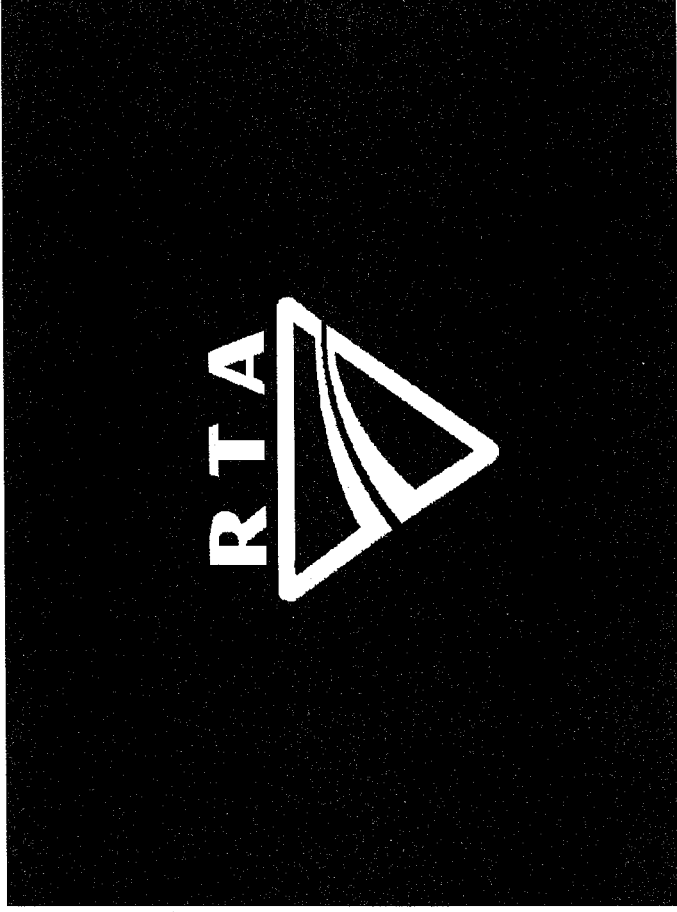
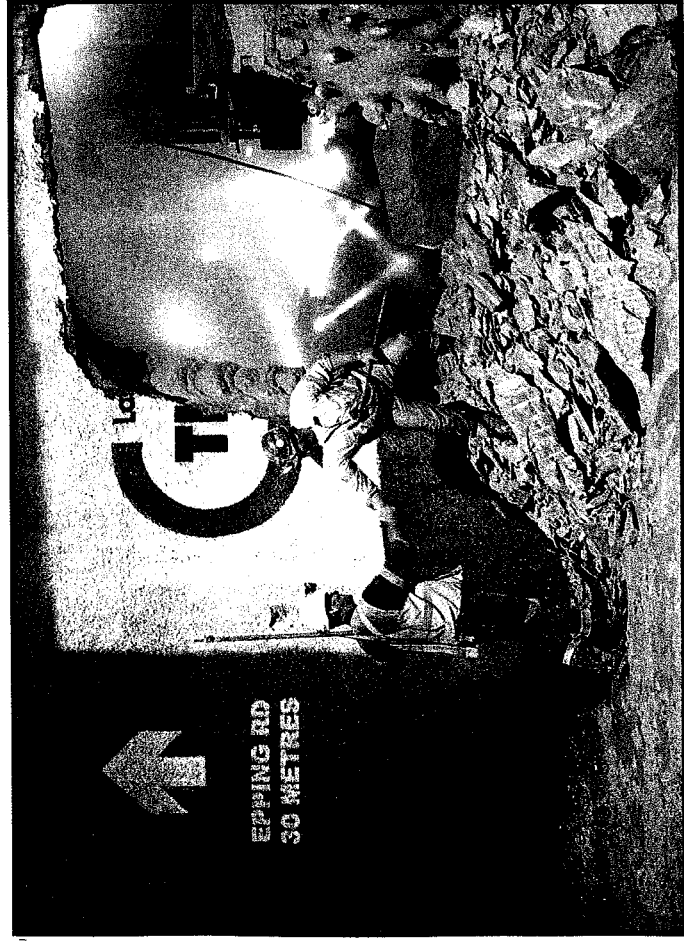


