

Submission  
No 530

## INQUIRY INTO CROSS CITY TUNNEL

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Theme:

Summary

## **INQUIRY INTO CROSS CITY TUNNEL**

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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 RA), Darlinghurst Residents Action Group (DRAG), Residents of Woolloomooloo (ROW) and the Darlinghurst Business Partnership (DBP). City East broadly covers the 2010 and 2011 postcodes. ACE acts to collectively research and respond to traffic and planning issues. We have extensively consulted with our constituent groups and reviewed their submissions. We are summarising our joint position with this paper.

#### **ACE's traffic planning objectives are:**

- To promote urban planning which maximises the ability of residents, businesses, workers and visitors to travel through, to and from the CBD and City East area.
- To promote public 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) The Cross City Tunnel (CCT) is a fait accompli, but we continue to oppose some aspects associated with its ongoing operation. It is widely recognised that significant mistakes were made in background decision-making and in the execution of the CCT project. The initial project Environmental Impact Statement contained the primary CCT objectives (August 2000, quoted in the Roads and Traffic Authority Submission). We submit that the road changes have led to a failure of these objectives. In particular, the CCT fails to improve the environmental quality of public spaces and the ease of access and reliability of travel within Central Sydney.

ii) Residents and businesses in City East are domiciled within the entrances and egresses of the CCT. They cannot, in the main, effectively use the CCT. They are, however, dramatically adversely impacted by the funneling caused by artificial road closures, narrowing of roads and lane changes designed to force traffic into the CCT.

iii) There are proposed and/or have been about 72 road changes introduced 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 group of closures or restrictions, most are the initiative of the RTA or the City of Sydney (CoSC) or both, introduced on the understanding or pretence that they are required by the CCT. There has been no public consultation about these closures or modifications, with the exception of Bourke Street at William Street (Minister's COA no. 288).

(See: ACE Attachment 2. Daily Telegraph, 8 December 2005.)

iv) These unnecessary opportunistic road closures and modifications have delivered negative social, economic and environmental outcomes. The general traffic snap shot is:

- Congestion in William and Park Streets is significantly worse as the volume of traffic removed from the surface does not offset the effects of road narrowing;
  - The removal of access to Anzac Bridge, Eastern Distributor (from Bourke Street) and harbour crossings exacerbates this problem;
  - Closures have exacerbated congestion on the only remaining north/south access streets (Crown and Victoria Streets and Darlinghurst Road) and on east/west streets (Stanley, Cathedral);
  - Traffic funneling at Kings Cross/Queens Cross (works begun by City of Sydney in late 2005) has caused gridlock in Kings Cross and Darlinghurst;
- v) The project fails to improve public transport. (EIS 2000: "benefits should include improvements to bus travel times and reliability, and improved service reliability for north-south bus travel"). Most local buses now often run about 30 minutes late. The 311 is re-routed, so Woolloomooloo access is more difficult. Further, lane reductions and funneling arrangements preclude future transport options, including light rail.
- vi) 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.
- vii) We leave it to others to comment on other obvious 'black spots' such as Macquarie Street and New South Head Road but acknowledge them as interconnected.

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

We are appalled at the lack of transparency, public notice and community consultation relating to the funneling aspects of the contract between the NSW Government, the RTA and the CCT operators. (Terms Of Reference 1 (b).) The contract handed a state monopoly over public roads to a private consortium. This affects all NSW taxpayers.

We understand the meaning of "consult" as to "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)." (OED.) In this case, consultation operated by the main players—the CCT Construction Company and their public relations advisors, the RTA and the City of Sydney Council. (In fact, participants frequently alternate jobs jumping over the table from one side to the other over the period 1999–2005.) All these parties are "interested stakeholders" with a vested interest in ensuring project completion at any cost.

The strategy adopted with the public was one of non-consultation, or a misinformation campaign by way of providing no information or limited or misleading information. The RTA and City of Sydney Council, represented by the Lord Mayor and Member for Bligh, kept public consultation to a minimum and failed to provide easy to access real information about road closures and changes. (The Member for Bligh called for an Inquiry in late 2002 then was silent on traffic funneling until giving evidence to this Inquiry in December 2005.) 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. Leaflets were from the CCT consultants concerning construction noise and disturbance. No meaningful or helpful public information on closures or changes to public roads was conveyed to the community until the CCT operator's advertising campaign began in August 2005. At this stage, the RTA published advertisements in the SMH, Telegraph 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. A few CLG volunteer members, working in good faith, considered changes in isolation. They were refused information about the entire project. Members who disagreed with a proposal basically had to resign to meaningfully influence the outcome. To the RTA/CCT project team "consultation" meant endorsement of the (secret) project. A final indignation is when members are touted the "hand that signed the paper" when clearly 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) 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 in Woolloomooloo. It puts forward this lie by misrepresenting both the effect of the one brief informal consultation that PB had with our organisations and the detail of our input. The report which was never forwarded to our groups suggests "the alternatives were developed with input from the community and major project stakeholders including .... Darlinghurst Residents Action Group." (Report Page (iv)). None of our member groups ever received a copy of this report nor were we advised of its existence. A member drew our notice to a copy which was only deposited in Kings Cross Library in early December 2005.)

