

To the NSW Department of Planning & Infrastructure

This submission is in response to the CSELR EIS currently on exhibition.

This submission is on behalf of the residents of Alison Road (and neighboring streets) who have formed a group, Need Alison Road Parking (NAP)

NAP does not support the CSELR based on the EIS.

Please view our petition with signatures & comments here: <http://tinyurl.com/l6l7dgw>

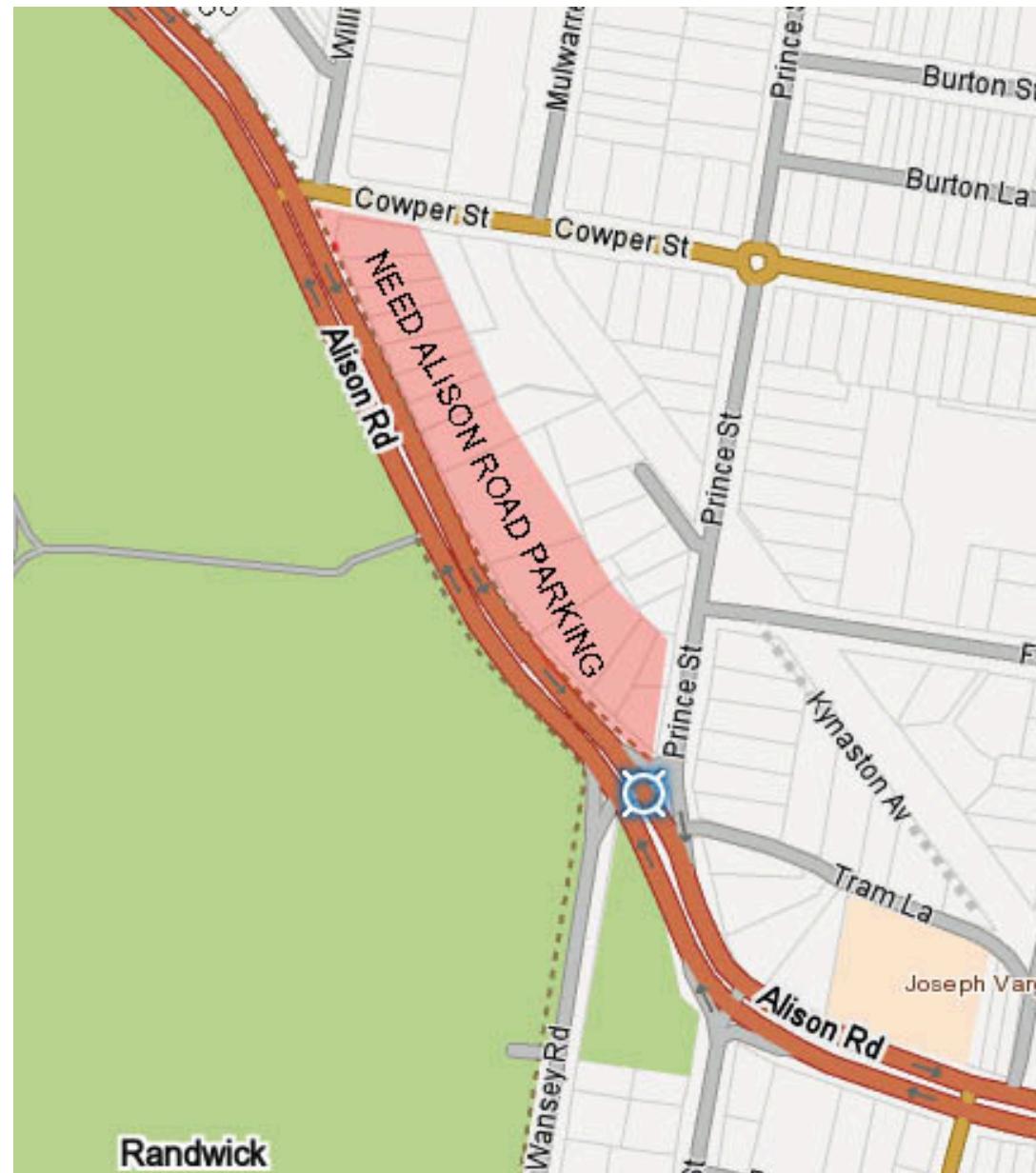
## From the residents of Alison Road and Neighbouring Streets, Randwick Precinct

