

INQUIRY INTO CROSS CITY TUNNEL

Organisation:

Name: Mr Bob Lemon

Telephone:

Date Received: 16/01/2006

Theme:

Summary

crosscitytunnel - Bob Lemon - Cross City Tunnel - Q of Stress & City Portals ?

From:**To:** <crosscitytunnel@parliament.nsw.gov.au>**Date:** 15/01/2006 7:43:10 pm**Subject:** Bob Lemon - Cross City Tunnel - Q of Stress & City Portals ?**CC:** <joe@tripodi.minister.nsw.gov.au>

Dear Rachel Simpson
 Primary Contact, Cross City Tunnel Inquiry,

Please pass on this email to the Tunnel Inquiry.

Apart from supporting Clover Moore's main requests to open the access in Sir John Young Crescent to the Harbour Tunnel, allowing Crown & Palmer this sensible access, I also request the roundabout be Re-instated at the bottom of Riley and Sir John Young. There is no need for the wasteful costs / delays of Traffic Lights, the roundabout worked very well. These people are not going to be using a Tolled section, so why make life so hard ??

In addition, if the Toll to get from Rush Bay to the Harbour Tunnel was say \$1.10 rather than 1.63, few would bother with the surface route.

Main problem appears that the major users of the Tunnel who have been forgotten, are those coming from the East & West driving just to park in the city, CBD offices – can the Inquiry please advise why access portals were not planned for the middle of the city, say in Elizabeth or George Sts ? Is it due too all the railway tunnels under-ground ?

Boundary St, Rush Bay: In the 20 yrs I have lived in Paddo, there has rarely been a queue in Boundary St, either to turn LEFT into Craigend / New Sth Head Rd or to go straight ahead and then right into New Sth Head Rd ! Nowadays there are regularly queues of 200-300m, sometimes taking 4 sets of lights to get thru – which appear to have a simple remedy.

Q. Whose bright idea was it to remove the Left turn at any time, which if still present, would make things much easier for cars going left and then straight into the Tunnel or into William St ? Can we please have this simple left turn reinstated ?

Yours sincerely

Bob Lemon
 Resident :

-----Original Mes

From: R Lemon**Sent:** Saturday, 15 October 2005 12:04 PM**To:** clover@clovermoore.com; Clover Moore**Cc:** Robert Lemon**Subject:** Bob Lemon - Cross City Tunnel - Q of Stress

Dear Clover,



Whilst I continue to be lucky enough to walk to work in Woolloomooloo each day, why should access to our homes be so dominated by the Tunnel ?

If it actually had access into the heart of the CBD where most users want to go, it would have Patronage !!

Instead, all the closures on the surface have just brought more Stress, Delay, POLLUTION, to the surface, esp of William St.

Remedy: Whilst all the other arguments continue, can you inquire as to whether it is possible for CBD ramps to be added to the new Tunnel ?

Were they part of the Design / Traffic study or did the EIS think 90,000 was the real number of Non CBD daily users ?

Keep up the fight

Bob Lemon
Paddington Resident for 21 yrs.

This e-mail message has been scanned for Viruses and Content and cleared by **NetIQ MailMarshal**

A dud route: SMH, Sat 15.10.05

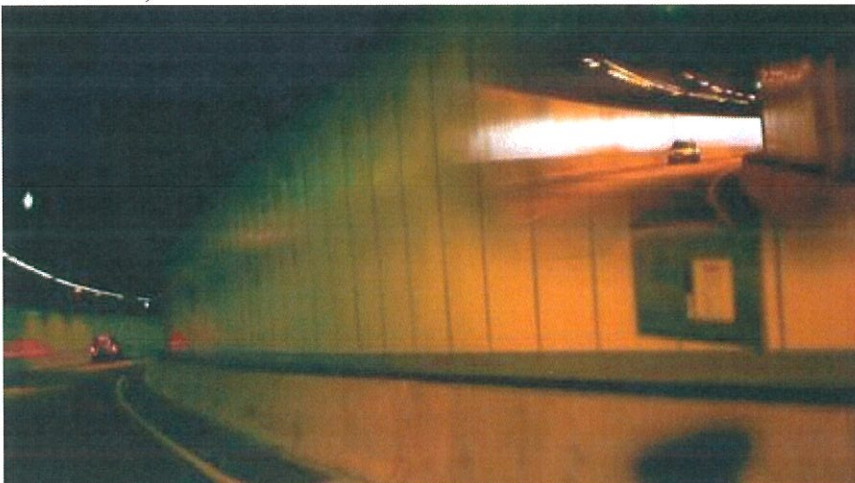
Bob Lemon Comment: Apart from the obvious **Moral** questions from within RTA, Govt & The Operator, for blocking existing roads to create Traffic numbers in the Tunnel, the main further Question is: why are there no access points into / from the main CBD streets ? As that is where most of the cars wish to go !

