

**INQUIRY INTO THE CROSS CITY TUNNEL
STATEMENT**

Wednesday 1 February 2006

Organisation: Action City East (ACE)

Name: Jo Holder

Position: co-convenor

Contact:

Tabled by Jo Holder
1/2/06
CO

1. ACE is an umbrella group representing four resident and business groups in the area broadly covered by the 2011 and 2010 postcodes.

The groups are — 2011 Residents Association, Darlinghurst Resident Action Group, Residents of Woolloomooloo and Darlinghurst Business Partnership. In total our groups have around 400–500 members.

The primary objective of ACE is to achieve the re-opening of roads and the removal of traffic obstructions that would not lead to the triggering of the “adverse financial liability provisions” of the CCT contract.

3. The road closures and road “changes” that have been forced onto our local area has made life for people has made life much less “amenable”. These forced road “changes” number around 71 completed or scheduled.

There has been no advantage to the people of City East from the opening of the tunnel. Trapped as we are between two entrances. The tunnel is of no practical use. People don't use it.

The ACE submission states that in fact the CCT has failed to meet its primary objectives at all.

The totality of traffic problems, related pollution, social and economic disadvantage caused to the City of Sydney and its adjacent neighbourhoods like Kings Cross, Woolloomooloo and Darlinghurst, has not decreased.

Clearly it has become much worse. The tunnel was designed to ease traffic problems for the city. It has had the opposite effect.

4. The tunnel and its contract is political fait accompli. This inquiry is merely putting a soft focus lens onto a catastrophe. But given the small room to manoeuvre what we want you to consider is to undo at least some of the mess that has been created.

In our submission we have stressed that the consultation process leading to these disastrous outcomes for NSW was fundamentally flawed. We gave clear factual examples.

The Community Liaison Groups (CLGs) were tokenistic and undemocratic. The common story of those who participated was of constant manipulation and refusal by those with the information to either share it with the public.

In any case, these meetings are only relevant to narrowing of William Street but are irrelevant to other closures/restrictions in Woolloomooloo, Kings Cross and Darlinghurst as these changes were not finalized until late 2004. It is, therefore, ridiculous to claim these closures were “widely advertised”.

As we know, it wasn't until 1 November 2005 that Sir Laurence Street released the important documents and the public finally had a clear picture of the full extent of the sell off of public roads to a private monopoly.

These documents flushed out grave concerns about the way toll road businesses operate and sparked a debate about the benefits of privatisation.

We have outlined in writing how our groups and our area were not consulted. And indeed how we tried to raise the alarm beginning in February 2005 about even the little knowledge we had about the scope of road closures — proposed by the CCT/RTA consortium and by the Lord Mayor of Sydney. We were completely ignored.

5. The mood in City East is almost universally livid about the willful obstructionist road closures. We have held three public meetings in Darlinghurst and Kings Cross — in June 2005 attended by over 150 people, in early August attended by 60 people and in October when 90 people attended.

All of these meetings overwhelmingly carried resolutions calling for a proper traffic study over the entire affected area, an economic study into the effect of pedestrian and vehicular movement on local business and for a number of reasonable measures that could alleviate the worst traffic jamming problems.

We have resented a petition of 1200 local names to City Council and this Parliament calling for a traffic study to ensure relief from this mess. We are now circulating a second petition which already contains 1600 signatures. This calls unambiguously for an end to the tunnel funnel.

6. We ask you to consider the following modest measures and stress that the way we read the public documents these would not create any liability to compensation to the operators of the tunnel.

- i. re-open Bourke St at William;
- ii. remove the ridiculous traffic jamming measures at Kings Cross at the Coke sign;
- iii. re-instate access to the city from Woolloomooloo by removing concrete barricades at Cowper Wharf Road and re-instating the round about at Sir John Young Crescent and full two-way access to Yurong Parkway;
- iv. initiate a full traffic and safety study of the city and city east;
- v. and initiate a movement economy study.

Indeed Bourke, Kings Cross and Woolloomooloo are all works driven and implemented by the Member for Bligh and Lord Mayor of Sydney.

6. The political consequences for this fiasco remain to be seen. At the moment people in City East are angry with many different people. Primarily though it is the responsibility of this Parliament and also of City of Sydney Council to put right the chaos.






We have modest and achievable goals. They ought to be your objectives because they are real measures that can be achieved on a sound financial basis. We urge you to do what you can through this Inquiry to encourage decision makers to assist in these ways.

THANK YOU

Cross City Tunnel

This map shows surface traffic arrangements in Woolloomooloo as part of the Cross City Tunnel.