### 1. An Introduction

- We support the introduction of light rail to Randwick as we believe the light rail will make it easier for Randwick residents to get to and from the city as well as servicing the UNSW, TAFE and hospitals, and we see it as a part of a positive plan for the ongoing development of our beautiful suburb.
- Alison Road is a major link connecting the eastern suburbs road network to the Sydney Road network. NAP (Need Alison Road Parking) is a group of residents of Alison Road between Prince and Cowper Streets, Randwick. Our section of Alison Road is classified as 'medium density housing' and is primarily made up of unit blocks, some with garages, and some who are dependant upon on-street parking.
- We currently have on-street parking for 84 vehicles on the northern and southern side of Alison Road and 85-100% of car spaces are occupied at peak and non-peak times, as well as inter-peak periods throughout the day.
- The residents of Alison Road have also been struggling for many years with the growing numbers of students, hospital staff and race-goers who use Alison Road's unrestricted 'on-street' parking to leave their vehicles all day.
- After many months of discussions with Randwick Council (and since the release of the Light Rail EIS) **we have finally been granted a Residents Parking Scheme** for Alison Road between Cowper and Prince Streets. This most welcomed move by Randwick Council is recognition of the requirement of on-street parking for the residents of Alison Road and a validation of what NAP is advocating regarding the light rail project.

**Figure 1A**

- NAP - Need Alison Road Parking
- This stretch of Alison Road is from Cowper Street on the western side to Prince Street on the eastern side.
- Currently there are 84 car spaces on both the northern & southern sides of the street.
- According to the EIS these are 85-100% occupied at all times (the southern side is only intermittent in use due to morning and weekend restrictions)
- A lack of supply (through the removal of on-street parking) will create severe parking shortages for residents and no alternatives have been suggested.



**Figure 1B**

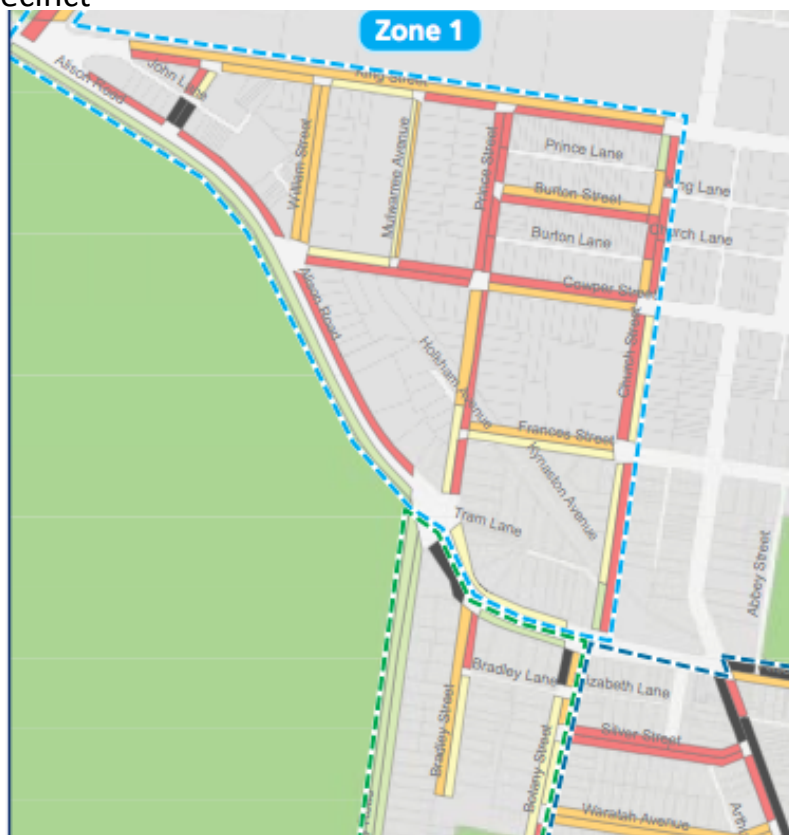
- Since the EIS was released, a residents parking scheme has been installed by Randwick Council on the northern side of Alison Road, validating the need for on-street parking for the residents of Alison Road between Prince & Cowper Streets.
- This has also changed the character of parking from 'short stay' high turnover parking to 'long stay' low turnover (residential) parking at peak and inter-peak times.