Tabled by VMU Whitinga (RTA)
16/6/06



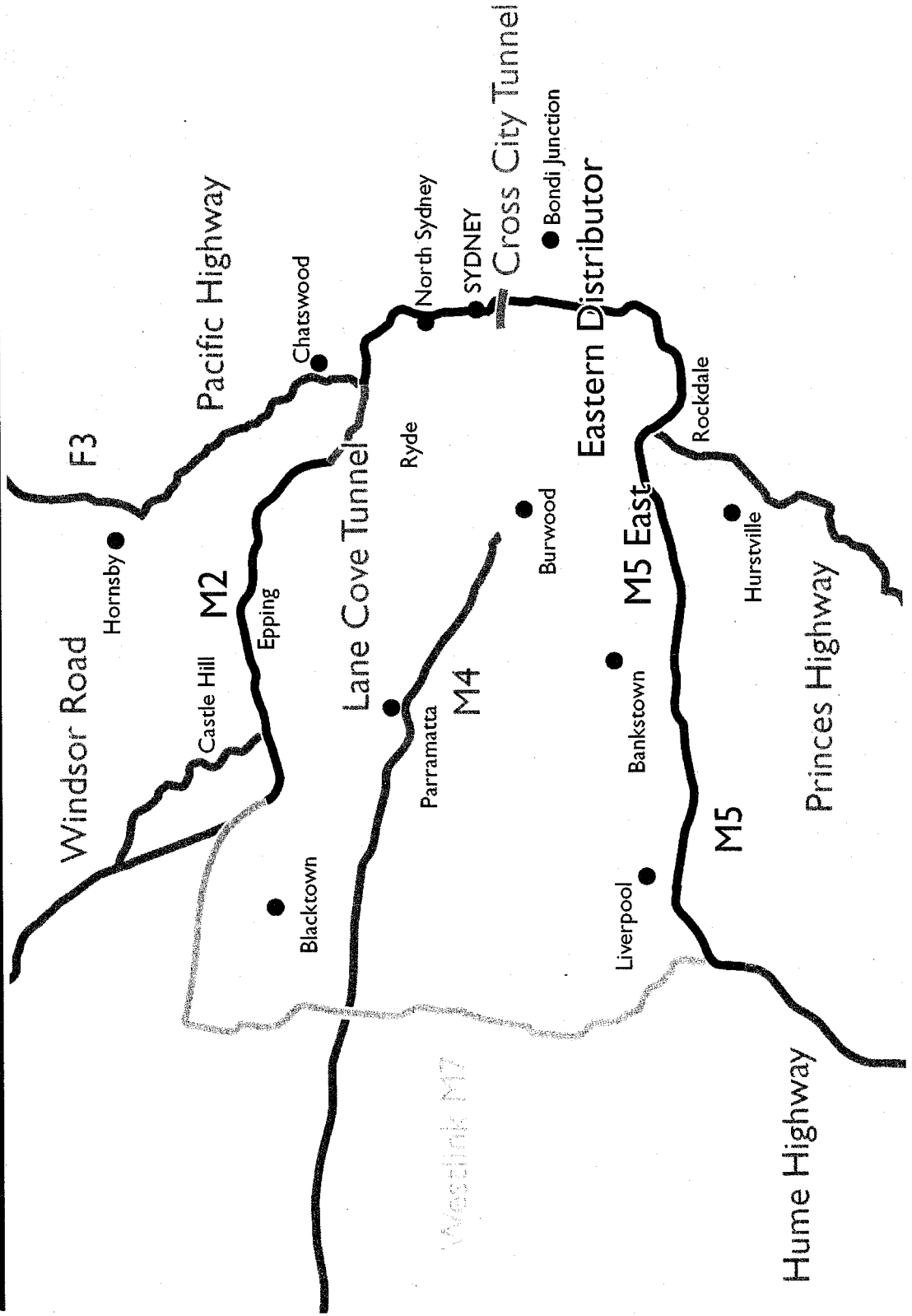
Lane Cove Tunnel

Briefing on Project

16 June 2006



Sydney Orbital



Development of the Project



Previous Studies:

- RTA has been investigating road development options for Epping Road since the late 1980's
- Several studies were produced

1990

Proposed Roadworks between the Gore Hill Freeway & Castlereagh Freeways – Evaluation of Options



Examined concept designs for improvement, including grade separation, of the four (4) major intersections at:

