

## Carole Ferrier Evidence

I am speaking to the submission of 2011 Resident Association Inc. with 350 members, the Committee meets monthly at the Crest Hotel, Kings Cross.

I live in Kings Cross Road with approximately 350 residents in my building.

The Kings Cross Landbridge (under the Coke sign) is the major intersection in the area and the main entry/exit to the inner east – Kings Cross, Darlinghurst, Potts Point Elizabeth Bay. Recently it has had to take a big increase in traffic as a result of the road changes in neighbouring areas. Every road leading into this major intersection has been narrowed with the natural outcome of traffic chaos and build up.

Despite the public outcry about traffic funneling more road works commenced in November 2005 during the toll free period of the CCT narrowing all the streets leading to the landbridge.

2011 Resident Association was not consulted. No one in my building was ever notified about this major change to roadworks and I have not yet found anyone who has been consulted

As a resident I have never received any notice about these roadworks at the end of my street. 2011 Resident Association has never been consulted by the City of Sydney Council or the RTA about the roadworks.

As a member of 2011, I have attended 3 public meetings, plus 3 meetings with the RTA to find out who controls these roadworks that created such chaos, and never could we find out who was responsible, the answer was hidden from all of the community representatives. On December 15, 2005 at a meeting with the RTA, City Sydney Council and a member of the CCT, the answer was forced from these people, it was confirmed the City of Sydney Council is responsible for the works, contracted by the RTA with the road works performed by the Cross City Management.

Many phone calls, letters, appeals to the Lord Mayor are ignored. As a result of these roadworks without any community consultation as has been throughout the whole CCT project, no one is ever told anything. ACE would like to submit this letter to the General Manger City of Sydney Council sent yesterday (31 Jan 2006), as an example of the bureaucratic obstification we have faced over the past months.

The community wants the roadworks halted and restored back to what was there before, it worked! Now we have traffic banked up in all directions. In the weekend another set of concrete barriers were installed, taking out yet another lane.

Darlinghurst Road is now banked up in peak hour to almost Oxford Street, Macleay Street back to Greenknowe, Craigend back to Boundary Street. The link to William

Street from these roads is restricted to 1 narrow lane, which is shared by buses, taxis, bikes and cars.

Yet again there is no consultation. When trying to find out who authorised the works all we got was buckpassing from City of Sydney. These roadworks could be halted immediately and restored back to their original layout within weeks. Locals and all NSW taxpayers have a right to be consulted and move around their local streets without major traffic delays.

Carole Ferrier

## Carole Ferrier

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From:  
To:  
Cc:

Sent:  
Attach:  
Subject

....., 2006

I am in receipt of your letter dated 19 January in response to my e-mail of 19 December regarding the works at 'Queens Cross' – commonly known as Kings Cross. For ease of reference I am attaching a scan of your 2-page letter to me (Seamer\_letter\_1 and Seamer\_letter\_2) as well as a copy of my original e-mail (ACEPSeamer1). I have discussed your response with representatives of our constituent residents and business actions groups; DRAG, 2011, RoW and the DBP and they have also seen and endorsed this response. It is clear from your response that you do not propose any remedial action to the issues raised. These issues are causing continuing negative impacts on our daily lives so I am copying the Lord Mayor and the members of the council with this letter.

We take issue with a number of the responses in your letter:

### 1) The CCT:

You say that - "the CCT effectively replaces William St as the main route for traffic connecting to the Western Distributor, the Eastern Distributor, Sydney Harbour Bridge and Sydney Harbour Tunnel". Would that it were true! The fact is that the CCT has been an abject failure in relieving William St of much of its congestion and has attracted only about a third of the projected traffic flows. In spite of this William St has been narrowed which has created the reverse of the intended result ie William St is actually now more congested, in large part because of the removal of lanes. Road changes associated with William St have also made access to both the Sydney Harbour Bridge and the Sydney Harbour Tunnel considerably more complex for residents of City East Darlinghurst (CED). What about travellers whose destination is the CBD? William St is the major corridor from the Eastern Suburbs to the CBD. There is no other way. The narrowing of William St massively complicates legitimate access by the thousands of people who work in the CBD from both within CED and beyond.

You also say that - "it is not a matter of building more roads...they fill up". This is a bit like saying "we won't give you pay rise...you'd only spend it"! Have you ever asked yourself why they fill up? Perhaps people want to use them to travel from one place to another. Unfortunately we don't know precisely why because there is no plan or study that drives any strategy for Sydney's roads...to the best of our knowledge there hasn't been a serious wide area study, complete with economic and social impact studies, for over 20 years. In fact, we haven't asked you to build any roads in CED. We just want you to stop 'tinkering' with the ones we have got. We want the roads open. We want uninhibited access to our public roads. The diversions, narrowings, closures and changes to the roads within the perimeter of the CCT have acted negatively on the day-to-day activities of residents, businesses and customers of CED as they try to move about their own and adjoining suburbs, including accessing the CBD.

We also note, with considerable amazement, that the CoSC has not made a formal submission to the

1/02/2006

NSW parliamentary enquiry into the CCT. To date our research has revealed that there is nothing registered on the NSW enquiry website from the CoSC. We find this remarkable. It is hard to think of an issue that has raised such a furore within the CoSC's area of influence for many, many years and yet you have no submission or opinion. We are aware that Clover Moore has appeared before the enquiry but in her individual capacity as Member for Bligh and to a lesser extent as Lord Mayor. Surely as representatives of the people most badly affected by the disappointing failure of the CCT the CoSC has a point of view...or at least could register some learnings that could be applied to future projects.