The RTA or its consultants did not contact or consult our groups until an informal meeting on 15 December 2004. We now understand that the Minister approved 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 funneling arrangements. In March 2004 selected parties were consulted about 'alternative options' for Bourke Street. The key parties consulted were Airport Motorway Limited, Cross City Motorway, Clover Moore, Emergency Services, ESNA resident group, SCEGGS, State Transit and two or three local businesses. Between them they determined "three alternative options". These "options" were put to community meetings in June and October 2004. The October meeting voted against closing Bourke Street, effectively choosing option four, "none of the above".

We are alarmed that the report gives the impression 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. This is untrue.

(iii) Failure to Consult Local Community Groups:

Our groups were only contacted or consulted once. Committee members of 2011 RA and DRAG met "informally" on 15 December 2004 with Abigail Jeffs of PB and RTA representatives, David Seeto and Lindsay Baker of Motorway Services Cross City Tunnel about the Bourke Street closure. The consultant said her finalised report was with the RTA to be submitted to DIPNR by 20 December. It was "too late" to contribute to the consultation process. We understood consultation was effectively over and queried the intent of the meeting. Nonetheless, we indicated that we opposed the closure of Bourke Street; noted that keeping public streets open was

longstanding City Council policy, and that a proper traffic and transport study for City East and CDB had not been done for two decades. We advised that we would, nonetheless, submit our concerns in writing.

Our written concerns were sent to the RTA chief executive, Parsons Brinckerhoff, the Minister for Transport, CEO City of Sydney and Sydney Traffic Committee and the Lord Mayor on 8 February 2005. We enclosing our Report on the closures and modifications proposed by City of Sydney and the RTA.

(See: Attachment to 2011 RA submission, 'Call For A City East Traffic Plan', 2011 Residents Association & Darlinghurst Residents Action Group, 8 February 2005.)

Our report noted the CCT project lacked the relevant data to make an informed decision. No comprehensive Traffic and Safety Study and a Study of Economic and Social Impacts was undertaken. The entire project relied on existing studies which were outdated or irrelevant due to major and complicated changes affecting the entire inner-city network. We concluded that management schemes were needed before considering any more changes. (See: 2011 RA submission for an analysis on the limits.)

We received the following perfunctory acknowledgements:

- Parsons Brinckerhoff, 10 May 05: advising of the six month review of the Bourke St trial.
- Minister for Roads (per Parliamentary Secretary Eric Roozendaal), 22 June 05: advising that the RTA would monitor CCT traffic changes at one and three years after the opening. The Minister noted: "I'm advised that your organisation participated in this consultation".
- RTA per Les Wielinga Director of Motorways, August 2005: inviting us to view the RTA website and advising of Bourke St six month review.
- Clover Moore, Lord Mayor, 22 August 05: informing us that City Council would review "traffic management in East Sydney precinct" in early 2006 and would still proceed with community consultation on a trial closure of Liverpool Street at Whitlam Square and other Road closures soon after.

Our concerns about the impact of all combined road closures, lane closures and modifications were brushed aside.

#### **4. ACE'S CONSULTATIONS**

ACE has consulted widely in City East. We are of the view that the overwhelming majority of residents and businesses oppose the road closures and traffic funneling arrangements and are seeking reasonable redress. ACE has held three public meetings and undertaken two petitions talking with thousands of locals in the process.

##### **(i) Public Meetings**

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: i. 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. ii. 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. Reinstate the 5-way Roundabout at Sir John Young and St Mary's Road and full two-way access to Yurong Parkway (Boomerang Cresc) and investigate installing other Roundabouts.
6. Remove the unnecessary lane barriers that prevent direct access from Cowper Wharf Road to Macquarie Street; expand U-turn bay at Shakespeare Monument
7. Druiitt St monitoring and modification needed. No narrowing of Park Street
8. Traffic safety measures in "toll avoider" routes
9. Neild Ave/Rushcutters Bay: fix bottlenecks and address pedestrian safety
10. 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: "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."

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

Chair Phillip Boulten. Attendance: 150. Resolution: "That 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."

#### (ii) **Petitions**

A Petition calling for a City East Traffic Study was submitted to Upper House members Meredith Burgmann (ALP) and Sylvia Hale (Greens) in October 05. Over 1200 local people signed the document. It was presented to City of Sydney in August 2005. This 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.

A second petition was opened in December 2005 and closes at the end of February 2006. We have already collected 1400 signatures.

(See: ACE attachment 4, Petition.)

#### (iii) **Public Opinion**

From talking to people in the street when getting petitions signed and public meetings we have a clear picture of how overwhelmingly opposed people are to the closure of public roads to benefit a private consortium. In general, people support the general town planning principle that public roads provide access, connectivity and permeability.

(iv) Since the opening of the CCT, ACE has met informally with RTA representatives in order to obtain information on the approvals process, on RTA and CoSC monitoring and methodology of CCT impacts and to seek road re-openings. These meetings were on 8 September, 22 October and 17 December 2005. Limited information on CCT approvals was provided in December. City of Sydney has refused to provide information on its traffic monitoring. We have failed to achieve one re-opening.

