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TRAFFIC AND TRANSPORT CONSULTANTS

JSC CROSS CITY TUNNEL

23 JAN 2006

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Ms Rachel Simpson
Director
Joint Select Committee on the Cross City Tunnel
NSW Parliament House
Macquarie Street
SYDNEY NSW 2000

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20 January 2006

Dear Ms Simpson

Inquiry into Cross City Tunnel

In response to your letter dated 12 December 2005, I provide answers to the Committee's questions taken on notice.

1) *What difference did [the 80 kilometres an hour tunnel option] make ... in terms of the number of cars going through it.*

A review of my files finds no notes on this matter. However I have a recollection of being asked the effect of increasing the design speed of the tunnel during the tender assessment period. My response was, all other things being equal, a higher design speed would increase demand in the tunnel.

2) *[When and by who within the RTA were you asked to model reversal of the William Street road changes?]*

On 22 November 2005, I was requested by Mr John Priddis of the RTA to provide preliminary advice on the long term impact on CCT traffic volumes of reinstating the lanes in William Street.

3) *When the former Premier made the announcement on 22 October 1998 of the 1.2 kilometre cross-city tunnel, he estimated 48,000 vehicles a day would use the tunnel. That figure would have obviously have come from you? ... How would it have gone from 48,000 to 92,000? ... Can you give an explanation ... ?*

I believe the Premier's estimate would have been based on the work I had done at that time.

It appears to relate to a forecast for a conceptual tunnel scheme opening in 2004 which proposed to have exit and entry points located west of Kent Street near Druitt and Bathurst Streets and in William Street just east of College Street. Underground connections to Eastern Distributor were also proposed.

The CCT scheme now built is a very different project to the one we initially modelled with the major differences being:

- The tunnel length doubled from 1.2 km to 2.4 km, by-passing an additional 6 sets of traffic signals;
- Direct connections now provided to the Western Distributor viaducts over Darling Harbour; and
- The Sir John Young Crescent portal was added which alone was forecast to attract an additional 16,000 vehicles per day.

The 92,000 vehicles quoted by the committee is a CCM 2006 forecast for the CCT as built and was produced by others using a different model.

I trust the above responses adequately answer the committee's questions.

Yours faithfully,



Christopher J Wilson
Director