- Longueville Road
- Centennial Avenue
- Sam Johnson Way
- Mowbray Road



1994

Epping Road Options Study



- Focused on options for the development of Epping Road
- Lane Cove Council and the Community involved
- Studied 5 options ranging from
 - > do minimum; to
 - > construction of a motorway standard road with grade separation; to
 - > 2 or 4 lane tunnel
- Grade separated motorway and 4 lane tunnel worked best .
Overwhelming preference by the local community for a tunnel
- Study to determine the cost of a tunnel

1997

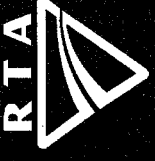
*Route Development Strategy – M2 Motorway to
Warringah Freeway Study*



- Recommended a medium term strategy
- Grade separation at Sam Johnson Way
- Widening of Epping Road to 7 lanes, west of Centennial Ave
- Short tunnel from Centennial Ave to east of Pacific highway
- Additional ramps at Pacific Highway
- Widening of Gore Hill Freeway
- Community feedback indicated strong support for a longer tunnel

1997

Task Force Study (set up by Minister for Roads)



Task Force consisted of:

- > Parliamentary Secretary for Roads,
- > Mayors of Lane Cove , Willoughby, Ryde, and North Sydney Councils

Study objective:

- > to progress and lead community discussions on future development of the road corridor
- > Led to Hyder Report in August 1999 which compared 6 long tunnel options

2000

Overview Report



- Outcome of the Studies reflected in published overview report
- Strong Council and community support for a long tunnel coupled with changes in Epping Road
- Recommended the basic proposal as described in the EIS

2001

Environmental Impact Statement



Community Input:

- Five focus groups were formed to provide detailed community input during preparation of the EIS
 - > Tunnel Ventilation and Air Quality
 - > Epping Rd and Tunnel Traffic and Transport and Urban Design
 - > Cycling, Pedestrian and Public Transport
 - > Gore Hill Freeway
 - > Falcon Street

Community / Stakeholder Input from:

- Workshops
- Submissions
- Face-to-face discussions
- Value Management Workshop
- Concept Design Studies

2001

Environmental Impact Statement



14 Working Papers

- > Community Consultation
- > Concept Design
- > Urban Design
- > Traffic and Transport
- > Bicycles, Pedestrians and Public Transport
- > Risk
- > Heritage
- > Biodiversity
- > Air Quality, Health Impacts, Climatology
- > Noise and Vibration
- > Water Quality
- > Hydrology and Hydraulics
- > Property and Land Use
- > Economics

