

## **INQUIRY INTO CROSS CITY TUNNEL**

Organisation:

Name: Mr Ralf Harding

Telephone:

Date Received: 16/01/2006

---

Theme:

Summary

## **Submission to Cross City Tunnel lodged by Ralf Harding**

Dear Sirs,

I live in the Altair building in Kings Cross Rd. This is located within the entrances and egresses of the CCT. This effectively means that I cannot use the CCT for most of my driving. I do not oppose the CCT per se but am considerably inconvenienced by the changes to roads, lane re-directions and closures etc in the Darlinghurst/City East area which have been done in the name of the CCT. I am appalled to learn that many of these changes were not required by the CCT contract but are separate initiatives of the RTA or the City of Sydney Council (CoSC) using the CCT as an excuse for these projects.

Specifically the changes that effect me and my family dramatically are

1) Kings Cross Rd has seen a massive increase in traffic and we have repeatedly asked for a pedestrian crossing at the Ward avenue end of Kings Cross Rd as this is a hazard to pedestrians trying to cross Kings Cross Rd going north. Do we need a fatality before we get some action?

2) Traffic avoiding the CCT comes up Craigend Rd heading west. This has greatly increased in volume. The CoSC/RTA have responded by removing one lane, adding parking to the northern side of Craigend Rd and are in the process of installing an island to further hamper traffic movement. This creates chaos during peak times and severely inhibits the ability of traffic turning right to access Kings Cross or Darlinghurst Rds. This is a CoSC initiative not required by the CCT contract and is utterly nonsensical. I have written to the head of traffic, Richard Campbell and the CEO Peter Seamer about this and have received a 'form' reply from Mr Campbell saying that it will be 'looked into' with no further response and no reply from Mr Seamer. This action must be reversed to ensure free traffic flow.

3) The left hand lane on Darlinghurst Rd going north at the Kings Cross junction has been converted to a compulsory left turn. This is completely unnecessary and again is causing chaos at peak times. This is again an initiative of the CoSC not a CCT contract requirement. This action must be reversed to allow free traffic flow.

4) Bourke St has been closed at Williams St. This again is a CoSC/RTA initiative not required by the CCT contract and causes major disruption to local residents travelling through their own suburb(s). It is very difficult now to travel between Darlinghurst and Woolloomooloo. Please re-open Bourke St. The cry from some 'nimby-minded' local residents is that the Bourke St closure stops 'rat-running'. How can local residents driving around in their local suburbs be described as 'rat-running'?

5) Crossing the harbour for people within Darlinghurst/City East has been made very difficult with the closing of right hand turns from Williams St to access to the harbour tunnel. Please reinstate access to the harbour tunnel from Williams St via either Sir John Young Crescent or Palmer St.

The 'funneling' associated with the CCT contract and the actions of the RTA and CoSC in slipping their own projects in under the CCT banner have had significant negative effects on the access to, and amenity of, the Darlinghurst/City East area. This is doubly frustrating as we have little reason for direct use of the CCT ourselves.

Ralf Harding