### **ACE Recommendations**

1. We wish to focus our submission on positive remedial actions that are achievable within the terms of the CCT contract. We specifically propose the following actions as 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: ACE Attachment 1 for list and 2011RA recommendations n.1-10.)
2. Traffic study: the overall effects of all 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 assessment.
3. Economic Linkages Study: 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 is needed. Neither the RTA nor Council has commissioned a review.
4. Re-open Bourke Street: This "trial" closure was not initiated by the CCT/RTA study of 2002. It was generated by action of The Member for Bligh, the East Sydney Neighbourhood Association (ESNA) and SCEGGs school. It is an undeniable fact that the wide community wants the closures reversed. There is a risk that the Review will reproduce the same limited parameters as the first rigged review. (See RTA: 'COA 288, Review of Bourke Street Traffic Management Measures', December 2005.) There is no need for a "review". There very good reasons to open Bourke Street (north and south). The opening would have no negative impact whatsoever on the amount of traffic heading into the CCT. (See: DRAG and DBP submissions.)
5. William Street and associated rear lanes: The narrowing to four traffic lanes from six is particularly brutal. 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.
6. Undoing Kings Cross (Queens Cross): that an immediate stop work is put on this funnelling operation and changes begun by City of Sydney are reversed. Even though works began in late 2005, CoSC failed to undertake any consultation.
7. Plight of Woolloomooloo: This area is the worst affected by the fragmented local road system. 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.
8. Safety: we ask that (i) an independent agency undertake conduct a traffic safety review of 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; (ii) that an independent agency review emergency access in the city and City East including an incident in tunnel especially given the congestions and restrictions on surface access.

9. Inadequacy of CCT "traffic monitoring" in the Ministers Conditions of Consent: We are concerned that unless a full traffic and safety study and economic connectivity study, is undertaken the traffic monitoring in Minister's COA does not provide a public safeguard. Given the history of failures to consult or undertake due diligence, have little confidence in the ability of City of Sydney or the RTA to undertake a proper review.

10. Standards for Consultation: there is no definition of community consultation. Therefore we ask that Parliament introduce a standard civic consultation document as an authoritative guide. This document should define the positive values of consultation and areas of significance to be considered (eg social, economic, considerations etc) and a checklist for the process itself. The document should emphasise the need to avoid technical jargon where possible, and advocate a neutral or multidisciplinary approach for specialist input. This document should also provide guidelines to good public management including options for redress should there be concerns about abuse of process. This should be consistent with the language and aims of international civic rights and anti-corruption charters. Review safeguards should be provided.

## **CONCLUSION**

ACE and its member groups thank the Inquiry for considering our collective submission. We trust that the people of NSW will regain access to our public roads. We hope that the outcomes will be a foundation for better public scrutiny of similar projects in the future and the introduction of adequate protocols for civic consultation.

## **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 Crazyes, 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**

<b>Road closures and associated changes</b>	<b>RECOMMENDATIONS</b>
<p><b>Bourke St closure South of William Street.</b></p> <p><u>Note:</u> The closure has no bearing on the CCT.</p> <p><u>Social &amp; Economic Impacts:</u></p> <ul style="list-style-type: none"> <li>❖ Access into Bourke Street supports the economic sustainability of local business in Darlinghurst who are currently under threat.</li> <li>❖ Servicing of businesses in both Bourke and William St is difficult and brings the demise of already limited commerce in the area.</li> <li>❖ Closure further isolates Woolloomooloo and turns some streets into 'ghost' streets. with serious safety issues.</li> </ul>	<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"> <li>❖ This is based on the fact that the majority of the traffic is locally bound.</li> <li>❖ Options for through traffic have already been taken away due to street closures at Bourke and Forbes Streets at Taylor Square.</li> </ul>
<p><b>Bourke St closure North of Eastern Distributor.</b></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"> <li>❖ Currently a high percentage of people who just need to access Woolloomooloo are being forced through the Eastern Distributor.</li> <li>❖ It seems that the majority of people just want to access local residential and business with little alternative options due to traffic flow restrictions.</li> </ul>
<p><b>William Street and associated street closures.</b></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 &amp; Economic Impacts:</u></p> <ul style="list-style-type: none"> <li>❖ Rear lane access is essential in supporting the future economic sustainability of local businesses along</li> </ul>	<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> <ul style="list-style-type: none"> <li>❖ 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.</li> </ul>	
<p><b>Druitt Street</b></p>	<p><u>Recommendation:</u> Review Druitt St closure as it is an important east/ west access road for local commuters.</p>
<p><b>Liverpool Street at Whitlam Square and associated closures</b></p> <p><u>Note:</u> These closures have no bearing on the CCT.</p> <p>Clover Moore, Lord Mayor and Member 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>

<b>Lane reductions and associated restrictions</b>	<b>RECOMMENDATIONS</b>
<p><b>William Street</b></p> <p><u>Environmental Impacts:</u></p> <ul style="list-style-type: none"> <li>❖ more cars using less road creating delays, frustration and increased emissions.</li> </ul> <p><u>Social &amp; Economic Impacts:</u></p> <ul style="list-style-type: none"> <li>❖ Reduced access for emergency vehicles such as ambulances, fire engines and the police.</li> <li>❖ A very substantial increase in taxi fares for any travel between 2011/2010 and the CBD.</li> </ul>	<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"> <li>❖ 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.</li> <li>❖ Restricting lane access removes the potential for light rail.</li> </ul>
<p><b>Park Street</b></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"> <li>❖ 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.</li> <li>❖ The removal of the slip lane currently forces traffic into a potential dedicated bus lane.</li> </ul>
<p><b>Park Street</b></p>	<p><u>Recommendation:</u> No removal of northbound lane access to Park Street.</p> <ul style="list-style-type: none"> <li>❖ The removal of this lane further restricts local east and westbound local traffic to adjoining suburbs.</li> </ul>
<p><b>Sir John Young Crescent and Cowper Wharf Rd</b></p>	<p><u>Recommendation:</u> Reintroduce two right-hand turn lanes from the Cahill expressway off ramp into Cowper Wharf Rd.</p>

