



ROYAL RANDWICK RACECOURSE

ALTERATIONS TO SPECTATOR PRECINCT

TRANSPORTATION REPORT

Prepared for the Australian Jockey Club, Randwick

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1 PROPOSED WORKS AND BACKGROUND

The proposed alterations to the Spectator Precinct are: to demolish the Paddock Stand and Tea House buildings and refurbishing the QEII Stand, thereby providing space for the construction of a New Theatre of the Horse parade ring, and to replace the now redundant grandstands with best practice facilities.

These alterations will not alter the total capacity for crowds to attend events, however the alterations will increase the undercover capacity of the stands by approximately 100% race days and taking the maximum capacity of the course to a total estimated of 44,000, which is well below the design capacity of 50,000 for the recently completed bus and taxi works.

The purpose of the alterations is to increase the size of crowds, the scale of which has been reducing in recent years. The purpose of these improvements is to recreate Royal Randwick Racecourse to the thriving thoroughbred racing facility it once was and in addition the best racecourse in Australia. The works will also allow the AJC to provide higher quality multi-use event facilities, thereby ensuring the ongoing viability of the course.

Access to the Racecourse has been substantially upgraded in the last few years by way of a new bus interchange on Alison Road and the new taxi drop off and pickup area off Ascot Street. This arrangement has been in operation through a number of major Carnivals and smaller events. The upgrade addressed issues of pedestrian access along Alison Road at the entry gate to Alison Road. A new plaza busway was built which, together with pedestrian barriers in Alison Road, closing the main gate to vehicular access on race days, and locating taxis with access from Ascot Street, has managed the main conflicts between pedestrians and traffic both arriving and departing from the site.

There are no pressing requirements to make amendments to this arrangement. Indeed there is some redundancy in under-utilised space by the front entry (Gate 1) that may offer an opportunity for further improvement in the future.

2 EXISTING TRANSPORT ACCESS

2.1 Access Roads

The Spectator Precinct can be accessed from Alison Road, Ascot Street, Bowral Street and internally from High Street.

The internal access is managed by a key controlled gate on High Street and cannot be used by the public; it is predominantly used by maintenance staff and some horse floats on race days accessing from Lower High Street.

Bowral Street is currently only used for horse access from the Gai Waterhouse Stables. The Stables are likely to move to the New Stables, leaving this narrow access as potentially available for some other use in the future.

Ascot Street provides access to Doncaster Avenue and continues to Anzac Parade. The intersection of Ascot Street and Doncaster Avenue is controlled by a roundabout; the intersection with Anzac Parade is by priority control (give way). Between Doncaster Avenue and the Racecourse is a second roundabout providing access to the 66A Doncaster Avenue Development of 30 units and 53 townhouses located in an area previously used for access by public transport (including Trams.)

The Ascot Street access is currently used for vehicular access to the Spectator Precinct on non race days and for access by most horse floats and all taxis and reserved (Member) parking on race days (300 parking spaces.) Ascot Street is also used by maintenance vehicles and for set up and dismantling events, including deliveries prior to race days.

The main access to the Spectator Precinct is from Alison Road. Gate 1 is used for the majority of set up and dismantling traffic and as the main vehicular access on non race days. Gate 1 is closed to traffic during major race days and used for access for small events.

Most employees and visitors arriving by car do so via Gate 1 at Alison Road. This gate has security and the public are generally allowed free access on non race days (370 parking spaces.)

2.2 Public Transport

Randwick Racecourse is well served by public transport, albeit not by train.

The "Three Seventies" connect Randwick to the city via Alison Road, 373 and 377 directly via Oxford Street, 374 and 376 via Albion Street and Central to the Quay, and the 372 via Cleveland Street and Central to the Quay. These routes fan out south of Randwick to cover an extensive area of the South Eastern Suburbs. They are all regular services.

The Three Nineties connect Kensington to the city via Anzac Parade, 392, 394, 396, 397 and 399 directly via Oxford Street, 391 via Albion Street and Central to the Quay, and the 393 and 395 via Cleveland Street and Central to the Quay. These routes fan out south of Kensington to cover the remainder of the South Eastern Suburbs not covered by the Three Seventies. Again they combine to provide a very regular service.

The 339 uses Darley Street and Alison Road on a route from Clovelly to the city also via Albion Street.

Cross suburban services have been altered in the last few years, the 400 and 410 from Bondi Junction to Eastlakes and the Airport has become more popular. Some other cross services have been dropped from Alison Road; the 348 remaining as the only cross link between Bondi Junction and Alexandria using High Street and Todman Avenue. The 302 and 303 also cut across to Waterloo via Todman Avenue and thence the city, providing more coverage to local suburbs from Anzac Parade.

