



THE LORD MAYOR OF SYDNEY
CLOVER MOORE MP

Reverend the Hon. Fred Nile
Chair
Joint Select Committee on the Cross City Tunnel
Parliament House
Macquarie Street
Sydney NSW 2000

Attn: Rachel Simpson, Director

Dear Minister

Inquiry into the Cross City Tunnel: Further Information

During my appearance before the Committee on 9 December 2005 I took on notice three questions.

1. *What are the traffic management improvements in Paddington directly adjacent to the Cross City Tunnel exit portal?*

The Cross City Tunnel Environmental Impact Statement (EIS) predicted significant increases in traffic on Gurner Street, Glenmore Road, Neild Avenue, Brown Street and McLachlan Avenue. These are predominantly heritage areas with narrow, residential streets and, without traffic management, would face serious loss of amenity and worsening air and noise pollution.

The Minister's Conditions of Approval (No. 59) of 12 December 2002 required the proponent to develop measures, in consultation with the PTC, NSW Police, Emergency Services, relevant local Council(s) and community representatives, for:

- (a) traffic calming on Brown Street/Neild Avenue between Macdonald and Lawson Streets; and,
- (b) traffic calming on Glenmore Road between New South Head Road and Cascade Street.

Please find attached (Attachment A) plans for works within the Woollahra Municipal Council area, provided to my Bligh Electorate Office. Further information can be obtained from the Roads and Traffic Authority, consultants Parsons Brinckerhoff, or Woollahra Municipal Council.

2. *What meetings have been held with emergency services, over what period of time? Did the city of Sydney have concerns about the operation of emergency services in the area?*

Road changes associated with the Cross City Tunnel are the responsibility of the Roads and Traffic Authority as the proponent of the works, with the Cross City Tunnel consortium acting as contractor. South Sydney City Council and Sydney City Council initially proposed works along

(2)

William Street to take advantage of the opportunity for improvements through implementing long-standing public domain improvements.

City of Sydney staff provided traffic and urban design input into the formulation of the proposals, but the City of Sydney did not undertake the detailed consultation with emergency services although their negotiations at times included issues of emergency requirements. They report that it was clear in their discussions that liaising with emergency services and meeting their requirements were the responsibility of the RTA and Cross City Tunnel consortium.

3. Will you examine the road changes and send to the Committee a list of what you regard as changes for the public benefit and those that are for the benefit of the consortium?

An assessment of the benefit of road changes, undertaken by City of Sydney staff, is attached (Attachment B).

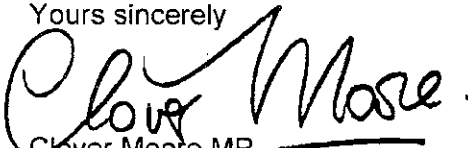
It is clear from this list that the traffic changes implemented with the Cross City Tunnel include a diverse range of construction works, changed access, lane reductions, new access options and direct benefits to public transport, pedestrian amenity and cycling access, with few "road closures".

The list of traffic changes also shows that most road modifications have a range of intended public benefits as well as potential benefit for the consortium, and cannot be separated as one or the other. Some separate changes are also integrated with each other to achieve the intended benefits.

The loss of direct un-tolled access to the Sydney Harbour crossings and the high cost of the toll are two key issues resulting from the Cross city Tunnel.

The city of Sydney and former South Sydney City Councils both strongly opposed the changed access arrangements that prevented direct access from Sir John Young Crescent and Palmer Street. I have called for these access arrangements to be changed to reinstate direct surface access connections.

Yours sincerely


Clover Moore MP
~~Lord Mayor of Sydney~~

Assessment of Benefit in Road Changes Associated with the Cross City Tunnel

1. CONSTRUCTION WORKS

1.1 Installation of barriers and lane changes to construct traffic changes

- **Public Benefit:** Enable work on footpath widening, transit lanes, cycle lanes and road changes. Provide safety for construction workers implementing the work.
- **CCM Consortium Benefit:** Potential increase in tolls during construction period due to reduce capacity or increased traffic disruption around the works.

