

INQUIRY INTO CROSS CITY TUNNEL

Organisation: Action City East

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Date Received: 18/01/2006

Theme:

Summary

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Name: Ms Jo Holder

Position: Co-convenor

INTRODUCTION

Action City East (ACE) represents the combined interests of 2011 Residents Association (2011), Darlinghurst Residents Action Group (DRAG), Residents of Woolloomooloo (ROW) and the Darlinghurst Business Partnership (DBP). DRAG and ROW have been active in representing resident's rights for over 30 years. Initially known as the City East Traffic & Planning Group, ACE acts to collectively research and respond to traffic and planning issues. In particular, since formation in mid-2004, our focus is on the raft of public road closures proposed by the CCT and City Council. We have extensively consulted with our constituent groups and reviewed their submissions. We are summarising our joint position with this paper.

Action City East (ACE) aims to improve the amenity of residents, workers, businesses and visitors in the area to the immediate east of Central Sydney (Darlinghurst, Woolloomooloo, Kings Cross and Surry Hills), through urban planning which enables access to, from and through the CBD and suburbs in this area, for pedestrians, cyclists, public transport users, and other vehicle users. City East broadly covers the 2010 and 2011 postcodes.

ACE's objectives are:

- To promote traffic arrangements that maximise the ability of residents, businesses, workers and visitors to travel to, from and within the City East Area.
- To promote community participation in planning and decision-making on matters affecting movement within the area.
- To promote proper traffic planning in the area, which takes into account social, economic and environmental factors and provides a fair balance between walking, cycling, public transport and motor vehicles.

2. CCT FAILS TO MEET PROJECT OBJECTIVES

i) We recognise the CCT as a reality but continue to oppose some aspects purportedly associated with its ongoing operation although we recognise that

significant mistakes have been made both in background decision-making and in the execution of the CCT project.

We note that the initial Environmental Impact Statement (EIS) for the project, quoted in the Roads and Traffic Authority Submission, contained the primary objectives of the Cross City Tunnel and submit that the road changes have led to a complete failure of all three objectives, namely: to improve the environmental quality of public spaces within Central Sydney; to improve the ease of access and reliability of travel within Central Sydney; to improve the reliability and efficiency of travel between areas east and west of Central Sydney.

ii) Residents and businesses in the area of City East are domiciled within the entrances and egresses of the CCT. They cannot therefore, in the main, effectively use the CCT. They are, however, dramatically negatively effected by the 'funnelling' caused by artificial road closures, narrowing of roads and lane changes purportedly designed to force traffic to use the CCT.

iii) We note that there are proposed and/or have been approximately 72 changes to roads within the City East area actioned under the general banner of the CCT contract. Of these, approximately half are required by the contract and about half are in the contract but "would not expose the RTA to material adverse effect liability if removed". Of the latter, most have been done entirely on the initiative of the RTA or the CoSC or both, without community consultation, and on the understanding or pretence that they are required by the CCT.

(See: ACE Attachment 2. Daily Telegraph, Thurs 8 Dec 2005, "Road wrangle", by Simon Benson and Heath Aston also "Changes that could be made with incurring financial penalty.")

iv) We protest these entirely unnecessary opportunistic road closures and modifications actions by the RTA and/or CoSC. They have delivered negative outcomes for the access to, and amenity of, our area effecting both residents and businesses alike.

v) A primary objective of ACE is to secure the re-opening of the completely unnecessary Bourke Street "trial closure" north and south. This is a modest matter in the scale of the overall closures introduced by the CCT project.

3. FAILURE TO MEET REASONABLE EXPECTATIONS FOR 'PUBLIC CONSULTATION' & TRANSPARENCY

We are appalled at the lack of transparency and lack of community consultation relating to the funnelling aspects of the contract between the NSW Government, the RTA and the CCT operators. (Terms Of Reference 1 (b).)

The Australian Oxford Dictionary defines "consult" as "refer to a person for advice, an opinion seek permission or approval from (a person) for a proposed action, take into account; consider (feelings interest)."

Public Consultation process operated by the main players, viz. the CCT Construction Company and their public relations advisors, the RTA and the City of Sydney Council. The CCT had a number of "consultants" but few if any "consultees". (In fact, participants frequently alternate jobs jumping over the table from one side to the other over the period 1999–2005.) More correctly all these parties are "interested stakeholders" with a vested interest in ensuring project completion at any cost.

The process that actually took place was one of non-consultation. Indeed, it could be viewed as a professional misinformation programme by way of a "no information" policy from these important players. Of particular concern is that the RTA and City of Sydney Council, represented by the Lord Mayor and Member for Bligh, appear to have deliberately kept public consultation to a minimum by not publishing, in an easily available forum, real information about the plans for road closures and changes associated with the CCT. These organisations and offices have high responsibilities for public accountability and trust.

Most residents and businesses recall receiving only one or possibly two leaflets posted to them, both from the CCT advisors, concerning the actions they were taking in relation to minimise construction noise and disturbance.

There was no public information, on closures or changes—what the community reasonably sees as public access road—appears to have been conveyed to the community at large until the CCT operator's advertising campaign began in August 2005. At this stage, the RTA published advertisements in the SMH and local papers advising of road closures.

