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Client

Australian Turf Club

Project

Proposed Light Rail Project
Assessment of Access and Development Implications

(Ref. No. T2-953)

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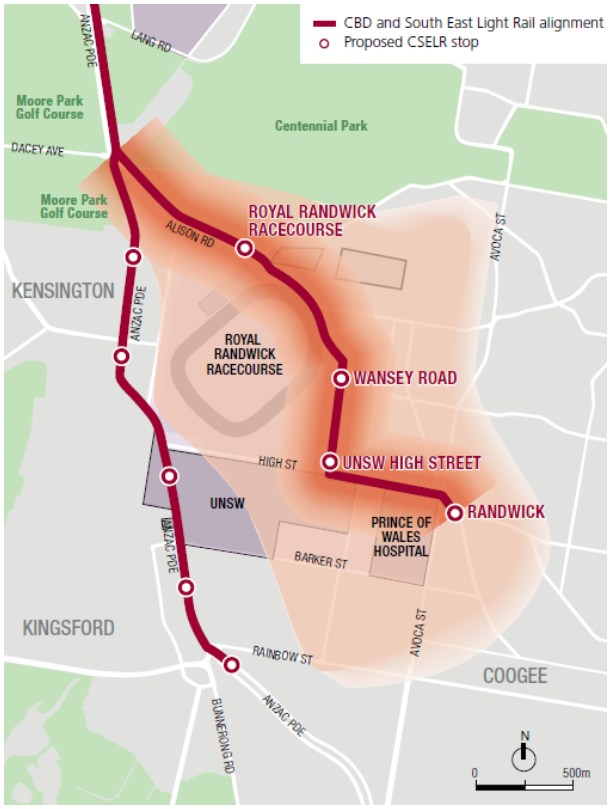
TABLE OF CONTENTS

1 Introduction

1.1 Project Summary

Parking and Traffic Consultants (PTC) has been engaged by the Australian Turf Club (ATC) to assess the opportunities and constraints associated with the Royal Randwick Racecourse (the Racecourse), resulting from the NSW Government proposal to construct a Light Rail network connecting between Circular Quay, Randwick and Kingsford. The Light Rail routes affect a number of frontages of the Racecourse as well as the proposal to locate a Light Rail Stabling area within the northern corner of the Racecourse site.



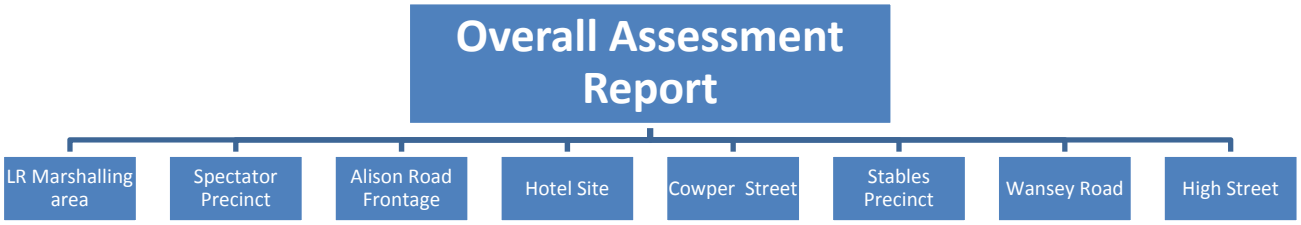
The Light Rail project is currently at the public comment stage, whereby the Environmental Impact Statement (EIS) has been published for comment with a submissions closing date of 16th December.

The proximity of the proposed routes to the Racecourse will no doubt have an impact on the current access arrangements and some of the approved and planned development opportunities within the site.

It is important that the ATC are fully informed of the impacts on access and development potential and also whether the Light Rail proposal will result in any opportunities not previously identified.

1.2 Purpose of this Report

This report has been prepared to present the opportunities and constraints resulting from the Light Rail proposal in relation to the traffic engineering and parking implications. For the purposes of this assessment, the Racecourse has been divided into precincts (refer to drawing PTC03, Attachment 1) as the implications of the Light Rail proposal are very specific to each area of the site. This report is structured to present each area separately, commencing with the Light Rail Stabling Area and dealing with the following precincts in a clockwise order around the Racecourse, as illustrated overleaf.



The implications of the Light Rail on each precinct are site specific, however the general topics covered in each area are:

- vehicular, pedestrian and equine access and egress,
- internal vehicle circulation arrangements,
- the existing parking provision,
- the movement of large crowds within and external to the Racecourse,
- the accommodation of public transport (including taxis),
- the movement of horses within the Racecourse
- the impact on potential development opportunities,

The final section of this report also describes the impact of the construction of the Light Rail project on the operation of the Racecourse. It should be noted that the EIS is light on detail in relation to the construction process; however we have been able to make certain assumptions in terms of the spatial requirements.

1.3 General Impacts of the Light Rail Proposal

The Light Rail route and Stabling area are proposed to be aligned along three frontages of the Racecourse (Doncaster Parade, Alison Road and Wansey Road), and each of these frontages currently provides access to the Racecourse, as well as future opportunities for improved and more formal access arrangements. The proposed Light Rail will have an impact on the accessibility of the Racecourse under the current and future conditions and in order to summarise the impacts, the following table provides a summary of all access gates and proposed access locations affected by the Light Rail. This information is also summarised on Drawings PTC-01 to 03 contained as Attachment 1.

The construction of the Light Rail project will need to be managed to retain access to the Racecourse and to avoid any impact on events that are planned to take place within the Racecourse.

The Racecourse relies on heavy vehicle access to various parts of the site for a variety of needs (servicing, event bump-in / bump-out, equine transport etc) and it is essential that the Light Rail proposal includes the provision to retain the current level of access provision.

During special events, the Racecourse is subject to the movement of large crowds and the Light Rail project must have regard for the safe and effective management of this activity during the construction and operational stages of the project.

The following tables present a summary of the impacts of the Light Rail scheme on the various access locations (gates) serving the Racecourse.

