

## **INQUIRY INTO CROSS CITY TUNNEL**

Organisation:

Name: Mr Geoff Phillips

Telephone:

Date Received: 18/01/2006

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Theme:

Summary

I wish to make a submission to the CCT (Cross City Tunnel) enquiry.

My submission relates to point 1 (b) - the extent to which the substance of the Cross City Tunnel contract was determined through community consultation processes,

My name is Geoffrey Phillips. I live (and did run my business) from 157 Palmer Street Darlinghurst (or East Sydney). My terrace house is across the road from the Eastern Distributor (ED) exit to William St, which also now has a link to the CCT.

At no time was I consulted about the CCT and the affects it would have upon my life, both personally and my ability to manage my business. I was not consulted or contacted about *any* road or lane closures.

I purchased the terrace house (in 2001, at great expense) in East Sydney due to its easy access to the Sydney CBD (and the greater Sydney) as I have an IT support consultancy company, which requires myself and my employees to regularly drive to clients with computer equipment and when high priority work needs to be performed. My clients are situated throughout the greater Sydney region. I live in the terrace, and did run my business from there until recently.

I have two sons who live in Orange and I make the journey every second Friday afternoon/evening to Lithgow (where I meet their mother) and bring them back to Sydney and then return them to Lithgow on Sunday afternoon.

From the time the CCT project started, my business and personal life has been, and continues to be negatively affected. The reduction of lanes in Druitt, Park and William Streets has an enormous impact on the time it takes me to cross the city CBD, in particular on Friday afternoons when I head off to Lithgow. Many days in accumulated hours have been, and continue to be spent in heavy traffic trying to get to clients or to Lithgow to see my sons. A minimum of half an hour has been added to the Friday afternoon Lithgow trip.

My wife, new baby and I were also affected by the construction of the tunnel. As we live across the road from the ED off ramp we had the construction of the CCT access tunnel literally across the road. This was truly a nightmare. Regularly we rang the Police, the CCT numbers, South Sydney Council, the RTA, the EPA and every other official body that might offer assistance at all time of the night and following days. Construction was performed after hours without notification to residents on many occasions, and some scheduled night works continued past the scheduled completion date. A lot of sleep was lost, and frustration and stress was experienced due to the lack of avenues that could be utilised for us to get our lives back to normal. One very large failure in noise monitoring was the lack of consideration for multiple storey residences. The second floor of our terrace house has an unopposed view down to the construction area, therefore noise carries straight into our bedroom. The people we observed monitoring noise were at ground level at the front of the terraces, which was considerably quieter due to the sides of the tunnel entrance stopping a direct line for the noise. As stated, our bedroom is upstairs at the front of the house.

I was not made aware of any road changes until a local group called DRAG put a notice in my letter box alerting me to the proposed changes for the tunnel as well as other Sydney City Council proposed changes in the area. I have attached a copy of an email I sent to SCC below. The email outlines my surprise at the changes (without consultation). It also includes a response from councillor Mallard and my further response to him – which never received a response. I have actively opposed the changes and spoke at council during a public hearing.

Now that the CCT is open, I am no longer affected by the construction noise, however my travel time requirements are worse. I do not understand why the whole of William and Park Streets need to be narrowed by a lane. These road closures have a direct and negative impact on all local residents who cannot use the CCT because of our locations. Why not just funnel traffic around the tunnel entrances? Why funnel traffic at all? If the tunnel offers value for money (cost versus time saved) then it will be used by all motorists that wish to do so. I cannot use the tunnel, but I am adversely affected by these road changes.

Crossing the City CBD is a nightmare. There is no need for the reduction in width of William Street/Park Street, and there is certainly no need for the closure of DrUITT Street to force traffic to turn right onto Clarence St – a blatant change to inconvenience drivers *as the closed middle lane is not used by any vehicles at all!!* This intersection (DrUITT and Clarence Sts) is now very dangerous for pedestrians – I know because my office is now located on Sussex Street between DrUITT and Market Streets, so I regularly walk across the road there. I have seen many cars, buses and trucks turn right while pedestrians are crossing the road! On several occasions people have been narrowly missed by drivers not watching the road properly. I can only presume drivers are confused by the intersection (as it is very confusing) and do not notice the red right arrow when the green light is on for buses, hire vehicles and taxis to continue along the road.

