

## **INQUIRY INTO CROSS CITY TUNNEL**

Organisation:

Name: Miss Jane Barnett

Telephone:

Date Received: 18/01/2006

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Theme:

Summary

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

From: Jane Barnett

I am a private individual and have been a resident at the above address for 23 years. I am also a co-convenor of the Darlinghurst Residents Action Group (DRAG). I am making this submission as a private individual.

I live in very close proximity to the CCT and every day I use the public roads in both a private vehicle and as a pedestrian, in addition to using public transport.

Specific examples of the roads I use every day are Liverpool Street, Boundary Street, McLachlin Avenue, New South Head Road, New Beach Road, Nield Avenue, Darlinghurst Road, Victoria Street, Ward Avenue, Craigend Street, Greenowe Avenue, Elizabeth Bay Road, William Street, Park Street and Bourke Street, among many others in the area.

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

I have attended several public gatherings at the CCT in addition to two, well-attended public 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. I fully endorse these actions and am 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.

I am 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" I 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.