Alison Road					
Gate	Use	Frequency of use	Users	Status (based on EIS information)	Access Requirements
1	Main Gate	Daily	Pedestrians, Cars, Taxis, Heavy vehicles, Emergency vehicles	Redesign by TfNSW required	Essential that existing access movements are maintained
		Event Days	Pedestrians, Cars, Taxis		
2	Bus Egress	Daily	Pedestrians	Removed	An alternative arrangement for management special event buses should be established by TfNSW
		Event Days	Bus egress, Pedestrians		
3	-	-	-		
		-	-		
4	-	-	-		
		-	-		
5	Bus entry, Pedestrian access	Daily	Pedestrians, Emergency vehicles	Redesign by TfNSW required	Must be retained to provide access to the grandstand and proposed Hotel
		Event Days	Bus Entry, Emergency vehicles, Taxis		
6	Pedestrian Egress	Daily	Unused	Removed	Must be retained
		Event Days	Pedestrian Egress		

7	Pedestrian Egress	Daily	Unused	Removed	Must be retained
		Event Days	Pedestrian Egress		
	Proposed Crosstrack	Event Days			
8	Vehicle Access	Daily	Service Vehicles	Removed	Must be retained
		Event Days	Cars, Emergency vehicles		
9	Stable access	Daily	Unused	Removed	Must be retained
		Event days	Pedestrians, Cars		
9a	Dwelling Access	Daily	Dwelling Access	Removed	Must be retained
		Event Days			

Wansey Road

Gate	Use	Frequency of use	Users	Status (based on EIS information)	Access Requirements
10	Stable	Daily	Cars, Service vehicles, Heavy vehicles	Redesign by TfNSW required	Must be retained to provide constant access to the stables precinct
		Event days	Cars, Equine transport, Heavy vehicles		
11	Unused	Daily	Unused	Removed	Must be retained for future access provision
		Event days			
12	Stable access	Daily	Cars, Pedestrians, Heavy vehicles, Equine transport	Removed	Must be replaced by an alternative location (High St)
		Event days			

High Street

Gate	Use	Frequency of use	Users	Status (based on EIS information)	Access Requirements
13	Service access	Daily	Pedestrians, Cars, Heavy vehicles, Equine transport	Retained	Must Be retained

		Event days			
21	High Street access	Daily	Pedestrians, Cars, Heavy vehicles, Equine	Retained	Must Be retained
		Event days			
14	Stable access	Daily	Pedestrians, Cars	Retained	Must Be retained
		Event days	Unused		
Anzac Parade & Doncaster Avenue					
Gate	Use	Frequency of use	Users	Status (based on EIS information)	Access Requirements
15	Stable access	Daily	Pedestrians, Cars, Service vehicles	Retained	Must be retained
		Event days			
16	Unused	Daily	Unused	Retained	Must be retained for future access provision
		Event days			
17	Stable access	Daily	Pedestrians, Cars, Equine	Retained	Must be retained
		Event days			
18	Grand Stand, Car park & Stables	Daily	Pedestrians, Cars, Service vehicles	Removed	The associated car park is being removed due to the Stabling Area
		Event days	Pedestrians, Taxis, Equine transport		
19	Grand Stand, Car park & Stables	Daily	Pedestrians, Cars	Removed	The associated car park is being removed due to the Stabling Area
		Event days	Pedestrians, Cars, Taxis		
20a	Restricted car park	Daily	Cars, Service vehicles	Removed	The associated car park is being removed due to the Stabling Area
		Event days			

2 LRV Stabling Yard

The proposed Light Rail project includes the provision of a LRV stabling yard located in the northern corner of the Racecourse site.

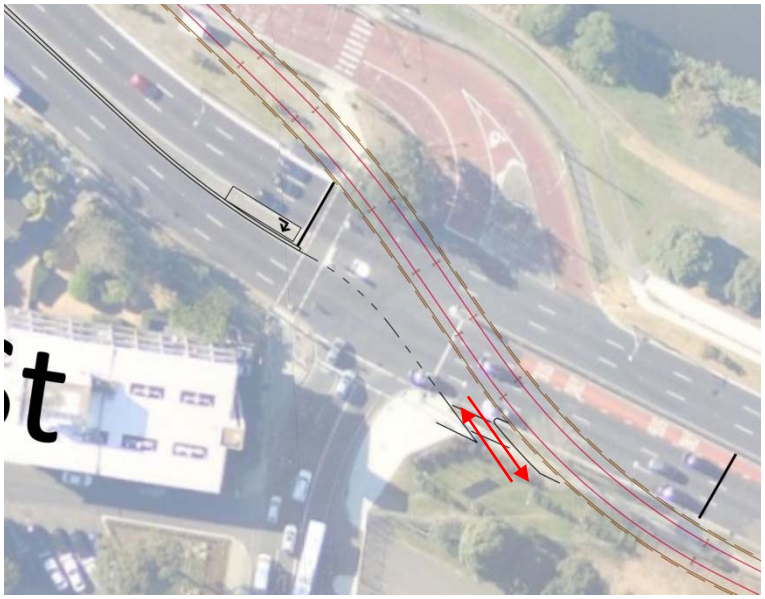
According to information provided by the ATC, the area of the racecourse site intended to accommodate the LR Stabling area currently accommodates approximately 935 parking spaces. A further 150 spaces are located in the area surrounding the boundaries of the LR Stabling yard, access to which may be affected. These spaces must be re-designed and re-constructed in close proximity to the spectator precinct to ensure the success of ATC operations and avoid overflow parking on surrounding roads.

Parking Inventory (subject to site survey)

Parking Area	Parking Location	Estimate Loss of Parking	ATC Leased	LR Stabling Affected	LR Affected
A	Members Car Park (Centennial Park Land)	270	●	●	●
B	Triangle Site and Gate 19 Laneway	230	●	●	●
C	Anson Land	370		●	●
D	ATC Main Drive	65	●	●	●
E	ATC Taxi Way	90			
F	Busway & SWAB	150	●		●
G	Officials Stand	100			
	Total Impact	**1275**		**935**	**1088**
	Estimated parking affected on ATC land	**715**			

Car Park Plan

The proposed Light Rail alignment along and across Alison Road at Doncaster Parade creates the potential to accommodate a right turn phase at the existing traffic signal controlled intersection, which would enable vehicles to access and egress from the northern corner of the Racecourse. This could provide a useful alternative means of access as the busway is being removed as part of the project. This arrangement is illustrated on the following sketch plan.