The further reduction of a lane on Park Street, heading west, by ending the Transit/Bus lane and making it a bus only lane is ridiculous. For 50 meters there is only one lane for motorists to legally use. Even more ridiculous is that as yet, I have not seen a bus use the lane, they all drive in the right lane because they turn right onto Elizabeth Street at the next intersection.

Heading North - I can no longer turn left off Bourke St onto William St then right onto Palmer St to head to the Northern parts of Sydney. Instead I have to go onto Crown Street and worm my way through Woollahooloo (along with all the other residents of the inner East) – reducing the “Village Atmosphere” our Lord Mayor, Clover Moore, was hoping to achieve with the opening of the CCT.

Heading South - I can no longer cross William Street on Bourke St and get onto the Eastern Distributor, I now have to do a big circle and travel along William St for 2 blocks (so extra traffic has been put onto William St).

Returning from the East - I can no longer turn left onto Bourke St when returning from the east, again, I have to continue along William St for 2 extra blocks before turning left onto Crown St – again increasing traffic on William St.

I have relocated my office to Sussex St, which now saves me a lot of time heading west (for work and to get my sons), however, it is considerably quicker to walk from Darlinghurst along William Street and turn right onto Sussex than it is to drive (although, as I have mentioned above there is danger crossing the roads when walking). Due to the nature of my work I still have to drive regularly to the office and as such still experience the long delays along William St.

In summary, no consultation was made with me regarding the Cross City Tunnel and the affect it would have on my family, my livelihood and myself. The overall end result of the CCT for East Sydney, Darlinghurst and all surrounding suburbs residents is very poor. It would appear as though our needs have been totally ignored when irresponsible road closures have been put into effect. Single minded decisions have been made in regard to traffic conditions that affect us, the local residents, who cannot use the tunnel even if we wanted to, the most.

Geoff Phillips  
18/1/2006

Copy of email to Council, Councillor Shayne Mallard response and my response to Councillor Mallard

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**From:** Geoff Phillips  
**Sent:** Tuesday, 28 June 2005 1:02 PM  
**To:** 'Shayne Mallard'  
**Cc:** Taurie Phillips  
**Subject:** RE: East Sydney road closures/changes

Hi Shayne, thanks for the update.

It is certainly a better result than what looked to be a possibility.

I am a bit confused though. Are you able to shed any light on why council would not want to wait until after point B) before commencing on point A)? It seems to me, that any traffic plan and counts conducted before point B) is completed would need to be done again after point B).

I am not against change, especially if the change is for the good of the community. However, as I have not been involved in any discussions for the reasoning behind the proposed changes I do not understand the requirement for them and hence do not see any value in them. The word community gets thrown around, and if it is an objective to make Darlinghurst more community like, then surely the community should be involved in all of the decisions that affect the community. I am very disappointed in some of the local groups that claim to be the voice of local residents. I have spoken with more than a handful of local people in the last week and it is obvious they are not aware of the proposed changes and were concerned.

What are the reasons for the changes?

The reasons I have heard are:

- a) To make Darlinghurst more village like
- b) To reduce prostitution
- c) To stop toll evaders
- d) To stop rat runners

Can you please enlighten me as to the reasons if I have not covered them above?

If they are for the 4 reasons above, then there is potential merit, but only if things are done properly.

Reason a) may have merit, but only if done with full consultation and not at the expense of residents and businesses. It has to be positive. Sure, not everyone will benefit or agree, but it has to be more than a few vocal people. Currently I am very happy with access to and from Darlinghurst, and it's the reason I purchased here. If anything, I would like to open Staley Street at the intersection of Yurong St so that I could go straight up to College street without going onto William St.

William St is painful.

Crown Street crossing Oxford St is painful.

Won't forcing traffic onto these two roads make them more painful? The answer to that question is we do not know until after the road works are completed. You have seen my previous email outlining how road closures affect every direction I drive, and I do have to drive for work, and for personal reasons (my eldest 2 sons live in Orange, and I drive there and back on Fridays and Sundays every second week to get them. The CCT and William/Druitt St congestion has added at least 20 minutes to the 4 hour trip to Orange both Days, the return trip is not affected because of the late time of day both days). As a side note, I believe Druitt

street will be closed in the near future. This will add more time to my already two long trips every second weekend – for a tunnel that I cannot use. Can you feel my frustration?

As a Darlington resident

I can no longer get to the Eastern Distributor to go south (even though we had to put up with the construction of the exit across the road) because Bourke and William is being closed.