<p><b>Sir John Young Crescent</b></p> <p><u>Environmental Impacts:</u></p> <ul style="list-style-type: none"> <li>❖ 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.</li> <li>❖ Traffic is now congested and regularly gridlocked on William St off-ramp, Darlo/Macleay and Victoria and Darlo Road systems.</li> </ul>	<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"> <li>❖ 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.</li> </ul>
<p><b>Palmer Street</b></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"> <li>❖ 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.</li> </ul>
<p><b>Cathedral Street</b></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"> <li>❖ The current situation with Cathedral Street is impaction negatively on local business located along this street.</li> </ul>
<p><b>Safety</b> 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><b>Kings Cross Traffic Funnelling:</b> 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. This area encompasses the intersection of Kings Cross Rd, Craigend St, Darlinghurst Rd and Victoria St that actually forms 'Kings Cross'. 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"> <li>❖ 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.</li> </ul>

<p>landbridge there are significant traffic issues relating to changes in both roads and traffic flows in this busy zone.</p>	
<p><b>Kings Cross Rd.</b>  <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><b>Traffic Funnelling: Craigend and Victoria Street Intersection</b></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"> <li>❖ There has been a huge increase in traffic on Craigend St (one-way going west).</li> <li>❖ 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.</li> <li>❖ This has created a classic bottleneck, particularly for traffic wishing to turn right and access Kings Cross Rd or Darlinghurst Rd.</li> </ul>	<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><b>Traffic Funnelling: Darlinghurst Rd Intersection with Kings Cross (south)</b></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"> <li>❖ 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.</li> <li>❖ 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.</li> </ul>	<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>

<p><b>Bayswater Road</b></p> <p><u>Note:</u> modifications have no bearing on the CCT.</p>	<p>Review the extension of the median strip.</p> <ul style="list-style-type: none"> <li>❖ The need to review the situation is based on the current social and economic impacts on local businesses located along this shopping strip</li> </ul>
<p><b>Neild Ave/Rushcutters Bay</b></p> <p>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.</p>	<p><u>Recommendation:</u> Act to solve problems causing bottlenecks and ensure the failure to install pedestrian crossings and safety precautions is urgently addressed.</p>

<b>Future Public Transport Concerns</b>	<b>OBSERVATIONS</b>
<p>Light Rail on William Street</p>	<p><b>Not provided for.</b> 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).</p>
<p>Dedicated bus lanes</p>	<p><b>Not provided for.</b> 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.</p>
<p>Cycle access and associated works</p>	<p>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.</p>

## 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 lemma 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 X 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 Pat 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.



# PETITION

## END THE TUNNEL FUNNEL

To: the Lord Mayor of Sydney, the Member for Bligh

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

### HALT ALL FUTURE ROAD CLOSURES & REVERSE CURRENT ROAD CLOSURES

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.

#### In particular:

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.

SIGNATURE	NAME	ADDRESS

Principal Petitioner: URBAN CITY EAST TRAFFIC & PLANNING PARTNERSHIP Contact: nostreetclosures@yahoo.com.au  
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

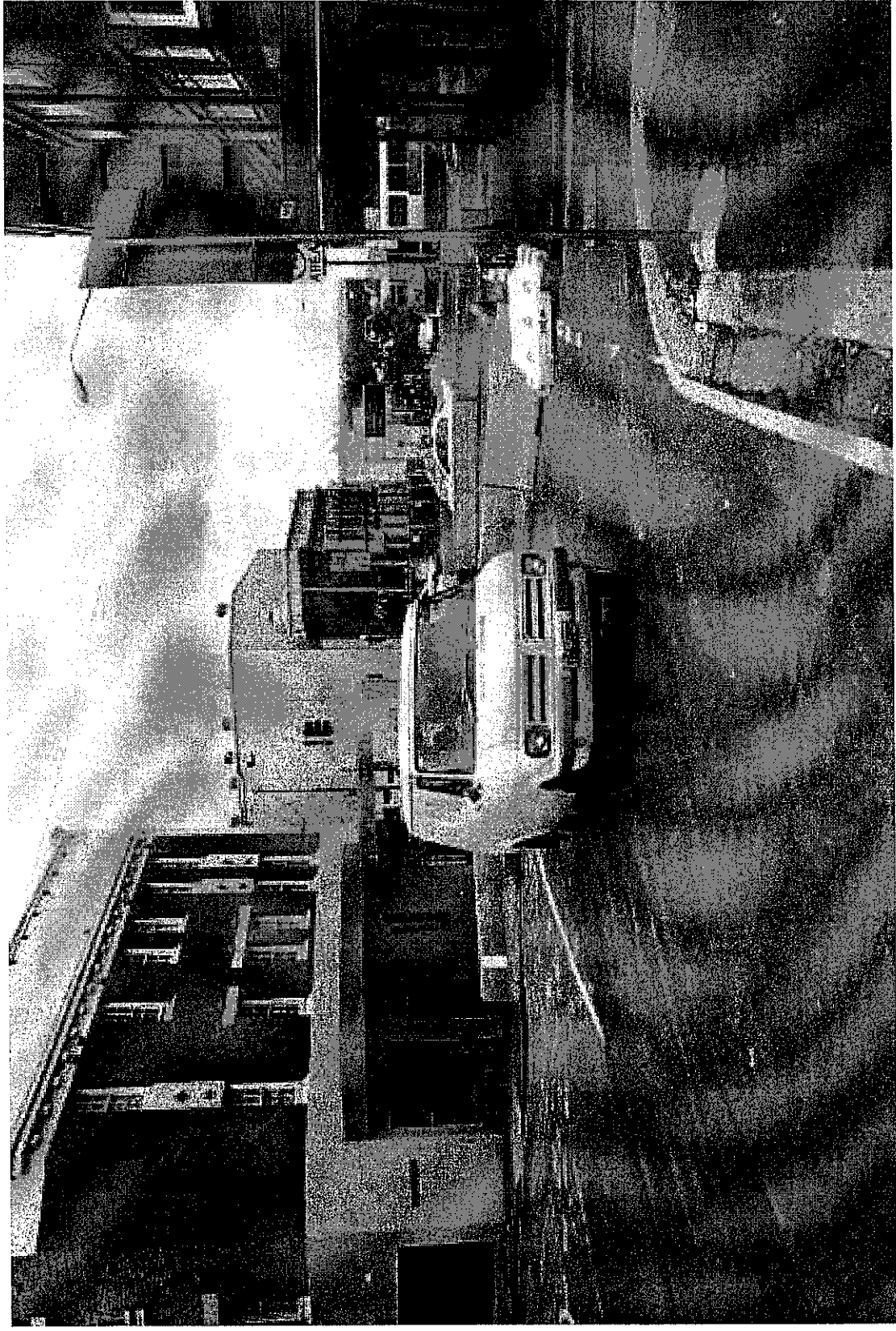
# 'Sorry, no access to the Eastern Distributor'