The connecting access road would need to be accommodated along the northern edge of the stabling area in order to connect with the spectator precinct adjacent to Gate 1.

It is noted that the Light Rail crossing follows a very shallow angle across Alison Road, meaning that the northbound stop line on Alison Road would be located approximately 50 from the intersection, which is highly unusual and results in length clearance times (the all red phase) in relation to the

traffic signals. While this doesn't directly impact on the Racecourse, we are concerned that extensive delays will be caused by this part of the proposal. Our experience of the modelling in relation to the Hotel development indicates that the Alison Road corridor runs well at present, as a result of well coordinated signal operation, however it is subject to delays if this coordination is interrupted, or if Anzac Parade is underperforming.

The drawings provided by TfNSW do not indicate how pedestrians will be accommodated within the new intersection arrangement. This is of concern as employees and patrons of the Racecourse rely on the existing crossing at this location in order to access the footway / cycleway along the northern side of Alison Road.

In relation to the impact on the existing access arrangements, the LRV stabling yard will detach the Racecourse from the northern frontage of Doncaster Parade. In this regard, the following access points will be affected.

Gate 19 is located on Doncaster Parade opposite Carlton Street and provides vehicle and pedestrian access to parking areas within the northern corner of the Racecourse. The parking area and a number of buildings will be removed as a result of the LRV stabling yard, however, the access also connects through to the spectator precinct so its loss will restrict any access for pedestrians and vehicles to the spectator precinct via Gate 1 (main access) and Gate18 (Ascot Street).

Gate 20 is located on Doncaster Parade and provides vehicle and pedestrian access to the northern parking areas; however it is currently not used.

Gate 20a is a formal access gate serving the former Tram area along the western boundary of the Racecourse. The loss will restrict access to the spectator precinct via Gate 1 (main access) and Gate18 (Ascot Street).

The proposed acquisition of land will result in the ATC being unable to access the spectator precinct on racedays (as Alison Road Gates are historically closed for events). TfNSW should provide a solution for new car parking and suitable access to this parking on event and non-event days.

3 Spectator Precinct

The Light Rail route will be aligned along the frontage of the spectator precinct and the area between the Administration building and the footpath along Alison Road. This places the rail alignment hard up against the administration building, while the footpath remains along the kerb of Alison Road.

Gate 1 provides access to the spectator precinct and also the Administration Building, which involves most the general day-to-day traffic activity associated with the Racecourse. In this regard, Gate 1 represents the primary 'front door' of the Racecourse and is in use constantly throughout each day by pedestrians, service vehicles, taxis and visitors to the administration Building.

According to TfNSW all Light Rail crossings will be traffic signal controlled. Given that the Gate 1 access requires movements across the tracks, this will require the CSERL to signalise the existing Gate 1 access intersection. As part of signalisation of this intersection, it is essential that the right turn movement into the Racecourse is retained with an auxiliary right turn lane similar to the existing arrangement. It is noted that the existing right turn lane is substandard in width; therefore a realignment of the Alison Road kerbs may be required. Given the restricted space into which the Light Rail corridor is being placed, this would most likely involve carriageway widening along the northern side of Alison Road. TfNSW should provide a detailed plan of how this intersection will be accommodated. The redesign of the intersection does raise the possibility of gaining the right turn movement from Gate 1, subject to the corridor having sufficient capacity to accommodate the additional traffic signal phase. Given the access constraints being placed on the Racecourse as a result of the Light Rail proposal, right turn egress will be required from the Spectator precinct.

The construction period will likely involve the closure, or severe restriction of access via Gate 1. This is not acceptable to the ATC as this is our primary street address and access point for all heavy vehicle deliveries and non-race day access for pedestrians and vehicles to both the spectator precinct and the infield. The Light Rail passes through the entire width of the access intersection and in order to provide access, a staged construction process will be required and details should be provided by TfNSW. Alternatively TfNSW should identify and nominate an alternative temporary access location, which must provide the same level of accessibility and convenience for the ATC.

It is not clear on which side of the LR the pedestrian pathway will be located, although the alignment is shown hard up against the Admin Building suggesting a footpath along the Alison Road kerb. On this basis it is not clear how pedestrians will safely access the Racecourse via Gate 1. Detailed access plans are required to show clear unimpeded access.

There is an existing pedestrian access gate located on the Alison Road frontage, midway along the frontage of the Administration building. The gate serves the front entrance of the Administration Building, and while this is currently not used, the ATC should highlight the loss of this access in relation to future development opportunities for the building and the impact on the ability for the building to present Alison Road.

4 Alison Road Frontage

Alison Road between Doncaster Parade and Wansey Road represents a key frontage to the Racecourse, providing existing access to the Spectator Precinct and Administration Building, the bus-way access and egress, the potential Hotel access/egress and the future Cowper Street / cross-track access.

Alison Road provides a strategic connection between Randwick and the City and carries significant volumes of vehicles per day (AADT) according to RMS data. This traffic activity is currently accommodated in three lanes in each direction, with an auxiliary right turn lane provided at the Racecourse access.

It is noted that the Section 15 of the EIS describes Alison Road as having a separated busway, "which runs in parallel to Alison Road", however, the busway terminates at Doncaster Parade and does not extend along any part of Alison Road fronting the Racecourse.

The proposed Racecourse station will be situated within the current location of the Racecourse Busway (not to be confused with the busway located along Alison Road and Anzac Parade). The Busway was developed fairly recently in order to manage crowds within the Racecourse site rather than the former situation, whereby buses would dwell within the kerbside lane of Alison Road. This arrangement both places a large number of pedestrians within close proximity to the carriageway and light rail tracks, and relies on the use of a trafficable lane, reducing the capacity of Alison Road during periods where maximum capacity is critical. The proposal to-date is for buses to be accommodated within the kerb side again. While there is an argument to suggest that the Light Rail will essentially replace the existing bus usage, this only applies to service to Central through Surry Hills. In this regard, buses and coaches will continue to play an important role in the public transport provision. All visitors using the bus services will be required to cross the Light Rail tracks at either end of the station. There are several concerning aspects of this arrangement including the safety of pedestrians crossing a live rail track, and also the capacity of the Alison Road footway to accommodate the crowd (between Alison Road and the rail tracks) without having groups of pedestrians on the tracks.

