

## Council's "Tunnel Vision"

- .. Toll nightmare
- .. Poisonous pollution
- .. More traffic jams
- .. The "Airport Road" is back



Communities Against the Tunnels  
(CATT) [www.rag.org.au/tunnel/](http://www.rag.org.au/tunnel/)

## The case of the 20,000 disappearing car trips

The Traffic and Transport Technical Paper is a wonderful maze. But if you can make it through, there are some interesting things going on.

My favourite is the case of the 20,000 disappearing car trips.

The EIS is happy to tell us that there are expected to be 36,300 southbound and 37,500 northbound trips through the tunnel, a total of 71,800. The Story Bridge is expected to carry 39,300 fewer trips in total.

$71,800 - 39,300 = 32,500$  extra trips going from south to north or vice versa

We should be able to find about the same number of extra trips on the road network at either end.

We can find about 41,000 additional trips on the southside roads where the tunnels come out, as one would expect. This is made up of:

- 12,500 on Shafston Rd
- 12,500 on Ipswich Rd (south of O'Keefe)
- 5,000 on O'Keefe St
- 11,000 on the South East Freeway

North of the tunnel there is an increase of 10,300 trips going north on Lutwyche Rd. There is a decrease of 35,000 trips going south on Lutwyche Rd from the north tunnel exit so we can assume that very few of the northbound tunnel trips turn south.

The only other exit is on to the Inner City Bypass eastbound, so it must be catering for over 20,000 additional trips per day. These trips must go somewhere.

Sandgate Road and Kingsford Smith Drive figures are not provided. This isn't a surprise because they just don't have the capacity to handle so many extra trips when they are already meant to be over capacity.

The only real alternative that we can see is that the Airport Link, or a similar capacity increase, has been inserted in the modelling.

This is despite the EIS not mentioning the Airport Link in its long list of included roadway enhancements for modelling purposes. It is also despite the Airport Link not being approved or committed.

This dodgy process has lied to us all. The NSBT cannot work alone so they have added the Airport Link and pretended that the trips just disappeared, hoping we wouldn't find them in the maze. The \$1 billion + price tag of the Airport Link is not part of this EIS.

How can BCC expect to get away with such lies?

Lets ask them, where do the cars go?