KEY

-  Movement permitted
-  Movement not permitted
-  Cross City Tunnel to Macquarie Street or Harbour Bridge/Tunnel
-  Road closure
-  Tunnel



To Harbour Bridge and Harbour Tunnel only
(no access to Macquarie St)
No vehicles over 12m in length
No vehicles over 4.4m in height.

City and Harbour Bridge via Macquarie Street and Cahill Expressway

Cahill Expressway off-ramp
Cowper Wharf Roadway
To Macquarie Street and City

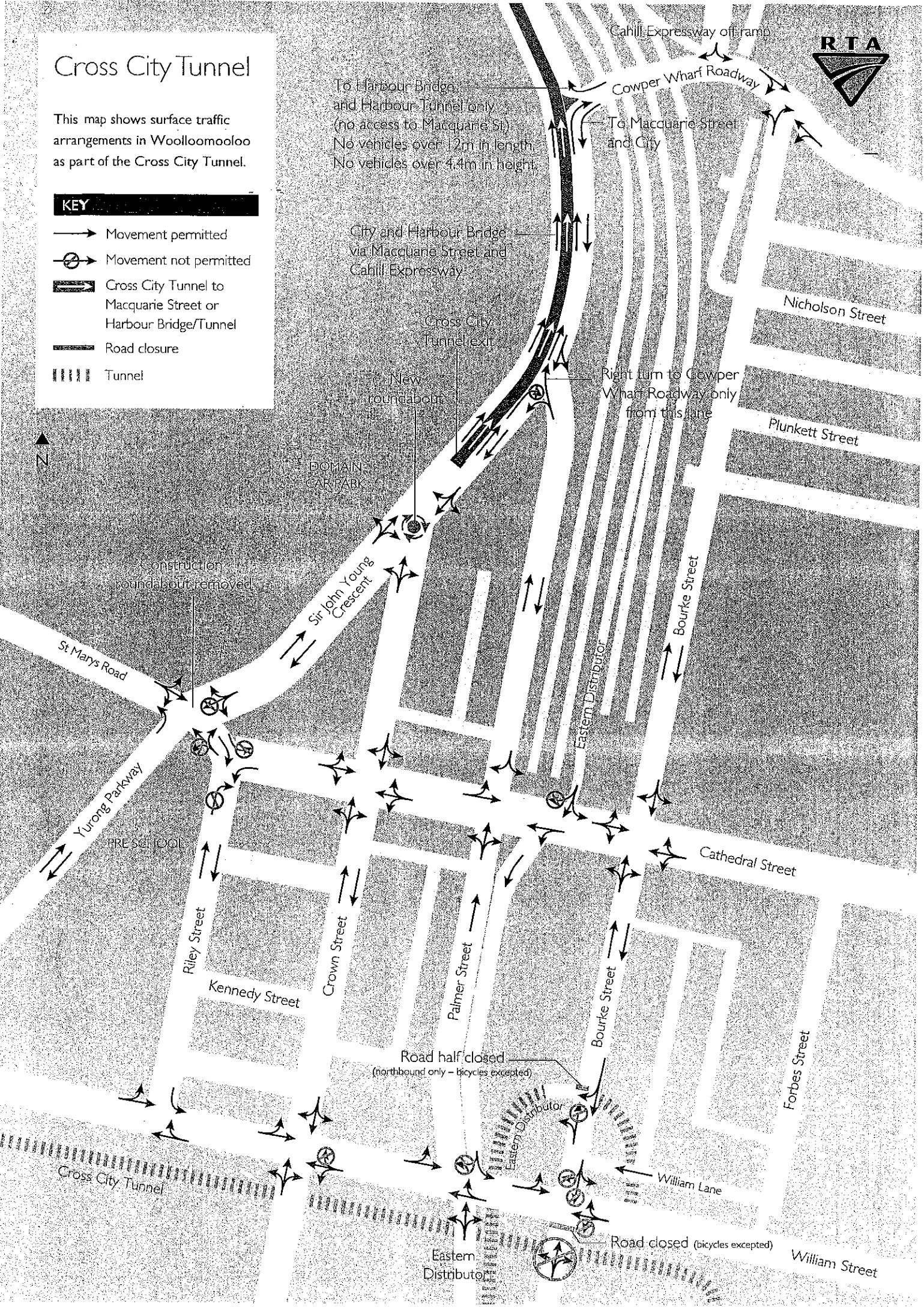
Right turn to Cowper Wharf Roadway only from this lane

Cross City Tunnel exit

New roundabout

DOMAIN CAR PARK

Construction roundabout removed



Road half closed (northbound only - bicycles excepted)

Road closed (bicycles excepted)

Cross City Tunnel

Eastern Distributor

William Street

PRE-SCHOOL

Kennedy Street

Crown Street

Palmer Street

Cathedral Street

Bourke Street

Forbes Street

Eastern Distributor

Nicholson Street

Plunkett Street

St Marys Road

Yurong Parkway

Riley Street

Sir John Young Crescent

William Lane

Cross City Tunnel



This map shows local traffic access to the Sydney Harbour Bridge, Sydney Harbour Tunnel and Eastern Distributor from William Street and Cowper Wharf Roadway.