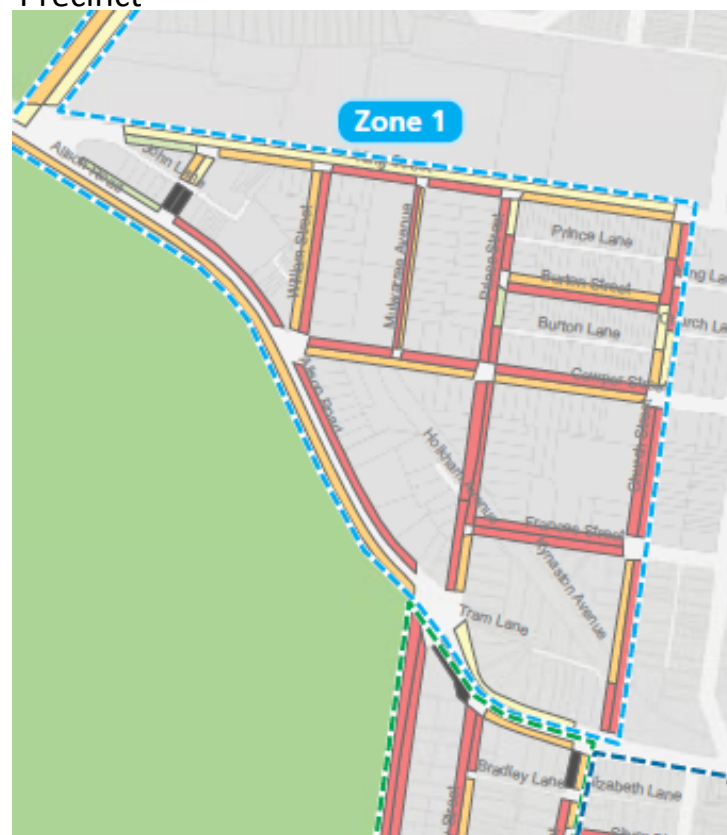
## From the EIS Chapter 15 Randwick, pages 9-11

\* the figures below indicate in RED 85-100% occupancy of NAP stretch of Alison Road pre & post peak hour which indicates RESIDENT parking. During the rest of the day both sides of Alison Road (between Cowper & Prince St) are also highlighted in red.

Average pre-morning peak (before 7.30 am) parking occupancy and parking survey zones – Randwick Precinct



Average post-afternoon peak (after 6.30 pm) parking occupancy and parking survey zones – Randwick Precinct



## 2. Property Access

- A number of the residents of Alison Road do not have off-street parking or garages and are therefore dependant upon on-street parking in order to access their properties.
- This includes :
  - A significant number of families with small children who need direct access to their properties. There is a safety issue concerning kids near traffic, as well as the very real logistical issues of carrying the paraphernalia that accompanies small children, weekly shopping etc
  - Visitors to residents of Alison Road including aging relatives (who often assist with childcare) who need to be able to park with direct access to the residences.
  - The loading supply ie: maintenance workers, couriers, deliveries, cleaners, gardeners, other services and emergency vehicles who need direct access to the properties and for whom there is no alternative supply.
  - Disabled & elderly residents who require disabled parking with direct access to the property

It is important to consider that the majority of Alison Road residents are not students at TAFE and UNSW or office workers commuting to the city. The majority of NAP are 'owner occupiers' and many require a vehicle as workplaces are NOT located on bus or light rail routes. Once the light rail is completed, the majority of Alison Road residents will still require the use of their vehicles on a daily basis.

As a result the current design of the Light Rail Project will directly impact the existing levels of kerbside parking on our section of Alison Road and will **severely and adversely impact the residents.**

### 3. Safety Issues

Alison Road residents who own garages on Alison Road are concerned with safety issues.

- Currently residents with garages can reverse onto Alison Road which has the protective parking lane. With the new proposed changes they would be required to reverse into oncoming traffic.

**Figure 3A**

In the figure to the right are the garages of 102 Alison Road. The on-street parking lane protects the vehicle that is reversing out of one of the garages from the oncoming traffic. If the parking lane is removed, the vehicle will be forced to reverse into the oncoming traffic.

At the end of the garages the road curves so the vehicle is backing into oncoming traffic **on a blind corner.**

The combination of oncoming traffic and a blind corner **will create gravely hazardous conditions for residents with garages.**

There are 13 garages that will be directly affected by this issue.



