



Finished track in the cross-over cavern

Barangaroo Station

Barangaroo Station will provide easy access to the culturally vibrant harbourside precinct and the new ferry hub. It will provide visitors and locals with access to faster and more reliable transport.

Track laying completed

Track construction along both platforms of Barangaroo Station, and in the twin tunnels to the north and south of the station, has been completed.

The specially engineered cavern and track between the station and the harbour crossing, known as the Barangaroo cross-over, has been completed. This will enable the metro trains to change direction in the tunnels.

The work, together with recent completion of the trackway through Martin Place Station, brings 18 months of track construction through the twin 15.5kms tunnels and seven underground stations of the Sydney Metro City & Southwest to an end.

In the tunnels to the north and south of Barangaroo, more than 6.5 kilometres of track has been laid between Victoria Cross and Martin Place stations, using almost 10,000 sleepers.

With the track through Barangaroo Station and the cross-over cavern now completed, the mechanical and electrical installations of the equipment needed to operate the driverless metro train system can now

Sydney Metro is Australia's biggest 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, with new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of metro rail.

BESIX Watpac has been awarded the contract to build Barangaroo Station. BESIX Watpac will deliver the station fit-out and associated landscaping and civil works, including the re-alignment of Hickson Road.

Systems Connect (an unincorporated joint venture between CPB Contractors and UGL Limited) is delivering line-wide work which includes installing metro rail track, power systems, communications, signalling systems and infrastructure to turn the excavated tunnels into a working railway between Chatswood and Sydenham.

The Trains, Systems, Operations & Maintenance (TSOM) group have been engaged to deliver the communication and signalling systems and the platform screen door installation.

be completed using specially equipped rail vehicles, designed to safely move personnel, machines, and equipment through the tunnels.

These installations include 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, and the overhead wiring used to power the trains.

Platform screen doors

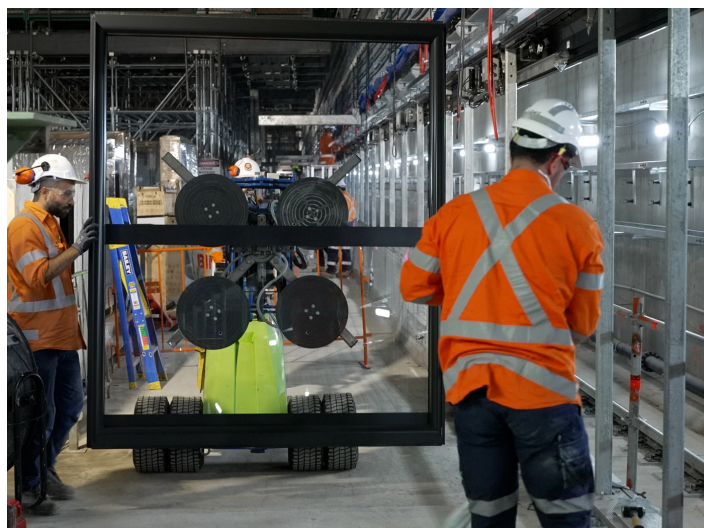
The installation of platform screen doors has commenced on the platforms, with preparation work complete and installation of the door frames now underway.

Glass panels are being fitted in the frames using specialised glass lifting equipment.

The state-of-the-art glass doors each weigh 200 kilograms and reach 2.7 metres in height to provide a platform-to-ceiling barrier between the track and platforms at Barangaroo Station.

The new screen doors will make platforms safer for customers and improve travel efficiency by allowing trains to get in and out of the station much faster.

More than 2.7 kilometres of platform screen doors will be installed at the new Metro stations between Chatswood and Sydenham including Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Central, Waterloo and Sydenham – 340 metres at each station.



Glass panels being installed at Barangaroo

More benefits of the new doors include:

- Increased safety: separation of the platform from the track area offers customers maximum protection from arriving and passing trains
- Improved reliability and punctuality: customers can move along the platform more efficiently
- Increased frequency of trains: shorter intervals between trains, with a train arriving every four minutes, increasing the capacity of the transport system.



Installation of platform screen doors

Lifts and escalators installation

At the Barangaroo Station site, escalators and lifts are being installed that will carry passengers from the surface down into the underground levels.

Installation has been completed for seven of the 10 escalators. Each escalator weighs around 13 tonnes and measures 25 metres in length.

Two elevator structures have also been installed. This involved lifting in four prefabricated steel frames, weighing between 4.0-4.5 tonnes each, into the station box, then moving them into position where they were bolted together to form the two lift shafts.



Installation of escalators to the station platform



Crane moving structural steel for the lifts

Critical plant rooms and finishes

Also underground, the team has been working to finish concreting work and structural steel installations and progressing the fitout of rail infrastructure rooms. There are over 50 rooms across the six levels of the station and they will house plant and equipment critical to the safe and efficient operation of the station.

While the plant rooms will be behind the scenes, the finishes of the station will be front and centre for commuters who will be able to enjoy the beautiful sandstone cladding currently being installed to the walls of the station.

Fast facts

	2,706 total number of inductions		349,383 total hours worked since Oct 2021		210 average number of workers onsite
	156,250 total blocks placed		8.5km total cable installed		415 tonnes of structural steel installed

Data current at 1 October 2022

Hickson Road traffic switch

Sydney Metro’s Barangaroo Station team reached another major milestone with traffic on Hickson Road switching to a temporary alignment on 14 July 2022.

In addition to the new temporary road alignment, speedhumps, entry gates, hoarding and signage will be in place until early 2023.

The team at BESIX Watpac has completed demolition of the previous Hickson Road alignment including removing the bridge structure and road surface. Construction of the ventilation pod structures that will service the tunnels is progressing well.



The two alignments of Hickson Road, side by side. Demolition commenced on the Hickson Road alignment in July (far left), while traffic has been diverted to the temporary alignment.

Six-month lookahead

Activity (subject to change)	Nov '22	Dec '22	Jan '23	Feb '23	Mar '23	Apr '23
Station fit out, including critical plant rooms, fixtures, fittings and finishes	●	●	●	●	●	●
Installing station escalators and lifts	●	●	●	●	●	●
Installing platform screen doors	●					
Delivery of plant and materials to the site	●	●	●	●	●	●
Continued closure of pedestrian access along Hickson Road between Dalgety Road and High Steps	●	●	●	●	●	●
Building the new permanent Hickson Road alignment including the ventilation pods and utilities	●	●	●	●	●	●
Installation of northern canopy	●	●	●			
Landscaping and other public domain work			●	●	●	●
Backfilling and demolition of the northern shaft acoustic shed on Hickson Road under Dalgety Bridge				●	●	●

Activities and timing are indicative and subject to change

Want to stay up to date?

We will continue to provide regular updates through our monthly updates and weekly emails. If you would like to keep up to date with construction progress please contact barangaroometrostation@transport.nsw.gov.au

Contact Us

If you have any questions or would like more information please contact our project team:

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