## 2) William St:

We will say little about William St in this correspondence except to say that to describe the changes to William St as "improvements" is beyond spin; it is Orwellian 'newspeak'.

## 3) Queens Cross:

a) You say that - "The CCT also provided the City with an opportunity to improve Queens Cross by reducing the amount of road space and increasing footpath widths". How is that an improvement? Who asked for it? Who was consulted? We weren't. We represent well-established RAGs. We live and work here. These changes are unnecessary and distinctly unhelpful. They may have 'looked good on paper' but they just don't work. If asked we would have told you that in general there is no pedestrian congestion in the area and that traffic congestion is bad and getting worse. It defies logic to proceed with these changes. They are the absolute reverse of what is required. They make no sense!

b) You say that - "The City does not have the power to request removal of the barricade and reversal of the narrowings around Queens Cross...and may be affected by the contractual arrangements with Cross City Motorway". You say this in the very next paragraph after saying -"The City negotiated with the RTA to provide improvements at Queens Cross as part of the CCT works". At our meeting with the RTA and Mr Richard Campbell, the CoSC traffic manager, at the RTA on 15 December we raised the issue of who was responsible for the works in Queens Cross and who had the power to reverse them. We were categorically advised by the RTA, confirmed by Mr Campbell, that the Queens Cross works were the responsibility of the CoSC, that the RTA were only managing them as contractors and that only the CoSC could reverse the works. Both the RTA and Mr Campbell also confirmed that the Queens Cross works were not a condition of the CCT contract. Clearly, either you or Mr Campbell (and the RTA) is misinformed on this issue.

c) You say that - " traffic flows around Queens Cross are disrupted due to... damaged traffic lights". We assume that you are referring to our complaint regarding the operations of the Craigend St intersection at Queens Cross. Properly functioning traffic lights may well assist. The real issue, however, is that one lane has been removed and parking installed on the right-hand (northern) side of Craigend St. This actually means that only a couple of cars can squeeze past the parked cars and access the right turning lane, because of the narrowing and the intrusion of parked cars. Traffic light sequence changes may help but they are not in any way the key issue.

d) Relating to the Darlinghurst intersection with Queens Cross you say that -"the Queens Cross works has removed a section of the City's recently complete footpath...the RTA's contractor will be fully reinstating -". Why? Who asked for it? Who was consulted? We weren't and we don't want it. Pedestrian traffic at this intersection is not high. Traffic flows are huge. The current 'improvements' are causing major traffic disruption sometimes backing up two blocks. This disruption is mainly caused by the left lane on Darlinghurst Rd being converted to a newly designated left-hand-only turn into William St. This is unnecessary and completely unhelpful. The majority of the traffic is simply funnelled into one lane with inevitable traffic congestion problems. It is not helped by the massive widening of the

footpaths at the Victoria St/Darlinghurst Rd and on the land bridge for the largely non-existent growth in pedestrian traffic. The huge area of footpath created on the land bridge presents a total mystery. What could its purpose possibly be? Widening the footpaths and narrowing the roads just doesn't make any sense unless the COSC 's objective is to grind Kings Cross to a halt.

e) It is worth noting that the various road and footpath 'works' surrounding Kings/Queens Cross have actually taken longer to complete than the complete construction of the CCT itself! They must be the most expensive cosmetic changes in Sydney; they certainly have no practical application. For example, a very large concrete/paved sitting area has been created on the northwest corner of the main Queen/Kings Cross intersection. I have yet to see anybody use this space. The previous space was popular with lunch and snack eaters.

#### Consultation:

You note that if we wish to talk directly about traffic matters we should ring Mr Campbell. The reason that we have written to you directly is because of very unsuccessful dialogue with Mr Campbell in the past. I first met with Mr Campbell at a CoSC community 'consultation' in Kings Cross in November. I discussed the issues regarding the Queens Cross works with him. He professed ignorance of the issue(s) but had his assistant take lots of notes and promised to "get back to me as soon as he could find out what was going on". I subsequently have heard nothing. After a very frustrating engagement with the Craigend St lights (it took me four light changes to get through to Kings Cross Rd) I wrote to Mr Campbell. I received a form letter acknowledging my letter and advising that he would "look into the matter". I subsequently have heard nothing. At our 15 December meeting at the RTA Mr Campbell advised us (the representatives of ACE, DRAG, 2011, Row and the DBP) that he didn't have time to discuss the issues regarding Queens Cross with us then but could do so on return from leave in February when "by the way, the works will be finished by that time". A number of our members have many years of experience in dealing with CoSC and even they were simply amazed at Mr Campbell's off-hand attitude. We have no reason for any confidence in dealing with Mr Campbell.

The Queens Cross works were embarked upon with little or no local consultation, are unnecessary and have had and/or are having an almost completely negative outcome for the residents, businesses and customers of CED. We, the residents and business action groups representing many of the people of this area, call upon the CoSC to stop this waste of our ratepayers and taxpayers funds and reverse this ill-conceived fiasco.

Ralf Harding  
On behalf of ACE - Action City East

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