

- Operational road noise.
- Operational air quality.
- Social and business impacts.

It is also proposed to:

- Provide a staged at-grade pedestrian crossing at the intersection with Mowbray Road West so this intersection can operate efficiently.
- Consider opening the tunnel, Falcon Street ramps and Gore Hill freeway new lanes to traffic and at different times rather than all at the same time, to assist with safe traffic management.
- Install bus priority facilities for westbound traffic on Epping Road and Mowbray Road West, Pittwater Road and Delhi Road intersections in consultation with the Public Transport Committee.
- Further investigate the location and design of a bus bay on Military Road east of Merlin Street North.

#### WHAT IS THE LANE COVE INTEGRATION GROUP?

The Lane Cove Integration Group was formed in June 2006 by the Minister for Roads. It comprises representatives from the RTA, Premier's Department, Connector Motorways, NSW Treasury and the Ministry of Transport.

These agencies closely examined how to integrate the Lane Cove Tunnel and the expanded Gore Hill Freeway into the broader road network. This group reported to the Minister for Roads and to the NSW Cabinet. This document is on the RTA website: [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au).

### What is the approval process?

- Traffic issues are identified.
- Lane Cove Tunnel integration group examines the options and identifies a preferred option.
- The RTA prepares a modifications report.
- The RTA submits the report and modification application to the Department of Planning for approval.
- Minister for Planning chooses whether to approve the modification.
- The community is notified of the approval and/or the revised modification.

### What are the next steps?

You can view the modifications report on the RTA website at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au). Hard copies are available for viewing only at the following local council administration centres and central libraries from Thursday 14 December:

- North Sydney Library, Miller Street, North Sydney.
- Willoughby City Council, Victoria Avenue, Chatswood.
- Lane Cove Library, Longueville Road, Lane Cove.
- Ryde City Council Library, Devlin Street, Ryde.



# Lane Cove Tunnel

An improved way of implementing the Lane Cove Tunnel surface traffic arrangements

COMMUNITY UPDATE  
DECEMBER 2006

The RTA has a plan to introduce the \$1.1 billion Lane Cove Tunnel and expanded Gore Hill Freeway project into the broader Sydney road network.

The changes to surface traffic arrangements will be introduced in stages, in accordance with the findings of the 2006 joint Parliamentary Inquiry, the NSW Auditor-General report on the Cross City Tunnel and the 2005 Richmond Review of motorways in NSW. This will reduce the risk of congestion for motorists and public transport users.

*The Lane Cove Tunnel Surface Traffic Modifications Environmental Assessment Report* has been prepared by the RTA, seeking approval from the Department of Planning to modify the timing of the traffic arrangements on surface streets. The report outlines the changes proposed to the project, their staging and any implications for the community.

The report is available from the RTA website under the Lane Cove Tunnel project at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au).

This fact sheet provides information about:

- The approved surface traffic arrangements and staging of their delivery.
- Proposed changes to the timing of surface traffic arrangements.
- The results of traffic modelling on the approved project and proposed modifications.
- The modifications report.
- The approval process.
- Next steps for the project.

## What is currently approved as part of the Lane Cove Tunnel?

The Lane Cove Tunnel project that was approved in December 2002 has two stages of work, shown below.

Stage 1 includes the Lane Cove Tunnel and Falcon Street Gateway work and all associated works on the Gore Hill and Warringah freeways.

Stage 2 includes surface traffic changes to Epping Road to be completed within six months of the tunnel opening.

### STAGE 1 - WORKS TO BE COMPLETED BY THE OPENING OF THE LANE COVE TUNNEL

- Lane Cove Tunnel.
- Falcon Street Gateway including new north facing ramps to Falcon Street.
- Gore Hill Freeway works including a 24 hour T2 transit lane in addition to two existing lanes in each direction.
- Warringah Freeway works.

### STAGE 2 - WORKS TO BE COMPLETED WITHIN SIX MONTHS OF THE OPENING OF THE LANE COVE TUNNEL

- An eastbound AMT3 transit lane on Epping Road between Pittwater Road and Mowbray Road.
- Right turning movements from the westbound Epping Road into Parklands Avenue and Centennial Avenue.
- Bus interchange and pedestrian overpass.
- Shared pedestrian cycleway on the southern side of Epping Road.
- A dedicated 24 hour bus lane and general traffic lane in each direction.
- One general traffic lane for eastbound traffic in between intersections.
- One general traffic lane for westbound traffic in between intersections from Centennial Avenue to Sam Johnson Way.
- Two lanes for westbound traffic in between intersections from Longueville Road and Centennial Avenue and from Sam Johnson Way and Mowbray Road.

