

# Village Voice



Official Journal of the Queen Street and West Woollahra Association No. 81 September 2004

The Queen Street and West Woollahra Association invites you to

## A CABARET EVENING

Starring Australia's International Comedy Diva

Judy Glen in

## A COMEDY OF ARIAS



Preceded by a buffet supper with wine.

**Hughenden Hotel**

**WEDNESDAY 3RD NOVEMBER AT 7PM**

**Tickets \$56**

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# HOW CAN WE REDUCE TRAFFIC IN OCEAN ST?

The Environmental Impact Study for the Cross City Tunnel (CCT) showed that once the tunnel opens, more traffic is expected to use Ocean Street and the Paddington 'Ratrun' to access the CCT, creating a traffic overload. As the current volume of traffic on Ocean Street is unacceptable, we need not only to prevent its increase, we need to actively reduce it. The anticipated increased traffic volume must be diverted to viable alternative routes. Condition of Approval No. 61 gives us the power to enforce these reductions.

Most of the Ocean Street traffic travels between Syd Einfield Drive or York Rd and:

- the CBD,
- the Harbour Crossings (SHT, SHB) or
- the Cross City Tunnel.

CBD & Harbour Crossing traffic is supposed to use The Eastern Distributor (ED), but is deterred by the \$4.00 toll, preferring Ocean Street, which is toll-free.

Cross City Traffic has no better route than through Ocean Street.

As things stand, when the CCT opens, traffic on Ocean Street will increase whereas a drop in traffic along Moore Park Road and Oxford Street is predicted.

Motorists need a viable alternative to Ocean Street,

and the volume of traffic capable of entering Ocean Street must be limited. This can be achieved by the following:

**1. Make York Road traffic turn left into Oxford Street.**

Much of York Road traffic is heading to the CBD & Harbour Crossings. Moore Park Road and the ED provide a direct route to the Harbour Crossings with fewer traffic lights. Oxford Street is an underutilised direct route to the CBD. Signs and education could encourage traffic to return, toll-free, the same way.

**2. Reduce the turning lanes into Ocean Street from 2 to 1 lane at each end.**

The reduction in traffic entering Ocean Street should then make it viable

to have single-turning lanes into Ocean St from Oxford Street and New South Head Road.

**3. Equalise the tolls for Eastern Suburbs users of ED and CCT heading for SHT/SHB.**

There needs to be an incentive for Harbour Crossing traffic to use the Eastern Distributor. If the tolls remain as proposed: \$4.00 for the Eastern Distributor or \$1.10 for the Cross City Tunnel, most motorists will choose the lower toll. If they were to pay the same toll whether they used the ED or the CCT to get to the Harbour Crossings, many would choose the more direct ED. Tolls will be collected by E-Tag ONLY on the CCT. It would be easy to programme the ED E-Tag to recognise an Eastern Suburbs resident by point of entry and to charge accordingly.

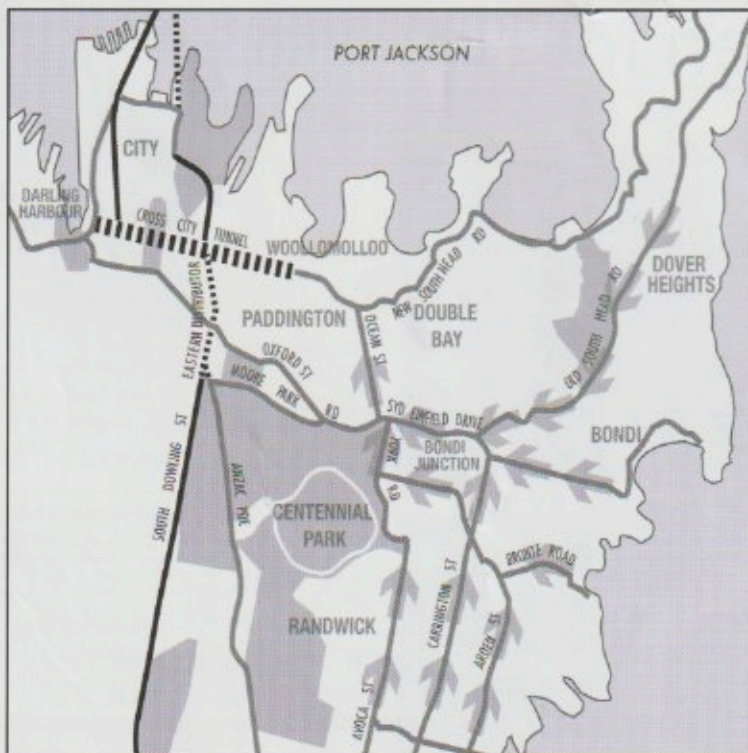
**4. Provide access to the CCT from Moore Park Road and the ED.**

At present there is no access provided to the Cross City Tunnel from Moore Park Road. This could be provided at little cost, by taking the turn to the CCT off the right-hand side of the Eastern Distributor instead of the proposed left-hand side.

## CONCLUSION

By reducing the amount of traffic entering our area we can reduce 'ratrun' traffic and address other traffic management issues within Woollahra/ Paddington.

Keith Sole  
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## The Queen Street and West Woollahra Association Ltd

ABN 98 002 872 433

A residents' action group covering the area bounded by Jersey Road, Edgecliff Road, Oxford Street, West Woollahra. Affiliated with the National Trust.

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