2. ROAD CLOSURES

2.1 Closure of Day Street access, between Druitt and Bathurst

- **Public Benefit:** Simplified traffic access arrangements at western portal. This has limited public benefit but also limited impact due to the introduction of new west-bound traffic lane in Bathurst Street between Sussex Street and Day Street (See 8.6)
- **CCM Consortium Benefit:** No benefit.

2.2 Closure of Bourke Street to northbound traffic at Cathedral Street

- **Public Benefit:** Improved access to the Eastern Distributor on-ramp from William Street by enabling the proposed "G-Loop" via Palmer, Cathedral and Bourke Streets, to be replaced with direct right hand turn from William Street (west bound) into Bourke Street (north bound). The "G-Loop" was widely opposed by residents due to its impact on amenity in and around Palmer, Cathedral and Bourke Streets. The closure prevents increased traffic volumes being channelled onto Bourke Street Woolloomooloo by the right hand turn movement and the loss of direct access to the Harbour crossing.
- **CCM Consortium Benefit:** Potential increased Toll revenue when implemented in conjunction with the removal of other alternative non-tolled access to the Sydney Harbour crossings. This road closure prevents regional traffic using Bourke Street and Cowper Wharf Road to access the Sydney Harbour Bridge Tunnel.

2.3 Closure of Bourke Street to the south of William Street

- **Public Benefit:** Enabled "G-Loop" proposal to be abandoned by limiting traffic movements at the William and Bourke Streets. RTA traffic analysis reported inadequate capacity at the intersection for all traffic movements to be retained. The closure directs through traffic onto main roads rather than local streets in East Sydney and Darlinghurst. The full closure promotes pedestrian and cyclist safety at this intersection, and disrupts a street prostitution "kerb crawler" circuit past SCEGGS high school.
- **CCM Consortium Benefit:** When implemented in conjunction with the removal of alternative non-tolled routes, this closure may increase toll revenue by preventing

regional traffic from the eastern and south-eastern suburbs using Bourke Street to access the Sydney Harbour Bridge and Sydney Harbour Tunnel.

2.4 Closure of DrUITT Street between Clarence and Kent Streets to general traffic.

- *Public Benefit:* Improved access to the CBD for public transport (see 3.1) and improved CBD amenity by discouraging regional through traffic.
- *CCM Consortium Benefit:* Potential increased toll revenue through non-tolled alternatives being less direct.

3. PUBLIC TRANSPORT IMPROVEMENTS

3.1 Conversion of DrUITT Street between Clarence and Kent Streets into transit lanes.

- *Public Benefit:* Improved access to the CBD for public transport services (buses, taxis etc), with a link to the Western Distributor bus crossover near the Anzac Bridge (see 3.2). The change also discourages regional through traffic from using the CBD.
- *CCM Consortium Benefit:* Potential increased Toll revenue from discouragement of an alternative non-tolled access for through traffic.

3.2 Bus crossover for eastbound bus lane on Bathurst Street viaduct and conversion to general traffic lane

- *Public Benefit:* Improved public transport bus access to CBD. (See 7.9 and 7.10)
- *CCM Consortium Benefit:* No benefit.

3.3 New bus lane southbound on Elizabeth Street between market and Bathurst Street

- *Public Benefit:* Improve public transport reliability (bus access and movement).
- *CCM Consortium Benefit:* No benefit.

3.4 DrUITT Street viaduct changed from Westbound bus lane plus 2 traffic lanes to westbound lane bus lane, general traffic lane and eastbound bus lane.

- *Public Benefit:* Improve public transport reliability through greater bus access and movement. (See 7.9 and 7.10).
- *CCM Consortium Benefit:* No benefit.

3.5 Peak directional transit lanes on William street

- *Public Benefit:* Improve access for public transport and other high occupancy vehicles.
- *CCM Consortium Benefit:* Potential increased toll revenue from reduced capacity of William Street to cater for regional through-traffic.