### 3. Safety Issues Cont.

**Figure 3B**

Vehicles reversing out of garages will be backing into oncoming traffic on a blind corner. Currently reversing vehicles are protected by the on-street parking lane pictured.



**Figure 3C**

Looking towards the garages from around the bend in the road, it will be impossible to see a vehicle reversing into the traffic.



## 4. Alternative Parking Options

**Figure 4A**

The closest alternative parking for Alison Road residents would be Prince Street (pictured below). This is also a medium density residential area comprising mainly of older style units, and **there is already very little on-street parking available**. The residents of Prince Street vehemently object to the CSELR EIS as parking is already very congested. Prince Street is located between 25-150m from the unit blocks on Alison Road, which is a very long walk to the front door.



## Possible solutions to retain parking on Alison Road as well as the Light Rail.

- NAP understands that the Light Rail can be hugely beneficial to the area and we are also aware that it is an inevitability.
- We would suggest that there is **greater community consultation on the issue of parking for the residents of the Alison Road corridor.**
- In the following pages we have proposed several alternatives for the CSELR which will retain the on-street parking on the northern side of Alison Road, while accommodating the Light Rail on the southern side.

### Option 1. (move the pedestrian/cycle lane)

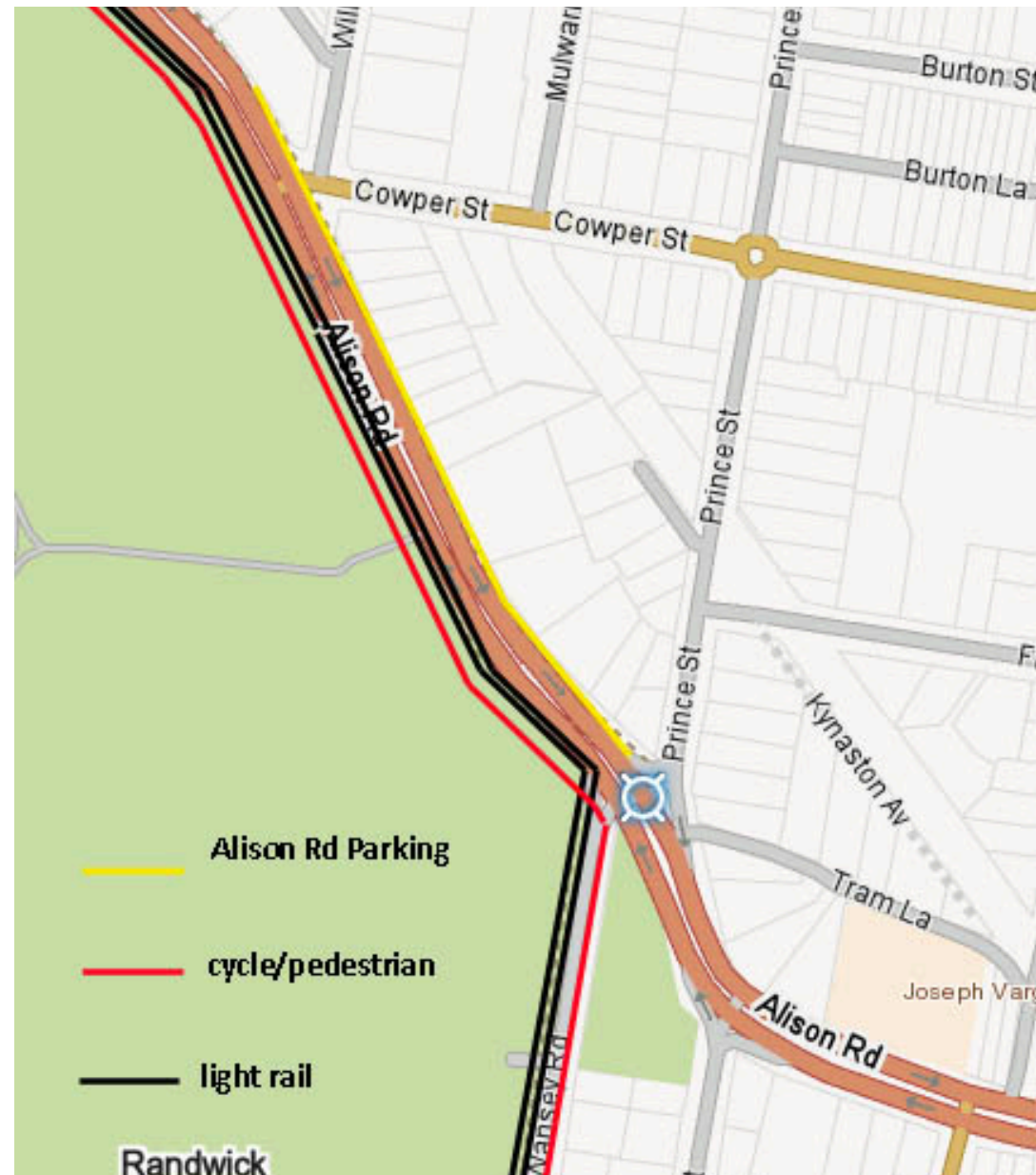
- The 3 lanes on the northern side of Alison Road remain as they are, ie. one residents parking lane and two traffic lanes travelling east.
- On the southern side the light rail will replace the pavement/cycle lane and take up the first lane of traffic, thereby leaving two lanes of traffic traveling west.
- The pedestrian lane/cycle lane will be relocated to the within the racecourse grounds where there already exists a substantial path which will suit both pedestrians and cyclists.
- This option is low impact as no major works would be required on the northern side of Alison Road.
- We also support the retention of the mature trees that line the Alison Road / racecourse boarder and would advocate for no overhead cables, in order to preserve the tree canopies.