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!



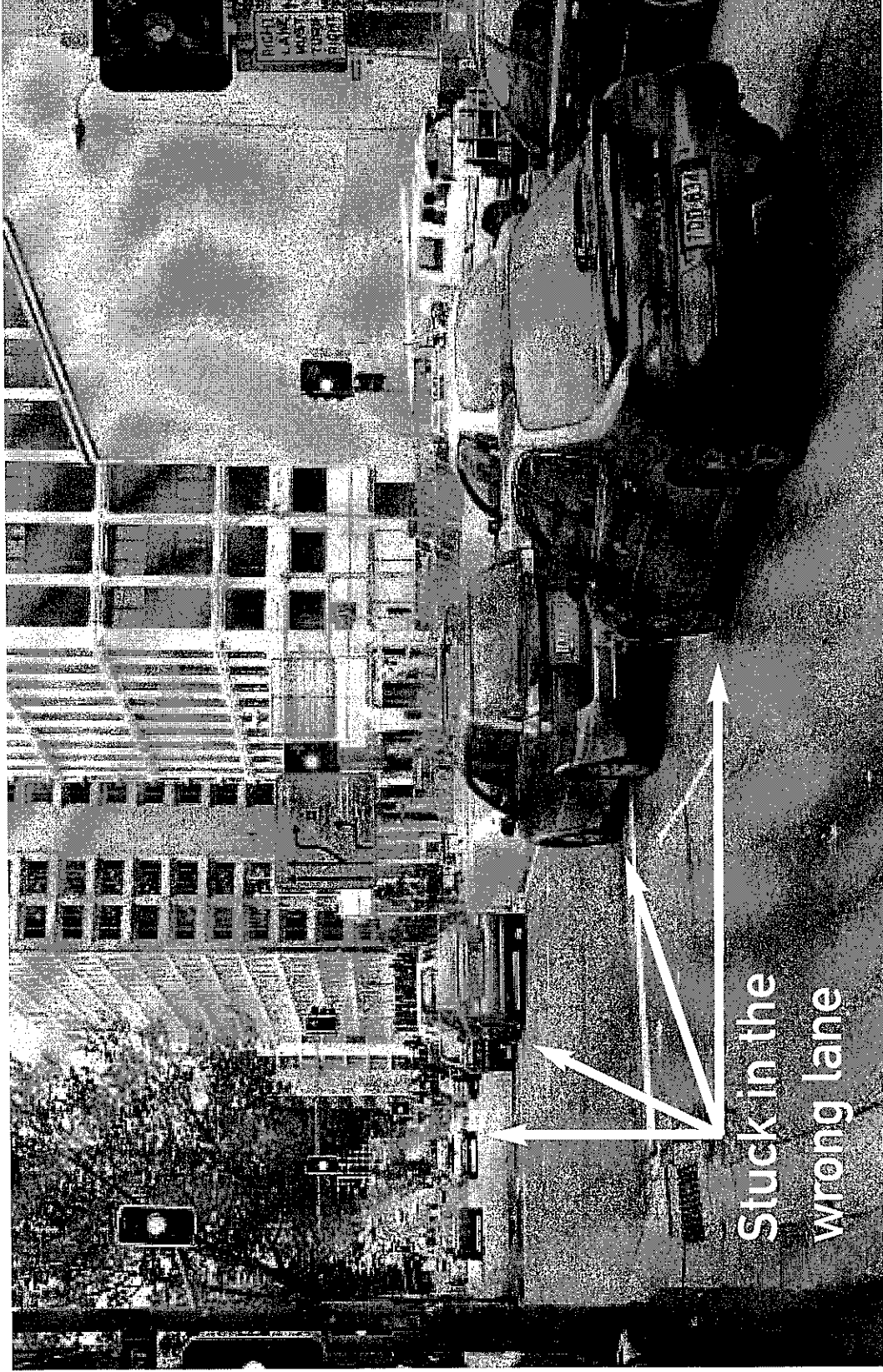
Around 4.30pm 19/10/05



# '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