## What is the RTA proposing?

There are no changes proposed to future layout of Epping Road as described previously and called stage 2.

However, the RTA is proposing to change the timeframe in which parts of stage 1 and stage 2 of the project are implemented, from six months after completion of stage 1 to 11 months.

## Why is this proposed?

When the Lane Cove Tunnel opens it will take time for motorists to familiarise themselves with the tunnel and stage 1 works.

Traffic modelling predictions and experience from other projects led the RTA to examine the demand for road space and lane capacity on the road network during the opening and transition period of this project.

Not everyone will use the tunnel as soon as it opens. As drivers become familiar with and use the tunnel more frequently, there will be greater capacity on the surface to implement the important public transport benefits on Epping Road.

Drivers and public transport users will benefit if the implementation of those surface changes for public transport and cyclists are deferred. After several months it is predicted that more drivers will have had time to transfer to the tunnel.

## What would be the impacts if adequate time for drivers to adjust is not provided?

This is a large and complex project. The RTA's traffic modelling for the period after opening the Lane Cove Tunnel has predicted significant traffic congestion impacts if stage 2 is implemented within six months (i.e. the approved project):

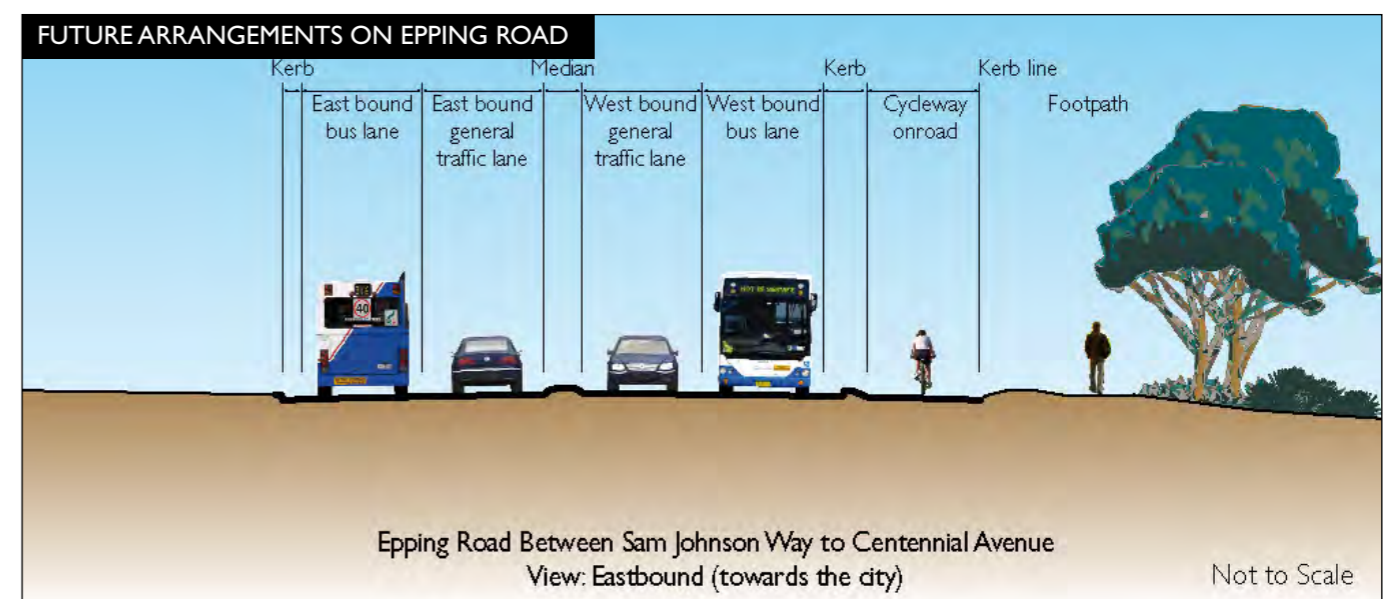
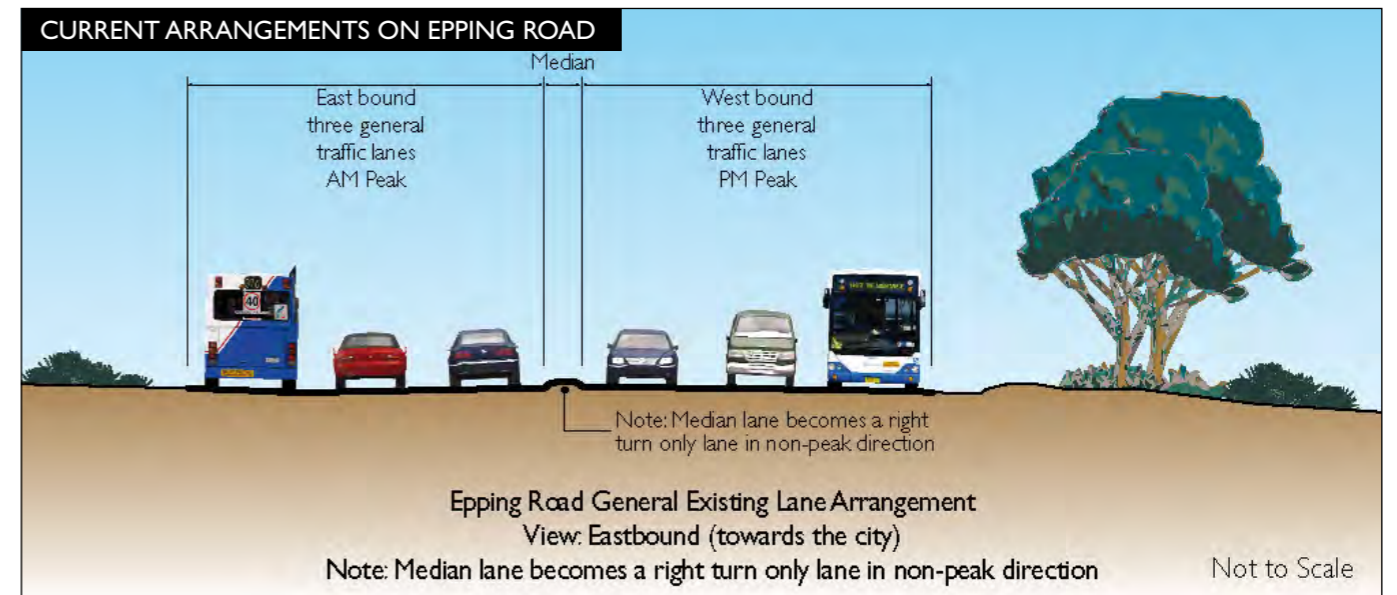
- Traffic congestion at all major intersections along Epping Road, Lane Cove in the morning peak period.
- Extensive queuing in Epping Road, North Ryde west of Mowbray Road in the morning peak period.
- Severe congestion at the intersections of Epping Road with Longueville Road and Centennial Avenue as well as at Epping Road and Pittwater Road in the evening peak period.
- Congestion on the road network would affect bus operations by trapping buses in the general traffic (in between intersections) and preventing access to the bus lane on Epping Road.