Project Objectives

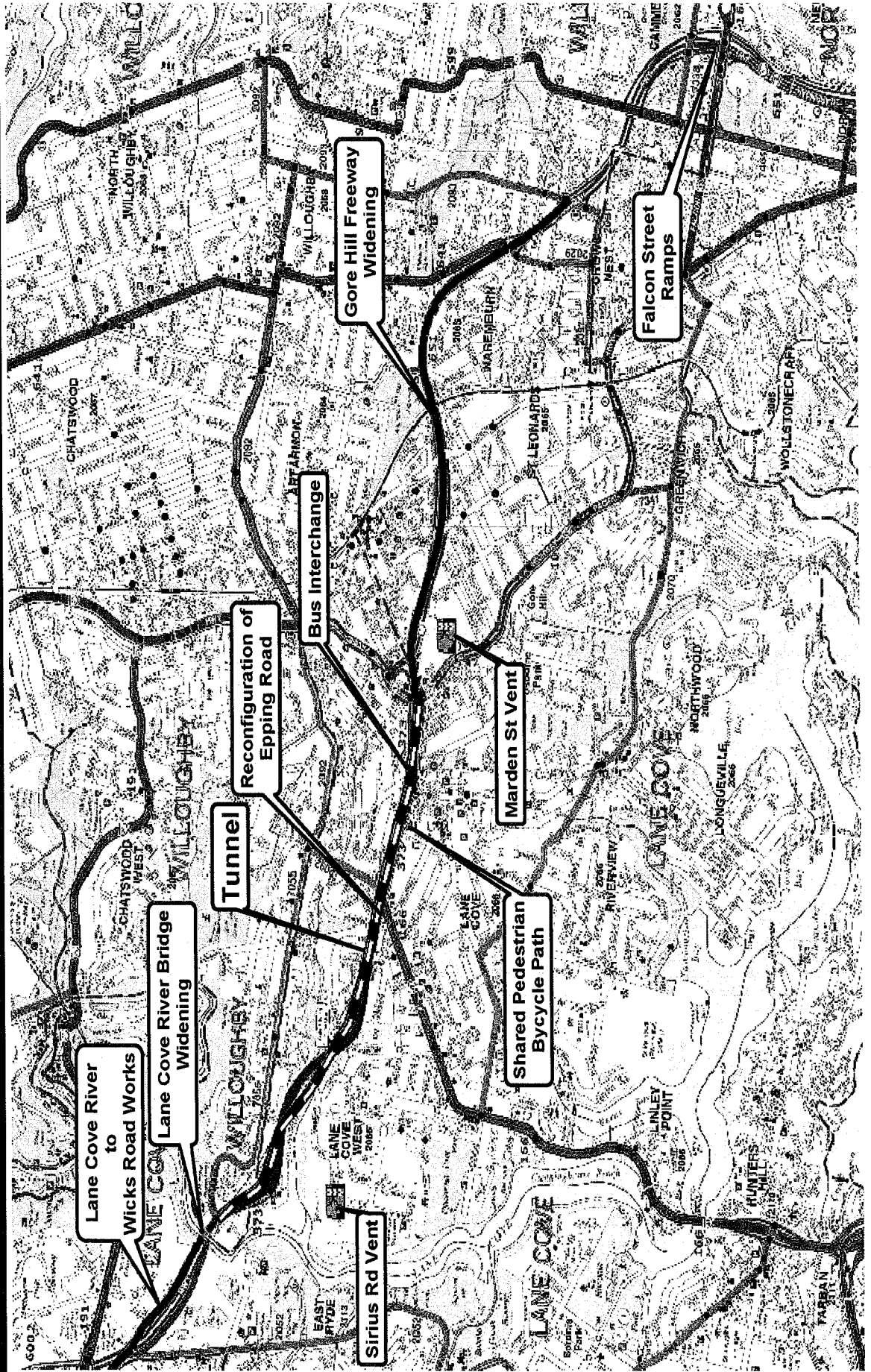


The project objectives are:

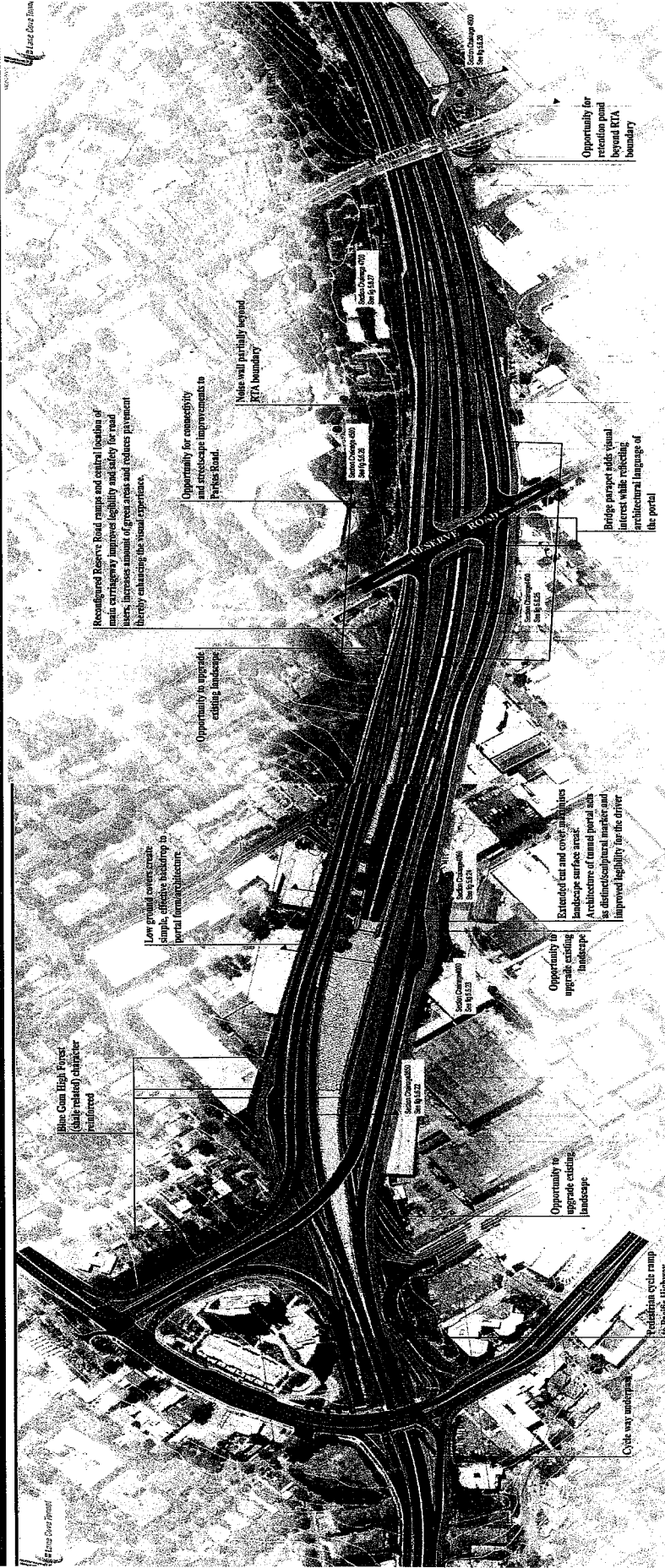
- Improve east-west travel along the corridor
- Improve operation of Public Transport
- Provide safer conditions for cyclists
- Provide benefits at least cost to Government
- Improve amenity and safety of local community and businesses on Epping Road by:
 - > reducing traffic and congestion
 - > reducing noise
 - > Improving air quality
 - > re-introducing right turn traffic movements along Epping Road
 - > reducing traffic on adjacent local roads



