

**Submission**

**No 10**

## **INQUIRY INTO CROSS CITY TUNNEL**

Organisation:

Name: Dr David Sonnabend

Telephone:

Date Received: 9/01/2006

---

Theme:

Summary

## **Submission to Cross City Tunnel lodged by David Sonnabend**

5 January 2006

Reverend The Honourable Fred Nile MLC  
Committee Chairman  
NSW Parliament Joint Select Committee  
On the Cross City Tunnel

Dear Reverend Nile,

In reply to the "call for submissions". I wish to make several observations which I believe are relevant to the terms of reference of the Joint Select Committee.

I live in the Eastern Suburbs (Rose Bay) and work on the Lower North Shore (St. Leonards). I am, for obvious reasons, keenly interested in any matters which affect my daily travel, and am a regular reader of the Sydney Morning Herald. I do not however recall any obvious preliminary information or consultation regarding the Tunnel, and can only assume that any such information and consultation prior to commencement or works was low key, and possibly designed to attract as little attention as possible. I believe the actual dates, sites and sizes of any notifications should be reviewed. Lack of public response might be interpreted as either public acquiescence or public non awareness. I suspect the latter.

I have performed a personal survey of time spent "sitting in traffic" on the approach to William Street when returning from work at approximately 6.30 pm in the pre-holiday season. This trip previously involved sitting in traffic for one or at the most two changes of the traffic lights at William Street. Those lights have now been altered to the gross detriment of travellers from North to East, and I have spent an average of 9 ½ minutes awaiting multiple changes of lights. On a brief calculation, adding 8 minutes per day to my travel equates with one additional working week spent per year sitting in the traffic. The corollary to this is that the new tunnel, which provides access north but not south, saves me just over one minute per day, at the cost of \$1.67 per day (an additional \$400.00 per working year).

In summary, the new arrangement costs me \$400.00 and 25 additional hours per year. This equation is repeated for every Eastern Suburbs resident living on the peninsula serviced by Old and New South Head Roads and working on the north side of the harbour.

I believe the provision of new tunnel access north but not south, with the superimposed bastardisation of the William Street access, severely disadvantages the electorate of Wentworth in particular. Would it be reasonable to ask if any Labor or swinging electorate has been similarly disadvantaged by the new arrangements? Is there any official record of these or similar political considerations in preliminary discussion papers?

On the assumption that the new traffic arrangements are designed to squeeze motorists into the Tunnel, could somebody in authority be asked to explain how the restrictions on eastbound William Street traffic beyond Palmer Street in any way direct potential patrons to the Tunnel. There is "no Tunnel option" available to these motorists and re-opening

William Street eastbound beyond Palmer Street, would, I believe, alleviate much disadvantage without affecting commercial use of the Tunnel.

I thank you and your committee for your considerations.

Yours sincerely,

DAVID H. SONNABEND. MD, FRACS  
Professor of Orthopaedics & Traumatic Surgery  
The University of Sydney & Royal North Shore Hospital  
Chairman, Department of Orthopaedics & Traumatic Surgery

PS. I have no desire for this submission to remain confidential.