

APRIL 2022

One of the escalators leading from Central Walk to the suburban platforms.

Finishes in Central Walk

Central Walk is a new underground pedestrian concourse at Central Station that will better connect passengers to trains, light rail and the new Sydney Metro underground platforms.

Works in the new concourse have progressed substantially since bulk excavation was completed in August last year, with the focus now turning to fit-out and finishes. The same type of reinforced cement cladding panels used in the metro box are being used to clad the walls. Services and lighting are being installed throughout, and the escalators to Platforms 16-23 are currently being installed. The escalators on the southern half are nearing completion, and works are in early stages to install the escalators on the northern side.

The new concourse will be completed and delivered in a staged manner. The first stage will connect the lower Northern Concourse to Platforms 16-23 via the North-South Concourse. The southern half of the walkway will open first, followed by the northern section. This will ensure that the public gains access as soon as possible.

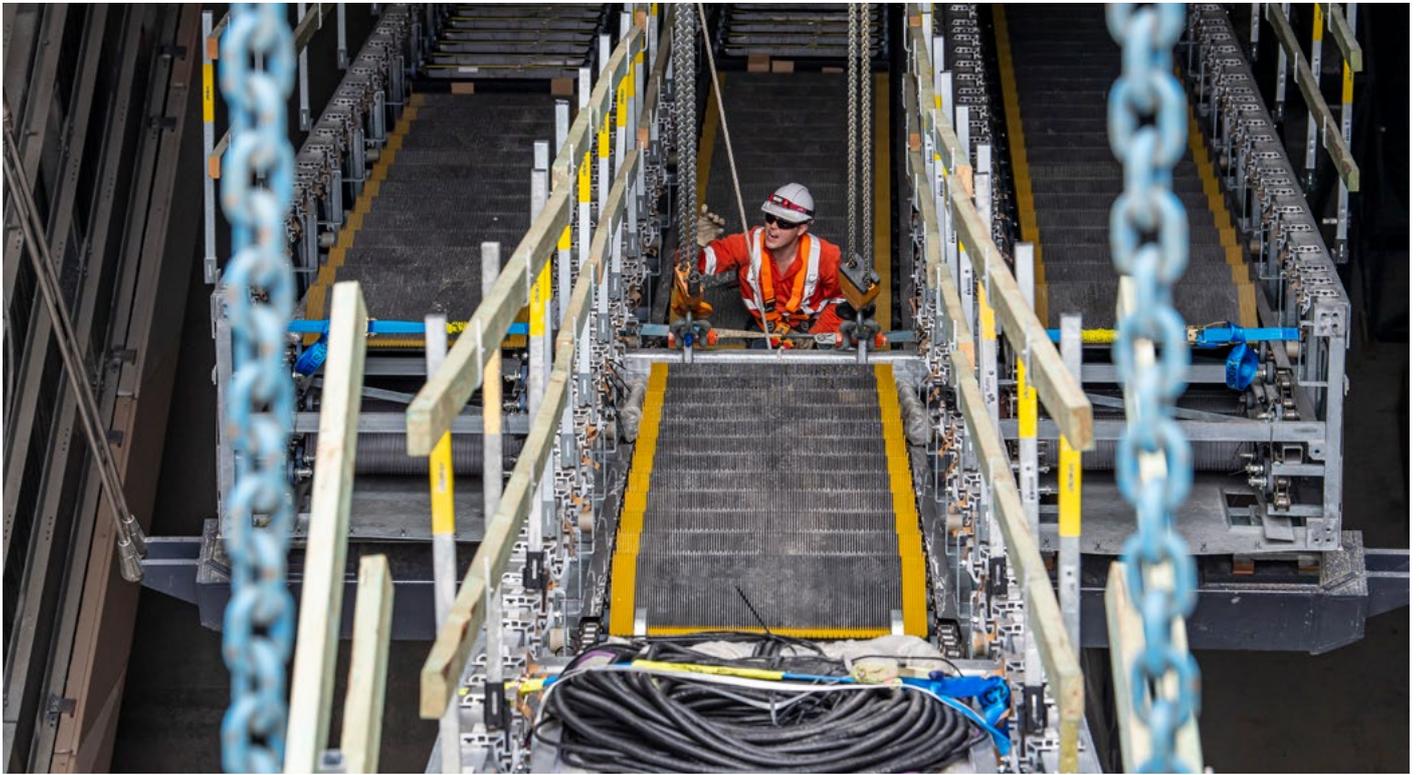
Once the Chalmers Street entrance opens, Central Walk will be open from that point through to the suburban platforms.

