

Options

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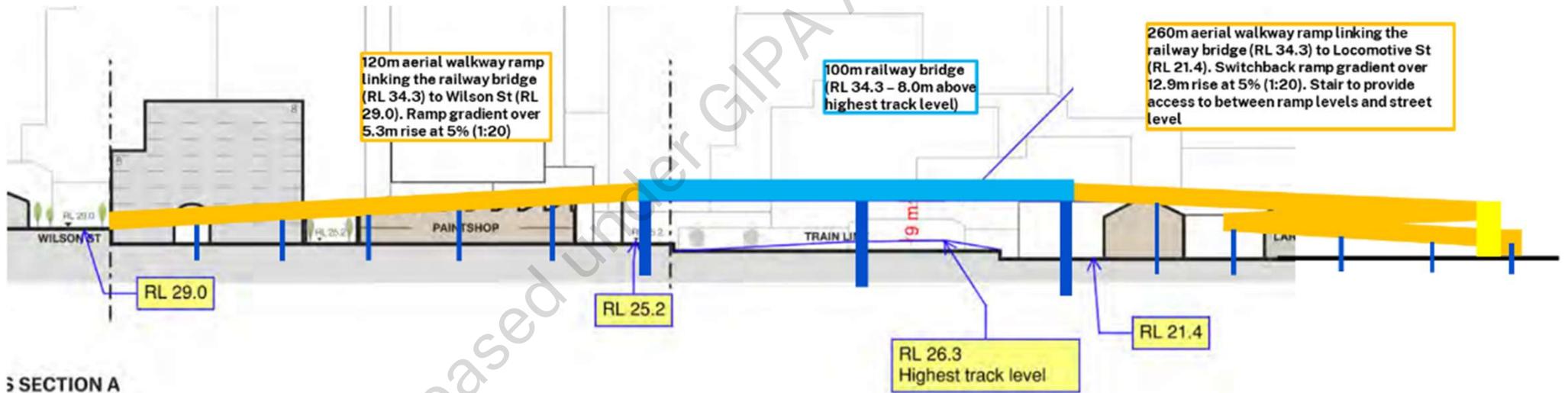


Option 1 – Overbridge with Ramps



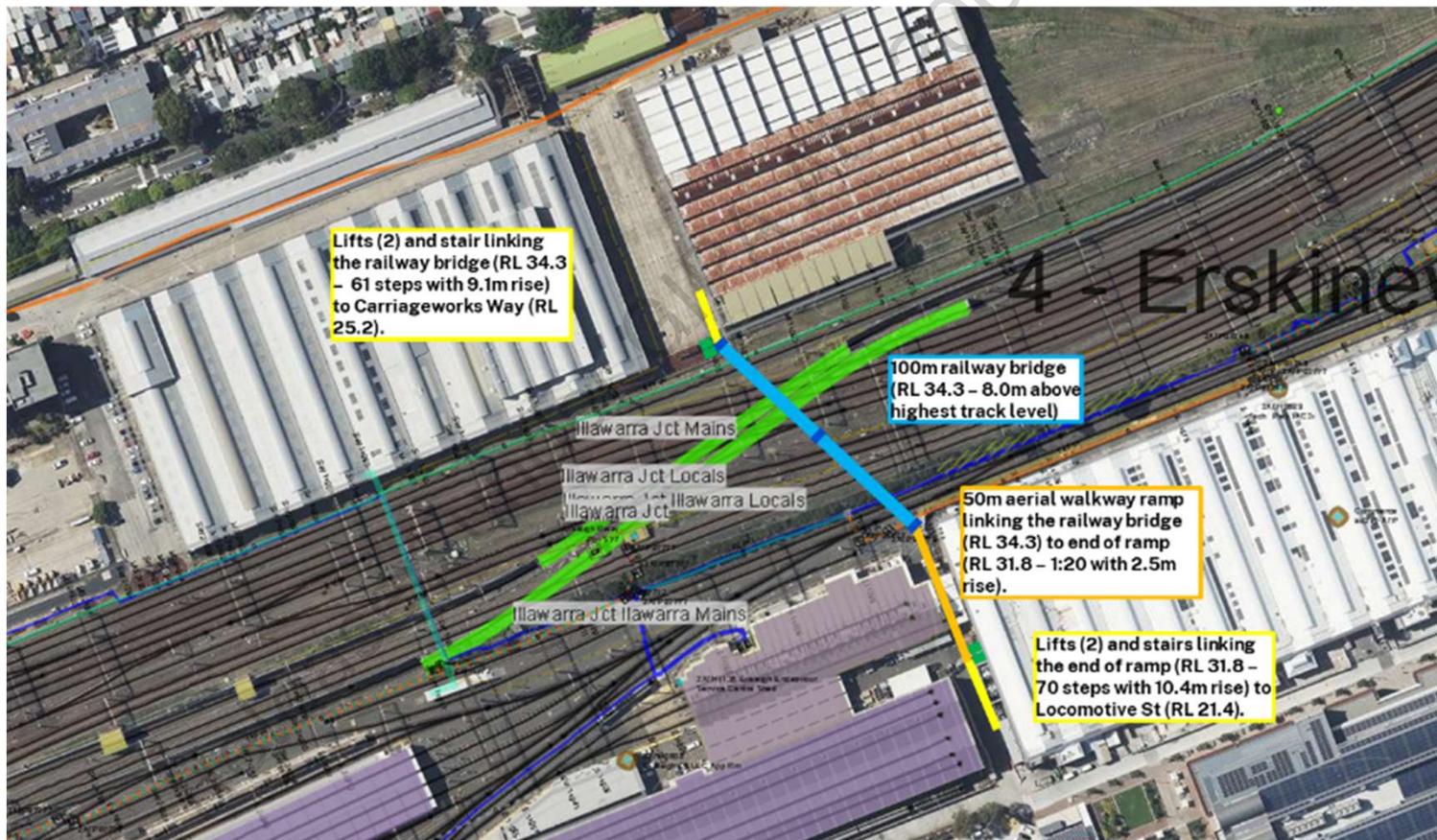
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Option 1 – Overbridge with Ramps