Q. Who were the Traffic study consultants ? What research was there about the numbers seeking to cross under the city to go beyond the CBD from East to beyond ANZAC bridge and vice versa ?

Q. After the pain of the Airport link railway, where the risk is underwritten by the NSW people, how could the NSW Auditor General accept signing off on a Summary of terms, surely, the Airport experience would demand the review of all the contract “nasties”, before it could bind the NSW people, including allowing the closure of existing roads (with the obvious cynical impacts on the users).

Q. Where is the benefit if the operator effectively bears minimal risk, why doesn't the Govt just provide as many routes to aid traffic flow, with minimal stress – surely the Govt can borrow long term especially from all those super funds swelling at 9% p.a., over the 50-100 yr life of the asset ? The only winners appear to be the ex RTA / Govt staff now in involved with the operator ?

October 15, 2005



The Cross City Tunnel with very light traffic.

Photo: *Nick Moir*

Government greed is behind the tunnel toll disaster. Matthew Moore, Darren Goodsir and Anne Davies report.

For the NSW Roads and Traffic Authority, 2003 was a year like no other. In the space of 12 months, the State Government's road-building agency received \$369 million from three private sector consortiums it chose to build three toll roads in the biggest burst of privately funded road building Sydney has seen.

The first lick of \$97 million came from the Cross City Tunnel outfit that is now desperately struggling to find a way to get drivers to use the first of the three projects to open for business.

Then came \$193 million from the M7 consortium rather murkily described as "an agreed amount in regard to costs incurred and to be incurred by the RTA in connection with the project". Finally, the Lane Cove Tunnel group paid \$79 million to the traffic authority as a "development fee".

According to a summary of the contracts that outlines the hugely complex Cross City Tunnel project, the \$97 million was an "upfront payment" made "in return for the RTA's granting it the right to undertake the project".

Reading that description, the former NSW auditor-general Tony Harris says the only way to describe it was "just a tax".

"They [the traffic authority] are making money out of the road," he says of the upfront payment.

These cash payments are just part of the authority's direct financial interest in the tunnel. The contract also guarantees that if more cars use the toll road than forecast, the traffic authority gets a share of the extra revenue. A sliding scale shows the more cars, the more money for the traffic authority.

In the tunnel, once traffic is 10 per cent above original forecasts, the traffic authority gets 10 per cent of each extra dollar. If traffic gets as high as 50 per cent above predictions any time over the 30 years in private hands, then the traffic authority gets half the extra revenue.

It's in the authority's financial interest to get as many motorists as it can to pay to use the tunnel. It's the same with the M7, the western Sydney toll road that opens later this year, and with the Lane Cove tunnel that opens next year. And as the traffic authority has the power to determine who drives where, it can shepherd motorists onto any road it wants.

In years to come, the authority could enjoy a major revenue stream from these toll roads in which it has negotiated a financial interest. But this structure leaves the authority with an apparent conflict of interest. How can the government body charged with delivering the public the best and cheapest roads do this when it benefits financially if motorists pay to use privately run toll roads?

According to Bruce Loder, a former head of the traffic authority's predecessor, the Department of Main Roads, the authority's financial involvement in the tunnel has twisted its relationship with motorists. Although reluctant to criticise his old employer, he says of the traffic authority's new way of operating: "There seems to be an overemphasis on money and not on service."

In his view, the Cross City Tunnel is doomed because the traffic authority has abandoned its traditional job of serving the public's needs, instead doing a deal under which it has closed streets surrounding the tunnel to force motorists underground and through the electronic toll gates.

"It's crazy," he says. "The concept is quite wrong. They should have built it as a free road."