## The solution

To manage this issue, the Lane Cove Integration Group considered six options to reduce congestion during the period after opening.

The preferred option provides a way to transition the implementation of the surface road and public transport changes over 11 months to provide time for the community to become accustomed to the project.

The operator will provide a toll free period of one month, which will also assist drivers to experience and become familiar with the tunnel.



## How is stage 2 proposed to be implemented?

### FROM THE OPENING OF THE LANE COVE TUNNEL FOR FIVE MONTHS

- Construction of the \$5 million bus interchange and pedestrian bridge at Longueville Road.

### FROM FIVE MONTHS TO 11 MONTHS AFTER OPENING

- Implement AMT3 transit lanes on Epping Road eastbound between Pittwater Road and Mowbray Road West.
- The pedestrian cycle way on the southern side of Epping Road opened.
- Epping Road becomes two lanes in each direction.
- Right turning movements from Epping Road westbound to Centennial Avenue and Parklands Avenue are introduced.

- Bus lanes along Epping Road commence operation 10 months after opening.
- T2 transit lanes on the Gore Hill Freeway between the Pacific Highway and Merrenburn Avenue start operation in the 11th month after opening.
- Pacific Highway link to Longueville Road and the Tunnel off ramp link to the Gore Hill Freeway T2 lane would be opened in the 11th month after the tunnel opens.

## What does the Modifications Report include?

The Modifications Report includes information about the RTA's proposal, the different staging options assessed by the integration group and an environmental assessment of the proposed option. The report addresses the benefits and impacts of the amended project on:

- Motorists and public transport users.
- Pedestrians and cyclists.