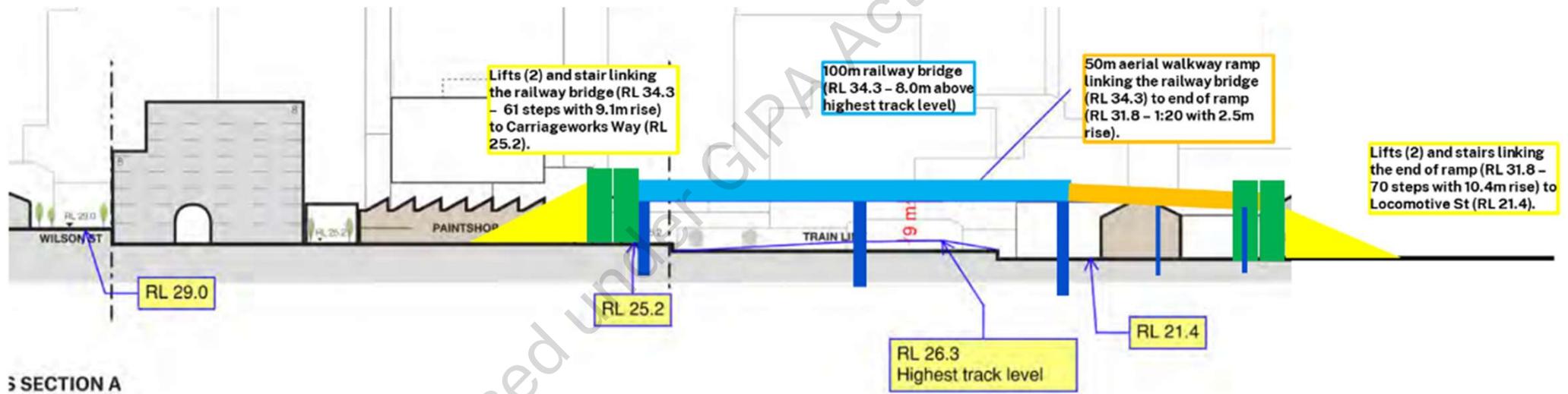
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Option 2 – Overbridge with Lifts / Stairs



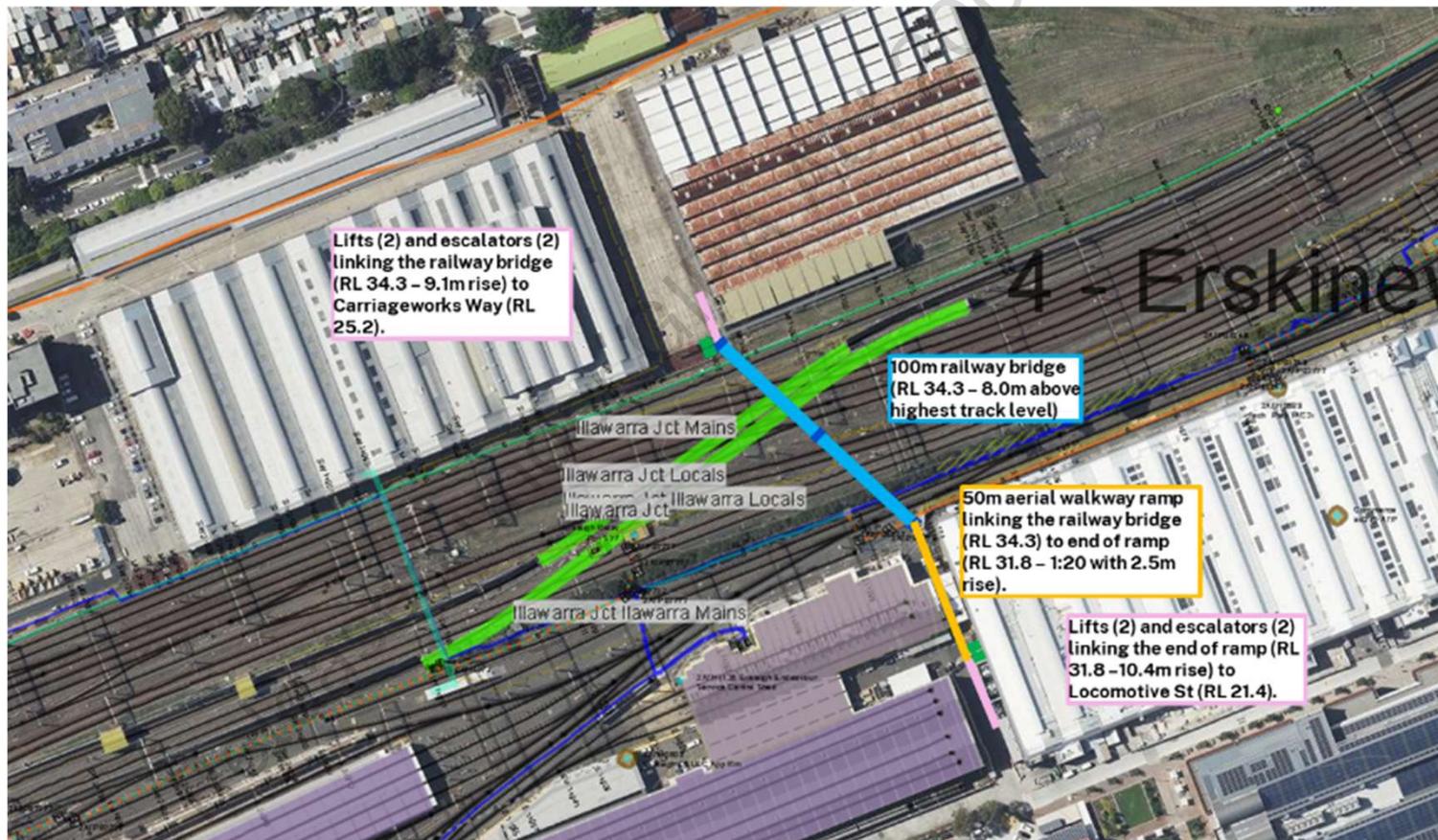
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Option 2 – Overbridge with Lifts / Stairs