The traffic authority has dismissed the outrage about the \$97 million payment from the tunnel consortium, calling it "standard practice". The money, it says, is to meet costs incurred in planning the project and carrying out works associated with the project such as moving underground pipes and cables.

The NSW Auditor-General, Bob Sendt, is not so sure. Before the tunnel opened, he had nominated it for investigation to see whether the public was well served by such public-private partnerships.

Part of his investigation seems certain to target the issue that has most infuriated people: the traffic authority's closure of roads to force motorists to use a privately owned toll road.

"We might look at how changes to local roads were determined, ie, by the need to improve services for the local community or to force vehicles into the tunnel and make it more viable," he says.

And he plans to find out whether all \$97 million paid to the RTA was for actual costs incurred in the project or whether the fee "was simply part of the negotiating process".

Three years ago, the independent MP Clover Moore challenged the Government to explain the financing of the tunnel when she heard rumours the traffic authority would make a \$100 million profit from the revised plan, but says she was never able to get the truth.

When the tunnel was first proposed by the traffic authority, it was a much smaller project, starting close to the Australian Museum in William Street instead of its current opening just west of the existing Kings Cross tunnel.

Under that plan, motorists coming from the east were unaffected by the project and were still able to turn right off William Street and take either the Harbour Tunnel or the Harbour Bridge to get to Sydney's north.

But without that group of motorists the traffic authority would not do so well financially. According to the summary of contracts, financial modelling concluded that if the public sector delivered the original shorter tunnel, there was a financial cost to the traffic authority of \$42 million.

The authority then came up with a new, more lucrative plan and carried out a new environmental impact statement that brought it to fruition. This time the modelling found that a privately built and operated longer tunnel, combined with traffic changes to funnel people underground, would "result in a significant net financial benefit to the RTA".

What the authority and the tunnel operators seem to have miscalculated is the reluctance of motorists to pay a toll of \$3.50. And they were clearly surprised by the anger from drivers caught in traffic because of changes to road conditions designed to help the operators of the tunnel. It's not just the road changes that have enraged motorists, but the secrecy which swirls around the project.

The Premier, Morris Iemma, and the tunnel consortium refuse to release the contract, claiming it is "commercial in confidence".

Through the week, the radio broadcaster Alan Jones has made increasingly strident demands for the contract to be made public and the NSW Opposition has now put that demand at the top of its so-called "rescue plan".

Iemma turned to his usual strategy and apologised profusely.

"Who takes responsibility? The Government takes responsibility and as the Premier I accept that responsibility," he said many times this week.

But behind the veneer of government solidarity, the tunnel has reopened old wounds caused by the vicious battle for the premier's job two months ago.

Carl Scully, the unsuccessful leadership contender and former roads minister, was accused by the new Roads Minister, Joe Tripodi, of making too many concessions to the tunnel operators. Tripodi was once Scully's best friend in politics and Scully had trusted him to deliver the NSW right in the leadership ballot, but he ended up dudding him.

There are tensions with the leader's office as well. Iemma may be taking responsibility, but he has agreed with Tripodi that concessions made to the tunnel operators were too great.

While the main tunnel contract remains a secret, there is far more information on the public record now than was ever the case under the last NSW Coalition government.

The summary of tunnel contracts has been vetted by the Auditor-General. It details much of the financial plan, the history of the consortiums that tendered, names **all the traffic authority and other staff** involved in negotiations and sets out the agreements for resolving disputes.

But as Sendt says, it's simply a summary and "it does not go to indicate every road closure" - just the sort of details residents and motorists want.

Moore has been campaigning for years for legislation to force the Government to publish all major contracts once they are signed, as happens in New Zealand, the United States, and many other places. She introduced legislation into Parliament several years ago but it was flicked off to a committee whose members took a round-the-world trip (avoiding New Zealand) to investigate the issue, and then said that there were problems introducing it.

The legislation lapsed. Moore now plans a new bill, although there are no signs yet the Government, or the Opposition, will support it, despite the clamour for the tunnel contract to be made public.

Moore reckons the mandatory publication of contracts after signing could help avoid agreements like the Cross City Tunnel where the public finds out the real effect of some clauses only when they are implemented.

"This contract would have been different if [then roads minister] Carl Scully knew it would have been public," she says.