I cannot use the cross city tunnel (even though I have been massively inconvenience with its construction both on William St and the noise from the Eastern Dist connection tunnel across the road)

The proposals will force me onto already busy roads to further delay me in every direction I go.

The question is then, who will want to live in Darlington? We are surrounded by great roads we cannot use, but suffer because the roads we can use are extremely busy.

Reason b) is seriously flawed. As I mentioned at the council meeting on the 21<sup>st</sup>, the end of Palmer St where I live is basically a no through road (it's a one way with the only entrance via a lane, so only people who frequent the area for work really know how to get there and use it for parking). We are bordered by William and Stanley St's. Of an evening, after Stanley street restaurants shut down, we get almost no real car traffic, but we do get plenty of other traffic.

Almost every night we have at least one car parked in our street with at least one person living in it

We have intravenous drug users enjoy the solitude of the street. This results in a real syringe problem. This is what I fear the most having three children (13, 10 and 14 months). There are syringes left in our flower post, on the foot path, in the gutter and in the garden area across the road. As well as all along our back alley.

We have homeless people sleep across the road in the garden as well as the bins are for the Beehive workshop.

Whilst we do not have prostitutes actually in our street soliciting very often we do have a constant supply of used condoms thrown out in similar numbers to the syringes.

Our back alley is the location of the stabbing murder of the working girl approximately 18 months ago.

All of the items listed above happen because our street is quiet. If closing streets reduces this then I would like to see the proof.

Reasons c) and d) cannot be assessed until after all road works are completed and traffic patterns have settled

Not being a traffic planner, my simplistic view is that whilst works are going on for the CCT, William and Oxford Sts some motorists may opt to use the back streets of Darlington to avoid congestion caused by the works, potentially inflating any traffic counts done during this time. In reality, the only traffic counts that actually matter are the ones taken after the works are completed and enough time has passed for motorists to create new patterns. I am sure I have read somewhere the CCT expects it to take 12 months for traffic patterns to settle after it is completed – I will try to find that quote for you. If that is the case then surely any planning done 6 months after the CCT but before the William St and Oxford Street work is complete is redundant.

What is the rush? I would think it is better to do the job once properly than to rush through a solution that not everyone sees a problem for. It is certainly hard to know what streets should be closed (if any should be) without the correct information.

I am sure you have heard these comments before, but I felt I needed to say them. My personal life and my business are both being affected. Thanks again for your update

Regards

Geoff Phillips  
Managing Director

Phillips IT Pty Limited

ABN 37 090 768 111

P.O. Box Q1644 QVB Post Office NSW 1230

157 Palmer St East Sydney NSW 2010

Mobile: 0414 629 351

Office: 02 9356 3540

Fax: 02 9356 3513

Email: <mailto:gphillips@phillipsit.com>

WEB: <http://www.phillipsit.com>

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**From:** Shayne Mallard [<mailto:smallard@cityofsydney.nsw.gov.au>]

**Sent:** Tuesday, 28 June 2005 11:31 AM

**To:** Geoff Phillips

**Subject:** RE: East Sydney road closures/changes

Dear Geoff

Thank you for your email and below is an update on the issue.

Last night the Council adopted the resolution below regarding traffic management in East Sydney. The resolution that was moved by Councillor John McInerney and there were several attempts by non Clover Moore Councillors to amend the resolution . I moved that we add to (A) Oxford Street and William Street upgrades to be 'practically' completed before the new traffic studies were undertaken. This was to clarify that all three major projects would be in operation before any new traffic studies were undertaken. This was not supported by Clover Moore's team, however they indicated that clause (B) would take into account the impacts of the street upgrades.

I am pleased that the final resolution was adopted unanimously and that Council can now prepare for updated studies and conduct informed broad ranging community consultation incorporating local businesses, workers and residents on any proposals to introduce traffic calming measures into the area.

thank you again for your active interest in this issue.