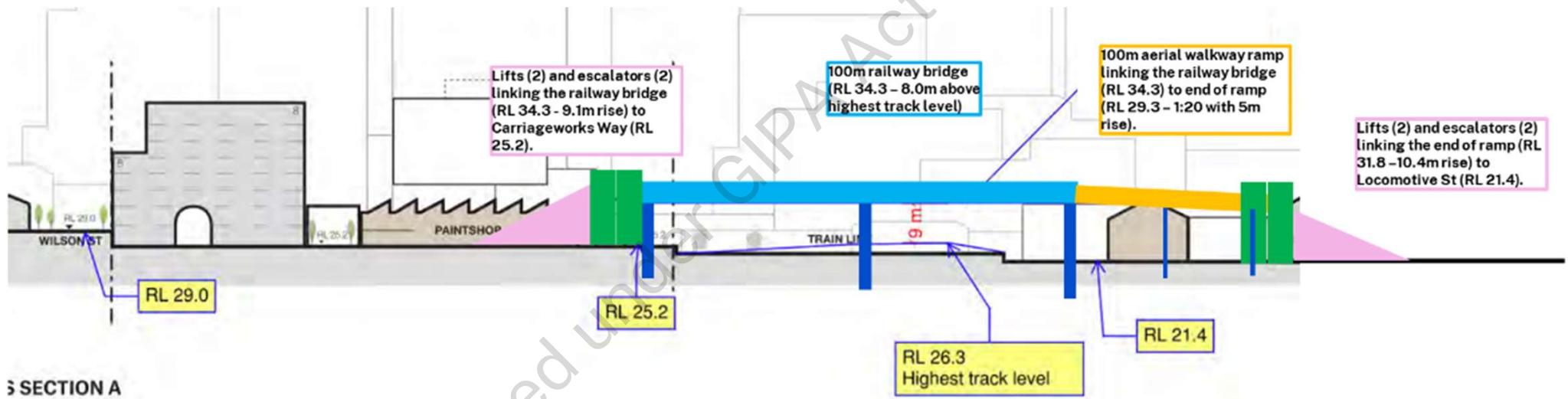
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Option 3 – Overbridge with Lifts / Escalators



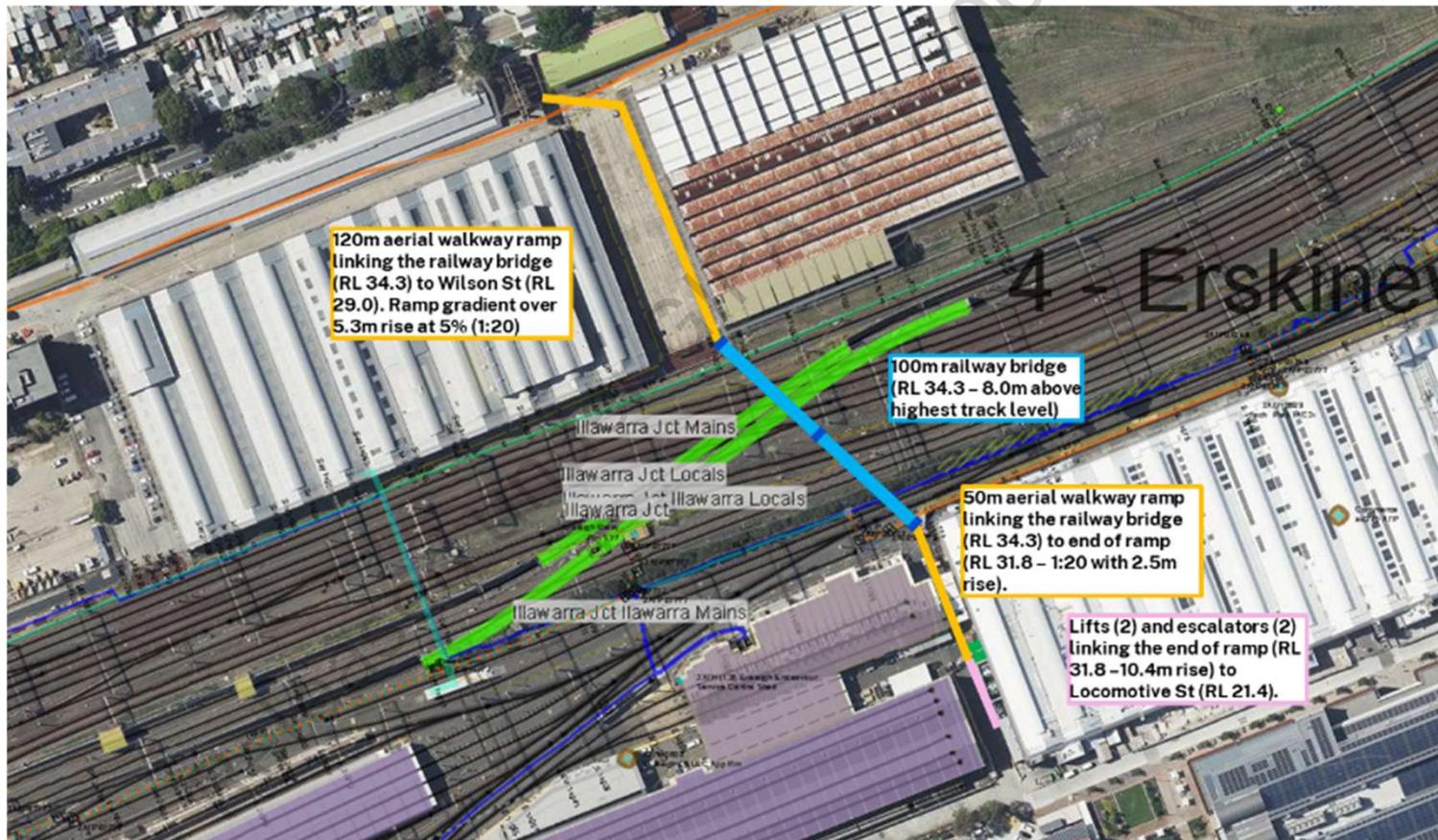
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Option 3 – Overbridge with Lifts / Escalators