4. CYCLING IMPROVEMENTS

4.1 Introduction of bicycle lane on Craighend Street between Roslyn Street footbridge and Darlington Road

- *Public Benefit:* Improved cycling use, as an environment sustainable transport mode.
- *CCM Consortium Benefit:* No benefit.

4.2 Create cycle lane on Park Street eastbound and westbound between George Street and College Street

- *Public Benefit:* Improved cycling use, as an environment sustainable transport mode.
- *CCM Consortium Benefit:* No benefit.

4.3 Create a cycle lane on Kings Cross Road eastbound between Darlington Rd and Ward Avenue

- *Public Benefit:* Improved cycling use, as an environment sustainable transport mode.
- *CCM Consortium Benefit:* No benefit.

5. PEDESTRIAN AND RELATED IMPROVEMENTS

5.1 Footpath widening along Park and William Streets, between Elizabeth Street and the Kings Cross hill

- *Public Benefit:* Revitalise William Street through improved pedestrian access and amenity, with new paving, trees, street furniture and lighting.
- *CCM Consortium Benefit:* No direct benefit, but changes have the potential to increase toll revenue from reduced capacity of William Street for regional through-traffic.

5.2 Construction of mid-block blister in previous parking lane at Park Street, Hyde Park pedestrian signals.

- *Public Benefit:* Improve pedestrian amenity for the heavily trafficked link between Hyde Park north and south.
- *CCM Consortium Benefit:* No benefit.

5.3 Create indented parking bays in William Street, various locations between College and Darlington Road

- *Public Benefit:* Improve public access to William Street, pedestrian amenity and revitalise William Street.
- *CCM Consortium Benefit:* No benefit.

6. CHANGED TRAFFIC ACCESS OR TURNING MOVEMENTS

- 6.1 Reduction of two right turn lanes from Cowper Wharf Road westbound to Cahill Expressway to one right turn lane
- *Public Benefit:* No benefit.
 - *CCM Consortium Benefit:* Potential increased Toll revenue from loss of non-tolled traffic route option for local and regional through-traffic.
- 6.2 Removal of one right turn lane from Cahill Expressway off ramp to Cowper Wharf Road
- *Public Benefit:* No benefit.
 - *CCM Consortium Benefit:* No benefit.
- 6.3 Removal of one merging lane in Darlinghurst Road ramp to William Street at Darlinghurst Road
- *Public Benefit:* Additional on-street parking.
 - *CCM Consortium Benefit:* no benefit.
- 6.4 Removal of the three slip lanes from the intersection of College and Park Streets
- *Public Benefit:* Improved pedestrian amenity and safety.
 - *CCM Consortium Benefit:* No benefit.
- 6.5 Intersection of Park and Elizabeth Street modified, including conversion of dual right turn northbound to single right turn lane into Park Street.
- *Public Benefit:* Simplify traffic movements and discourage use of this route through the CBD by regional through traffic.
 - *CCM Consortium Benefit:* Potential increased toll revenue through possible increased travel times for regional through traffic on this non-tolled traffic route.
- 6.6 Reduction in length of William Street left-turn lane into College Street southbound
- *Public Benefit:* Accommodate footpath widening to improve pedestrian safety.
 - *CCM Consortium Benefit:* No benefit.
- 6.7 New roundabout and pedestrian crossing, replacing traffic signals at the intersection of Crown Street and Sir John Young Cres and removal of traffic signals.
- *Public Benefit:* Restore access to Macquarie Street for traffic from Cowper Wharf Roadway and Palmer Street. Benefit is mixed and may not be an improvement over traffic lights.