**Figure 5A**

**Option 1.**

**(move the pedestrian/cycle lane)**

- Retain the parking lane on the north side of Alison Road (yellow)
- Retain 2 lanes of traffic on the north side of Alison Road (orange)
- Retain 2 lanes of traffic on the southern side of Alison Road (orange)
- The light rail will take up 1 lane of traffic on the southern side and the pavement/cycle way (black)
- The pavement & cycle way will be relocated to the existing path within the racecourse grounds (red)
- Retain the mature trees that line the racecourse



## Option 1. (move the pedestrian/cycle lane)

**Figure 5B**

The light rail will replace the pavement / cycle way pictured below, and the first lane of west traveling traffic (on the right of the pavement below)



**Figure 5C**

The pavement/cycle way will be relocated to inside the racecourse grounds where the existing path is located. (On the other is of the fence, pictured below)



## Possible solutions to retain parking on Alison Road as well as the Light Rail.

### Option 2. (reduce east traveling traffic to single lane)

- The parking lane is retained on the northern side of Alison Road, and the east bound traffic lane **is reduced to a single lane.**
- The southern side of Alison Road supports the Light Rail in the first two lanes of traffic (as per EIS), leaving two west bound lanes on the southern side of Alison Road.
- There is more traffic congestion in the AM peak, with traffic travelling west. As a result of this we support the retention of two lanes travelling west on the southern side of Alison Road. There is less congestion in the PM peak traveling east on the northern side of Alison Road.
- Alison Road merges into a single lane 75m above the Wansey Road intersection and remains a single lane through Randwick Village.
- We believe that Alison Road (from Cowper Street) will benefit from a single lane of traffic traveling east. The traffic will slow, accidents would be less likely to occur, and there would be safety benefits for drivers and the increasing numbers of pedestrians in the area.
- The cycleway / pavement would be unchanged.
- The mature trees that line the Alison Road / racecourse boarder would remain unchanged.

**Figure 6A**

**Option 2. (reduce east traveling traffic to single lane)**

- Retain the parking lane on the north side of Alison Road (yellow)
- Reduce the lanes to 1 lane of traffic on the north side of Alison Road (blue)
- Retain 2 lanes of traffic on the southern side of Alison Road (orange)
- The light rail will take the first 2 lanes on the southern side
- The pavement & cycle way will be retained between Cowper St & Wansey Rd.