!**



Stuck in the  
wrong lane

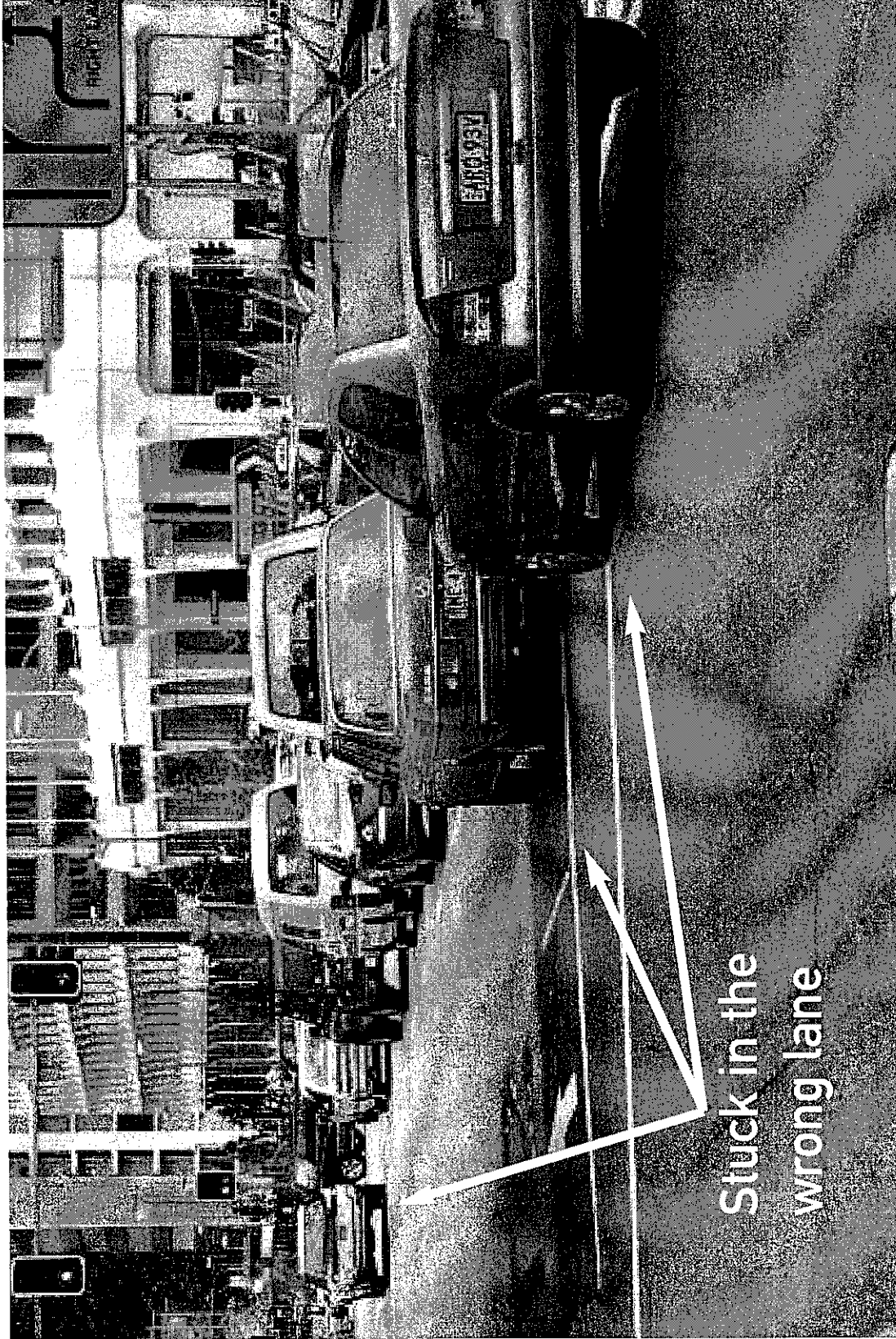
## Queued up in the wrong lane for the second light change