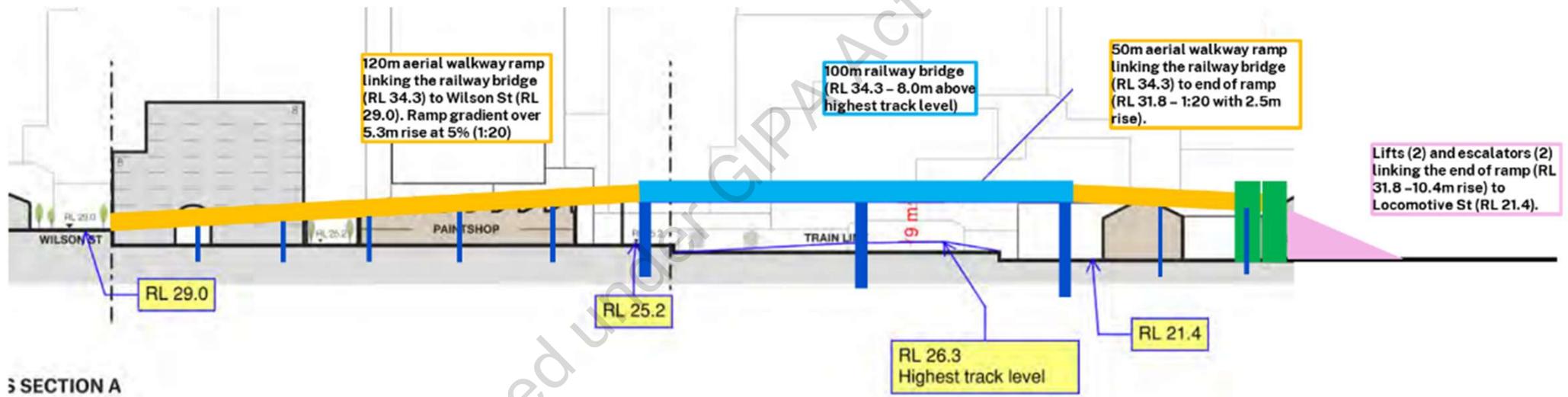
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Option 4 – Overbridge with Ramps / Lifts / Escalators



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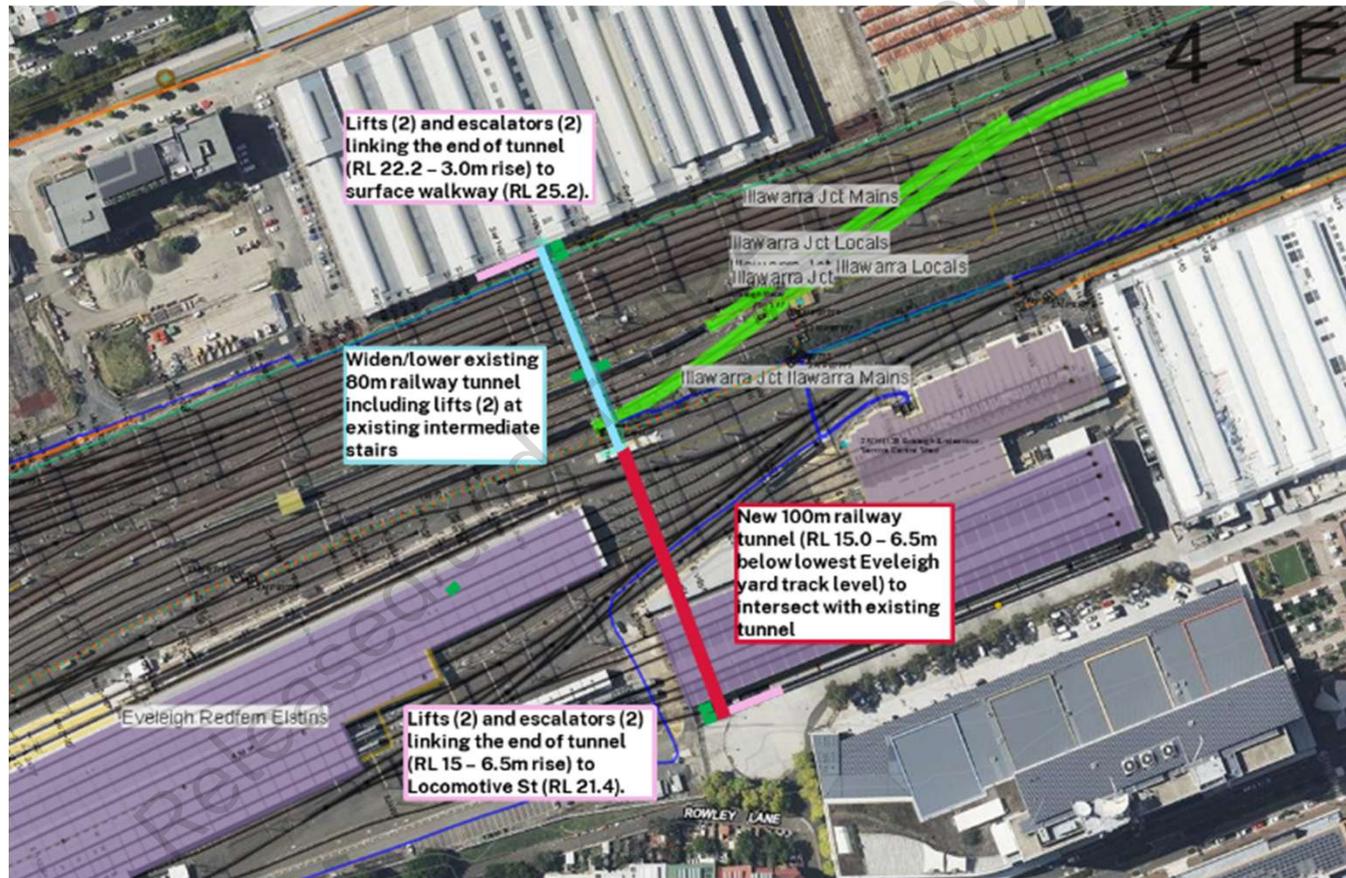
Option 4 – Overbridge with Ramps / Lifts / Escalators