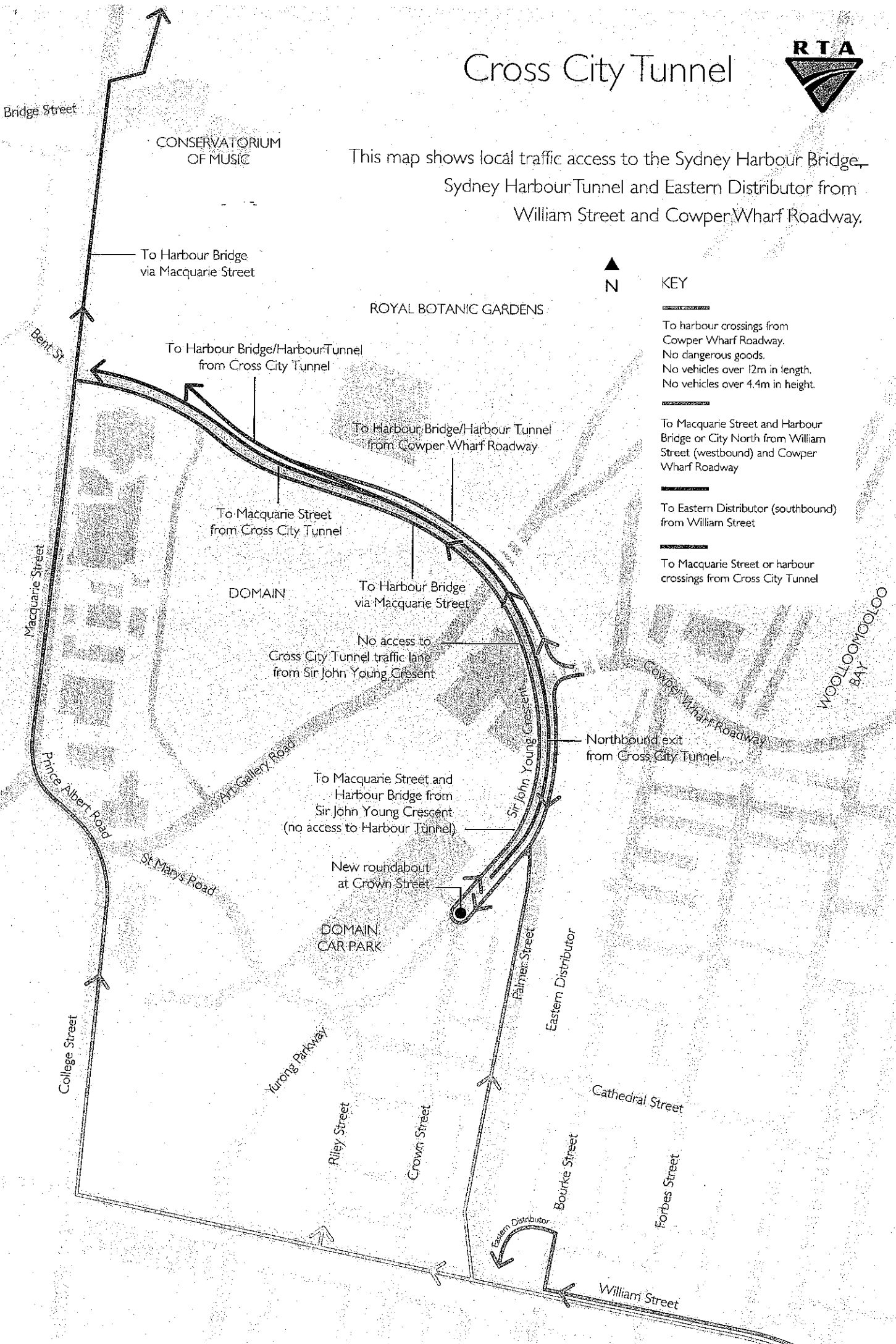
KEY

To harbour crossings from Cowper Wharf Roadway. No dangerous goods. No vehicles over 12m in length. No vehicles over 4.4m in height.

To Macquarie Street and Harbour Bridge or City North from William Street (westbound) and Cowper Wharf Roadway

To Eastern Distributor (southbound) from William Street

To Macquarie Street or harbour crossings from Cross City Tunnel



Cross City Tunnel

Condition of Approval No. 288



Bourke/William Street intersection arrangement as part of the Cross City Tunnel.