Clearly the management of large crowds will involve staff to guide and assist, which occurs at present, however the introduction of the station brings with it a greater level of complexity. The ATC propose that the proponent needs to consider this aspect of the project in terms of the costs and risks.

The relocation of buses to Lane 1 of Alison Road will severely reduce the capacity of the carriageway, which, with no modelling required, there is no doubt that this will have a detrimental impact on the road network, with a loss of a third of the westbound capacity. Additionally there is an increase in risk to patrons waiting for buses. A bus stopping bay adjacent to Alison Road is required to allow buses to stop without restricting traffic flow on Alison Road whilst providing a buffer between patrons and traffic.

Access for service vehicles entering the spectator precinct loading areas will need to be retained through the operating and construction periods. It is preferable that this provision would occur at Gate 1 and in conjunction with the Hotel development (See Section 5), notwithstanding, the access provision needs to be retained regardless of the hotel development.

The construction period will close the busway and will make pedestrian access to Alison Road (proposed bus area) extremely difficult during major events. The ATC has recently completed the new grandstand and spectator precinct to accommodate increasing crowds and requires clear and unimpeded access. TfNSW should provide details in relation to the staging of construction activity so that pedestrian activity is not compromised. It is recommended that the ATC provide TfNSW with an events calendar for the duration of the construction period so that works and staging can be planned around the events to limit the disruption.

According to the section drawings, the station will be situated at the level of Alison Road, which is up to a metre lower than the current busway level. This will require extensive excavation and the drawings do not indicate how the proposed levels will tie into the existing levels towards the SWAB Building.

This is an important consideration in the context of parking within the Racecourse. The proposed station will remove the existing parking (47 spaces) located within the busway, which is in use for the majority of the time. A further 103 parking spaces is also providing around the SWAB Building as shown in the second image below. With the excavation and levelling works required, it is not clear whether this parking will be replaced.

In this regard the removal of the busway has not been adequately addressed. The current plan to relocate the buses to Lane 1 of Alison Road will be a backward step in terms of the pre-busway arrangement, with the added complication of a busy and active light rail line between the Racecourse and the buses.

5 Hotel Site

Since the use of Gate 10 was stopped in relation to event bump-in/out in agreement with Randwick City Council, a gate located adjacent to Gate 5 has been used for access to the infield. Trucks enter the Racecourse via Gate 1 and travel along the rear of the Administration Building, through the busway and around the outside of the track until reaching the crosstrack access road. The Light Rail will remove the ability for trucks to access the infield via the gate adjacent Gate 5. There are currently no alternative heavy vehicle access opportunities with regard to the infield (refer to Cowper Street access proposal described in Section 6).

The proposed Light Rail route passes through the proposed Hotel / Grandstand access road at the intersection with Alison Road. We understand that TfNSW is preparing alternative intersection layouts and it is essential that the right turn movement being sought as part of the Hotel DA is not prohibited in the process. To the west of Darley Road, Alison Road is shown having three lanes by using existing spare carriageway width at this location. This spare width was relied on to accommodate the right turn lane to the Hotel; therefore the right turn lane would not be accommodated in the currently proposed arrangement.

The levels of the Light Rail should be provided and amended in co-ordination with the ATC and its designers as this may affect the ramp grades / lengths associated with the porte-cochere, disabled access and car park/loading dock.

The existing pedestrian Gates 6 and 7 will be removed as a result of the Light Rail.

Access is required into the spectator precinct currently near Gate 5. Gate 1 is the only heavy vehicle access point and access to the rear of the officials stand is required, currently accessed via the busway.

6 Cowper Street – Proposed Infield Access/Egress

The crosstrack roadway is located in a specific position based on the strict requirements of the race tracks. This means that access is limited to the Alison Road frontage around the eastern side of the race tracks. In previous studies, an access located opposite Cowper Street has been designed to accommodate heavy vehicles (up to a 25m B-Double) associated with events and car traffic associated with the infield car park. The existing crosstrack is currently used as an egress on race days, following the last race and weather permitting. Given the access constraints being placed on the Racecourse as a result of the Light Rail proposal, right turn egress will be required from the infield car park.

The Light Rail potentially impacts on the ability to create the future crosstrack road at the Cowper Street intersection. The previous design studies concluded that the levels in this area are critical as there is a level difference between Alison Road and the racetrack, which would need to be negotiated by Semi-trailers and B-Doubles. We understand that the levels of the Light Rail are critical in relation to flooding and the maximum depth of water for operation.

The alignment of the Light Rail will remove the westbound kerbside lane from Alison Road. The narrowed carriageway width will be approx 15 metres which is insufficient to accommodate 5 lanes, meaning that the right turn lane proposed to serve the crosstrack road will not likely be possible, however this is a significant requirement of the access being at this location. The vast majority (almost all) bump-in/out traffic arrives at the Racecourse from the west, therefore right turn access is essential. Redesign is required to ensure heavy vehicle access is provided to the infield.

The Cowper Street crosstrack access will need to be constructed before the commencement of the Randwick Racecourse stop to ensure heavy vehicles can access the infield.

The existing Gates 8 and 9 will be removed as a result of the Light Rail.

7 Horse Stables Precinct

The Stables precinct is located in the vicinity of the north Wansey Road Light Rail station. The station structure will involve a cantilever over part of the Racecourse, however, according to the EIS documents it appears that Gate 10 can be retained as it is located to the south of the station platforms. According to TfNSW, all crossings over the tracks will be controlled by traffic signals, therefore ATC should be provided with details of how this will be achieved at Gate 10, considering the requirement to allow access to heavy vehicles, equine vehicles, standard vehicles and pedestrians through this gate and the controls required to ensure the safety of all parties. The geometry of the land around Gate 10 and the connected roadway down to the stables precinct is steep and follows a tight alignment, therefore redesign options are limited and made more complicated by the low ground clearance of the articulated horse trucks.

Wansey Road is proposed to become one-way, which will affect the accessibility of the Stables Precinct. Wansey road should remain two-way to cater for the existing and future traffic load due to the approved horse stabling complex, the Urban Activation Plan (UAP) and the standard increase in traffic in the area. Also turning paths will need to be undertaken to ensure that the reduced carriageway width remains sufficient to accommodate semi-trailer (horse truck) access / egress.