Lane Cove Tunnel



Pacific Highway – North Shore Railway



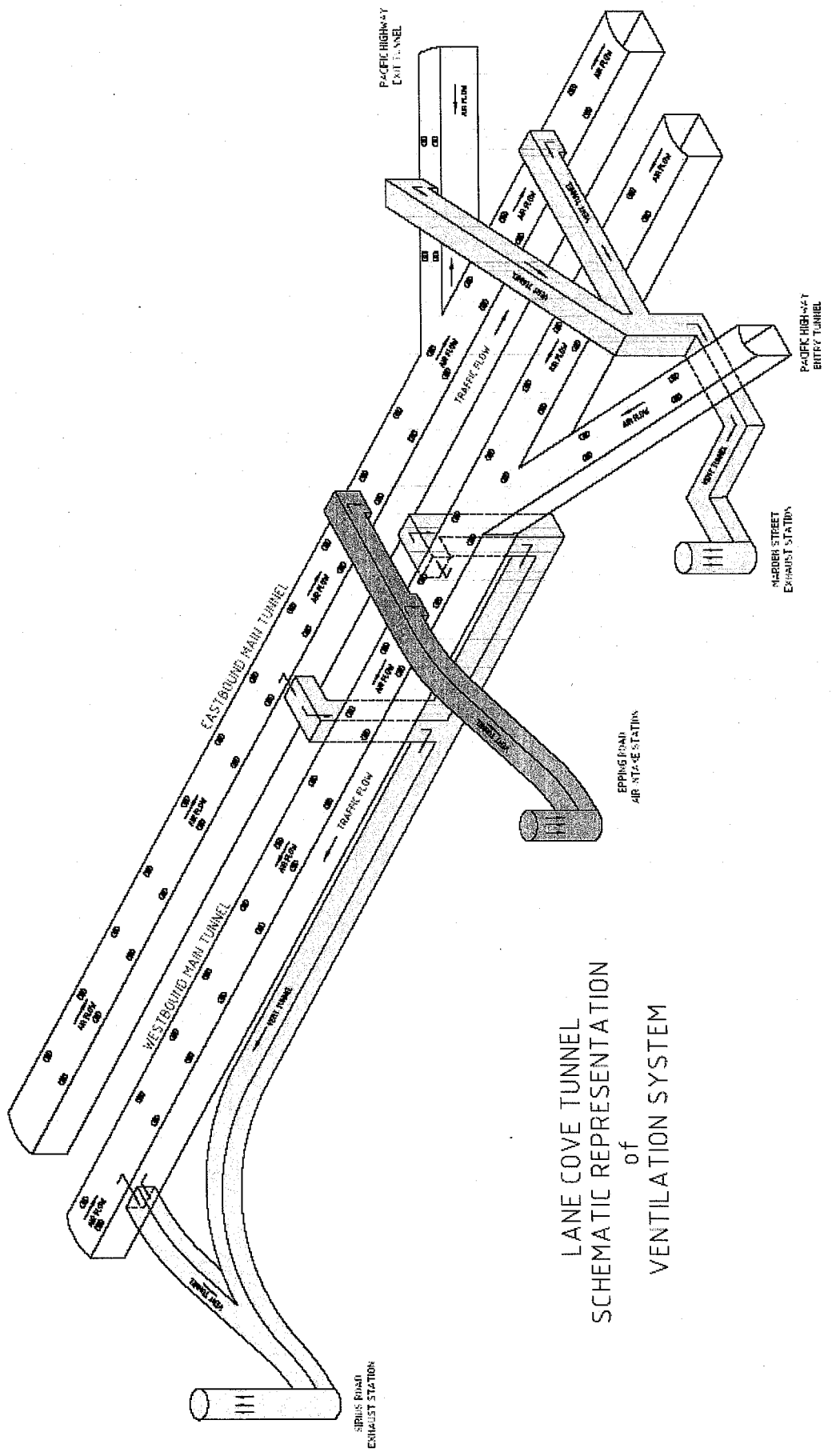
Key Features of the Project



- **BOOT delivery model**
- **Capital cost - \$1.1B**
- **Design, Construct, Operate and Maintain**
- **Satisfaction Date – December 2003**
- **Concession period of 33 years**
- **Electronic tolling**
- **Tolls**
 - > **\$2.00 (Motorway, \$1999)**
 - > **\$1.00 (Falcon Street Ramps, \$1999)**