We would like to focus on the three "high profile" examples given as "evidence" of consultation in the RTA Submission and submit that these, too, were unfortunately highly manipulated and misleading:

(i) Community Liaison Groups (CLGs):

Consultation was tokenistic and opportunistic, not democratic. Under the system used, CLG volunteer members, working in good faith, consider changes in isolation and are not given information about the entire project. Should they not agree with the proposal were basically forced to resign as the only way to meaningfully influence the outcome. To the RTA/CCT project team "consultation" means endorsement of the (secret) project. Finally, members find themselves in the invidious position of being touted the "hand that signed the document", when clearly and evidentially this is not the case.

(ii) Bourke Street traffic study:

The report entitled "Response To Minister's Condition Of Approval No 288", 23 December 2004 (by Greg Marshall of Parsons Brinckerhoff (PB) for RTA Project Management Services), misrepresents both the effect of the consultation that PB had with our organisations and the detail of our input. The report which was

never forwarded to our groups, and which a member drew to our notice in early December 2005, inaccurately suggests that our groups were part of the process which developed the three 'alternative options' and final selection of an option for traffic movement in and around the entrance to the Eastern Distributor at Bourke Street Woolloomooloo. Page (iv) of the report suggests "the alternatives were developed with input from the community and major project stakeholders including The Darlinghurst Residents Action Group".

The RTA or its consultants did not consult our groups until December 2004. We now understand that the Minister approved of the supplementary EIS restricting Bourke Street in December 2002 (a ban on right turns from William Street westbound and identification of an alternative route to the Eastern Distributor) as part of CCT traffic funnelling arrangements. In March 2004 selected parties were consulted about 'alternative options'. The key parties consulted were Airport Motorway Limited, Cross City Motorway, Clover Moore, Emergency Services, ESNA resident group, SCEGGS, State Transit and a few selected businesses. Between them they determined "three alternative options". These "options" were put to "consultation" at a community meeting in June 2004 and a second meeting on 20 October. Despite the restrictions, the second meeting voted against closing Bourke Street, effectively choosing option four, "none of the above". We are most concerned about the impression that is given in this report that one of our groups not only had input into a decision but was in fact one of the stakeholders which helped to develop the alternatives that were presented to the RTA and, therefore, essentially a party to the decision to carry out a trial closure of Bourke Street.

(iii) Failure to Consult Local Community Groups:

Representatives of 2011 RA and DRAG only met with Abigail Jeffs of PB and RTA representatives, David Seeto and Lindsay Baker of Motorway Services Cross City Tunnel on 15 December 2004. At this "informal meeting", Ms Jeffs informed us that she had already finalized her report and presented it to the RTA. She confirmed that we were "too late" to meaningfully contribute to the consultation process that was, by that time, effectively over. In fact she said it was due to be submitted to DIPNR by 20 December.

Notwithstanding, we said we made the following general comments: That we opposed the closure of Bourke Street and subscribed to the general town planning policy of keeping public streets open. We noted that this was longstanding City Council policy. We noted that the RTA review "CCT: Altered Modified Activity – Review of Traffic and Transport Implications" (2002) did not consider any of the closures currently proposed because, at that time, City Council opposed further road closures in East Sydney including Bourke Street. Lastly, we noted that a proper traffic and transport study for City East and CDB was 20 years overdue.

We formally submitted our concerns and opposition to the closures to the RTA chief executive, Parsons Brinckerhoff, the Minister for Transport, CEO City of Sydney and Sydney Traffic Committee on 8 February enclosing our report on the

closures and modifications proposed by City of Sydney and the RTA. This document looks at the combined impact of CCT and City of Sydney road closures and details our concerns about the impact of road closures.

(See Attachment to 2011 Residents Association submission.)

We received the following acknowledgements:

- Parsons Brinckerhoff, 10 May 05: entitled "Dear Survey Participant: re Bourke Street Traffic management Study" thanking us for our feedback and advising of the 6 month review
- Minister for Roads (per Parliamentary Secretary Eric Roozendaal), 22 June 05: advising that the RTA would monitor CCT traffic changes for at one and three years after the opening. It also noted: "I'm advised that your organisation participated in this consultation".
- RTA per Les Wielinga Director of Motorways, August 2005: inviting us to view a copy of the Bourke Street Report process on the RTA website and advising of the 6 month review.
- Clover Moore, Lord Mayor, 22 August 05: informing us that Council had decided to review "traffic management in East Sydney precinct" in early 2006 and that after the review, council would still proceed with community consultation on a trial closure of Liverpool Street at Whitlam Square and other Road closures.

No respondent acknowledged the scope of our concerns about the impact of all combined road closures, lane closures and modifications in City East.

Finally, we wish to correct the misrepresentation currently on the public record, that a brief meeting not only constitutes meaningful input, but that DRAG and 2011 RA were 'stakeholders' who helped to develop the alternatives that were presented to the RTA and, therefore, essentially a party to the decision to carry out a trial closure of Bourke Street. None of our member groups ever received a copy of this misleading report entitled CCT: Response to Minister's Condition of Approval No 288 (December 2004), nor advised of its existence.