Even Iemma is admitting that the lesson to be learned from this project is that community consultation needs to be thorough. The tunnel operators and the traffic authority might have published advertisements on road closures, but did the road users really appreciate the full impact? The answer is clearly no.

Meanwhile, the proponents of such projects - Macquarie Bank, big construction companies and associated lobbyists - have the ear of a government desperate to move as much public spending as possible from the budget.

With disastrously low numbers in its first weeks of operation and a government on the defensive about the traffic authority's deal, the tunnel consortium has been forced to declare the tunnel toll-free for three weeks. That should resolve one debate: are there 90,000 people in the east and west who even want to cross the city each day?

It may still be early days for the tunnel project, but Loder is convinced it is doomed as a commercial venture.

He says it is the first time the traffic authority has "squeezed" motorists in this way by pushing them onto a route to ensure the operator has a commercial success, a practice that has left him "appalled".

"In diverting traffic, they are making the public pay extra to lessen the risk."

Loder reckons there's only one way the issue will be solved and that is for the Government either to buy out the tunnel contract and run it as a public, untolled road, or to come up with another scheme where it pays the operators the toll for private vehicles.

If he is right, it will cost the state hundreds of millions of dollars it can't afford. The alternative, however, may be even less palatable - allowing the operators to use their rights under the contract to force the traffic authority to erect more obstacles in a dozen suburbs to force motorists into their tunnel.



ustration: Michael Mucci

Cross with the City Tunnel

October 12, 2005 http://radar.smh.com.au/archives/2005/10/cross_with_the.html



Well, our new tunnel certainly has delivered a cross city. Who'd have thought that motorists could be ripped off this much by something that wasn't petrol? No-one's using it, and every day there's news of another dubious clause in the contract, whether the \$105 million the government [gouged](#) from developers or today's [revelation](#) that the government will have to pay the developers if public transport cuts into their revenue too much. But that's not going to happen, fortunately. The last thing the current Labor government is going to do is increase the number of people who use public transport.

What irritates me most is the way the government bullies the public into using these overpriced new projects. The Cross City road closures are just the latest in a long line of extortionate changes to force us to "save time". First the huge detour via massively congested Oxford St you've got to take to avoid the Eastern Distributor (Now a whopping \$4.50!). Then there was the infuriating decision to cut the Airport Express buses to force us to use the rail line, even though they went lots of places the train doesn't, like the far corners of Glebe and Elizabeth Bay. And still no-one uses it. Why would they? It's so expensive that - uniquely in world public transport - catching the train offends cost more than a cab.

The Carr Government's obsession with budget surpluses led it to weasel its way out of properly investing in infrastructure, instead bringing in private consortia. So it negotiated an innovative lose-lose form of investment, where private investors get to take the upside for decades if a scheme goes well, and if it fails the government has to pay for it anyway. And to think the Liberals have the reputation for being uncomfortably close to business.

With deals this sweet for investors, no wonder so many huge projects were built during the Carr era. And no wonder Macquarie Bank, the millionaires factory, the masters of gouging the public on infrastructure projects - who now own most of the other tollroads in Sydney and even make us pay for the privilege of catching a cab at their airport - were so eager to [hire the master](#). Although it seems only fair that Bob Carr get some of the upside from all this toll-gouging - after all, he authorised a lot of it.

There is something we can do. We must refuse to use the tunnel, regardless of the agonising delays. They can't close every single road, and if we keep voting with our steering wheels, something's going to have to give.

Comrades, we must unite against having to pay \$3.56 to travel from Rushcutters' Bay to Darling Harbour. (When you think about it, charging anyone who has the misfortune to be in Darling Harbour is an outrage.) If we work together, the bosses and corporate fat cats will have to sit up, take notice and change their ways. Well, unless we form a union.

Dominic Knight

Cross city tunnel fine print, more bad news

By Darren Goodsir, Urban Affairs Editor
The Sydney Morning Herald
Tuesday October 11 2005

Proposed road changes forcing people into the unpopular Cross City Tunnel make up the latest controversy surrounding Sydney's newest thoroughfare.

Motorists outraged by road changes linked to the opening of the Cross City Tunnel should brace themselves for more. The contract outlines a labyrinth of possible changes to make more roads on the surface harder to use than the tunnel.