The addition of traffic signals at the Alison Road / Wansey Road intersection provides some benefit in that it will improve overall traffic safety at the intersection, however some details are yet to be established such as the lack of pedestrian area between the Light Rail and Alison Road. The crossing across Alison Road will be 35 metres long (including the Light Rail), which will result in a long crossing phase and the potential for slower walkers to not clear the crossing within the clearance time. This is particularly an issue for southbound walkers who are required to cross the Light Rail in the final seconds of the crossing phase. Combined pedestrian and cycle paths and the high volumes generated by an event heighten the likelihood of conflicts, and the presence of light rail adds to this risk.

Gate 8 and 9 are also required for access.

8 Wansey Road

The Light Rail Proposal includes the conversion of Wansey Road to one-way, which will impact on the directional accessibility of the Wansey Road precinct. Other than the Stables Precinct (see Section 7) the conversion of Wansey Road to one-way will not impact on the existing arrangement of the Racetrack in the context that the remaining Gates (Gates 11 and 12) are to be removed due to the proposed station location (see below). However, it is noted that the southern part of the Racecourse site is identified as part of the Randwick Urban Activation Precinct and as such will be reliant on maximum flexibility of access from the region, which will require the use of Wansey Road and High Street. It is of concern that Wansey Road will be converted to one-way in order to retain parking spaces, rather than retaining full directional access.

According to the EIS proposal, gates 11 and 12 will be removed as a result of the Light Rail station. Gate 12 is currently in use 24 hours a day and 7 days a week by horse trucks and heavy vehicles between 7am and 7pm to access the south-east stables and as such forms a critical access. There are opportunities to access the stables from High Street; however this would likely involve extensive reconfiguration of the stables buildings and layout, as each potential access location is aligned with the buildings. The gate 12 access is required to be maintained or relocated within a close proximity to its current position to allow this vital piece of infrastructure to be retained.

According to the Light Rail design drawings, the existing shared footway / cycleway along Wansey Road will be aligned between the Racecourse boundary and the Light Rail corridor. The ATC recommends that Road Safety Audits be undertaken at locations in the vicinity of the Racecourse to identify risks associated with the combined pedestrian and cycle activity, particularly in the context of large events, and the introduction of the light rail project.

9 High Street

The proposed Light Rail corridor runs along High Street to the east of Wansey Road and therefore does not have any direct impact on the High Street Frontage. However, there are a number of indirect impacts and considerations in relation to the future use of this part of the Racecourse.

It is essential that heavy vehicle access is retained along High Street and Wansey Road with all existing turning movements retained. The stables rely on the use of horse floats, which include articulated vehicles up to 19m semitrailers. The current documentation indicates that access for large vehicles will be affected both during the construction and operating stages. It is also important to maintain access for all vehicles types currently able to use Gate 21 (the primary access from High Street), including emergency vehicles, visitor traffic and outdoor broadcast vehicles, which all relay on Gate 21 and/or the infield access tunnel.

Under the proposal to locate the Light Rail stop within Wansey Road, the closure of Gates 11 and 12 will required a new access to the stables precinct, which could be located within the upper High Street frontage, although this would require significant adjustment of existing buildings and infrastructure.

The intersection of High Street and Anzac Parade may require widening work to offset the impact on the capacity of the intersection. This may require some land-take at the south-west corner of the Racecourse, which is land identified for future commercial development.

The southern part of the Racecourse is identified as part of the Urban Activation Precinct, which will involved very different access requirements to that of the existing use. In this regard it is important that assess opportunities are not impacted by the Light Rail proposal.

10 Construction Impacts

The construction of the Light Rail will cause various impacts to the Racecourse access arrangements during different periods of the project. The staging of the works will play a very important part of the planning process to ensure that impacts are minimised. It is also recommended that the ATC provides TfNSW with as much event programming information as possible in order that the Light Rail works can be programmed to avoid major events. The construction programme will likely overlap with a number of large events and it is essential that access to the Racecourse is not impacted by the construction activity, or traffic restrictions being in place.

Detailed planning will be required in relation to Gate 1, the busway and Gate 10 and Gate 12 as the works across each gate are unavoidable, however access must be retained, particularly Gates 1, 10 and 12. TfNSW should nominate how these works are to be undertaken so that the plan is agreed with the ATC and conditioned within the RFP stage.

Where access points are to be closed for any duration, TfNSW should nominate alternative arrangements t be agreed with the ATC, and these arrangements should also be conditioned within the RFP. Detailed Traffic management plans are required to ensure all vehicles currently accessing the racecourse continue to be able to avoid operational issues.

11 Summary

In summary, there is no doubt that he proposed Light Rail project will benefit the Racecourse in relation to public transport connectivity. However, the route selected will impact directly on three critical frontages and indirectly on High Street. In this regard, it is import to assess the impacts associated with the proposal to ensure that the present and future access opportunities for the Racecourse are not detrimentally impacted, or that impacts are managed or mitigated where unavoidable.

The key impacts identified in this study are:

- The Proposed Stabling Area. This will result in the loss of overflow parking within the western part of the Racecourse as well as the associated access gates on Doncaster Parade.
- The Light Rail route will pass through the existing main access to the spectator precinct (Gate 1). In the long run, this may provide a benefit as the intersection will need to be traffic signal controlled, however it is essential that the existing right turn movement is retained along with a dedicated lane capable of accommodating heavy vehicles.
- The proposed station within the busway will involve the complete removal of the busway. This is of great concern as no acceptable alternative solution has been presented by TfNSW. It is concerning that the management of buses will revert back to the previous situation (ie blocking a lane of Alison Road on critical days and managing crowds in close proximity of the active carriageway) with the added complication of active Light Rail tracks running between the Racecourse and the buses.
- The Light Rail route passes through the entry to the busway and grandstand (Gate 5), which will also provide access and egress to the proposed hotel. We have noted the loss of through lanes on Alison Road and the potential loss of the proposed right turn lane serving the hotel site.
- The impact on the track access gate located adjacent to the hotel site will remove any form of heavy vehicle access to the infield. The issue of access should be addressed as a matter of priority, as this would be lost as soon as construction commenced on this section of the Light Rail. This has the potential to impact on events already programmed for 2014/15.
- The Light Rail routes passes through the proposed location of a new cross-track road, which would be located opposite Cowper Street. We do not have sufficient levels and alignment information to determine the exact impact and whether or not the intersection arrangement would still be viable. This is critical to provide heavy vehicle access to the infield following the Light Rail construction.
- The existing and proposed stables facility vehicle access arrangements must be maintained,

- The Urban Activation Precinct must be considered in the planning of the Light Rail to ensure that future access provisions are not compromised or limited in any way compared to existing access availability.

