



Customers now have easier access from Chalmers Street direct into Central Station.

New station access from Chalmers Street

The new Chalmers Street entrance opened in November 2023 and provides direct access to the landmark Central Walk, an underground pedestrian concourse that helps customers find their way around Australia's busiest railway station.

Central Walk includes a 19-metre-wide, 80-metre-long tunnel from Chalmers Street to the new Sydney Metro platforms under Central Station.

Works at the Chalmers Street site commenced in early 2019, with the removal of the former Bounce Hostel. Access to the area for construction was complex, with Light Rail services running on Chalmers Street in front of the site and the narrow Randle Lane at the rear of the site used for all deliveries. Approximately 19,000 tonnes of ground material were removed to excavate the entrance – equivalent to three Olympic swimming pools.

Excavation reached 16 metres below ground at the deepest point to accommodate services.

The building fire in May 2023 near the new Chalmers Street station entrance damaged the roof, rear wall and electrical systems. In the months after the fire, the damaged materials were removed and replaced, and clean up undertaken.

Customers can now easily interchange between the Chalmers Street Light Rail stop and the railway station, with two new lifts and a set of escalators to carry customers between street level and Central Walk.

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 in 2024, with new metro railway stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Gadigal and Waterloo, and new metro platforms at Central, and then onto Bankstown in 2025.

Laing O'Rourke delivered 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 Australia's busiest railway station.



Demolition of Platforms 14 and 15 made way for the excavation of the new metro platforms 27 metres underground.



The traffic deck above the new platforms provided access for 24/7 excavation, with rail lines operating either side.



Track work was undertaken on Platforms 16-23 to prepare for the excavation of Central Walk below.



528,000 tonnes of soil was removed during excavation of the metro platforms, enough to fill 88 Olympic swimming pools.



The Northern concourse roof was fabricated off-site and lifted in place one piece at a time during overnight rail shutdowns.



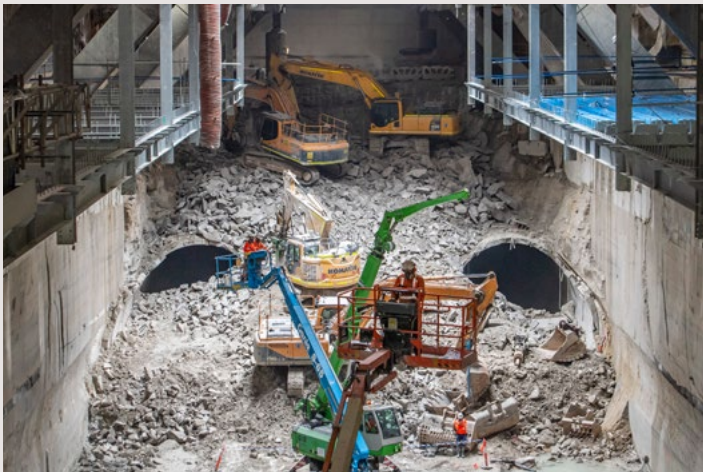
Multiple machines worked together to clear 230 metres of tunnel lining.



21 diamond shaped skylights provide sunlight through the 80 metres long and 40 metres wide roof.



Six escalators were lifted in place through the roof of the building at the Chalmers Street entrance.



Metro construction at Central Station was unique from other City & Southwest stations, built in a top-down sequence rather than an open cut dig.



Approximately 1,000 red tiles were installed as part of the public art in the North-South concourse.



Central Walk was opened in multiple stages to allow new areas to be accessed by customers as soon as possible.



Platforms 13 and 14 were reinstated following the completion of all major works underground.

FAST FACTS



Over five years, 7,466 people were involved in delivering the Sydney Metro upgrade at Central Station.



664 solar panels were installed at Central Station, producing 366.3 megawatt hours of solar energy each year.



Members of the Sydney Metro and Laing O'Rourke teams prior to opening Central Walk.

Teamwork from design through to construction

Key to the successful delivery of the Central Station Metro project were the people involved throughout, whether they were staff members, subcontractors or stakeholders. An important outcome of the project for the team was to leave a lasting positive legacy to the community, which was achieved through working with local charities and a local high school.

During construction, Laing O'Rourke undertook over 90 community initiatives. The team volunteered 1,100 hours in the community, worked

with 17 supply-chain partners on local initiatives, raised more than \$130,000 via fundraising campaigns, and made substantial in-kind donations to two partner charities, Women's and Girls Emergency Centre at Redfern and Salvation Army's Foster House in Surry Hills.

The Central Station Metro team also offered an inspiring STEM+ (Science, Technology, Engineering and Mathematics) programme to local high school, Sydney Girls High. As an approach to encourage gender diversity in the construction industry, the programme aims to engage early and educate students on the opportunities available in construction. Over three years the

STEM+ programme highlighted the diverse range of pathways available into the industry, and the breadth of roles that construction has to offer.



Laing O'Rourke STEM+ programme with Sydney Girls High

Have your say

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

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