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

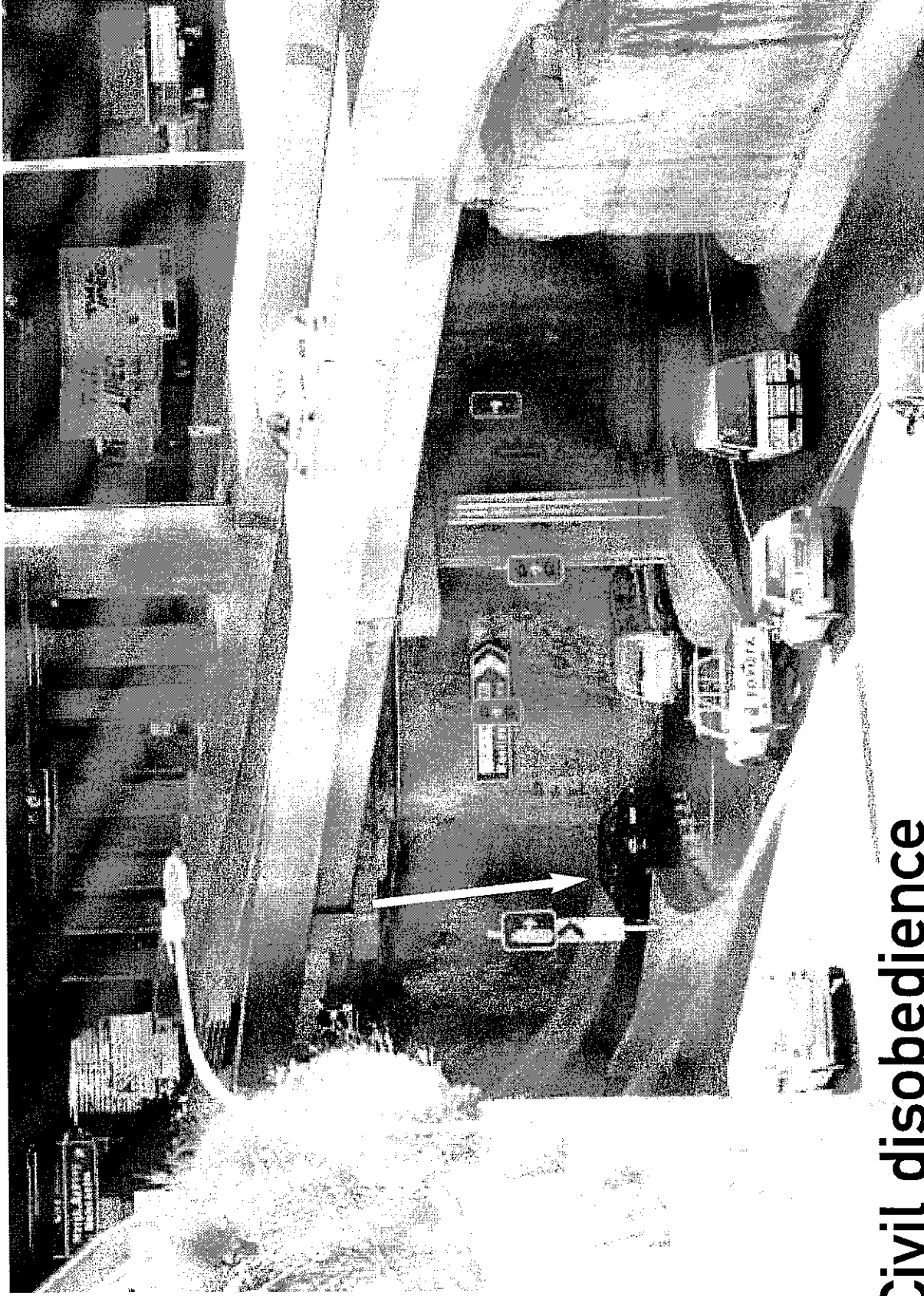
# SCREEEECH!

Wheelspin marks in McElhone St, one of the rat-runs through Wolloomooloo 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!