Ventilation System Schematic

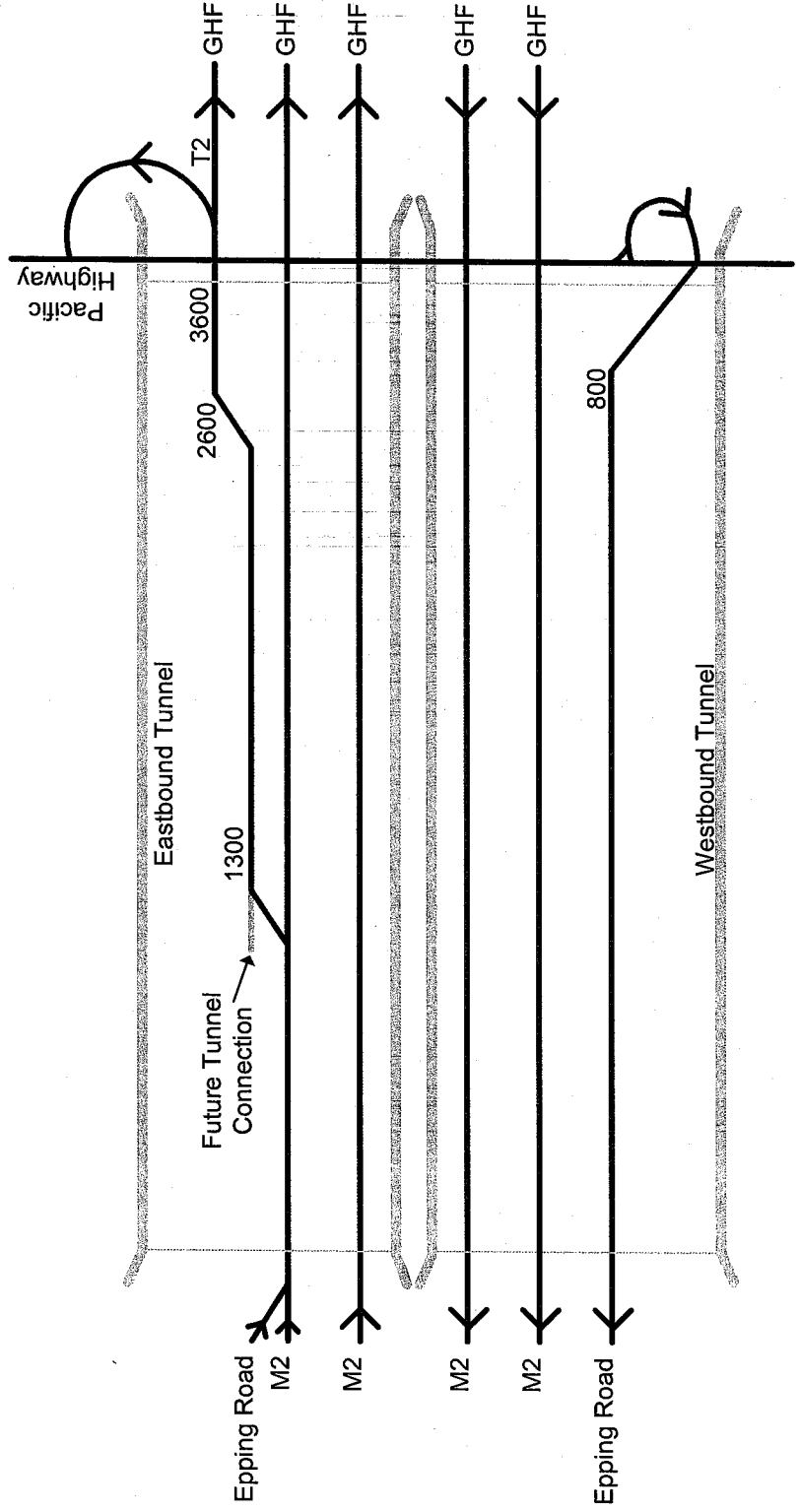


LANE COVE TUNNEL
SCHEMATIC REPRESENTATION
of
VENTILATION SYSTEM

Tunnel – Lane Layout



- Project configured to match Gore Hill Freeway capacity
- Gore Hill Freeway – 2 general traffic lanes + T2