SECTION A

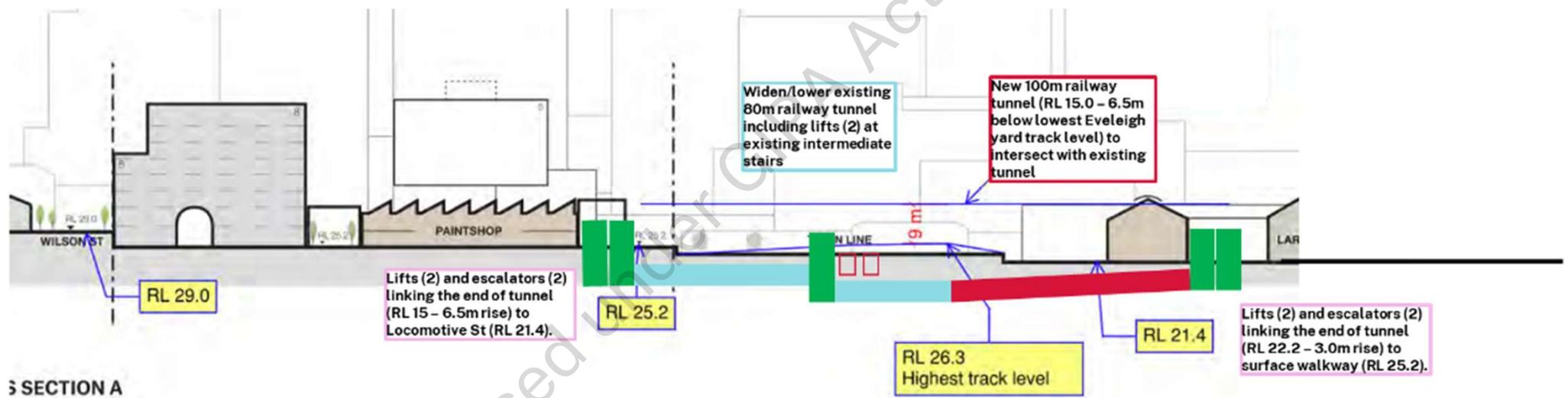
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Option 5 – Existing Tunnel with Lifts / Escalators



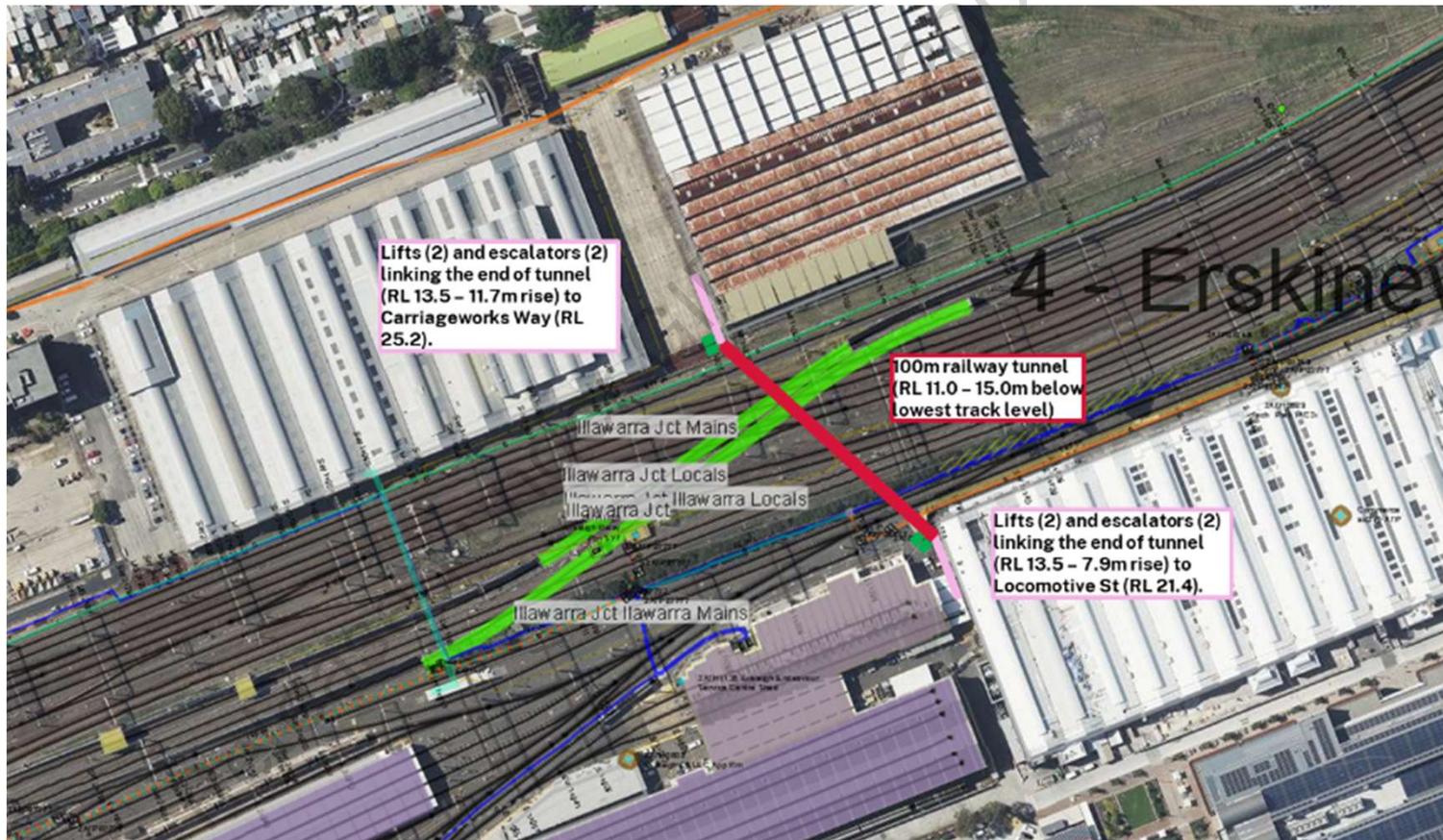
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Option 5 – Existing Tunnel with Lifts / Escalators