Shayne Mallard

**Item 9.11 EAST SYDNEY TRAFFIC MANAGEMENT ISSUES (S006586)**

Following the report to the Planning Development and Transport Committee on 20 June 2005, on East Sydney Traffic Management Issues, it be resolved that –

In consultation with the Roads and Traffic Authority, Council complete a revised East Sydney traffic plan to improve urban amenity by reviewing traffic conditions

within six months after the opening of the Cross City Tunnel and updating existing traffic information and studies for the area;

Council allow traffic patterns to stabilise after the opening of the Cross City Tunnel and the completion of William Street and Oxford Street upgrades before commencing community consultation on any trial closure of Liverpool Street at Whitlam Square and any other traffic changes identified by the study;

Council undertake community consultation on the matters identified in clause (B) to include –

Newspaper advertisement for a minimum of 28 days in Sydney Metropolitan and local newspapers;

Leaflet letterbox drop to affected residents and businesses;

Information mail-out direct to identified resident, business, education and community groups, transport agencies and emergency services; and

Provision of information on the City's Website, together with information at the City's One Stop Shop, libraries and Neighbourhood Service Centres;

The area for the traffic plan be generally bounded by the main arterial and regional collector roads William Street, College Street, Oxford Street and Darlinghurst Road/Victoria Street; and

Following the one-year review of traffic monitoring for the Cross City Tunnel as required by the Minister's Conditions of Approval, a report be submitted to Council advising what action needs to be taken to address identified traffic intrusion across the City of Sydney local government area as a result of the Cross City Tunnel.

### **Councillor Shayne Mallard**

City of Sydney  
Town Hall, 483 George Street, Sydney NSW 2000  
ph: 02 9265 9702 fax: 02 9265 9204  
email:[smallard@cityofsydney.nsw.gov.au](mailto:smallard@cityofsydney.nsw.gov.au)  
web:[www.cityofsydney.nsw.gov.au](http://www.cityofsydney.nsw.gov.au)

*Please note that constituent emails are added to eCouncillor regular email newsletter on City of Sydney related matters. Please respond UNSUBSCRIBE if you do not wish to receive the newsletter. Thank you.*

-----Original Message-----

**From:** Geoff Phillips [<mailto:GPhillips@PhillipsIT.com>]

**Sent:** Wednesday, 1 June 2005 7:58 AM

**To:** Taurie Phillips; Geoff Phillips; Clover Moore

**Cc:** [jmcinerny@cityofsydney.nsw.gov.au](mailto:jmcinerny@cityofsydney.nsw.gov.au); Helen Dimitrovski; Chris Harris; Marcelle Hoff; Michael Lee; Phillip Black; Robyn Kemmis; Shayne Mallard; Verity Firth; Tony Pooley; Richard Campbell

**Subject:** RE: East Sydney road closures/changes



To whom this may concern

I am a resident of Darlinghurst. I live at 157 Palmer Street, which is between William Street and Stanley Street. My block is blocked off at William Street at one end and a one way (exit only) at Stanley Street. The only access is via Rosella and Barnett Lanes.

I run an IT consulting business and am required to travel around the city at short notice (often with parts) to clients. I purchased at Darlinghurst because of the relative easy access to different areas of the city.

I have recently been notified that there are some proposed changes to the streets in the area, and wish to put forward my strong disapproval of some of the changes.

Firstly, let me say, we avoid Crown Street as much as possible. Getting to or through Oxford Street Via Crown is not an enjoyable experience, and neither is getting to William Street. Regularly Crown Street has traffic backed up for its entire length between William and Oxford Streets.

Basically, we have 5 common paths when leaving home.

1. East via William/Old South Head Road
2. West via William Street, then through the city onto the Western Distributor, or over Anzac Bridge
3. North via Palmer Street and via the Harbour Tunnel or the Harbour Bridge
4. South East via Palmer St onto Oxford Street, then South Dowling or Anzac Parade
5. South West via Crown or College Streets depending upon destination

Routes 2 and 5 *always* experience delays – William and Crown Streets

Unfortunately, your proposed changes will make all of the routes experience delays, and will dramatically affect my livelihood and quality of life. We have spent *years* of our life listening to and enduring the stupefying amounts of noise created from the construction of the Eastern Distributor AND The Cross City Tunnel (on a regular basis, anywhere from 6.30am through until after 3am in the night!), and NOW we are being told that we may be spending *the rest of our life* driving and wasting many unnecessary extra kilometres and hours each week just to leave and access our property!! As I have said earlier in this letter, I am the director of an IT consulting business which means I regularly have to make short trips into the Sydney CBD (and around the greater Sydney area) carrying hardware which is often too large to fit into the boot of a taxi and needs two people to lift it in and out of the vehicle. These road proposals can only mean, for us as local residents and businesses, that after leaving our premises, we can expect long traffic delays, before having the pleasure of joining the highly-tolled roads that won't necessarily get us directly to our destinations! It sounds like revenue raising to me!!