- Two lanes entering tunnels at portals



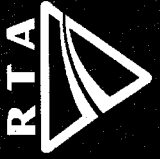
Public Transport Benefits



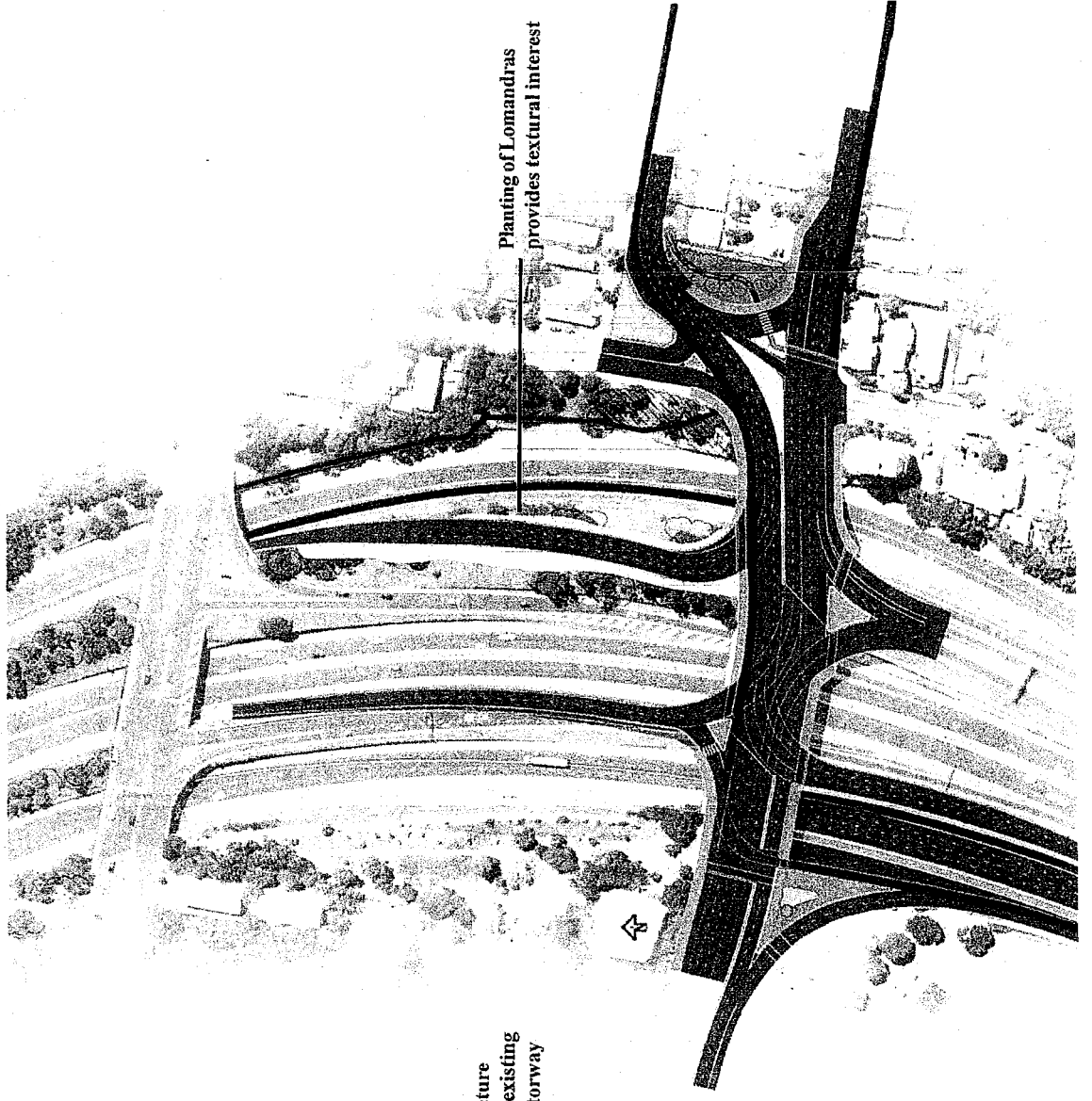
A primary objective of the project is to improve public transport services