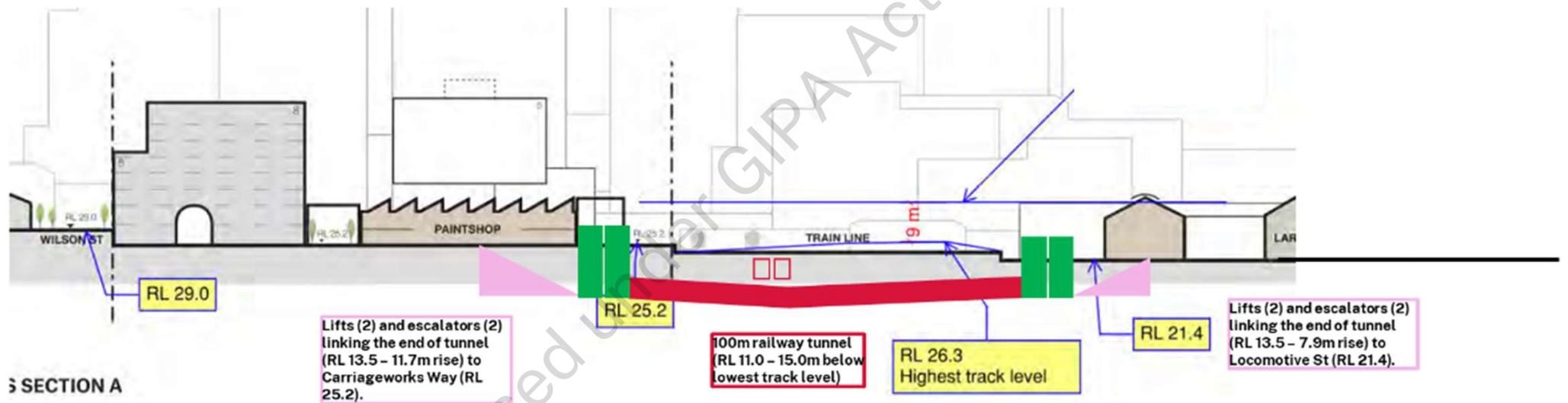
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Option 6 – New Tunnel with Lifts / Escalators



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Option 6 – New Tunnel with Lifts / Escalators



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03

Steel Truss Overbridge Launch

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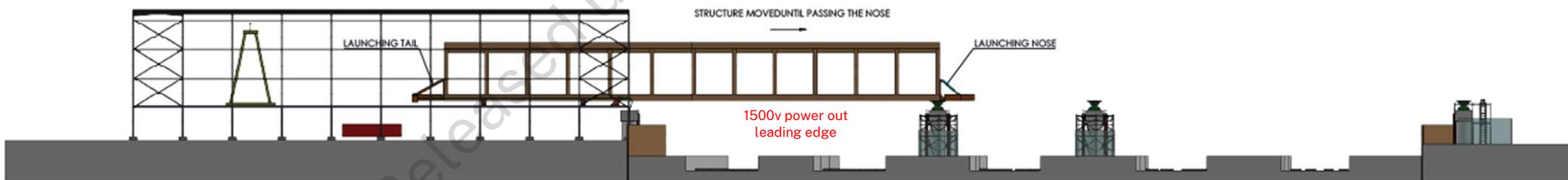
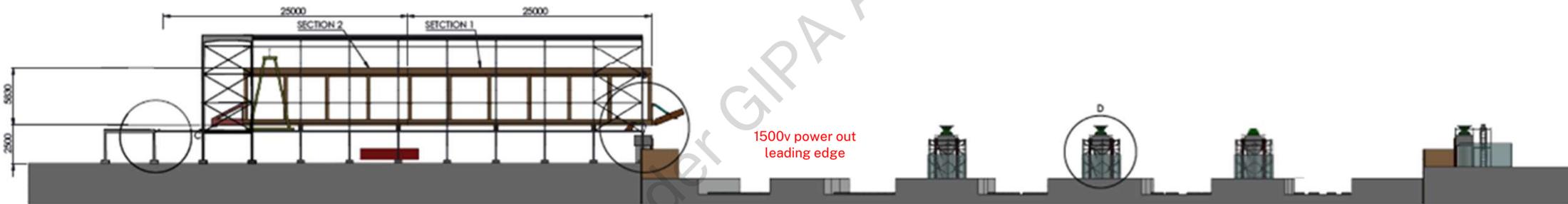
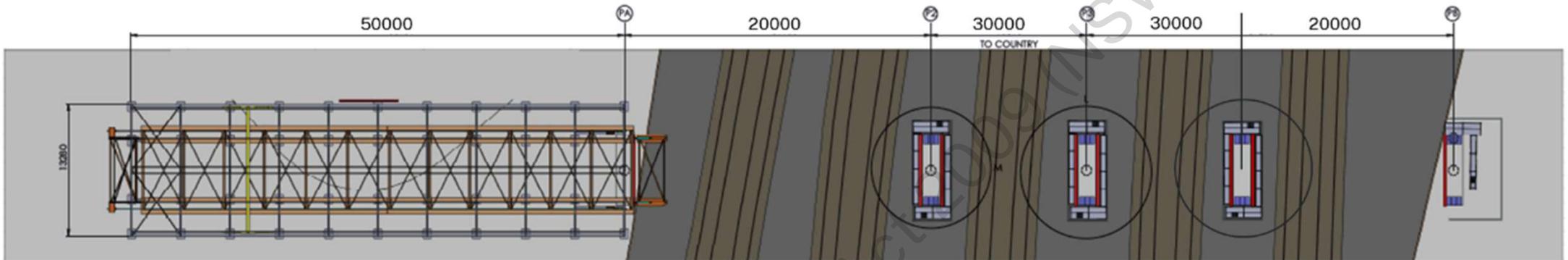