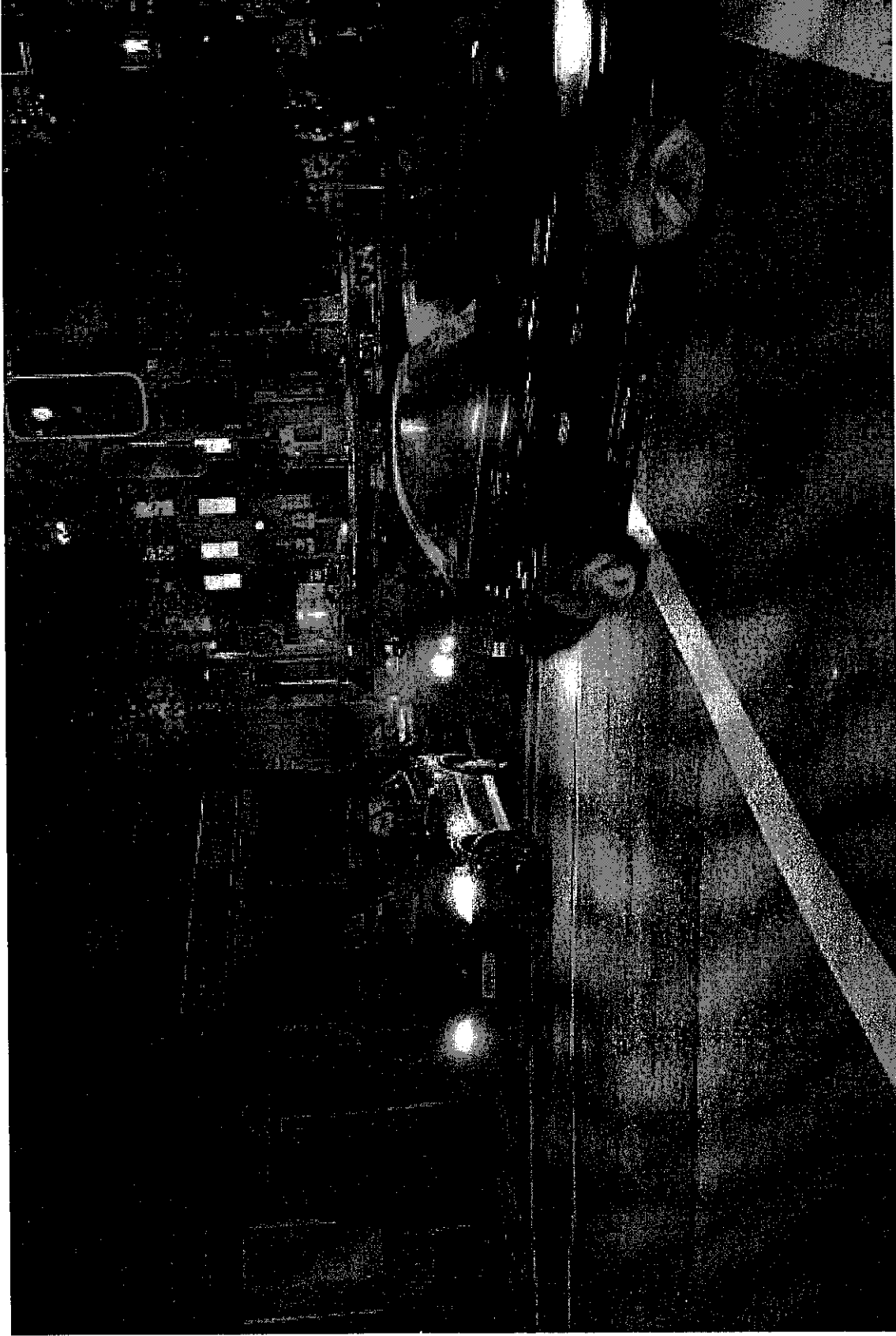




## **Civil disobedience**

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!**

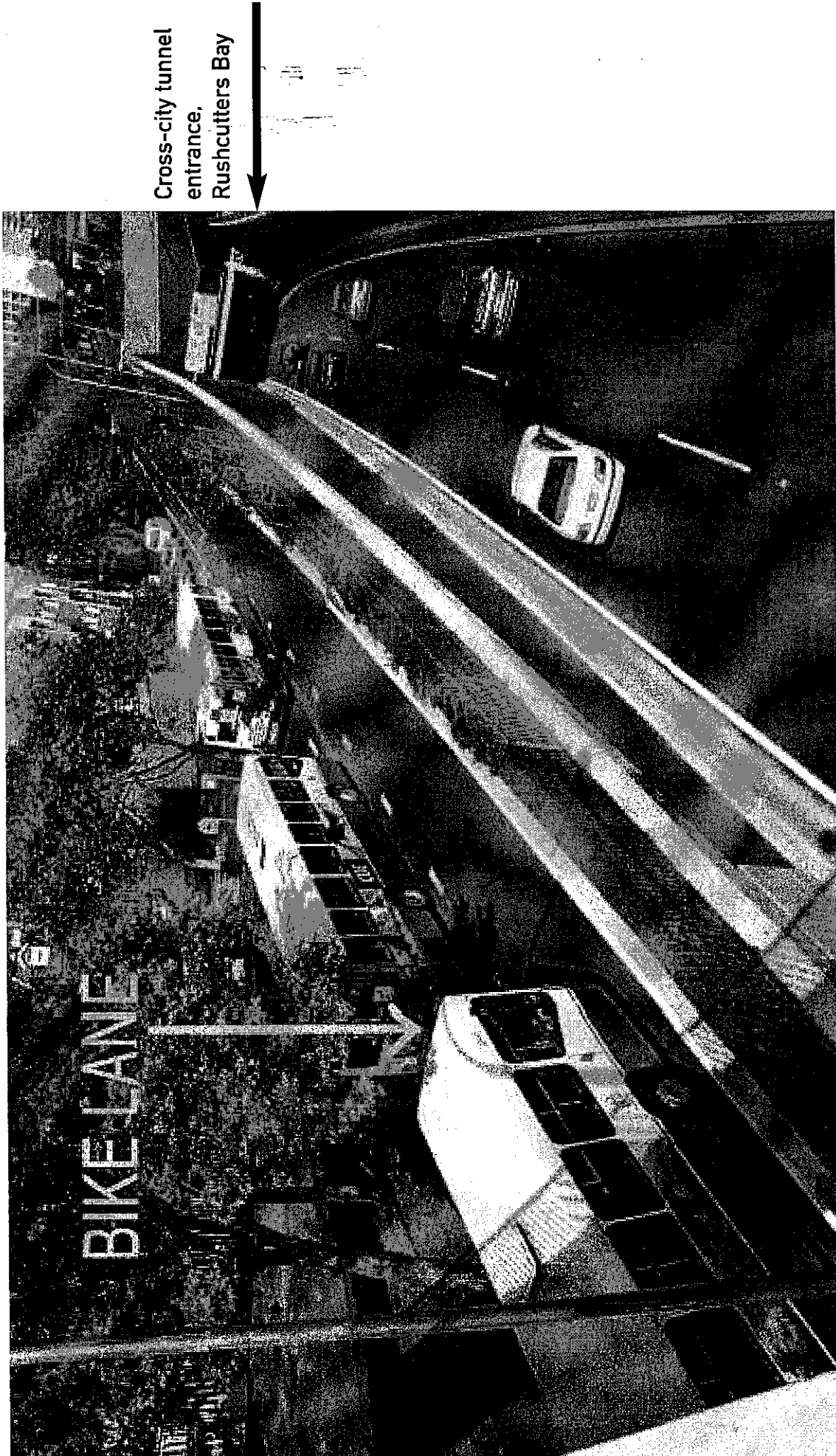


## These are residential streets!

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 Craighend 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!