We were not notified, advised or "consulted" at any level by either CCT or its agents or RTA before the informal meeting of December 2004.

4. ACE'S CONSULTATIONS

ACE has consulted widely in the area. We are of the view that the overwhelming majority of residents and businesses oppose the road closures and traffic funnelling arrangements and are seeking reasonable redress.

We hold this view because ACE has held three public meetings and undertaken two petitions talking with thousands of locals in the process.

(i) Public Meetings

As government and our elected representatives failed to inform the community about the economic, social and environmental implications of the huge raft of road closures and modifications, ACE convened three public meetings. Each meeting has overwhelmingly opposed road closures and modifications to restrict our connectivity.

The resolutions of these well-attended public meetings are:

Public Meeting #3: 19 October 2005, Crest Hotel, Kings Cross.

Chair Phillip Boulten. Attendance: 90.

Resolutions

1. This meeting calls upon Premier lemma to disclose the fundamental terms and conditions of the final contract with the RTA and the Cross City Tunnel operators for public scrutiny including the consent deed and financing arrangements as a matter of urgency.

2. This meeting calls upon the Premier, the Minister for Roads and the Lord Mayor to intervene on behalf of the residents and businesses of City East to reverse the road and lane closures and modifications that have already been implemented or are planned.

These actions are to:

1. Open Bourke Street
2. Harbour Tunnel: re-open public access from Sir John Young Crescent
3. William Street: closing from 6 lanes to 4. Retain 5 lanes for peak “tidal flow”
4. William Street: re-open rear lanes for business access
5. Install a Roundabout at Bourke and Cowper Wharf Road
- 6 & 7. Reinstate the 5-way Roundabout at Sir John Young and St Mary's Road and full two-way access to Yurong Parkway (Boomerang Cresc)
8. Remove the unnecessary lane barriers that prevent direct access from Cowper Wharf Road to Macquarie Street; expand U-turn bay at Shakespeare Monument
9. Druitt St monitoring and modification needed. No narrowing of Park Street
10. Traffic safety measures in “toll avoider” routes
11. Neild Ave/Rushcutters Bay: fix bottlenecks and address pedestrian safety
12. Re-design the entire above ground road configuration to a slow traffic flow (40K per hour). This will enable better sequencing of traffic lights. If cars want to move faster, they can use the tunnel (80K).

Public Meeting #2: 31 August 2005, Crest Hotel, Kings Cross.

Chair Phillip Boulten. Attendance: 60.

Resolution: Call for an Economic Linkages Study

That this meeting calls on City of Sydney and the RTA to commission a comprehensive movement economy study into the effect of the pedestrian and vehicular infrastructure on local business in City East and its relationship to the CBD's infrastructure.

Background: Neither the RTA nor Council considered that an Economic Linkages study was necessary. There has been no objective assessment of the impact of existing closures and 'trial closures' in City East. This study would supplement the City East Traffic Study and Safety Audit. (Resolution of St John's public meeting of 2 June).

Public Meeting #1: 2 June 2005, St John's Church Hall, Darlinghurst.

Chair Phillip Boulten. Attendance: 150.

Resolution:

A comprehensive and up to date traffic study including a safety audit of the whole affected area has been completed by a joint body constituted by City of Sydney Council and the Roads and Traffic Authority in consultation with Sydney Buses;

That no street closures (especially Bourke Street) should be considered until: all works on Oxford Street and William Street is complete and a comprehensive community consultation in the entire affected areas has been done. Further, we ask that Liverpool and Bourke streets are immediately re-opened and that the 311 bus is not re-routed.

(ii) Petitions

A Petition to Parliament calling for a City East Traffic Study was submitted to Upper House members Meredith Burgmann (ALP) and Sylvia Hale (Greens) in October 05. It was also presented to City of Sydney in August 2005 but did not close until 28 August. This first petition is still to be presented in the Lower House as the Member for Bligh was too busy that week to meet a delegation. It will now be tabled on 28 February 2006. The presentation to council had 840 signatures, the final document was signed by over 1200 local people.

A second petition was opened in December 2005 and closes at the end of February 2006. With very little effort (as most of us have been otherwise occupied over the holiday period, we have already collected 1400 signatures. (See: ACE attachment 4, Petition.)

From talking to people in the street when getting petitions signed and letter boxing etc we have a clear and accurate picture of how overwhelmingly opposed people are to the closure of public roads. This is the primary and overwhelming issue.

There are other issues about the CCT which I suspect concerned members of the public would like to be considered but fear these are outside of your Terms of Reference. I hope that in my submission I have not strayed too far from those terms.

It is difficult to separate CCT changes and City of Sydney lane and road closures and changes (especially in City East), In fact, the overall effects of these changes need to be taken together. This is why we are advocating a City East and CBD Traffic and Safety Study and a parallel Economic Linkages Assessment.

City East cannot access the tunnel easily, so residents and businesses do not have the benefits, but we are seriously adversely affected by associated road changes.

