

INQUIRY INTO CROSS CITY TUNNEL

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Theme:

Summary

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JSC CROSS CITY TUNNEL

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27 April 2006

Chairman
Reverend The Hon. Fred Nile MLC
Joint Select Committee on the Lane Cove Tunnel
Parliament House
Macquarie Street
Sydney NSW 2000

Dear Chairman

RE: Lane Cove Tunnel Inquiry – Impact on Lane Cove West Business Park

Thank you for inviting submissions on the Lane Cove Tunnel Inquiry. UDIA is the voice of development. We advocate the interests of the urban development industry. We help them to gain access to land on which to build commercial and residential developments, encourage the creation of a positive regulatory environment, and seek to moderate the burden of taxes and charges on the industry.

UDIA NSW therefore commends the infrastructure investment associated with the construction of the Lane Cove Tunnel. Unfortunately, UDIA NSW has identified a potential adverse impact on business activities in the vicinity of Epping Road due to planned lane closures.

The Lane Cove West Business Park employs 8,000 people and includes major companies such as Cochlear, Samsung, Lego, Doubleday Australia, Netcomm, SC Johnson and Neutragen. Access to the business park is via Sam Johnson Way from Epping Road only. It is not a through road so all traffic has to enter and leave via Sam Johnson Way. Accordingly, the restriction of Epping Road Lane to one general traffic lane, a bus lane and cycleway will likely result in severe congestion and impede access to this important employment centre.

The Lane Cove Tunnel development model is reminiscent of the Cross City Tunnel. It appears to present itself as a reverse congestion tax theoretically encouraging people to use the tunnel through the promise of decreased travel times while simultaneously discouraging the use of surface roads via lane closures. Resultant congestion on the surface is therefore a necessary incentive to promote tunnel use.

The alternative would have been for the government to invest in the tunnel through long term low interest borrowings and repay the loan through a congestion tax. UDIA NSW advocates such a model for future infrastructure works as it sends an unambiguous price signal to the community.

Notwithstanding, *City of Cities – A Plan for Future Sydney's Future* was released by the NSW Government in 2005 which reveals that 500,000 additional jobs will be created in Sydney by 2031. Of these, 30% will be created in the global economic corridor between Macquarie Park and Port Botany.

The Lane Cove West Business Park is a successful operation in the centre of the global economic arc. UDIA NSW therefore contends that it is counter productive of the Government to effect road closures that would adversely impact on the business activities of an existing thriving economic community. UDIA NSW maintains that the Government should be promoting this area as a model for future development and encouraging its growth.

UDIA NSW remains concerned about the continued lack of integration between urban planning and transport planning in NSW especially with regard to public transport. The settlement pattern is defined by the transport network and yet the road network appears to be planned and funded in isolation to the metropolitan strategy.

The concept of discrete road funding is obsolete. A multimodal approach is required with correct price signals given to private vehicle use and to offset the results of induced traffic. Ideally, UDIA NSW would like to see Commonwealth Government investment in Australian city infrastructure through the establishment of funding programmes similar to the US *Intermodal Surface Transportation Efficiency Act of 1991*. Failure to realise an efficient multimodal transport network in Sydney will compromise the Metropolitan Strategy, the city's global economic competitiveness and its amenity.

UDIA NSW therefore requests that government in consultation with the RTA and the tunnel consortium identify and implement a solution to mitigate any adverse impact on the Lane Cove West Business Park. Solutions may include:

1. rescinding planned road closures although it is acknowledged that this is in opposition to the tunnel development model and its objectives;
2. relocating the cycleway to retain two general traffic lanes and a bus lane; or
3. permitting vehicles on business within the Lane Cove West Business Park to use the bus lanes.

Furthermore, UDIA NSW recommends that the Cross City Tunnel and Lane Cove Tunnel experiences be avoided in future by:

1. the State Government investing in the strategic road construction through long term low interest borrowings with the loan repaid through a congestion tax which also services public transportation provision; and better integrate urban planning and transport planning in NSW especially with regard to public transport.
2. the Commonwealth Government investing in city infrastructure; and establishing transport funding programmes similar to the US *Intermodal Surface Transportation Efficiency Act of 1991*.

