

THREE NEW LIFTS OPEN AT MUSEUM STATION

THE UPGRADE OF MUSEUM STATION IS NOW COMPLETE INCLUDING A NEW LIFT CONNECTING THE STATION'S ENTRY (ON THE CORNER OF ELIZABETH AND LIVERPOOL STREETS) TO THE UNDERGROUND STATION CONCOURSE, AS WELL AS TWO NEW LIFTS BETWEEN THE STATION CONCOURSE AND PLATFORMS.

MUSEUM STATION IS THE LAST OF THE CBD STATIONS TO BE MADE ACCESSIBLE WITH LIFT ACCESS. THE \$46 MILLION UPGRADE WAS PART OF THE NSW GOVERNMENT'S TRANSPORT ACCESS PROGRAM DELIVERING MODERN, SAFE AND ACCESSIBLE PUBLIC TRANSPORT.



Southern concourse with new lift

The Museum Station Upgrade provides improved access for customers now and for many years to come while preserving the heritage significance of the station.

The upgrade includes a new accessible ramp at the station entrance, and the refurbishment of toilets within the concourse including a new family accessible bathroom.

REFURBISHED HERITAGE FEATURES

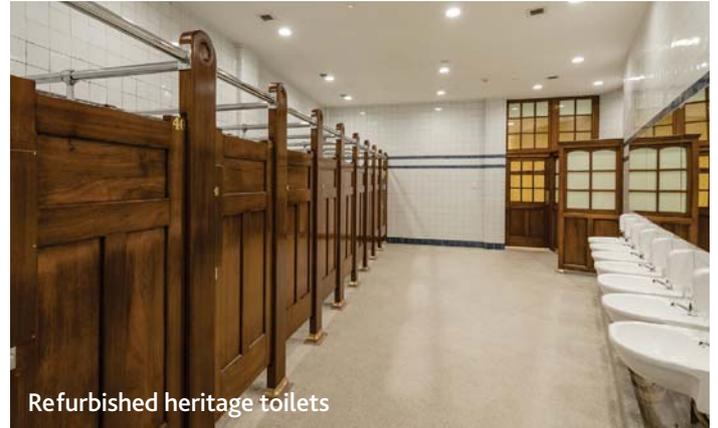
As part of the upgrade, heritage features of the station were retained and refurbished including tiling, bathroom fittings, ceilings, balustrades, and the cast iron framed barrier portal over the ticket gates in the southern concourse.



Refreshed platforms including new tactile indicators



New Qpal ticket gates on southern concourse



Refurbished heritage toilets

REFURBISHING HERITAGE TOILETS

Refurbishment of the toilets is also now complete. Originally opened in 1928, the toilets have now been upgraded for accessibility while retaining many of the original heritage features.

The new facilities include refurbished original timber doorframes, granite partitions, and wall tiles. The refurbishment also includes new porcelain basins, toilets and Art Deco urinals.



DID YOU KNOW?

The historically significant **Museum Station** was the first of two underground railway stations to operate in Australia, the other being St James Station. The Department of Railways started construction of Museum and St James Stations in 1922 and they opened on the same day in 1926.

John Bradfield designed Museum Station as a single main tunnel arch in concrete spanning both platforms and two centre tracks. The Station is an example of a small scale Inter-War Stripped Classical Building. It is free of columns and other structures in the European 'tube' style tradition.



Source: State Records NSW

MUSEUM STATION MAP AND FACILITIES



Correct as of November 2016

Station Facilities

- | | | | | | |
|--|--------------------------|--|----------------------|--|---------------------------------|
| | Opal Card top up | | Emergency Help Point | | Ramp |
| | Station entrance | | Stairs | | Accessible toilet |
| | Public toilet | | Escalator | | Hearing Loop |
| | Payphone | | Lift | | City of Sydney Cafe development |
| | Passenger display screen | | | | |