The general snap shot in City East is:

- Congestion in William and Park Streets is worse than before tunnel as traffic removed from surface does not offset the effects of road narrowing; removal of access to Anzac Bridge, Eastern Distributor (from Bourke Street) and harbour crossings a problem.
- Crown, Stanley, Cathedral, Victoria Streets and Darlinghurst Road were already seriously congested – other closures have exacerbated this.
- There is a huge gridlock at Kings Cross/Queens Cross caused by tunnelling works begun in late 2005.

We consider outside our scope to consider other obvious 'black spots' such as Macquarie St with all the traffic heading for the Bridge.

ACE Recommendations

1. We wish to focus our submission on positive remedial actions that are achievable within the terms of the CCT contract.

In this light we specifically wish to propose the following actions set out on the table 'Summary of the Identified Traffic Flow Concerns & ACE Recommendations in Relation to Public Roads and Traffic Flow Changes for the CCT' (See Attachment 1.).

2, Traffic study

3. Economic Linkages Study: we request the RTA commission a comprehensive movement economy study into the effect of the pedestrian and vehicular infrastructure on local business in City East and its relationship to the CBD's infrastructure. The Bourke Street study (2002) did not consider that an economic impact study was necessary. Neither the RTA nor Council has commissioned a review. This would objectively assess the impact of existing closures and 'trial closures' in East Sydney.

4. Re-opening Bourke Street: This closure was not initiated by the CCT/RTA study of 2002. It was generated by action of The Member for Bligh's office, the East Sydney Neighbourhood Association (ESNA) and SCEGGs school Darlinghurst. Our groups, the City of Sydney (Lord Mayor Frank Sartor) and local institutions (including Sydney Grammar and the Australian Museum) opposed further road closures.

At the time of consultation there were several strident submissions wanting streets closed (notably the ESNA group.) However, residents and businesses in public meetings have consistently and voted against road closures. It is an undeniable fact that the wide community wants the closures reversed.

The current closure is a "trial closure" and is to be reviewed within 6 months of the opening of the CCT. There is no need to wait that long. We already know that there very good reasons to open Bourke Street.

Why Bourke Street should be opened:

- to obtain comparative data on traffic;
- to save local businesses which have directly lost trade as a result of the trial closure;
- for access by emergency vehicles (fire, ambulance, police)
- safety: active surveillance by passing traffic and pedestrians has known safety benefits (deserted streets are dangerous);
- to ease the rush hour and late night bottle-necks into and out of Kings Cross–Potts Point–Darlinghurst;
- night-time commercial areas like restaurants can't get a taxi at night (customers have to walk to William or Oxford St);
- to ensure access by taxis for low-income and home-bound or elderly taxi users who can't afford the increased taxi fare (the Taxi Council's "under \$10 taxi users");
- to restore the public 311 bus route.

The opening of Bourke Street (north and south) would have no negative impact whatsoever on the amount of traffic heading into the CCT (which runs east and west).

5. William Street and associated rear lanes: The narrowing to four traffic lanes from six is particularly brutal. We have already lost one lane (north). Retaining 5 lanes has significant benefits. It allows for the implementation of “tidal flow” lanes to operate at peak times with public transport benefits and for flexibility with future public transport options (bus only lanes, light rail, expanded cycle paths). Mismanagement between council and RTA has led to the progressive closing of rear lanes in East Sydney/Darlinghurst. Rear lane access and loading for business should be re-opened. We submit that it has always been folly to consider William Street for anything other than its original 1909 plans (as executed between 1924–29) as a street of car show rooms and car hire facilities.

***5. Undoing Queens Cross**

6. Plight of Woolloomooloo: This area is the worst affected by the fragmented local road system. (Carved up for the Eastern Suburbs Railway then the Eastern Distributor in 1998.) We ask that: public access is re-instated in from Sir John Young Crescent into the Harbour Tunnel; the 5-way roundabout at Sir John Young and St Mary's Road and full two-way access to Yurong Parkway/Boomerang Crescent are re-instated; the unnecessary lane barriers that prevent direct access from Cowper Wharf Road to Macquarie Street are removed; and consider installing other roundabout if needed and expanding the U-turn bay at Shakespeare Place.

7. Safety: we ask that Parliament ensures the project manager deals (pending RTA data within the next 6 months) with traffic safety issues created by increased traffic on small local roads (especially McElhone and Rosebank Streets) as well as at major sites of concern such as Ward Avenue and Neild Avenue.

CONCLUSION

ACE and its member groups thank the Inquiry for considering our collective submission. We hope that the outcome will be a foundation for better public scrutiny of similar projects in the future.

ACE Attachments:

1. Summary of the Identified Traffic Flow Concerns & ACE Recommendations in Relation to Public Roads and Traffic Flow Changes for the CCT
2. Daily Telegraph, Thursday 8 Dec 2005, “Road wrangle”, by Simon Benson and Heath Aston; also Daily Telegraph, Thursday 8 Dec 2005, “Changes that could be made with incurring financial penalty”.
3. Black and white photographic sequences, 2005: Craigend Street Crazies, William Street. Photo credit: Michael Gormly.
4. Petition: End the Tunnel Funnel.

