

INQUIRY INTO CROSS CITY TUNNEL

Organisation: Residents of Woolloomooloo
Name: Ms Stacey Miers
Telephone:
Date Received: 20/01/2006

Theme:

Summary

20 JAN 2003

**WRITTEN SUBMISSION TO NSW PARLIAMENTARY
INQUIRY INTO THE CROSS CITY TUNNEL**

RECEIVED

This is a submission by Residents of Woolloomooloo (ROW) on the inquiry into the Cross City Tunnel, (CCT). It addresses matters associated with the operational impact connected with the introduction of the CCT on residents and businesses in Woolloomooloo.

Our primary aim is to encourage the creation and maintenance of accessible pathways between adjoining local suburbs in terms of transport movements and the creation of sustainable communities.

It is our perception that the long-term sustainability of local economies has been significantly neglected in the impact assessment for the CCT. We request that this review focus on the integration of land uses and transport systems with the aim of reducing car travel for both regional and local road users, in line with broader sustainability principles.

STREET CLOSURES EQUALS CITY OF VILLAGES

One of the key impacts that have been associated with the CCT has been local street closures throughout East Sydney, in particular Darlinghurst.

East Sydney is defined by its historical topography. Oxford St being the ridgeline, which continues down along Victoria St and Maclay Street. It is the natural boundary for the adjoining suburbs that lie along the sloping hills from the ridgeline to the harbour foreshore that are Darlinghurst, Woolloomooloo, Kings Cross and Potts Point.

ROW feels that the current and proposed local street closures which have taken place in conjunction with the CCT should be reviewed, taking into account the historical landscape and natural connectiveness that exists between the suburbs that make up East Sydney.

We would like the following points to be considered by joint steering committee in reviewing local street closures.

- ❖ The interconnections between the suburbs and communities of East Sydney in regard to local street closures.
- ❖ The economic impact of local road closures should be part of the impact assessment.

STREET CLOSURES, RELATED LANE REDUCTIONS AND RESTRICTIONS IN ASSOCIATION WITH THE CROSS CITY TUNNEL

Outlined in the following sections are local streets associated with the CCT that are having a significant impact on residents in Woolloomooloo.

Bourke Street Closures

The current temporary closures of Bourke street south of William Street should be reopened due to its role as an important connection street between Darlinghurst and Woolloomooloo. Additionally the majority of the traffic is locally bound and it has a primary function in providing access between adjoining suburbs.

The half street barricade at Bourke Street should be removed to allow access from William Street into Woolloomooloo as a high percentage of Woolloomooloo residents are being forced to take longer journeys to access local residential and businesses.

Park Street

It is difficult to see how the reduction of lanes and turn options in Park Street, achieve the stated primary objectives of creating a pedestrian friendly environment. The removal of lanes and turn options along Park Street and adjoining intersection are having a detrimental impact on local residents who are just moving between suburbs. These changes further restrict local east and westbound local traffic to adjoining suburbs.

Sir John Young Crescent

The option to enter the Harbour Tunnel northbound at Sir John Young Crescent should be reintroduced. A high percentage of users end up in the wrong lane with no option other than to make an illegal turn into the Harbour Tunnel.

Palmer Street

It is evident that there are a minimal amount of cars using the eastbound Palmer street lane. The current situation is very confusing and there is the potential for a head on collision at the intersection of Palmer and Cathedral St.

Cathedral St, McElone St and Cowper Wharf Rd

Linked CCT road closures and restrictions have had a significant impact on Cathedral, McElone and Cowper Wharf Rd. ROW proposes that the Committee re-examine associated CCT street closures that have pushed unsustainable traffic levels onto local road networks i.e. Cathedral Street Woolloomooloo.

Residents Of Woolloomooloo (ROW)

Stacey Miers