Attachment 1 - Existing Gate Locations

A3

Alison Road

Gate	Use	Frequency of use	Users
1	Main gate	Daily	Pedestrians, Cars, Taxis, Heavy vehicles, Emergency vehicles, Service vehicles, Equine transport
		Event days	Pedestrians, Cars, Taxis
2	Bus egress	Daily	Pedestrians
		Event days	Bus egress, Pedestrians
3	-	-	-
		-	-
4	-	-	-
		-	-
5	Bus entry, Pedestrian access & Proposed Hotel access	Daily	Pedestrians, Emergency vehicles, Heavy vehicles
		Event days	Bus entry, Emergency vehicles, Taxis
6	Pedestrian egress	Daily	Unused
		Event days	Pedestrian egress
7	Pedestrian egress	Daily	Unused
		Event days	Pedestrian egress
8	Vehicle access	Daily	Service vehicles
		Event days	Cars, Emergency vehicles
9	Stable access	Daily	Unused
		Event days	Pedestrians, Cars
9a	Dwelling access	Daily	Dwelling access
		Event days	Dwelling access

Wansey Road

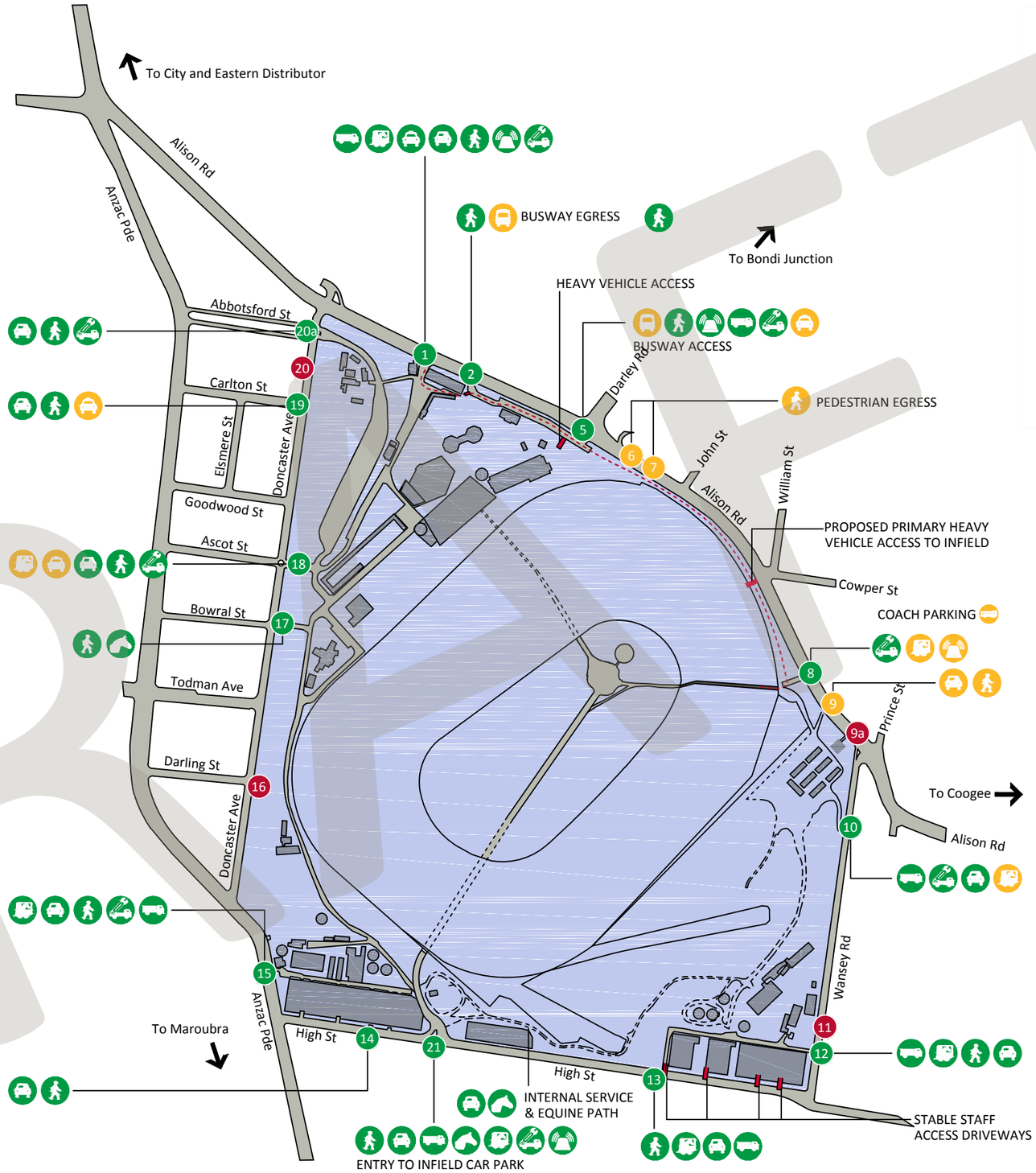
Gate	Use	Frequency of use	Users
10	Stable access	Daily	Cars, Service vehicles, Heavy vehicles
		Event days	Cars, Equine transport, Heavy vehicles
11	Currently not in use	Daily	Unused
		Event days	Unused
12	Stable access	Daily	Cars, Pedestrians, Heavy vehicles, Equine transport
		Event days	Cars, Pedestrians, Heavy vehicles, Equine transport

High Street

Gate	Use	Frequency of use	Users
13	Service access	Daily	Pedestrians, Cars, Heavy vehicles, Equine transport
		Event days	Pedestrians, Cars, Heavy vehicles, Equine transport
21	High Street access	Daily	Pedestrians, Cars, Heavy vehicles, Equine, Equine transport, Service vehicles, Emergency vehicles
		Event days	Pedestrians, Cars, Heavy vehicles, Equine, Equine transport, Service vehicles, Emergency vehicles
14	Stable access	Daily	Pedestrians, Cars
		Event days	Pedestrians, Cars

