

Memorandum



TO: Ross Anthony (City Planning)
FROM: Robert Rosadi (Integrated Transport)
DATE: 24 November 2006 FILE:

SUBJECT: Road Network Plan – Epsom Road and Link Road Dolina Apartments DA Application

Dear Ross,

I refer to the Road Network Plan prepared by Mason Wilson Twiney for the proposed intersection of Epsom Road and Link Road in Rosebery. Although the proposed development is not situated within Randwick City, the traffic ramifications of this development would be significant for the residents of Lenthall Street in Kensington. Council has already resolved to lobby the RTA for the closure of Lenthall Street in the eastbound direction to all traffic with the exception of buses and bicycles. Taking this into consideration, the Integrated Transport Group has reviewed the proposal, and it is recommended that the following comments be included in any submission made to the City of Sydney in regards to this development;

1. Site access point to the proposed building on the northern alignment of Epsom Road.

Lenthall Street is classified as a sub-arterial in Council's road hierarchy. The position of Lenthall Street on Council's western boundary, coupled with the both the Link Road exit from Southern Cross Drive and the traffic demand at the signalised intersection of Todman Avenue and South Doweling Street, has resulted in large volumes of through traffic utilising Lenthall Street as a means of bypassing the State Road network. To this effect, Randwick Council has resolved to lobby the RTA for the closure of Lenthall Street in the eastbound direction to all traffic with the exception of buses and bicycles. The infrastructure required for any such closure would be situated on Lenthall Street within Randwick City.

The proposed traffic arrangement to allow vehicle access into the northern building requires the construction of a median island and a kerb side island. The submitted plan shows that these works will encroach into Randwick City. This cannot be supported as this area will be required to accommodate the works required for any future closure of

Lenthall Street. As such, this access and egress point should be re-designed in a manner such that it is positioned wholly within the City of Sydney.

2. Proposed signalised intersection of Epsom Road and Link Road.

The submitted plan makes allowance for a right turn out of the proposed development into Epsom Road. This would only further increase the traffic volumes on Lenthall Street, and in the event that Lenthall Street is closed to traffic in the eastbound direction, would be redundant. As such the lane arrangement for traffic exiting the proposed development via the signalised intersection should be restricted to left and straight. Provision for the right turn out should be deleted.

As is the case for Lenthall Street, the section of Epsom Road between Link Road and Lenthall Street carries a significant volume of through traffic. This does not cause any adverse impact for the commercial and industrial premises currently located on the site. However, with the change to residential premises and the introduction of pedestrian generators such as public parks, the expectations of the future residents as to the type and volume of traffic which should be carried on this section of Epsom Road should be considered. The potential traffic problems faced by any future residents of the site will be similar to those currently faced by residents of Lenthall Street. The closure of Lenthall Street to eastbound traffic would redirect traffic on Epsom Road onto Link Road and subsequently South Dowelling Street. This would reduce the volume of traffic across the frontage of the proposed development which would further enhance the residential nature of the streetscape and improve pedestrian safety across Epsom Road. To this effect, the closure of Lenthall Street for eastbound should also be considered as part of this proposal, as it would also serve the interests of the future residents of the site in reducing the volume of traffic on Epsom Road.

Members of Randwick City Council's Integrated Transport Group are willing to work with both the RTA and the City of Sydney to ensure that the traffic objectives of all stakeholders are discussed and taken into consideration during the decision making process.

Robert Rosadi
Transport Engineer.