Once complete, Central Walk will improve accessibility around the station, and make it easier to navigate between the suburban, regional, intercity train and coach services, light rail and metro rail services.

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.



Installation of an escalator section underway.

Installing the longest escalators in the Southern Hemisphere

As part of the Sydney Metro works at Sydney's Central Station, three massive sets of escalators have been installed to eventually carry customers between the new North-South Concourse and the metro platforms 25 metres below.

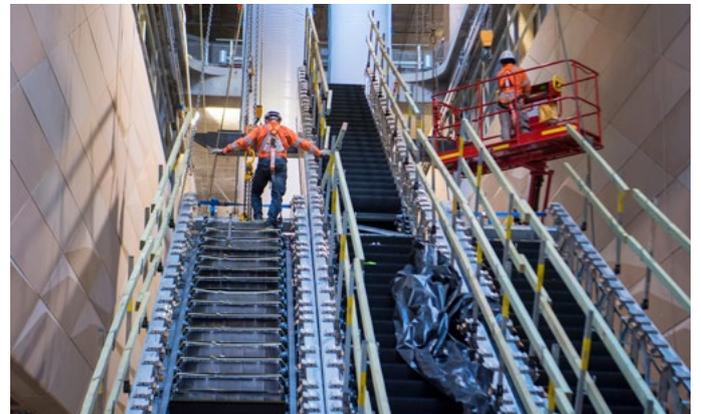
The escalators are impressive, with each set made up of three 45-metre-long escalators, weighing a total of 26 tonnes each.

The process involved using a series of anchor points to stabilise and manoeuvre each escalator piece into position. They were then joined together as they were supported off the support steelwork hanging from the concourse slab above.

The final section of the installation involved lifting in an 11-tonne segment of escalator, 15.5 metres in length, through a mole hole in the traffic deck. With only a clear

opening of 13 metres, the work required a complicated system of lifting mechanisms to change the angle of the escalator section as it was lowered into place.

Out of the 42 escalators to be installed as part of the Central Station Metro works, over half are in place. Some are already operational, and some have fit-out underway.



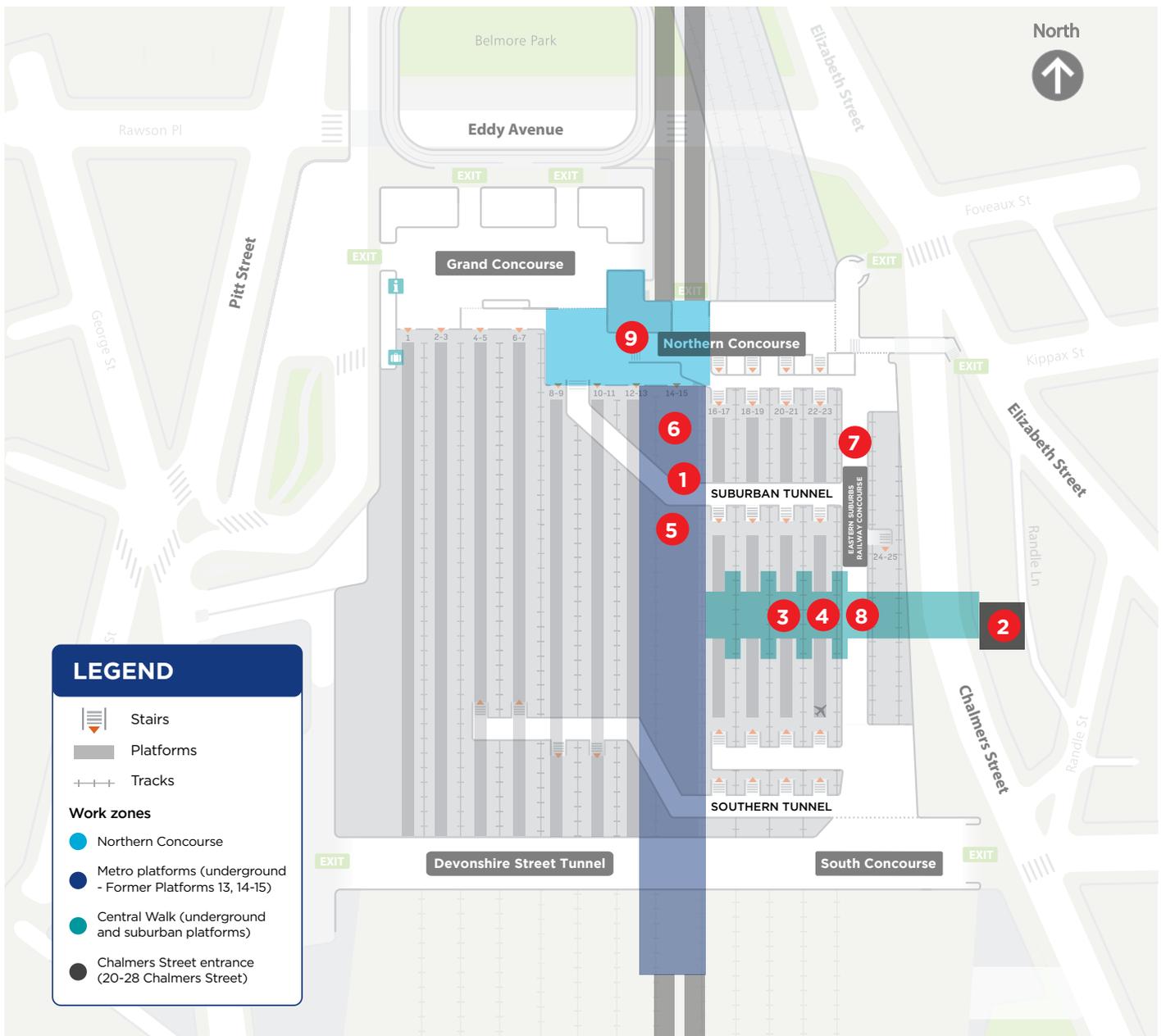
Workers installing the new escalators.