***ACE Submission to NSW Parliamentary Enquiry into the CCT
Attachment 2.***

**SUMMARY OF THE IDENTIFIED TRAFFIC CONCERNS IN RELATION TO ROAD
AND TRAFFIC FLOW CHANGES FOR THE CCT**

<i>Road closures and associated changes</i>	<i>RECOMMENDATIONS</i>
<p>Bourke St closure South of William Street.</p> <p><u>Note:</u> The closure has no bearing on the CCT.</p> <p><u>Social & Economic Impacts:</u></p> <ul style="list-style-type: none"> ❖ Access into Bourke Street supports the economic sustainability of local business in Darlinghurst who are currently under threat. ❖ Servicing of businesses in both Bourke and William St is difficult and brings the demise of already limited commerce in the area. ❖ Closure further isolates Woolloomooloo and turns some streets into 'ghost' streets. with serious safety issues. 	<p><u>Recommendation:</u> that the closure of Bourke St has no bearing on the CCT and has negative outcomes. We request that the current temporary closures on Bourke St be re-opened to improve pedestrian safety and driving access.</p> <ul style="list-style-type: none"> ❖ This is based on the fact that the majority of the traffic is locally bound. ❖ Options for through traffic have already been taken away due to street closures at Bourke and Forbes Streets at Taylor Square.
<p>Bourke St closure North of Eastern Distributor.</p> <p><u>Note:</u> The closure has no bearing on the CCT.</p>	<p><u>Recommendation:</u> Remove the half street barricade at Bourke street to allow access from William Street into Woolloomooloo.</p> <ul style="list-style-type: none"> ❖ Currently a high percentage of people who just need to access Woolloomooloo are being forced through the Eastern Distributor. ❖ It seems that the majority of people just want to access local residential and business with little alternative options due to traffic flow restrictions.
<p>William Street and associated street closures.</p> <p><u>Note:</u> These closures have no bearing on the CCT.</p> <p><u>Environmental Impacts:</u> The "vision" is the Champs Elysee. The reality is William St runs east/west with tall buildings on the north side: it's almost always in shadow and is a wind tunnel. More grey granite only enhances this bleak picture.</p> <p><u>Social & Economic Impacts:</u></p> <ul style="list-style-type: none"> ❖ Rear lane access is essential in supporting the future economic sustainability of local businesses along 	<p><u>Recommendation:</u> that the road changes surrounding William St restrict normal traffic flows and restrict business, public transport, emergency services and social services. We request that they be reversed.</p>

<p>William street booth etc, especially on the south side.</p> <p>❖ Most of these buildings are purpose built for car show rooms and serve a mix of sales and hire. We support this as this in turn supports local economic and cultural life.</p>	
<p>Druitt Street</p>	<p><u>Recommendation:</u> Review Druitt St closure as it is an important east/ west access road for local commuters.</p>
<p>Liverpool Street at Whitlam Square and associated closures</p> <p><u>Note:</u> These closures have no bearing on the CCT.</p> <p>Clover Moore, Lord Mayor and Memher for Bligh, intends to proceed with community consultation aimed at pushing through a trial closure of Liverpool Street at Whitlam Square and other Road closures. (Lord Mayoral Minute of 7 May 2004; letter to 2011 RA and DRAG dated 22 August 05.)</p>	<p><u>Recommendation:</u> Liverpool St is a vital east-west linke for 2010 and 2011 residents and businesses. Clover Moore has already implemented a half closure. Any further closure would restrict all access to these postcodes to William Street and Oxford Street. It is economically and socially vital to keep this street open.</p>

Lane reductions and associated restrictions	RECOMMENDATIONS
<p>William Street</p> <p><u>Environmental Impacts:</u></p> <ul style="list-style-type: none"> ❖ more cars using less road creating delays, frustration and increased emissions. <p><u>Social & Economic Impacts:</u></p> <ul style="list-style-type: none"> ❖ Reduced access for emergency vehicles such as ambulances, fire engines and the police. ❖ A very substantial increase in taxi fares for any travel between 2011/2010 and the CBD. 	<p><u>Recommendations:</u></p> <p>(i) Maintain five- lane access, along William Street. This would provide opportunities for a tidal lane, predominantly serving public transport options.</p> <p>(ii) Remove T2 options, in preference for bus tidal lanes to operate during peak traffic flow times.</p> <ul style="list-style-type: none"> ❖ Removal of the T2 lane on William Street is required before any of the stated objectives to improve public transport and safe cycle options are to be addressed seriously. ❖ Restricting lane access removes the potential for light rail.
<p>Park Street</p>	<p><u>Recommendations:</u></p> <p>(i) No reduction of east bound lanes in Park Street.</p> <p>(ii) Reintroduce slip lane access in Park street.</p> <ul style="list-style-type: none"> ❖ It is difficult to see how the reduction of eastbound lane's in Park Street, achieve the stated primary aim of creating a pedestrian friendly environment and cycle access. It is hard to envisage how these objectives can be achieved through such initiatives. ❖ The removal of the slip lane currently forces traffic into a potential dedicated bus lane.
<p>Park Street</p>	<p><u>Recommendation:</u> No removal of northbound lane access to Park Street.</p> <ul style="list-style-type: none"> ❖ The removal of this lane further restricts local east and westbound local traffic to adjoining suburbs.
<p>Sir John Young Crescent and Cowper Wharf Rd</p>	<p><u>Recommendation:</u> Reintroduce two right-hand turn lanes from the Cahill expressway off ramp into Cowper Wharf Rd.</p>