Anzac Parade & Doncaster Avenue

Gate	Use	Frequency of use	Users
15	Stable access	Daily	Pedestrians, Cars, Service vehicles, Equine transport
		Event days	Pedestrians, Cars, Service vehicles, Equine transport
16	Currently not in use	Daily	Unused
		Event days	Unused
17	Stable access	Daily	Pedestrians, Equine
		Event days	Pedestrians, Equine
18	Grand Stand, Car park & Stables	Daily	Pedestrians, Cars, Service vehicles
		Event days	Pedestrians, Taxis, Equine transport
19	Grand stand, Car park & Stables	Daily	Pedestrians, Cars
		Event days	Pedestrians, Taxis
20a	Restricted car park	Daily	Cars, Service vehicles
		Event days	Cars, Service vehicles



Legend

User / Gate

- Regular use
- Special event use
- Currently not in use

Heavy vehicle route

Users

- Pedestrians
- Cars
- Taxis
- Buses
- Heavy vehicles
- Equine transport
- Horses
- Emergency vehicles
- Service vehicles

N

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NOTES:
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PROJECT:
ROYAL RANDWICK RACECOURSE
LIGHT RAIL STRATEGY

DRAWING TITLE:
EXISTING ACCESS LOCATIONS AND USE

CLIENT:	AUSTRALIAN TURF CLUB		
DRG. #:	PTC-01		
VERSION #:	DRAFT	SCALE:	NTS
PROJECT #:	T2-953	DATE:	18/12/13

ROYAL RANDWICK

A3

Alison Road

Gate	Use	Frequency of use	Users
1	Main gate	Daily	Pedestrians, Cars, Taxis, Heavy vehicles, Emergency vehicles, Service vehicles, Equine transport
		Event days	Pedestrians, Cars, Taxis
2	Bus egress	Daily	Pedestrians
		Event days	Bus egress, Pedestrians
3	-	-	-
		-	-
4	-	-	-
		-	-
5	Bus entry, Pedestrian access & Proposed Hotel access	Daily	Pedestrians, Emergency vehicles, Heavy vehicles
		Event days	Bus entry, Emergency vehicles, Taxis
6	Pedestrian egress	Daily	Unused
		Event days	Pedestrian egress
7	Pedestrian egress	Daily	Unused
		Event days	Pedestrian egress
8	Vehicle access	Daily	Service vehicles
		Event days	Cars, Emergency vehicles
9	Stable access	Daily	Unused
		Event days	Pedestrians, Cars
9a	Dwelling access	Daily	Dwelling access
		Event days	Dwelling access

Wansey Road

Gate	Use	Frequency of use	Users
10	Stable access	Daily	Cars, Service vehicles, Heavy vehicles
		Event days	Cars, Equine transport, Heavy vehicles
11	Currently not in use	Daily	Unused
		Event days	Unused
12	Stable access	Daily	Cars, Pedestrians, Heavy vehicles, Equine transport
		Event days	Cars, Pedestrians, Heavy vehicles, Equine transport

High Street

Gate	Use	Frequency of use	Users
13	Service access	Daily	Pedestrians, Cars, Heavy vehicles, Equine transport
		Event days	Pedestrians, Cars, Heavy vehicles, Equine transport
21	High Street access	Daily	Pedestrians, Cars, Heavy vehicles, Equine, Equine transport, Service vehicles, Emergency vehicles
		Event days	Pedestrians, Cars, Heavy vehicles, Equine, Equine transport, Service vehicles, Emergency vehicles
14	Stable access	Daily	Pedestrians, Cars
		Event days	Pedestrians, Cars

Anzac Parade & Doncaster Avenue

Gate	Use	Frequency of use	Users
15	Stable access	Daily	Pedestrians, Cars, Service vehicles, Equine transport
		Event days	Pedestrians, Cars, Service vehicles, Equine transport
16	Currently not in use	Daily	Unused
		Event days	Unused
17	Stable access	Daily	Pedestrians, Equine
		Event days	Pedestrians, Equine
18	Grand Stand, Car park & Stables	Daily	Pedestrians, Cars, Service vehicles
		Event days	Pedestrians, Taxis, Equine transport
19	Grand stand, Car park & Stables	Daily	Pedestrians, Cars
		Event days	Pedestrians, Taxis
20a	Restricted car park	Daily	Cars, Service vehicles
		Event days	Cars, Service vehicles

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NOTES:
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PROJECT:
ROYAL RANDWICK RACECOURSE
LIGHT RAIL STRATEGY

DRAWING TITLE:
LIGHT RAIL IMPACT ON ACCESS LOCATIONS

CLIENT:	AUSTRALIAN TURF CLUB		
DRG. #:	PTC-02		
VERSION #:	DRAFT	SCALE:	NTS
PROJECT #:	T2-953	DATE:	18/12/13

A3

Alison Road

Gate	Use	Frequency of use	Users
1	Main gate	Daily	Pedestrians, Cars, Taxis, Heavy vehicles, Emergency vehicles, Service vehicles, Equine transport
		Event days	Pedestrians, Cars, Taxis
2	Bus egress	Daily	Pedestrians
		Event days	Bus egress, Pedestrians
3	-	-	-
		-	-
4	-	-	-
		-	-
5	Bus entry, Pedestrian access & Proposed Hotel access	Daily	Pedestrians, Emergency vehicles, Heavy vehicles
		Event days	Bus entry, Emergency vehicles, Taxis
6	Pedestrian egress	Daily	Unused
		Event days	Pedestrian egress
7	Pedestrian egress	Daily	Unused
		Event days	Pedestrian egress
8	Vehicle access	Daily	Service vehicles
		Event days	Cars, Emergency vehicles
9	Stable access	Daily	Unused
		Event days	Pedestrians, Cars
9a	Dwelling access	Daily	Dwelling access
		Event days	Dwelling access