The 64-page summary of the multiple contracts between the State Government and the CrossCity Motorway consortium stipulates "traffic-calming" measures on the surface aimed at controlling rising vehicle volumes as motorists try to avoid using the tunnel.



Although no restrictions to such rat-runs have occurred yet, the document foresees the first blocks in Paddington.

The papers also show the operators paid the Roads and Traffic Authority nearly \$100 million for the Government's research when it evaluated the tenders. The documents indicate the traffic-calming measures could focus on restricting "through traffic and ensure routes in [the Paddington] area, providing alternatives to the Cross City Tunnel, are relatively unattractive".

But if the authority considers further intervention is required in future years, the contract allows for "similar traffic-calming measures" in suburbs within about five kilometres of the tunnel's entrances and exits.

These include Ultimo, Pyrmont, Glebe, Darlinghurst, Bellevue Hill, Double Bay, Edgecliff, Rushcutters Bay, Woollahra, East Sydney, Haymarket and Woolloomooloo. Even the CBD could have more changes, with St Marys Road and Macquarie and Hunter streets highlighted.

The summary document, posted on the NSW Treasury website, details numerous terms binding the Government and the operators to maintain the tunnel until it reverts to public ownership in 2030, and under what circumstances the contract can be renegotiated.

The public documents do not, however, reveal the penalty clauses that could be invoked for renegotiating the contract, a move which tunnel critics have advocated as a way to reverse numerous route changes. This includes the reduction of lanes on William Street and the lack of direct access to the harbour crossings from William Street.

The contract summary also reveals the operators have future toll increases guaranteed with a floor price of 4 per cent until 2012, even if the annual inflation rate is lower. Between 2012 and 2018, the floor drops to 3 per cent, after which the operator is restricted to increasing the toll by no more than the inflation rate.

Despite criticism of high administrative fees for motorists lacking electronic tags, the document shows the authority and the company once considered making the charge on top of the toll for casual users between \$5 and \$8 a journey.

It is \$1.60 extra now.

The operators are reviewing operations after a community backlash. They have suggested a toll-free period, variable tolling and a possible reduction of processing fees, to attract motorists.

While 20,000 cars use the tunnel each day, in the documents the authority predicts 100,000 trips a day by 2016.

Cross City Tunnel – Public-Private Rip-Off Clover Moore MP, Member for Bligh and Lord Mayor of Sydney

Dear constituent

This is a summary of the evidence I gave to the NSW Parliament Joint Houses Cross City Tunnel Inquiry on 9 December, including my recommendations for action.

I have had a long and active involvement with the development of the Cross City Tunnel, consistently expressing reservations and pushing to get benefits for local communities from the removal of surface traffic, and for the expansion of public transport and a pedestrian-friendly William Street. I made five major submissions – one at each key stage of the tunnel planning process.

Changes made during the final tender process resulted in a revised Cross City Tunnel scheme that was more environmentally damaging, and imposed unacceptable impacts on local residents – while the Government was paid \$100 million by the tendering consortium.

As a result, it stopped being a project that was a public-private partnership and became a private-public rip-off. We are now paying the price and the project must be re-evaluated.

Open Government

For many years, I have advocated ***improved public disclosure and effective community consultation*** to ensure that major decisions made by Government reflect the needs and interests of the community.

My ***private member's bill, the Freedom of Information Amendment (Open Government – Disclosure of Contracts) Bill 2005***, if passed, will require details of all major government contracts with the private sector to be publicly disclosed after they have been signed. The Cross City Tunnel experience underlines the importance of public disclosure.

Transport Coordination

The Cross City Tunnel shows us that there is ***no benefit in the commercial cherry picking of particular transport routes and sectors to maximise financial returns***. It promotes poor outcomes and exacerbates existing transport problems. What may seem like a good deal for the RTA may not necessarily be in the public interest. We need to ensure that major projects such as the Cross City Tunnel are ***integrated with other forms of transport, well planned and demonstrably in the public interest***.

Sydney's future transport needs should be the responsibility of one authority charged with coordinating transport, including roads, as part of a well integrated transport network. Private sector involvement needs to fit into the overall transport network. Government agencies working independently, at cross purposes and with competing priorities, are an anathema to coordinated traffic and transport management, and are more likely to worsen existing transport problems.