<p>Sir John Young Crescent</p> <p><u>Environmental Impacts:</u></p> <ul style="list-style-type: none"> ❖ It is no longer possible to access the harbour tunnel by turning right from William St. Access is now up William St to Kings Cross then down Darlinghurst Rd, along Macleay St and into Cowper Wharf Rd where there is a one lane access to the harbour tunnel. ❖ Traffic is now congested and regularly gridlocked on William St off-ramp, Darlo/Macleay and Victoria and Darlo Road systems. 	<p><u>Recommendation:</u> that denying direct access to the Harbour Tunnel via William St is unreasonable and unfair to local residents. The option to enter the Harbour Tunnel should be reintroduced from Sir John Young Crescent northbound.</p> <ul style="list-style-type: none"> ❖ A high percentage of uses take the wrong lane and end up with no option other than to make an illegal turn into the Harbour Tunnel.
<p>Palmer Street</p> <p><u>Note:</u> The modification has no bearing on the CCT.</p>	<p><u>Recommendation:</u> That the two northbound lanes be reintroduced.</p> <ul style="list-style-type: none"> ❖ It is evident that there are a minimal amount of cars using the eastbound Palmer street lane. The current situation where two northbound lanes off William Street, become a two-way traffic flow at the Cathedral Street intersection, which is very confusing. There is the potential for a head on collision at this intersection.
<p>Cathedral Street</p> <p><u>Note:</u> The modification has no bearing on the CCT.</p>	<p>Re-examine associated CCT street closures that have pushed unsustainable traffic levels onto particular local road networks i.e. Cathedral Street woolloomooloo.</p> <ul style="list-style-type: none"> ❖ The current situation with Cathedral Street is impaction negatively on local business located along this street.
<p>Safety in local streets taking increased traffic</p>	<p><u>Recommendation:</u> that traffic calming is introduced at the intersection of McIlhone Street and Brougham Lane and an the traffic island in William off McIlhone Street is extended to stop illegal LH turns into KX tunnel caused by cars forced to avoid the traffic gridlock at the Kings Cross off-ramp.</p> <p><u>Recommendation:</u> that a pedestrian crossing across Kings Cross Rd at the Ward Ave end of the street is an urgent priority.</p>
<p>Kings Cross Traffic Funnelling:</p> <p>The Kings Cross Landbridge was originally created with the construction of the Kings Cross tunnel and has been expanded during the work on the CCT.</p> <p>This area encompasses the intersection of Kings Cross Rd, Craigend St, Darlinghurst Rd and Victoria St that actually forms 'Kings Cross'.</p> <p>Apart from physical expansion of the</p>	<p><u>Recommendation:</u> that an immediate stop work is put on this funnelling operation and changes already made are reversed.</p> <ul style="list-style-type: none"> ❖ We are concerned about the impact of this recent funnelling and are wish it to be noted that we have been neither consulted nor notified by CoSC or RTA regarding the changes.

landbridge there are significant traffic issues relating to changes in both roads and traffic flows in this busy zone.	
<p>Kings Cross Rd.</p> <p><u>Note:</u> These lane closures and modifications have no bearing on the CCT.</p> <p><u>Environmental, social and safety Impacts:</u> Traffic numbers have increased strongly on Kings Cross Rd (one-way going east). Crossing Kings Cross Rd is increasingly hazardous for pedestrians.</p>	<p><u>Recommendation:</u> 2011 RA has requested a pedestrian crossing at the Ward Ave end of Kings Cross Rd from CoSC in September 2005.</p>
<p>Traffic Funnelling: Craigend and Victoria Street Intersection</p> <p><u>Note:</u> These lane closures and modifications have no bearing on the CCT.</p> <p><u>Environmental, social and safety Impacts:</u></p> <ul style="list-style-type: none"> ❖ There has been a huge increase in traffic on Craigend St (one-way going west). ❖ During the “toll fee period” CoSC/RTA removed one lane from Craigend, adding a traffic island, a cycle lane and parking spaces on the northern side. ❖ This has created a classic bottleneck, particularly for traffic wishing to turn right and access Kings Cross Rd or Darlinghurst Rd. 	<p><u>Recommendation:</u> that the road works/changes on Craigend St are unnecessary, counterproductive and not required by the CCT contract. We request that they be reversed.</p>
<p>Traffic Funnelling: Darlinghurst Rd Intersection with Kings Cross (south)</p> <p><u>Note:</u> These lane closures and modifications have no bearing on the CCT.</p> <p><u>Environmental, social and safety Impacts:</u></p> <ul style="list-style-type: none"> ❖ One lane has been removed. The left lane is now a dedicated left-turn-only lane to William St. Previously two lanes travelled into Kings Cross staying on Darlinghurst Rd and one lane turned into William. The effect forces the majority of the traffic into one lane. ❖ There is chaos at the Kings Cross intersection as large numbers of cars try to mesh into one lane and a significant back-up of traffic to Liverpool, and in peak hours, to Burton Street. This sometimes causes gridlock in streets south of the intersection. 	<p><u>Recommendation:</u> that the dedication of the left hand lane in Darlinghurst Rd to left turning traffic only is unnecessary, counter-productive and not required by the CCT contract. We request that the left hand lane revert to normal traffic conditions.</p>

