

## **INQUIRY INTO CROSS CITY TUNNEL**

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Theme:

Summary

*TO FOLLOW UP  
TO RACHS  
TENNIS IN QUILM*

# UBTSC

JSC CROSS CITY TUNNEL

24 JAN 2003

RECEIVED

Reverend the Hon. Fred Nile, MLC  
Parliament House  
Macquarie Street  
SYDNEY  
NSW 2000

Friday, 9 December 2005

Dear Reverend Nile

A solution to eliminate all traffic jams and traffic gridlock.

On 24 November 2005 a Provisional Application number 2005906539 titled Traffic Control comprising descriptions and drawings was lodged with IP Australia, the Australian Patent Office.

When integrated and constructed some of the more important advantages over existing road technologies are: -

- At every intersection all traffic flows smoothly and uninterrupted without stopping with significant savings in travel times, fuel and transportation costs.
- Vehicles operate at maximum efficiency reducing pollution emissions.
- Collisions at intersections causing driver and passenger injuries and deaths will be significantly reduced.
- Safe pedestrian crossings will reduce pedestrian injuries and deaths.
- The Turnabout© design allows the centre to be utilised by emergency services that require urgent and immediate access to the major road networks i.e. Police, Fire, Ambulance, SES.
- The subterranean design also incorporates the collection of storm water stored in a reservoir beneath the Turnabout©.
- The costs of construction are significantly less than for tunnels.
- The existing arterial roads may carry more vehicles more efficiently reducing the need for expensive new road construction.
- Driver frustration and road rage will be reduced as all traffic flows freely without traffic jams.

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This is achieved by constructing intersections that follow the principle of:

Turn left from the left lane to join the left lane of the road to the left.

Turn right from the right lane to join the right lane of the road to the right.

Ahead is ahead.

This is accomplished with designs that replace traffic light controlled intersections on arterial roads and entry/exit freeway intersections.

The medium speed design is a two level intersection Turnabout© for suburban traffic joining or leaving an arterial road. Construction is carried out, within the dimensions of an intersection currently in use, with the minimum of disruption to existing traffic.

The high-speed design is a three or four level freeway traffic intersection for freeway traffic joining or leaving arterial roads. It is also a freeway-to-freeway intersection that requires less space than current designs. When incorporated into the current road system the roads will have Liquid Flow Traffic©.

This is the solution to today's current traffic problems.

Is this of interest to you?

For further assistance and information please contact me by telephone 02 4565 0000 within seven days.

Yours sincerely



Jozef Goj  
CEO