The clear lesson from other cities is that coordination of transport agencies is essential – London and Perth are good examples. Disappointingly, ***integrated ticketing*** has been long delayed in

NSW and the bill to provide for it that was due to be debated in the last session of Parliament, was deferred by the Government.

Road Tolls and Traffic

The success of the toll-free period for the Cross City Tunnel followed by declining traffic when the free period ended shows that motorists are strongly resistant to paying the high toll. While this may be just directly related to the *price of the toll*, it should also be acknowledged that this is our *first fully electronic toll road*. Under the E-tag system, motorists must deposit a substantial amount of money and pay additional charges, which further fuels public anger, resentment, and resistance to signing up.

Inconsistent and ad hoc charging for travel on private toll roads creates barriers and disincentives for motorists, creating a displacement effect on traffic and leading to "rat runs" in nearby areas. In this case, it has been ***exacerbated by road changes designed to funnel motorists into the tunnel.***

The State Government should ***standardise and better manage road tolling.*** While there are differing contractual arrangements in place with each different road operator, there are also precedents for Government to negotiate "***shadow tolls***" that could subsidise toll prices, or a cash-back schemes, like the one introduced on the M4/M5 in 1997.

The City of Sydney has been monitoring Cross City Tunnel traffic impacts and will make a written submission to the inquiry, identifying road changes that could alleviate some of the current traffic problems around the tunnel.

History

There is now significant public interest in this project, and I would like to place on the record the concerns I raised on numerous occasions long before it became controversial.

I welcome this inquiry, which, I hope, will lead to a real public benefit by achieving the original positive aims of the Cross City Tunnel project, while identifying strategies to address negative impacts and prevent similar problems on future infrastructure projects.

It is tragic that this inquiry is occurring after completion and opening of the Cross City Tunnel rather than before, when there was a much greater scope for improvement. ***I called for an inquiry into the project in 2002 when it became clear that the project was off track following changes during the tender process that resulted in a revised scheme that was more environmentally damaging and imposed an unacceptable burden on local residents.***

In October 2001, the State Government approved the Cross City Tunnel, subject to conditions. The RTA then accepted a tender for the project that did not conform to the approved scheme. In August 2002, the Government announced a modified proposal based on this tender. The then Minister for Planning Refshauge endorsed that scheme, with limited variations, in December 2002.

On 13 September 2002, I wrote to the Minister ***seeking an inquiry into how the project had been changed to increase the planned-for traffic impacts on residential areas, worsen air and noise pollution, increase visual impacts, impede local traffic access and risk building integrity at the eastern portal.***

To attempt to get action on the concerns I also made a submission on the supplementary Environmental Impact Statement (EIS) on 2 September, made a statement in Parliament on 3

September, issued a media release on the same day, and took a delegation of residents to the Minister in November 2002.

Tunnel Concerns

The key issues and concerns were clear then, including:

- **A \$100 million financial package paid to the State Government** with a tenderer benefiting from changes designed to maximise profit;
- **Replacement of the previously approved project that required the Government to contribute \$40 million** towards a more beneficial scheme than the one finally approved;
- **Details were not released to enable public scrutiny** of whether inappropriate deals were driving an unacceptable scheme;
- **New traffic conditions** were not related to improved amenity, but **designed to force drivers into the tunnel** or require them to use more convoluted routes.

Council Views

Since the mid 1990s, the City of Sydney has been advocate for the construction of a Cross City Tunnel. The city has stated its aims in supporting the tunnel have been to **remove traffic from surface streets** to improve travel times through the central city area and to allow the **reallocation of road space in the CBD for public transport, pedestrians, and cyclists**.

South Sydney City Council supported the tunnel, strongly supported the creation of a **William Street boulevard**, and expressed serious **concerns about traffic modelling** information.

Construction Phase

The Government did not provide the comprehensive Local Area Traffic Management plans I requested for Paddington, Edgecliff, Woollahra, Darling Point, Darlinghurst, Rushcutters Bay and Woolloomooloo.

I pushed to protect Woolloomooloo and Rushcutters Bay residents from the impacts of through traffic, achieving modifications to the proposed "G-loop", the reopening of Cowper Wharf Road to harbour crossings, safer connections at the eastern portal and return of some parking spaces. The Government did not agree to re-open the Palmer Street or Sir John Young Crescent access to the harbour crossings.

