Sydney Metro is Australia’s biggest public transport project.

Services started in May 2019 in the city’s North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

Laing O’Rourke is delivering the new Sydney Metro platforms under Central Station as well as the landmark Central Walk - a new underground pedestrian concourse to help customers get around Sydney’s busiest railway station.

**Upcoming work at Central Station**

Work will continue in the following areas (subject to approval):

- Piling, station box excavation, shotcreting, archaeological excavation, demolishing existing structures, spoil removal and installing new concrete foundation slabs within former Platforms 13-15 and Sydney Yard
- Installing scaffold walkways and diversions at the north end of former Platforms 13-15
- Investigating and diverting services and ceiling panel removal in pedestrian tunnels, upper and lower Northern Concourse, Eastern Suburbs Railway (ESR) Concourse and Grand Concourse
- Reinforcing, supporting and preparing the Suburban Tunnel and Southern Baggage Tunnel for future works
- Cleaning and removing canopy and services on upper and lower Northern Concourse and Grand Concourse
- Piling activities, excavating, concreting, reinforcing beams, installing steel and demolition within hoarding on upper and lower Northern Concourse
- Building small services rooms beside entrance to Eddy Avenue
- Installing new services rooms within ESR Concourse hoarded work zone
- Removing existing station staff rooms and constructing new rooms on Platforms 16-17 and 22-23
- Installing hoarded work areas, demolishing sections of platform and concreting on Platforms 16-17, 18-19, 20-21 and 22-23 in preparation for Central Walk excavation work
- Finishing services relocation in Randle Lane and starting piling work at 20-28 Chalmers Street
- Excavating and installing services in Platform 1 and near Mortuary Station
- Delivering materials, services investigations, services diversions and relocations, surveying, monitoring and using pedestrian tunnels in off-peak hours
- Weekend closures of the Suburban Tunnel.

Due to the nature of some activities, to minimise impacts to customers and for the safety of workers, some of this work will occur outside standard construction hours and when trains are not running.

**Standard working hours**

Standard working hours are Monday to Friday, 7am–6pm and Saturday, 8am–1pm.

**Out-of-hours work**

Out-of-hours are Monday to Friday 6pm to 7am, Friday 6pm to Saturday 8am and weekends Saturday 1pm through to Monday 7am.

From **Saturday 26 October to Sunday 27 October** (48 hours continuously), work at the station end of Platforms 8, 9, 10, 11 and 12 and the upper and lower Northern Concourse areas of the station includes:

- Installing a new overhead wiring structure on Platform 8 and relocating the station staff room to Platform 10
- Preparatory work for existing roof canopy removal and new roof canopy columns
- Excavating for a new services trench
- Replacing the timber hoarding on Platforms 9, 10, 11 and 12 with original fencing and reinstall steps
- Inspecting columns on lower Northern Concourse.

During this time, new temporary timber hoardings will be installed. The stairs, lift and escalators will remain accessible.
Permanent Diversion to Suburban Tunnel entry from Grand and Northern Concourse

There will be a new way to access the Suburban Tunnel from October 2019 when the Grand and Northern Concourse entry to the Suburban Tunnel is permanently closed. Customers should follow advice from staff and signs to enter the Suburban Tunnel from a new entrance beside the former Platform 15 lift. Access to all Platforms 16-23 and Platforms 24-25 using the ESR Concourse will be maintained.

Site access
- Spoil removal, machinery and material deliveries will be made via Sydney Yard Access Bridge located at Regent Street
- Deliveries to loading dock off Pitt Street will occur each evening and overnight
- Vehicles and deliveries will access 20-28 Chalmers Street via Randle Lane. During the month, Randle Lane will be a no through road at times to general traffic but local access will be maintained at all times
- At times during the month there will be delivery and removal of large equipment on Randle Street. This may be outside of standard construction hours.
- Some high-rail vehicles will access the rail corridor via Chalmers, Elizabeth and Gibbons street entrances.

What to expect
- At times this work will be noisy. To minimise noise, high-noise generating activities are scheduled (where possible) during daytime hours
- Noise generated by various work activities may be heard while moving around the underground concourses and tunnels within the station
- Machinery used during the month will include crawler cranes, piling rigs, excavators, vacuum trucks, concrete trucks, tipper trucks and construction vehicles, hand and power tools including jackhammers and concrete saws.

Map of construction work zones

Thank you for your cooperation while we complete these essential works.

If you have any questions please contact the Stakeholder and Community Team on 1800 171 386 (24 hour community information line) or centralstationmetro@transport.nsw.gov.au.