

INQUIRY INTO CROSS CITY TUNNEL

Organisation:

Name: Dr Gerald Milton

Telephone:

Date Received: 18/01/2006

Theme:

Summary

Submission to the Parliamentary enquiry into the Cross City Tunnel (CCT).

From: Julia & Gerry Milton

Address:

We are private individuals and have been residents at the above address for 23 years in addition to working in the Darlinghurst area.

We live in very close proximity to the CCT and frequently use the public roads in both private vehicles and as pedestrians.

Specific examples of the roads we use are Liverpool Street, Boundary Street, McLachlin Avenue, New South Head Road, Nield Avenue, Darlinghurst Road, Victoria Street, Craigend Street, William Street and Bourke Street, among many others in the area.

We wish to state on record that we have never received any notice or information about the full scope of the CCT and the road closures from the RTA or our local MP or council and dispute the claims from the RTA that there has been “public consultation at every stage” of the CCT development. This has certainly NOT been our experience.

We have signed two petitions regarding the resolutions of public community group meetings and fully endorse the resolutions of those meetings:

19 October 2005

- 1 This meeting calls upon Premier Iemma to disclose the fundamental terms and conditions of the final contract with the RTA and the CCT 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.

12 actions regarding specific roads have been documented by DRAG to the Premier, the Minister for Roads and the Lord Mayor. We fully endorse these actions and are appalled by the seeming apathy of the all the elected authorities and public bodies to the **adverse** impact immediately caused to the social, economic and environmental fabric of this area – for residents, businesses and the visitors we rely upon for healthy sustainability.

The emphasis on encouraging private vehicular traffic to use the CCT has resulted in the authorities ignoring and failing to understand the role of the roads critical to local movement which, in turn, has created segregated enclaves within the areas of East Sydney, Darlinghurst, Potts Point, Elizabeth Bay, Woolloomooloo and Rushcutters Bay. The road closures are already having severe ramifications socially, economically and environmentally. Examples include dangerous driving, increased isolation, increased crime, decline in business, etc.

31 August 2005

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.

We are appalled that the RTA and Council did not consider that an Economic Linkages study was necessary and that there has been no objective assessment of the impact of existing closures and 'trial closures' in City East.

The William Street "beautification project" we believe is fundamentally flawed. This vitally important street links the City with ALL the Eastern suburbs and their local roads and also has an equally vital role in linking these areas to many other parts of the city. The impact of the loss of access to and movement along this route cannot be underestimated – and I ask that conclusive, objective evidence be produced as to why this street has been "removed" from the fabric of greater Sydney.

We have lost significant amenity as residents of this area as a direct result of the CCT and closure of the roads, including toll-free access via public roads to the Sydney Harbour Tunnel, increased traffic on local roads, increased travel time, etc.