While I was excluded from the Community Liaison Groups, I also took action on behalf of individual constituents' concerns about noise and construction impacts.

Recommendations

We need to ensure that Sydney receives real benefits from the Cross City Tunnel and mitigate the negative impacts.

I recommend a **review of the toll pricing structure** to make the Cross City Tunnel more accessible and achieve some of the promised benefits.

The **toll should be reduced to \$2.50 for east-west traffic**, it should be **reduced to \$1.10 for vehicles exiting at the Sir John Young Crescent portal**, and **toll increases should be tied to the CPI only** from the date of the tunnel's opening.

There should be a **comprehensive review of road changes** to make a distinction between those that purely channel traffic into the tunnel, and those that achieve public benefits through improved public transport, pedestrian access, cycle networks, and residential amenity.

These changes must be preceded by a **proper traffic study**, but two changes are pressing:

- **40-kilometre speed limit for central Sydney**, supported by public consultation, the community and the RTA, but blocked by former Minister Costa; and
- **Reinstatement of the northbound access from Crown Street and Palmer Street via Sir John Young Crescent to the Sydney Harbour Bridge and the Sydney Harbour Tunnel.**

We need to increase spending on public transport infrastructure and look for long-term solutions. The failure to invest in public transport infrastructure is exacerbating Sydney's traffic congestion and retarding Sydney's capacity to remain globally competitive. For example, worldwide experience shows that light rail is a catalyst to increased economic activity and revitalised inner-city areas.

An **integrated traffic and transport blueprint** is a basic requirement to ensure that costly road projects are integrated with other forms of transport, well planned and in the public interest.

Future transport needs should be the responsibility of **one authority charged with coordinating all transport, including roads.**

Financing and prioritising infrastructure needs review. Public sector debt has been out of favour with government, but responsible debt can reduce costs and spread capital costs over a longer timeframe.

There must be **full disclosure of all major contracts** to ensure that they are in the public interest. My *Open Government – Disclosure of Contracts Bill* will achieve this.

Full and real public consultation is critical. Public scrutiny invariably picks up practical and helpful issues and leads to better outcomes.

The Government's opposition to in-tunnel filtration needs to be reversed in response to clear community concern, significant environmental and health concerns, and new filtration technologies.

My evidence to the Inquiry is available online at www.parliament.nsw.gov.au/prod/parliament/Committee.nsf/0/A69743663274E980CA2570C10082D5D2 or from my Electorate Office, telephone 9360 3053. I encourage you to make a **submission to the Inquiry before 18 January.**

I urge residents concerned about the impact of the Cross City Tunnel to **support these recommendations and to push the Government for action.** You may wish to contact the Minister for Roads directly: The Hon Joseph Tripodi MP, Level 25 9 Castlereagh Street Sydney or email joe@tripodi.minister.nsw.gov.au.

Yours sincerely



Clover Moore MP
Lord Mayor of Sydney



THE LORD MAYOR OF SYDNEY
CLOVER MOORE MP

Bob Lemon
By email

05 JAN 2006

Dear Bob

Cross City Tunnel

Thank you for your comments about the Cross City Tunnel and related traffic issues. I am sorry for the delay in responding but write to update you following the recent Parliamentary Inquiry at which I gave evidence, recommending action to deal with the current situation, raising residents' concerns and focusing on broader strategies to avoid any repeat of the current problems stemming from a flawed public-private deal.

I have been actively representing the views of the community throughout the development and construction of the Cross City Tunnel, in an attempt to gain better outcomes for residents.

One of the aims of the tunnel was to remove traffic from surface streets, to provide improved amenity for pedestrians and other users. However the problems that have plagued this project, such as unsupported road closures, are symptomatic of a larger problem with the State Government's failure to develop long-term transport and infrastructure plans that have community support. I enclose a summary of my evidence to the Inquiry.

In relation to specific road closures resulting from the project, the City will continue to monitor traffic to identify any adverse impacts over the six month 'settling in period'. I have asked staff to prepare a report for me following this period which will assist Council as we will liaise with the RTA for any changes needed to resolve problems associated with the current traffic arrangements.

I hope you are having a safe and happy Christmas and New Year period.

Yours sincerely

Clover Moore MP
Lord Mayor of Sydney

Encl.