Key initiatives include:

- 24 hour bus lanes on Epping Road including bus lane enforcement systems
- A Bus Interchange for eastbound buses
- A Pedestrian Overpass over Longueville Road to enhance access to the Bus Interchange
- Bus priority facilities at traffic signals on Epping Road between Mowbray Road and Epping Road
- A 24 hour T2 transit lane in each direction on Gore Hill Freeway
- A continuous bus lane on Falcon Street/Military Road from the off ramp northbound from Warringah Freeway to Watson Street



Falcon Street Ramps



Ramp and bridge structure designed as part of the existing family of Gore Hill Motorway elements

Planting of Lomandras provides textural interest

Falcon Street Ramps



- The southbound offload ramp and northbound onload ramp at Falcon Street provide a direct connection between Warringah Freeway and Military Road serving Mosman and areas further east (for example Manly)
- Toll of not more than \$1.30 for cars
- Motorists seeking not to pay the toll on the ramps may continue to use other routes eg. Pacific Hwy, Alfred Street ramp, Berry street ramp
- A new northbound exit ramp from Warringah Freeway to Falcon Street is nearing completion, however this ramp will not be tolled
- The existing northbound exit ramp will be used by buses and left turning vehicles

Epping Road – Stage 2



- Current Approved Project requires mid block lanes reduced to:
 - > Eastbound – Mowbray Road to Pacific Highway, one general and one bus lane
 - > Westbound – Mowbray Road to Sam Johnson Way, two general and one bus lane
 - Sam Johnson Way to Pacific Highway, one general and one bus lane
- Council and community supported reduction in traffic and introduction of public transport measures
- Additional turning movements are being provided at intersections

Public Transport Committee



Participants

- Representatives from STA, BCA, and Police
- Chaired by a representative from MoT

Role of the PTC

- Co-ordinate the interests of Public Transport Agencies
- Minimise the impact of construction on public transport
- Maximise public transport opportunities

Local Area Traffic Management



- The Conditions of Approval for the project require the RTA to prepare Local Area Traffic Management (LATM) plans in consultation with stakeholders, including local Councils and the community
- Four Community Advisory Groups were established in September 2005 to assist RTA in identifying measures to mitigate the impacts of **significant** changes in traffic on local roads that result from the operation of the Lane Cove Tunnel project
- Draft schemes have been developed with input from the community advisory groups and Councils and will be placed on public exhibition in the near future for broader community comment

Local Area Traffic Management



- Proposed measures include linemarking, signposting, pedestrian refuges, kerb blisters, pavement colourings, some speed humps, and two turn bans. No road closures have been proposed
- “Before” traffic counts have been undertaken on local roads.
- “After” traffic counts will be taken approx. six months after the tunnel opens
- Measures will be implemented by Councils (funded by RTA) where traffic counts demonstrate a significant change

Community Groups



Community Groups

- CCLG 1 – Wicks Road to Lane Cove River
- CCLG 2 – Lane Cove River to Pacific Highway
- CCLG 3 – Pacific Highway to Naremburn
- CCLG 4 – Falcon Street
- AQCCC – Air Quality

Progress



- Contract awarded to Connector Motorways Pty Ltd in December 2003
- Construction well advanced with:
 - Tunnel excavation 95% complete
 - Tunnel pavement 85% complete
 - Tunnel Electrical & Mechanical 20% complete
 - Surface road works (west of Lane Cove River) 90% complete
 - Surface road works (Gore Hill Freeway widening) 80% complete
 - Falcon Street Ramps 95% complete