Wansey Road

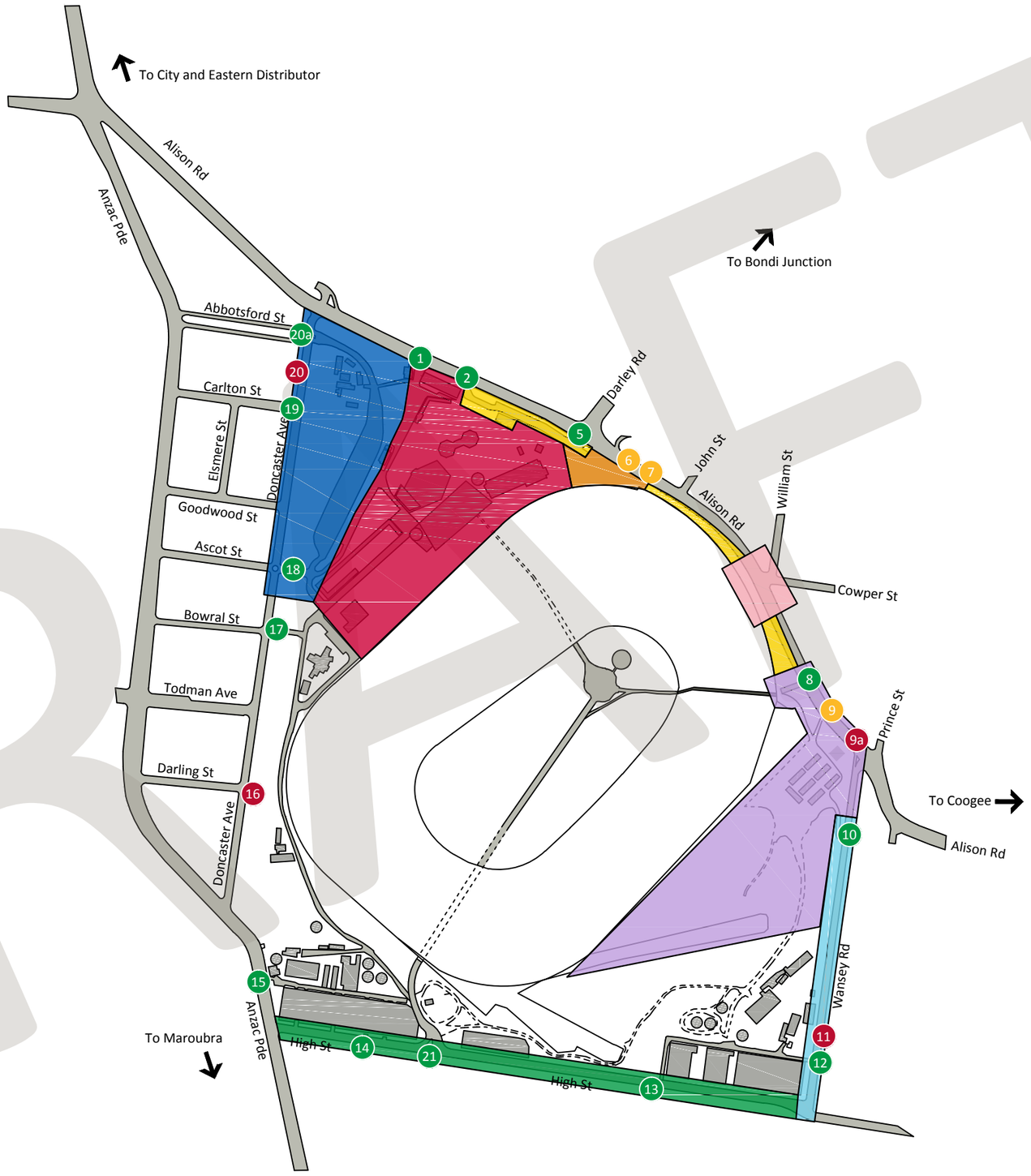
Gate	Use	Frequency of use	Users
10	Stable access	Daily	Cars, Service vehicles, Heavy vehicles
		Event days	Cars, Equine transport, Heavy vehicles
11	Currently not in use	Daily	Unused
		Event days	Unused
12	Stable access	Daily	Cars, Pedestrians, Heavy vehicles, Equine transport
		Event days	Cars, Pedestrians, Heavy vehicles, Equine transport

High Street

Gate	Use	Frequency of use	Users
13	Service access	Daily	Pedestrians, Cars, Heavy vehicles, Equine transport
		Event days	Pedestrians, Cars, Heavy vehicles, Equine transport
21	High Street access	Daily	Pedestrians, Cars, Heavy vehicles, Equine, Equine transport, Service vehicles, Emergency vehicles
		Event days	Pedestrians, Cars, Heavy vehicles, Equine, Equine transport, Service vehicles, Emergency vehicles
14	Stable access	Daily	Pedestrians, Cars
		Event days	Pedestrians, Cars

Anzac Parade & Doncaster Avenue

Gate	Use	Frequency of use	Users
15	Stable access	Daily	Pedestrians, Cars, Service vehicles, Equine transport
		Event days	Pedestrians, Cars, Service vehicles, Equine transport
16	Currently not in use	Daily	Unused
		Event days	Unused
17	Stable access	Daily	Pedestrians, Equine
		Event days	Pedestrians, Equine
18	Grand Stand, Car park & Stables	Daily	Pedestrians, Cars, Service vehicles
		Event days	Pedestrians, Taxis, Equine transport
19	Grand stand, Car park & Stables	Daily	Pedestrians, Cars
		Event days	Pedestrians, Taxis
20a	Restricted car park	Daily	Cars, Service vehicles
		Event days	Cars, Service vehicles



Legend

Precincts

- High Street Precinct
- Proposed Wansey Road Precinct
- Equine Stables Precinct
- Cowper Street Precinct
- Hotel Precinct
- Spectator Precinct
- Alison Road Frontage
- LRV Stabling Area

Gate

- 1 Regular use
- 1 Event day use
- 1 Currently not in use

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NOTES:
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PROJECT:
ROYAL RANDWICK RACECOURSE
LIGHT RAIL STRATEGY

DRAWING TITLE:
PRECINCT PLAN

CLIENT:	AUSTRALIAN TURF CLUB		
DRG. #:	PTC-03		
VERSION #:	DRAFT	SCALE:	NTS
PROJECT #:	T2-953	DATE:	18/12/13