One of the most popular bus routes in Sydney are the Eight Nineties, 891 and 895 running between Central and High Street at frequencies approaching one a minute during semesters at the UNSW. These are express services which are not available for passengers to the Spectator Precinct, however this connection illustrates the efficient manner in which buses can be deployed to carry occasional and varied transport demands. These services literally vary every day to serve the demand created by the University lecture times. STAP recalls that over 30 buses were assigned to this connection during University semesters.

With this experience, Sydney Buses are able to provide a special service to Randwick Racecourse during race days.

Also, on a daily basis, the racecourse has exceptionally good public transport access for employees and visitors.

The closest stop for trips from the city on Alison Road is in the busway opposite Doncaster Avenue. Passengers must walk across two crossings (Alison Road then Doncaster Avenue) to reach the course via Gate 1. This is not ideal. There is a stop for city bound buses in Alison Road adjacent to the Racecourse bus plaza.

Access to buses using Anzac Parade is via Ascot Street. The cross suburban services (302, 303 and 348) must be accessed near Todman Avenue - quite a walk from the Spectator Precinct. The Three Nineties to the city on Anzac Parade offer no different services to the Three Seventies in Alison Road, but are used out of the city (if they are the first bus to come along) and are used into the city on race days as an alternative to the busway in Alison Road.

2.3 Entry Plaza and Busway Access from Alison Road

Part of the recent works in the Spectator Precinct has been the completion of an entry plaza and bus set down pick up bay. This bay consists of a single lane of ten marked bus stops, one lane for manoeuvring and one lane to store buses. During race days, buses from the city access the busway via Darley Street turning at the roundabout to Centennial Park and thence return to the city, or park for reuse after the event.

This has removed a large proportion of pedestrian movement in Alison Road.

2.4 Pedestrian and Bike Access

Doncaster Avenue is a major link in Sydney's Regional bike network, part of the future connection between Botany Bay and the city. A bikeway continues through Moore Park alongside Anzac Parade and will continue into the city. The bikeway continues on the northern side of Alison Road to Darley Road connecting to shared bike paths to Centennial Park and to the UNSW via Wansey Road and Alison Road.

A previous issue was pedestrian access on race days along Alison Road. Fencing has been installed along the footpath and in the median of Alison Road and has reduced the incidents of pedestrians trying to cross Alison Road between the signalised crossings.

2.5 Taxi Access

Another issue that generated too much pedestrian access on Alison Road was Taxi set down and pick up. This has been addressed by a new taxi area in Oaks Road that accommodates approximately 44 waiting cabs and 10 pick up bays. Taxis have good access from Ascot Street.

This new taxi facility has replaced the taxi area in the former Tramway area. (This land was owned by Centennial Park Trust and was sold for development.)

2.6 New Day Stall

Another move to reduce the conflicts between pedestrians and traffic along Alison Road has been the construction of new Day Stalls for use during race days. Horse floats have access from Ascot Street via Doncaster Avenue or Anzac Parade. This has removed the conflict between horse transporters and pedestrians at the Alison Road entry.

The current strategy has simplified access to the racecourse on race days: parking via High Street, buses and coaches via Alison Road; taxis and horse floats via Ascot Street; officials and VIP's via Alison Road.

3 PROPOSED ACCESS

No major changes are proposed for vehicular, pedestrian or public transport access to the Spectator Precinct.

The only significant transport changes are within the Precinct:

- Better pedestrian circulation to the entry plaza and between grandstands along a wide "Boulevard".
- A new loading dock at the southern end of the Paddock Grandstand.

The distance between buildings, and in particular the "Theatre of the Horse" and the race day stalls, limits access between these buildings to service delivery trucks. These larger vehicles, and the occasional B-Double, are used for set-up and dismantle major events, particularly stage equipment.

These larger vehicles will load and unload in the new boulevard.

Three Options are available

1. All Deliveries and access to the loading dock via Ascot Street or Oaks Drive with entry into the Precinct from Ascot Street.

Advantages	Simple. Less turning from Alison Road.
Disadvantages	Shut down required at 8.30am on race day to create Equine Precinct.

2. Daily Deliveries via Gate 1 and large vehicles enter boulevard from Alison Road

Advantages	Shut down not required until 11am on race day to create Spectator Precinct.
Disadvantage	Access of large trucks through unused busway and egress via Ascot Street.

3. All 11m deliveries and access to the loading dock via Gate 1 with large vehicle access via Ascot Street.

Advantages	Keeps existing arrangement.
Disadvantages	Large Vehicle shut down required at 8.30am on race day to create Equine Precinct and 11am for all other deliveries.