- 7.6 Convert Park Street eastbound between George Street and Castlereagh Street to one parking lane, one cycle lane, one right turn lane and one through lane**
- **Public Benefit:** Improved pedestrian amenity in Park Street, better cycling access and improved traffic flow at intersections for vehicles moving around the CBD.
 - **CCM Consortium Benefit:** Potential increased toll revenue from reduced capacity of Park Street.
- 7.7 Convert Park Street westbound between Castlereagh and George Streets to one parking lane, one cycle lane, one right lane and one through lane**
- **Public Benefit:** Improved pedestrian amenity in Park Street, better cycling access to the City and improved traffic flow at intersections for vehicles moving around the CBD.
 - **CCM Consortium Benefit:** Potential increased toll revenue from reduced capacity of Park Street.
- 7.8 Reconfigure intersection at the top of the Kings Cross Hill**
- **Public Benefit:** Improved pedestrian amenity and simplified traffic arrangements for drivers to improve traffic flow at this historically difficult intersection.
 - **CCM Consortium Benefit:** the changes primarily affect local traffic movements and are unlikely to provide benefit for the consortium.
- 7.9 Druitt Street, between Clarence to York Streets, changed from four lanes to one westbound bus lane, one eastbound bus lane and one westbound right turn lane into Clarence**
- **Public Benefit:** Improved public transport access to the CBD with link to Western Distributor bus crossover. (see 3.2 and 3.4).
 - **CCM Consortium Benefit:** Potential increased toll revenue due to regional through traffic discouraged from using William, Park and Druitt Streets.
- 7.10 Druitt St viaduct changed from westbound bus lane plus two traffic lanes to westbound lane bus lane, general traffic lane and eastbound bus lane**
- **Public Benefit:** Improved public transport access to the CBD with link to Western Distributor bus crossover. (see 3.2 and 3.4)
 - **CCM Consortium Benefit:** Potential increased toll revenue due to regional through traffic discouraged from using William, Park and Druitt Streets.

8. NEW OR INCREASED TRAFFIC ACCESS**8.1 Provide right turn bays in Park Street westbound into Pitt Street and eastbound into Castlreagh Street**

- *Public Benefit:* Improve CBD access and circulation.
- *CCM Consortium Benefit:* No benefit.

8.2 Opening of a fourth Eastern Distributor exit lane for right turn into William Street

- *Public Benefit:* Improve regional traffic movements and reduced traffic queuing back into the Eastern Distributor.
- *CCM Consortium Benefit:* No benefit.

8.3 Introduction of Ward Avenue ramp between Ward Avenue and Bayswater Road

- *Public Benefit:* Improve access for Kings Cross residents and taxis to the east, north, south and west.
- *CCM Consortium Benefit:* No benefit.

8.4 Introduction of a right turn bay from Craigend Street westbound to Ward Avenue northbound

- *Public Benefit:* Improved local access and traffic movements.
- *CCM Consortium Benefit:* No benefit.

8.5 Increase from three lanes to four lanes in Craigend Street between Neild Avenue and left turn slip lane at McLachlan Street.

- *Public Benefit:* Improved local access and traffic movements.
- *CCM Consortium Benefit:* No benefit.

8.6 Change three lanes eastbound on Bathurst Street between Sussex Street and Day Street to three lanes eastbound plus one lane westbound

- *Public Benefit:* Improved access to the Crown Plaza Hotel and maintained local traffic access as a consequence of the Day Street road closure (See 2.1).
- *CCM Consortium Benefit:* No benefit.

8.7 New dual left turn lane from Western Distributor into Harbour Street northbound at Bathurst Street

- *Public Benefit:* Improved access and traffic movements.
- *CCM Consortium Benefit:* No benefit.

8.8 New left-turn lane from Harbour Street southbound into Bathurst Street

- **Public Benefit:** Improve access and traffic movements.
- **CCM Consortium Benefit:** Improved linkages to CBD for Cross City Tunnel.

8.9 Introduction of right-turn bay from Western Distributor eastbound into Harbour Street southbound

- **Public Benefit:** Improve CBD access and traffic movements
- **CCM Consortium Benefit:** No benefit.

9. CHANGES IN OTHER LOCAL GOVERNMENT AREAS

9.1 Paddington LATM measures. Traffic calming measures on three local streets in Paddington.

- **Public Benefit:** Address adverse traffic impact on residents of Paddington caused by regional traffic being drawn-through Paddington to access the Cross City Tunnel.
- **CCM Consortium Benefit:** Potential benefit to CCM by discouraging toll-avoiding through-traffic using residential street as an alternative.