The changes that affect us the most are:

Route 3. Stopping Harbour Bridge access from Palmer Street. And Bourke Street William Street intersection closures.

This would be a massive inconvenience. Currently we get onto Bourke Street (heading north), turn left onto William and then right onto Palmer St.

If we had to go north via the city this would add at least 45 minutes to an hour (sometimes more) to our trips. Bluntly, I think it is ridiculous.

Route 1. Closing Bourke Street/William Street intersection will force us back onto Crown Street to turn right onto William Street, and again, I stress Crown Street always experiences heavy traffic and so being forced to use this route would continue to add to travel time, stress levels and make this street more dangerous for the pedestrian traffic who currently use it.

What would the changes mean for us returning home from the north? Currently we take the Woollahro exit when we come through the tunnel and then turn up Crown Street – will

we be able to continue to do this? Note, from Woolloomooloo, crossing William Street on Crown Street is fine, and we turn off immediately after crossing William (about 10m)

Route 4. Blocking Palmer Street northbound at the corner of Stanley Street. We regularly head up Palmer Street (southbound) to get to Oxford Street, to then either head west or south (via south Dowling or Anzac Parade). So we need to cross Stanley Street and continue up Palmer. Palmer is a left hand only turn at Oxford Street. If we had to go via Crown Street it would easily add 30 minutes or more to our time (especially during peak hour times).

When returning home 5 proposed changes affect us directly. With others having smaller impacts.

1) Palmer Street closure at Stanley St. As we currently avoid Crown Street (due to constant heavy traffic), we travel along Palmer St (north bound), turn left onto Stanley (as there is no entrance to Palmer St when crossing Stanley St), and then right down Rosella Lane (follow around to our end of Palmer). We use Palmer Street the majority of times when returning home from a southerly direction. This can be via

Darlinghurst Road then Burton St (which is another intersection that is proposed to be closed but will not create too much of an issue for us as there are good alternate routes down Bourke Street then left onto Stanley)

Crown Street – we usually turn off onto Palmer as soon as we can to avoid delays when heading home (north)

Liverpool Street when coming from the south west (Liverpool Street/Oxford street is another intersection proposed to be closed)

2, 3 and 4) Stanley/Yurong Street intersection, Liverpool/Oxford Street intersection and Francis/College intersection. The combined closure of these intersections (Stanley Yurong is not fully closed but denies access to Darlinghurst) will mean we have to either turn up Oxford Street and then down either Crown or Palmer Streets (which will be closed at Palmer and Stanley), or continue down College Street then turn right onto William and right into Crown to get home. Why would you want to direct local residents onto Oxford or William Streets? Access to Darlinghurst from the west and south west via Liverpool and Stanley Street is definitely required – we do not use Francis Street very often at all.

5) Bourke Street /William Street. When returning from the east, along William Street, we turn off William onto Bourke then right onto Stanley. Forcing us past Bourke to use Crown means we are traffic on a very busy William Street for another 2 blocks – why make us add to the traffic?!?

Others) Liverpool/Bourke Streets closure. This will affect our ability to easily get around Darlinghurst. Not a major issue, but I do not understand any benefit it will create.

In Summary, I strongly object to several of the proposed changes. I live in Darlinghurst, and do not want to be forced to use busy roads such as William Street, Macquarie Street, Oxford Street or Crown Street. Darlinghurst is currently not a busy traffic suburb (other than Crown Street and Victoria Street), and I do not see the changes affecting many motorists in a positive way and greatly impacting on the local residents. If anything closing these roads will make the area more prone to loitering and most definitely more unsafe for pedestrians and local people and property more vulnerable to crime.

Again I ask the question, who will *really* benefit from these road changes? As a local resident, a motorist and a pedestrian, I do not believe these changes will have any sort of positive impact on myself, my family or my business!

It has been suggested that a City East Traffic Plan is overdue, and I feel as though one should be done that takes into consideration local residents before any changes are made. Certainly consultation is required. I am prepared to meet with whoever is responsible to put forward my point of view. My contact details are provided below.

Regards

Geoff Phillips  
Managing Director

Phillips IT Pty Limited

ABN 37 090 768 111

P.O. Box Q1644 QVB Post Office NSW 1230

157 Palmer St East Sydney NSW 2010

Mobile: 0414 629 351      Office: 02 9356 3540      Fax: 02 9356 3513

Email: <mailto:gphillips@phillipsit.com>      WEB: <http://www.phillipsit.com>