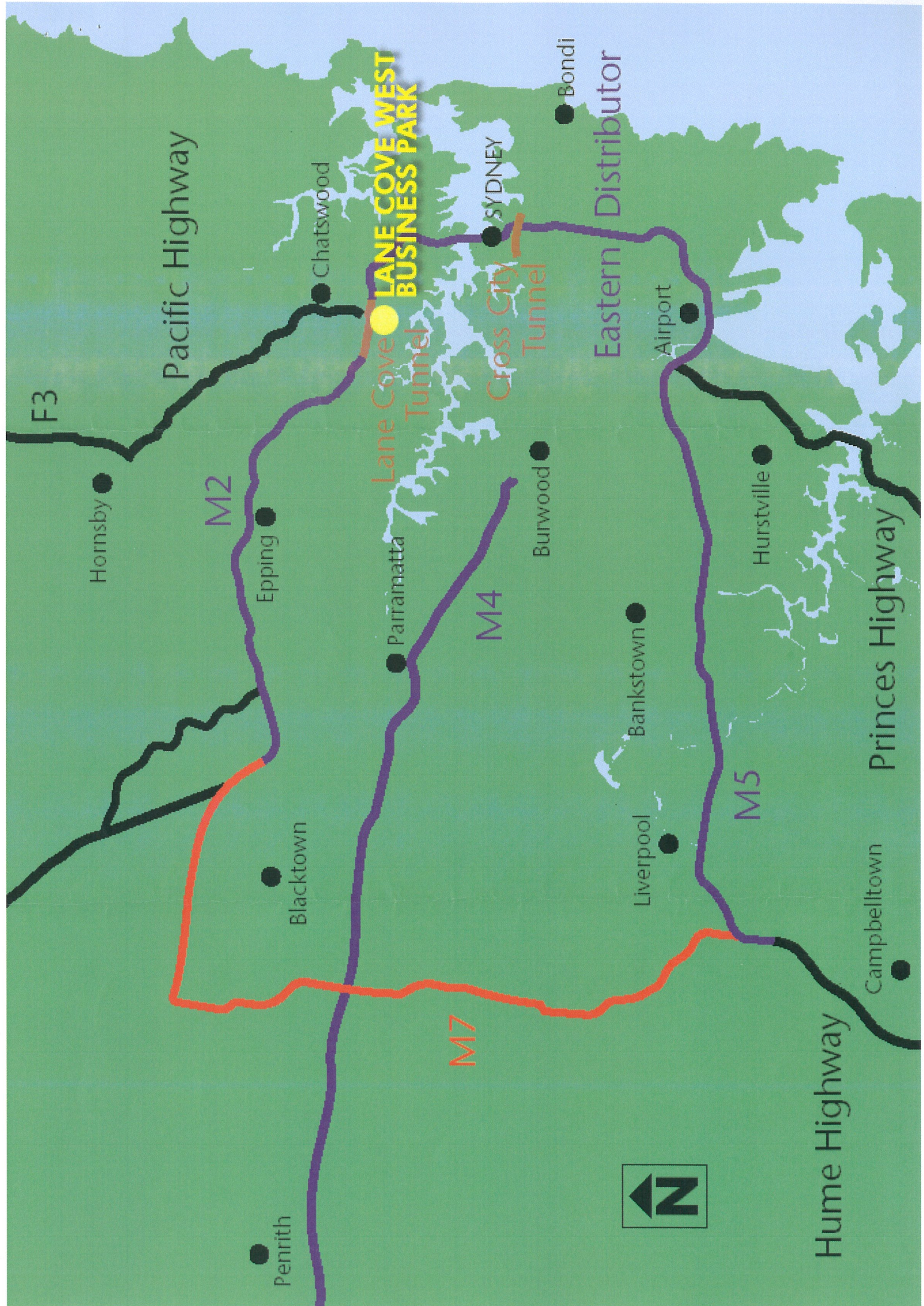
If you have any queries, please do not hesitate to contact me on 9868 3677.

Yours sincerely



Dr. David Poole
Executive Director

Attached: Map illustrating location of the Lane Cove West Business Park
 Oblique photo depicting Lane Cove West Business Park and Epping Road



**LANE COVE WEST
BUSINESS PARK**

Lane Cove Tunnel

Cross City Tunnel

Eastern Distributor

Pacific Highway

Hume Highway

Princes Highway



F3

M2

M4

M5

M7

Hornsby

Penrith

Blacktown

Epping

Parramatta

Bankstown

Liverpool

Hurstville

Campbelltown

Burwood

Bondi

SYDNEY

Chatswood

Airport

SYDNEY CBD

NORTH SYDNEY

LANE COVE VILLAGE

BLACKMAN PARK

LANE COVE RIVER

MARS ROAD

SIRIUS ROAD

CHAPLIN DRIVE

ORION ROAD

SAM JOHNSON WAY

EPPING ROAD