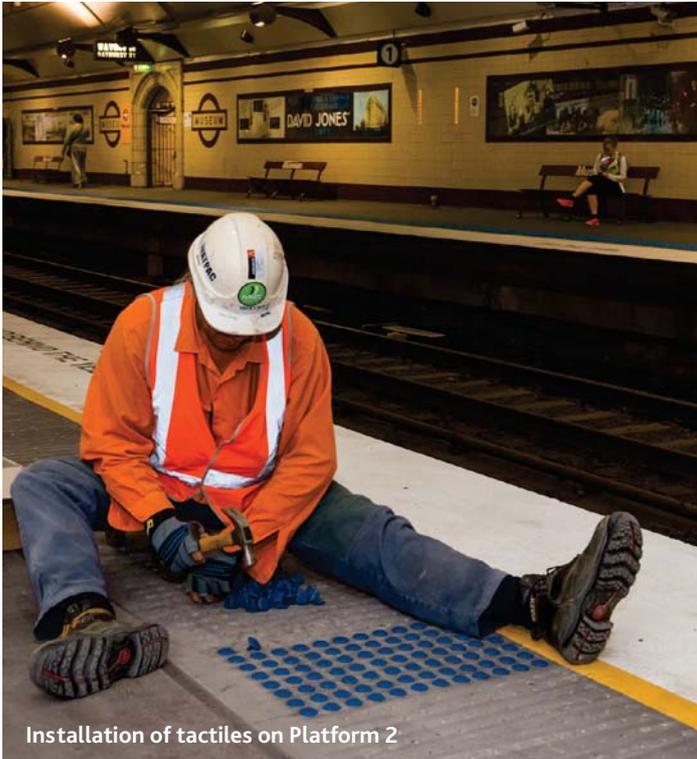
Lines serviced

- T2 Airport Line T2 Airport Line
- T2 Inner West & South Line
- T3 Bankstown Line
- Southern Highlands Line

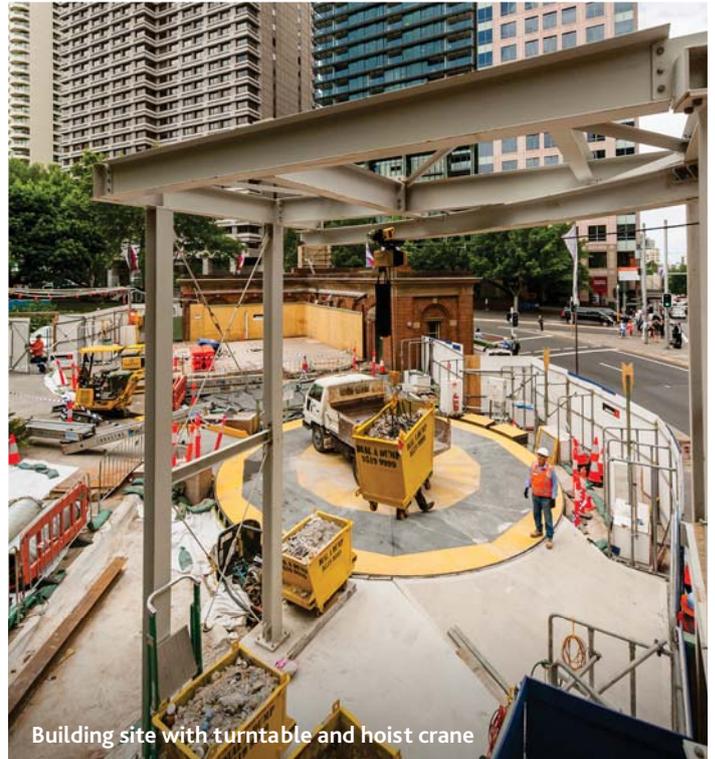
ABOUT CONSTRUCTION

Close to one million tactile indicators were installed by hand along Platforms 1 and 2.

The use of a truck turntable and hoist crane enabled work to continue on the station with minimal disruption to pedestrians. The truck turntable allowed up to 27 truck movements per day.



Installation of tactiles on Platform 2



Building site with turntable and hoist crane

NEW HYDE PARK SOUTH CAFÉ

The City of Sydney is now working on finalising the design of a new café at Hyde Park South – next to Museum Station. The new café will sit respectfully alongside the original heritage Museum Station allowing views of the old facades and provide a new connection from the station directly to Hyde Park. A new paved terrace will allow alfresco café dining in a parkland setting.

For more information about this project please contact **Russell Kosko**, Project Manager on rkosko@cityofsydney.nsw.gov.au or 9265 9333 or visit www.cityofsydney.nsw.gov.au



Andrew Burns Architects

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