

Submission

No 13

INQUIRY INTO CROSS CITY TUNNEL

Organisation: Natural Allies
Name: Mr Michael Rolfe
Position: Principal
Telephone:
Date Received: 16/01/2006

Theme:

Summary

16 JAN 2006

RECEIVED

Natural Allies Environmental advocates and consultants

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

Submission

We refer to paragraph 1(b) of the terms of reference to the Joint Select Committee: *the extent to which the substance of the Cross City Tunnel contract was determined through community consultation processes.*

As we observed the consultations that preceded the design completion for the tunnel, we gained the impression that the original tunnel route from the Australian Museum at College Street to Darling Harbour would serve a regional function of reducing inner City traffic and reducing traffic conflict at the major intersections of Park Street with the various north/south traffic flows. This seemed justifiable and necessary.

The augmentation of that basic route, to extend beyond College Street eastward to the Bayswater Road locality, appeared to be a matter of local significance, having the character of an attempt to implement the long-held aspiration of the City Council to establish a William Street Boulevard. The boulevard concept has been around for a generation now, and – perhaps because of its age – has attracted little comment or attention in recent years. We recall no substantial adverse comment about it as a *concept* over the last decade at least.

What seemed like an attractive civic design idea appears now to have been implemented in a way that was not anticipated by its supporters and original sponsors. That is, we think the original concept did not envisage an underground route for through traffic, or the manipulation of local traffic routes to serve that objective. The impact of the tunnel on the values of adjoining lands is not yet clear.

The toll level for the tunnel incorporates a component to fund the 'civic design' part of the tunnel as well as the 'regional traffic management' part of it. For the present, there is an element of user resistance to the toll which is not so apparent at other toll roads. Perhaps it reflects an innate reluctance of motorists to go underground simply for aesthetic (and purely local) reasons.

We invite the Joint Committee to consider whether it would recommend that future road works proposals investigate the *essentiality* of tunnels, so as to identify unambiguously those elements which may be characterized as merely optional by virtue of constituting local area improvement programs.


Michael Rolfe, Principal
15 January 2006

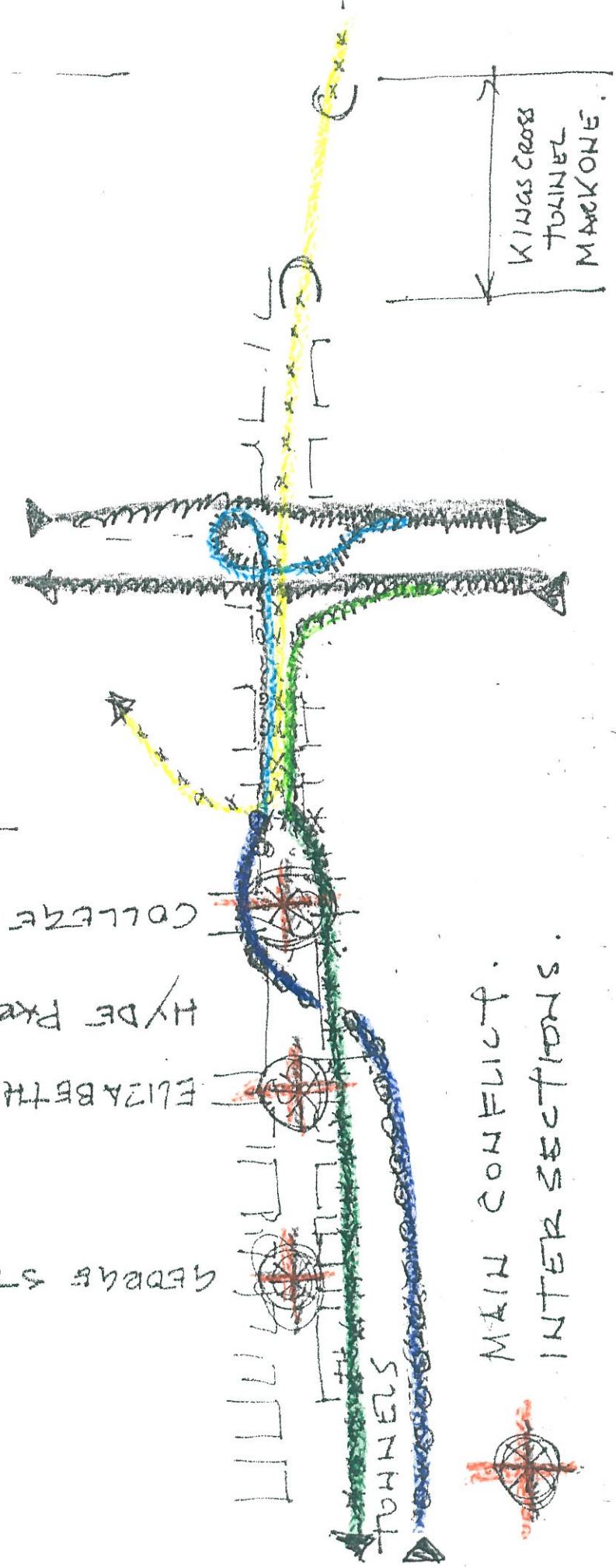
CIVIC DESIGN TUNNEL

LOCAL - REMOVING VEHICLES FROM WILLIAM ST, INCLUDING RIGHT HAND TURN TO HARBOUR BRIDGE AND CITY NORTH.

CROSS CITY TUNNEL

REGIONAL - REMOVING MAJOR NORTH SOUTH V EAST WEST CONFLICTS.

GEORGE ST
ELIZABETH ST
HYDE PARK
COLLEGE ST



MAIN CONFLICT INTERSECTIONS.

FUNCTIONAL ANALYSIS.

Jan 06.