Steel Truss Overbridge Launch

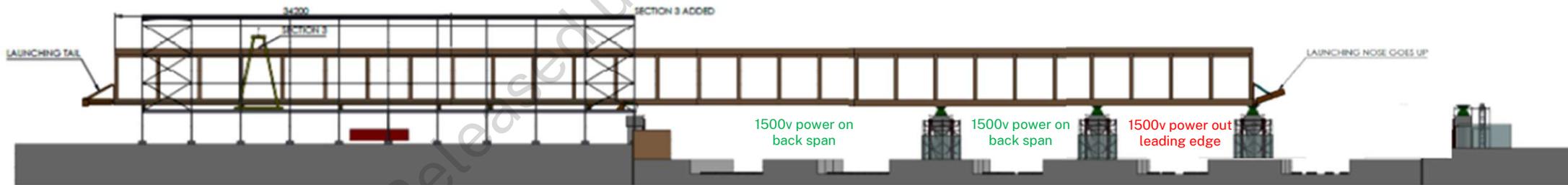
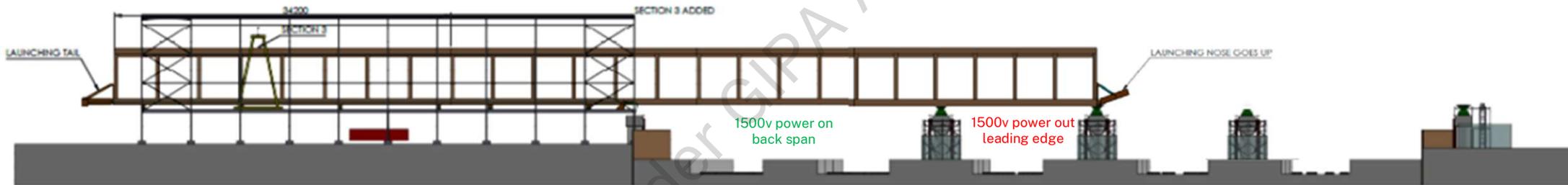
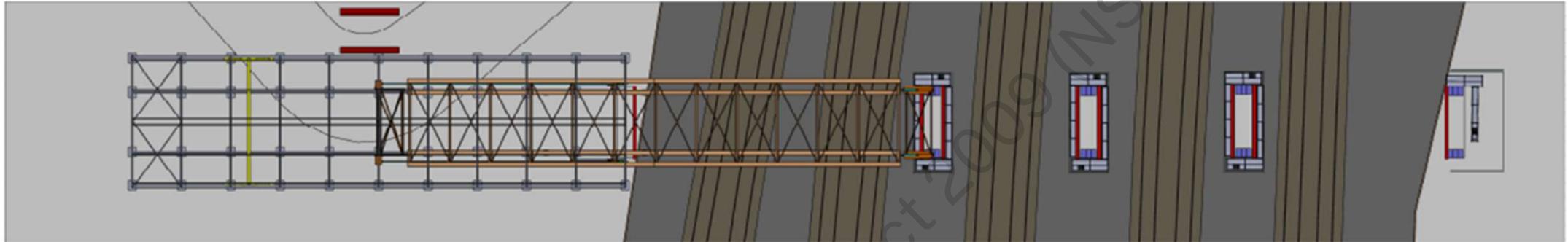


