

Submission
No 12

**INQUIRY INTO IMPACT OF THE CBD AND SOUTH EAST
LIGHT RAIL PROJECT**

Name: Name suppressed

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Partially
Confidential

We are a long time resident of Randwick. It was previously a fantastic place to live. With the advent of the Light Rail construction and other initiatives of the NSW Government it has been very substantial concerning. In particular the outcome has been related to terrible and dangerous traffic flow throughout Randwick. This has been evidenced by: The replacement of rounderabouts by traffic lights that slow traffic and at times cause some motorists and even buses to make bad decisions because of their frustration. This is particularly the situation at the corner of Botany and Barker Streets and Botany and High streets and Botany and Arthur streets. The fact that High street is effectively now one way has meant that traffic has been re-routed usually down streets that cannot handle the extra load. This has resulted in regular gridlock and substantial difficulty and at times danger in getting out of our driveway. Part of this reorganisation has meant that buses have been re-routed. Frequently they are now travelling down minor roads that were not designed for buses. Examples of this is the travel down Botany Street and Arthur Street (which has "dog legs") is very congested and dangerous. Included in the congestion is a very large number of "out of Service" buses that were never seen in Randwick before the light rail. During the introduction of the light rail it has not been uncommon for it to take 30minutes to get from our house to Alison Road. It is also a regular happening to have traffic banked up in Barker street and Botany street. The timing of the light rail in Randwick has been particularly significant as there are also major developments happening with the Inglis site, the development for the Hospital and University that is about to happen and the various NBN excavations that have been happening in the various streets. The additional impact of these developments are very difficult to determine and it is very difficult to obtain real estimates of the impact. With the very poor situation that already exists we must expect catastrophic impact from the additional congestion caused by the Inglis development, the additional roads for that development and the extension of Jane street (which a very narrow road already) when it is extended through to Rainbow street. None of the "Traffic surveys" have been adequate for any of these developments.