The new station entrance on Chalmers Street

After months of excavation and works below ground level, the new entrance to Central Station is starting to take shape above the ground. The first part of the structure to emerge was part of the building that houses a services duct to carry fresh air, plumbing, and electrical services. In the coming months, the rest of the entrance will be constructed, and then fit-out will begin. A set of escalators and two lifts will be installed to carry people from ground level down to Central Walk.



Construction at the new station entrance viewed from above.



Three-month lookahead

Activity (subject to change)	April	May	June
1 Installing services within the metro box	●	●	●
2 Scaffolding, steelwork, installing formwork and concreting at the 20-28 Chalmers Street site	●	●	●
3 Tiling and installing GRC and services in Central Walk	●	●	●
4 Excavating and concreting work within hoardings on Platforms 16-23 for Central Walk works	●	●	●
5 Reinstating platforms and tracks 13-14	●	●	●
6 Installing services and finishes to the ventilation buildings above the metro box	●	●	●
7 Services installation in the ESR and Ghost Platforms	●	●	●
8 Platform rellevelling works on Platforms 16-23 (during rail possession weekends)	●	●	●
9 Working on the ceiling in the lower Northern Concourse	●	●	●



The Central Station Metro project has reduced carbon emissions by 22 tonnes of carbon equivalent by using biodiesel where practicable.



Special noise dampening rubber mats were placed under the tracks above Central Walk to help lower noise levels for pedestrians.



With track construction in the tunnels completed, the focus is now on mechanical and electrical fit-out.

Track construction completed through Central Station and the tunnels

Track construction through Central Station and in the twin tunnels either side of the station has now been completed.

The final section of tunnel track for the area was recently concreted into place between Central Station and Pitt Street Station.

To complete these sections of track about 8,000 sleepers and 90 lengths of Australian steel rails, each weighing over 7 tonnes, were carried into the tunnels.

The sleepers were laid out along the tunnel floor before a machine with hydraulic arms lifted the 120-metre-long sections of steel rail onto the sleepers, with workers clipping them into place.

In the final stage of construction, the track was raised with jacks and precisely aligned before being

permanently locked into position using a hi-tech formulation of concrete.

With tracklaying completed in the tunnels and through Waterloo and Central stations, fit-out of the dual tunnels has begun, using specialised rail wagons.

The mechanical and electrical equipment being installed includes all the things needed to turn the tunnels and tracks into a working railway such as fire mains, walkways and brackets supporting cable trays containing high and low voltage cabling, signalling and communication systems.

Construction of the Sydney Metro City & Southwest Line-wide Works, including work in the tunnels, is being delivered by a joint venture of CPB Contractors and UGL Limited.

For more information on the tunnel fit out work, email linewidemetrol@transport.nsw.gov.au

Want to stay in touch?

 **1800 171 386** Community information line open 24 hours

 sydneymetro@transport.nsw.gov.au

 **Sydney Metro City & Southwest**, PO Box K659, Haymarket NSW 1240

 If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**