The current diagrams illustrate access for 19m vehicles to the loading dock that will access from Ascot Street.

4 TRAFFIC GENERATION

4.1 Daily Traffic

Approximately 100 people work at Randwick Racecourse including the office staff of the AJC, Maintenance Staff and Security. Most either work within the Spectator Precinct or arrive at work via the Spectator Precinct. Those working in the Stables are not considered in this report and do not enter or use the Spectator Precinct – except the equine precinct during a race day.

It was not considered necessary to conduct a traffic survey on a typical day. Approximately 40 cars are parked in the car park on a typical day, indicating about 50% of employees travel to work by car, meaning a higher than average number use public transport, bike or walk to work. A few even live at the racecourse.

4.2 Race Day Transport

4.2.1 Carnival Days

There are currently 4 Carnival Days when maximum attendance of 44,000 could occur. This maximum attendance was recorded for Melbourne Cup day in 2005 and in recent times the size of the crowds has been reducing; the intention is to regain attendance.

Surveys were conducted on patrons attending the Melbourne Cup in 2005. In broad terms, 31% arrived by bus and coach, 26% by taxi and 33% by car.

2005	Melbourne Cup			
		Attendees		Vehicles
	Car Driver	4725	11%	4725
	Car Passenger	7920	18%	
	Dropped Off	6345	14%	2115
	Taxi	11655	26%	3700
	Bus	10485	23%	191
	Coach	3600	8%	150
	Walked	270	1%	
		45000		10881

These figures reveal a different profile to the typical mode of travel to large events; more people came by taxi than by bus, and almost as many people were dropped off as passengers as arrived as car passengers.

Counts taken by the NSW Taxi Council in 2009 indicate that arrivals and departures were spread over four hours with a maximum of 35% arriving in a peak hour and 29% leaving in a peak hour.

From these figures, we can estimate that for a peak event:

- 1000 cars will arrive per hour, most at the High Street entry to the In-Field parking (~900 vph – 4,000 total parking spaces) some to the Members Reserve parking (~100 vph – 300 total parking spaces).
- At least 490 taxis arrive at the taxi rank in the peak hour.
- About 50 coaches arrive in a peak hour.
- About 67 buses arrive per hour.

Sydney Buses arrange for shuttle buses to Central Station for major events. This is very similar to the 891 and 895 service to the UNSW. About 40 shuttle services would be required for a major event (deploying about 20 buses). The remainder of the demand for buses would be accommodated by existing services mostly from the city using either Alison Road or Anzac Parade.

The combination of access for taxi, horse floats and member parking at Ascot Street has put more strain on the pedestrian/traffic conflicts at Doncaster Avenue. **We recommend this be reviewed.**

Departures are slightly different with 10% more use of taxis, presumably balanced by a reduction of private pick-ups.

Another difference in the profile for Randwick Racecourse and other events is the proportion of vehicles that use nearby streets and do not enter the Precinct. Some 2100 vehicles arrive in a peak hour, 600 to park, many in Centennial Park, 740 that drop off passengers and then depart and 800 taxis that do not use the taxi rank.

These figures are not unexpected, and the combination of in-field parking and members parking, with access from High Street and Ascot Street respectively, conforms with the transport management strategy for major events agreed in 2007. (Masson Wilson Twiney - *Stage 1 Works – 2008 Upgrade Access, Public Domain and Infrastructure 2007.*)

4.2.2 Other Events

The 370 spaces currently available within the Spectator Precinct provide for commuter parking and the minor events that occur on the site.

4.2.3 Conclusion

The current proposal does not seek to increase the maximum number of attendees from the current 45,000.

Hence the existing transport strategy can accommodate the demands occurring from the proposed development.

4.3 Future

A plan to construct a Convention Centre at some point in the future to be utilised, both between race days and during race events. This will increase the capacity towards 50,000. Analysis of this situation is not within the current scope of works other than to note the current arrangements were designed for 55,000 (reference previous report lodged with Stage 1 works) and put in place before the Papal Visit for World Youth Day in 2008.

5 CONCLUSIONS AND RECOMMENDATIONS

The current transport arrangements are consistent with an agreed transport management strategy and do not require external alterations.

Nevertheless, we recommend that observations be made during a major event to check how the new strategy is working and anticipate conditions when 50,000 are attending an event.

We recommend that particular attention be paid to the conflicts between vehicles and pedestrians at the intersection of Doncaster Avenue and Ascot Street.

There are three options for internal movement by delivery vehicles and larger vehicles required for events; each have a small impact on external access from Alison Road and Ascot Street.