## Possible solutions to retain parking on Alison Road as well as the Light Rail.

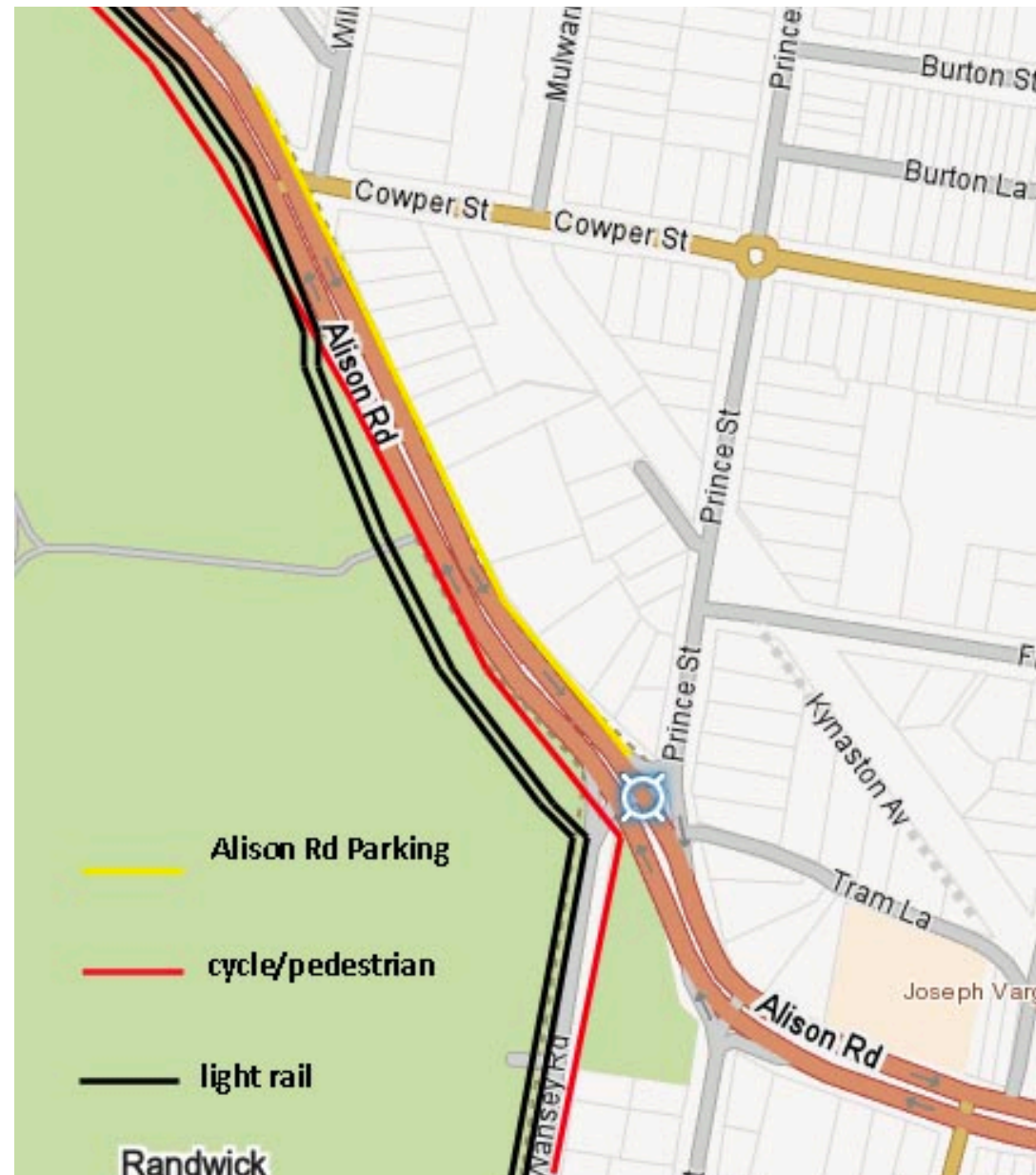
### Option 3. (move the light rail into the racecourse periphery)

- Approximately 50m above the Cowper Street intersection, the light rail **moves into the periphery of the racecourse grounds**, up until the Wansey Road intersection.
- The northern side of Alison Road (before Wansey Rd) would retain it's parking lane and two lanes of east bound traffic. The southern side would retain the three lanes of west bound traffic, which affords intermittent parking for residents on the southern side.
- The light rail is a sufficient distance from the racecourse track so it will not 'interfere' with race day activities.
- The pedestrian lane/cycle lane could be retained on the southern side of Alison Road to the north of the Light Rail Tracks.
- This option is low impact as no major works would be required on the upper section of Alison Road below the Wansey Road intersection.
- This would save the 84 car spaces on Alison Road.
- This would also save the significant mature trees which line the racecourse and are visually and historically important to the area.