Bayswater Road <u>Note:</u> modifications have no bearing on the CCT.	Review the extension of the median strip. ❖ The need to review the situation is based on the current social and economic impacts on local businesses located along this shopping strip
Neild Ave/Rushcutters Bay The complexity of this huge merger deserves its own study. Rushcutter's Bay residents and businesses should have an opportunity for review as RB is, like Woolloomooloo, almost completely cut-off from its neighbours.	<u>Recommendation:</u> Act to solve problems causing bottlenecks and ensure the failure to install pedestrian crossings and safety precautions is urgently addressed.

<i>Future Public Transport Concerns</i>	<i>OBSERVATIONS</i>
Light Rail on William Street	Not provided for. If light rail were provided it would most likely occupy the centre of the road. If a bus route were also retained in the kerbside lane to serve other routes not served by light rail the lane allocation would be 3.9m + 2.9m + 3.0m (ie bus/parking/cycle + vehicle + light rail).
Dedicated bus lanes	Not provided for. By restricting lane access along William Street the potential for the introduction of light rail in the future is removed. Removal of the T2 lane on William Street is required before any of the stated objectives to improve public transport is addressed seriously. Retaining 5 lanes instead of reducing to 4, enhances options.
Cycle access and associated works	It is unclear if the final treatment includes dedicated bicycle lanes, or cyclists share the Bus/taxi/T2 Lanes. However, it would appear that removing two lanes precludes a more expansive cycle treatment.

ACE Submission to NSW Parliamentary Enquiry into the CCT

Attachment 2.

Daily Telegraph, Thursday 8 Dec 2005, "Road wrangle", by Simon Benson and Heath Aston; also Daily Telegraph, Thursday 8 Dec 2005, "Changes that could be made with incurring financial penalty".

Daily Telegraph, "Road wrangle" By SIMON BENSON and HEATH ASTON. THIRTY-NINE roads could be re-opened immediately despite claims by the Lemna Government that its hands are tied. The Government has received legal advice suggesting the RTA could reverse 39 road closures caused by the Cross City Tunnel without incurring financial penalty.

RTA executive Les Wielinga e-mailed Mr Tripodi's office in October, saying there were four categories of 72 closures. The A category were those that could not be reversed without penalty – such as lane closures on William St.

But 39 closures included under the B category "would not expose the RTA to material adverse effect liability if removed", it said. Documents obtained by the Opposition show 30 road changes or closures are yet to be implemented.

There were also at least six local road changes implemented by the RTA which the CrossCity Motorway company had not asked for.

Thurs 8 December 2005, Daily Telegraph, "Changes that could be made with incurring financial penalty":

- Palmer St: from two lanes northbound to one lane northbound and one lane southbound between Sir John Young Crescent and Cathedral St.
- Reduction of two lanes southbound to Sir John Young Crescent from Cowper Wharf Rd to Palmer St to one lane southbound.
- Reduction of two right turn lanes from Cowper Wharf Rd westbound to Cahill Expressway to one right turn lane.
- Removal of one right turn lane from Cahill Express off ramp to Cowper Wharf Rd.
- Removal of peak directional transit lanes on William St.
- Removal of one merging lane in Darlinghurst Rd on ramp to William St at Darlinghurst Rd.
- Introduction of bicycle lane on Craigend St between Rolsyn St footbridge and Darlinghurst Rd.
- Introduction of Ward Ave ramp between Ward Ave and Bayswater Rd.
- Introduction of a right turn bay from Craigend St westbound to Ward Ave northbound and removal of one through lane on Craigend St.
- Craigend St increase from three through to four lanes between Neild Ave and left turn slip lane at McLachlan.
- Install contraflow lane for general traffic in Bathurst St between Sussex St and Day St. Currently three lanes eastbound will change to three lanes eastbound plus one lane westbound.
- Create cycle lane on Park St eastbound and westbound between George St and College St.
- Removal of the three slip lanes from College/Park St intersection.
- Modify the Elizabeth St intersection - particularly the north east kerb alignment and convert dual RT northbound in Elizabeth St to single right turn lane into Park St.
- Convert Park St eastbound between George St and Castlereagh St to one parking lane, one cycle lane, one right lane and one through lane.