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Steel Truss Launch Sequence

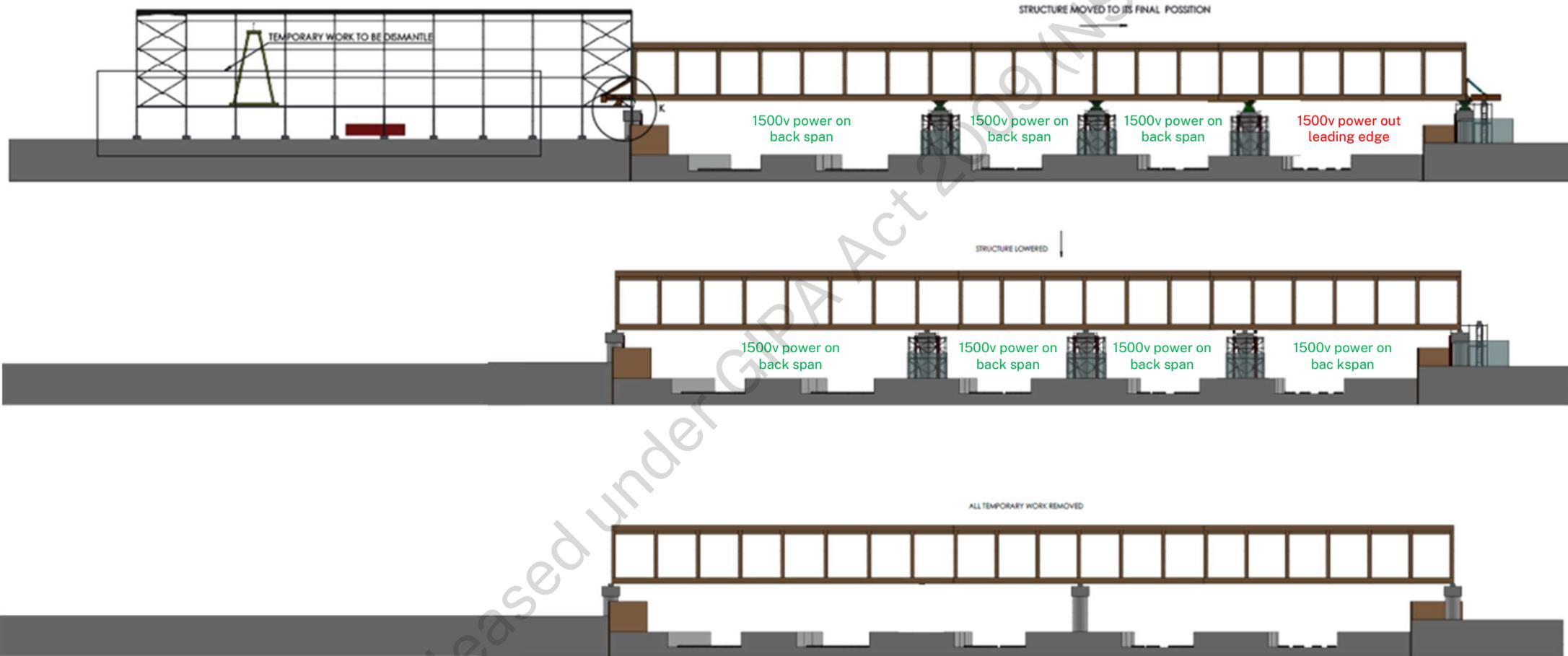


Steel Truss Launch Sequence



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Steel Truss Launch Sequence



04

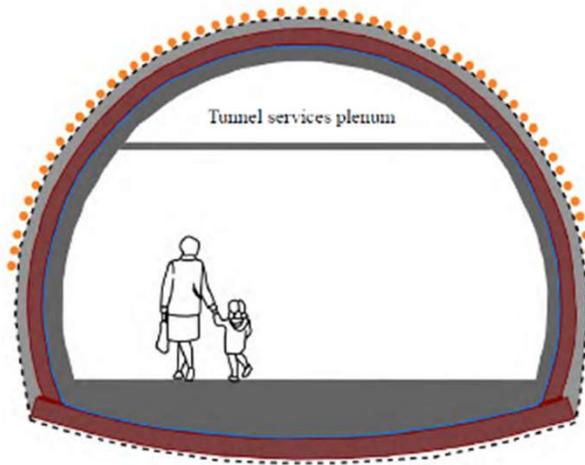
Tunnelling

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Tunnelling

New Tunnel



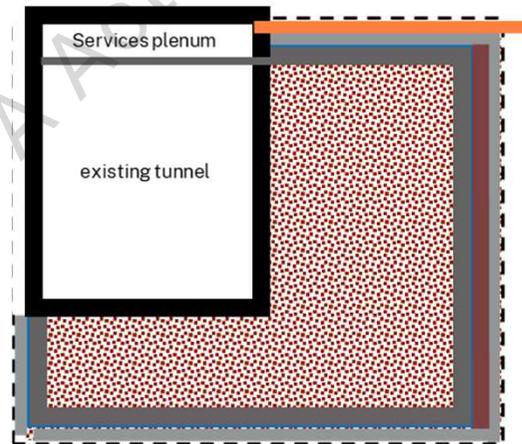
Tunnel Support

- Excavation profile – achieved using small road header or excavator
- Spiles/canopy tube pre-support
- Primary shotcrete lining
- Temporary steel sets
- Waterproofing
- Permanent cast in situ lining



Image from the Arncliffe Pedestrian underpass, completed 2.5m below running rail

Existing tunnel – widening/underpinning



Tunnel Support

- Excavation profile – achieved using small road header or excavator
- Spiles/canopy tube pre-support
- Primary shotcrete lining
- Temporary steel sets
- Waterproofing
- Permanent cast in situ lining



Image of existing tunnel

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05

Estimate Summary

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Project Schedule – Overbridge

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07

Option Assessment

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Option Assessment

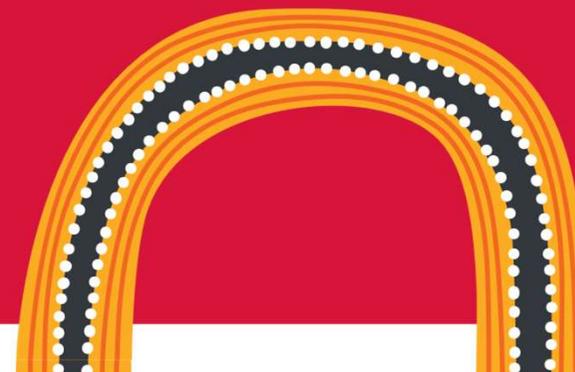
Assessment Criteria	Option 1 (Overbridge - Ramps)	Option 2 (Overbridge - Stairs / Lifts)	Option 3 (Overbridge - Lifts / Escalators)	Option 4 (Overbridge - Ramps / Lifts / Escalators)	Option 5 (Existing Tunnel - Lifts / Escalators)	Option 6 (New Tunnel - Lifts / Escalators)
Project OTP	Yellow	Yellow	Yellow	Yellow	Red	Orange
Pedestrian outcomes	Green	Orange	Yellow	Green	Orange	Yellow
Cyclist outcomes	Green	Orange	Orange	Yellow	Orange	Orange
Safety / Security (CPTED)	Green	Yellow	Yellow	Green	Orange	Yellow
Fire Engineering	Green	Green	Green	Green	Orange	Orange
Precinct connection	Green	Yellow	Yellow	Green	Orange	Yellow
Planning/ Heritage impacts	Orange	Yellow	Yellow	Orange	Orange	Green
Sydney Trains / operational impacts	Yellow	Yellow	Yellow	Yellow	Green	Yellow
Possession requirements	Orange	Orange	Orange	Orange	Green	Yellow
Project Budget	Orange	Yellow	Yellow	Yellow	Red	Red
Ranking	2	4	3	1	6	5

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08

Recommendation

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Recommendation

Option 4 – Overbridge (Ramps / Lifts / Escalators) is recommended to proceed as the preferred option:

- Provides the best pedestrian access
- Provides good cyclist access
- Provides the best precinct connection outcome
- Provides the best CPTED / security outcomes
- Provide good fire engineering outcomes

Option 4 – Overbridge (Ramps / Lifts / Escalators) risks include:

- Similar risk for Options 1, 2, 3 and 4 - State Significant Heritage approvals (i.e. either via EIS DPHI or S60 Heritage NSW)
- Identical risk for Options 1, 2, 3 and 4 - Steel truss launch methodology has not previously been delivered in Australia over 1500v OHW. However, during the development of the Redfern Station New Southern Concourse in 2020, a steel truss launch methodology was developed in consultation/support of Sydney Trains. Was not adopted as it did not result in schedule/savings for that specific site.