**Figure 7A**

**(move the light rail into the racecourse periphery)**

- Retain the parking lane on the north side of Alison Road (yellow)
- Retain 2 lanes of traffic on the north side of Alison Road (orange)
- Retain 2 lanes of traffic on the southern side of Alison Road (orange)
- The light rail will move into the racecourse 30m above the Cowper St intersection.
- The pavement & cycle way will be retained between Cowper St & Wansey Rd.
- Mature trees will be saved.



## Additional NAP concerns regarding the CSELR based on the EIS.

### 1. Talk of moving the Wansey Road CSELR Stop back onto Alison Road

- NAP are concerned that there is opposition to the Wansey Road Light Rail Stop remaining as per the EIS in Wansey Road, and that some of the residents of Wansey Road are including a submission in support of moving of the Light Rail Stop back into Alison Road.
- NAP would like to make it clear that **we DO NOT support the relocation of the Light Rail Stop onto Alison Road.**
- The Light Rail Stop is well located opposite the green area of George Dan reserve, with low density housing (of Wansey Road) at a 25m distance. There is adequate space between the traffic lights on Alison Road and the Stop and we do not see it providing any direct impact to residences in Wansey Road.
- Should it be moved onto Alison Road as some are suggesting, it will be 10m (ie. directly opposite) high density residential units and will adversely impact the residents of Alison Road,
- The concerns include noise levels from the Light Rail Vehicles, wheel squeal, vibrations as well as the noise from passengers at all hours of the day and night.

#### 4. moving the Wansey Road CSELR Stop back onto Alison Road

**Figure 9A**

Below is the view from the proposed Wansey Road Light Rail Stop. It is situated directly opposite George Dan reserve, with low density housing (of Wansey Road) at a 25m distance. NAP supports this proposal.



**Figure 9B**

Below is the view from what would be the Alison Road Light Rail stop. It is situated directly opposite high density housing at a 10m distance. NAP does not support moving the stop back into Alison Road.



## Additional NAP concerns regarding the CSELR based on the EIS.

### 2. The removal of trees along the Alison Road Corridor

- Alison Road contains approximately 125 trees within the tree study area, which typically comprise mature Hills Weeping Figs and Plane Trees adjacent to Royal Randwick racecourse
- These mature Hills Weeping Figs and Plane Trees are in good condition. They are located on racecourse land and the canopies overhang Alison Road, providing clearances as low as four metres in some locations.
- The Fig trees provide a substantial contribution to visual amenity of the racecourse, and screening of Alison Road from within the racecourse. They also act to define the boundary of the racecourse site, and are beneficial in protecting the horses from the noise of the traffic and the residents from noise during racecourse events.
- In our opinion the EIS provides no recommendations or measures for mitigation of impacts on the significant trees and no real assessment of the impacts. Some of the techniques used in the assessment are believed to be outdated and unreliable. There has been little community consultation on the subject and no commitment to employ qualified arboricultural advice during design and construction.
- NAP does NOT support the EIS design regarding the removal of the trees along the Alison Road corridor and we would suggest that greater efforts are taken to preserve them.

NAP supports Randwick City Council's draft light rail submission which recommends five key changes affecting the Randwick precinct, below:

- Moving the light rail alignment off Wansey Road, Randwick onto adjacent land owned by Royal Randwick Racecourse – potentially saving about 100 trees including 16 significant figs, maintaining parking and reducing the impact on adjacent residents.
- Moving the Randwick interchange from High Cross Park to High Street which would create a new stop near the entrance to the Prince of Wales Hospital and the Children's Hospital while potentially saving 55 trees in High Cross Park.
- Investigating alternative parking in adjacent streets to the light rail route such as introducing angle parking and changing traffic flows.
- Moving the Kingsford interchange further south from the current nine ways to maximise pedestrian safety and minimise surrounding parking loss.
- Moving the stabling facility housing 40 light rail vehicles from the corner of Doncaster Ave and Alison Road to the south-east corner of the racecourse to reduce impact on nearby residents.

As long-term rate paying members of the community we also hope that Randwick City Council supports our submission for the retention of on-street parking on Alison Road.

This submission has been compiled by Belinda Blooman on behalf of 'Need Alison Road Parking' (NAP)

NAP does not support the current design of the CSELR based on the EIS.

Please view our petition with signatures & comments here:

<http://tinyurl.com/l6l7dgw>

Belinda Blooman  
belinda@baobab.com.au  
0416 151 426