- Convert Park St westbound between George and Castlereagh St to one parking lane, one cycle lane, one right lane and one through lane.
- Provide right turn bays in Park St westbound into Pitt St and eastbound into Castlereagh St.
- Opening of the fourth exit lane (right turn from ED at William St).
- Paddington LATM measures. Traffic calming measures on three local streets in Paddington.
- Reduction in length of William St left turn lane into College St southbound to accommodate footpath widening.
- Create a cycle lane on Kings Cross Road E/B between Darlinghurst Rd and Ward Ave.
- Create indented parking bays in William St, various locations between College and Darlinghurst Rd.
- Queens Cross intersection reconfiguration including removal of 1 right turn lane from Darlinghurst to Kings Cross Rd and Darlinghurst to William St on ramp.
- Druitt St Clarence to York Changed from 4 lanes to 1 W/B bus lane, 1 E/B bus lane and 1 W/B right turn lane into Clarence.
- Construction of mid block blister in previous parking lane at park St, Hyde Park pedestrian signals.
- Install of roundabout and pedestrian crossing at intersection of Crown St and Sir John Young Cres and removal of traffic signals.
- Bus crossover for eastbound bus lane on Bathurst St viaduct and conversion to general traffic lane.
- Line Marking modification of Market St and Harbour Bridge lane merge.
- Provision of dual left turn lane from WD into harbour St northbound at Bathurst St.
- Additional left turn lane introduced from harbour St southbound into Bathurst St.
- Introduction of right turn bay from WD eastbound into harbour St southbound.
- Closure of Day St access between Druitt and Bathurst.
- Druitt St viaduct changed from W/B bus lane plus 2 traffic lanes to w/B lane bus lane, general traffic lane and eastbound bus lane.
- Create a new bus lane southbound on Elizabeth St between market and Bathurst St.

END THE TUNNEL FUNNEL

To: the Honourable the Speaker and Members of the Legislative Assembly of New South Wales.

This petition of residents and businesses in 2010 and 2011 and related areas calls for a reversal of the tunnel funneling measures and road and lane closures associated with the Cross City Tunnel (CCT) and halt all future road closures by the CCT and City of Sydney Council.

1. Re-open Bourke Street at William St;
2. Re-open access to the Harbour Crossings from Sir John Young Crescent;
3. William Street: restore reasonable traffic flow;

4. Direct access to Macquarie Street from Cowper Wharf Road;
5. No narrowing of Park Street; reinstate the Right Turn into George St City;
6. Fix all bottlenecks and address pedestrian safety and emergency vehicle access;
7. Open closed lanes at Kings Cross landbridge;
8. Enable better sequencing of traffic lights;
9. Roundabouts and traffic calming in The 'Loo;
10. Initiate an integrated City East Traffic and Safety Study and an Economic Impact Assessment.

[illegible]

Authorised by: DRAG (Darlinghurst Resident Action Group), 2011 Residents Assc. Inc, Residents of Woolloomooloo (ROW) & Darlinghurst Business Partnership. **Opening date:** 28/11/2005 **Closing date:** 28/02/2006

4.30pm 19/10/05

'Sorry, no access to the Eastern Distributor'

View from blocked Bourke Street looking north across William Street to the Eastern Distributor entry. East Sydney vehicles are forced into a complicated 'ampersand' loop via Crown Street to travel this short distance.

Remove the barriers now!





‘How the hell do I get out of here?’

An all-day procession of vehicles performs U-turns at the unnecessary Bourke Street barriers. View from Bourke Street looking north to William Street and the Eastern Distributor entrance.

Remove the barriers now!



Queued up in the wrong lane for the second light change

The right-hand turn lane at Palmer St fills up at every light-change and overflows into the centre lane because of new barriers in the centre of William Street. Two right-hand turn lanes are still needed here as in the past.

Remove the barriers now!

Around 4.30pm 19/10/05



Stuck in the
wrong lane

Still waiting...

The right-hand turn lane at Palmer St fills up at every light-change and overflows into the centre lane because of new barriers in the centre of William Street. Two right-hand turn lanes are still needed here as in the past. Note the cross-traffic blocking the intersection.

Remove the barriers now!



Around 4.45pm 19/10/05

SCREEEEECH!

Wheelspin marks in McElhone St, one of the rat-runs through Wollomoolloo for vehicles accessing the city or the harbour crossings. It has become a speedway since the Cross-City Tunnel opened

Note the pedestrians using the street – the footpaths are very narrow and obstructed by giant parking meters. There is a major childcare centre on the next corner.

Traffic calming needed urgently!



Civil disobedience

Yet another car makes the illegal left turn from Sir John Young Crescent to access the harbour crossings. The only way to enforce the right-hand-only rule is with a red light camera – in other words, fining people for not using the CCT! Several large vehicles have become stuck on the pointy concrete barrier while travelling legally from Woolloomooloo into this intersection.

- **Re-open Sir John Young/Palmer Street to the harbour crossings now!**



These are residential streets!

Cathedral Street Woolloomooloo, 6.20pm, early September.
Vehicles running through Cathedral and Bourke to access the
harbour crossings via Cowper Wharf Road.

- **Open Sir John Young/Palmer Street to the harbour crossings now!**



Death on Craigend Street

Seriously, this is the bike lane required in the Cross-City Tunnel conditions. The bus stop is narrower than the buses. Doh!
No wonder nobody rides bikes in Sydney!

- Fix the bus/bike conflict now!