

INQUIRY INTO CROSS CITY TUNNEL

Organisation:

Name: Mrs Carole Ferrier

Telephone:

Date Received: 17/01/2006

Theme:

Summary

Submission to Cross City Tunnel lodged by Carole Ferrier

I am a member of the 2011 Residents Association and I have been a resident of Kings Cross Road for the past 2 years.

Our community was totally misled by the Government, the RTA and our local member and Lord Mayor that we would have enormous benefits from the CCT. We now have a situation where the area is gridlocked, there is no easy access within the entire Inner East causing needless aggravation and disruption to a densely populated community. By opening up just a few local roads it can help relieve the situation and halting the work at Queens Cross immediately and restoring back the lanes that have been barricaded off.

In the past couple of months the effects of the CCT have had a severe impact on the residents in my area. We all accept the CCT is here to stay and it does take some cars off the local roads. I believed the RTA statements that the local road amenities would be improved. I rented for 12 months before I made a substantial purchase in the area. This is all a lie, as the road closures in the area and road narrowing have created a funnel so that each time a bus, taxi or car trip is almost double the time it took before the opening of the CCT. This has had a huge impact on my life as I move around locally. I rarely have a need to use the CCT. Never have I been informed by the RTA or CCT about road closures.

Our area is inside the portals of the CCT, they are local roads for residents, workers coming into the area, we have 3 major medical facilities, St Vincents, Garvin Institute, St Vincents Hospice, St Lukes, plus many businesses, Garden Island has around 5000 workers coming in every day. People come from outside the area wishing to access the many restaurants, galleries, nightlife, entertainment areas, shops and local schools. Roads belong to all residents of Sydney. Many of these closures have nothing to do with cars entering the CCT.

Kings Cross Road has become dangerous to cross as a pedestrian due the volume of cars coming down from William Street heading east and cars directed from Darlinghurst Road into Kings Cross Road to access Edgecliff. To exit the car park from my building onto Craigend Street is dangerous with cars speeding up Craigend, the Council has parking meters blocking my view of the road and oncoming traffic. My building has 350 residents, the building next door has 1000 residents trying to get out of their car park. The RTA, Council or local member of parliament Clover Moore never informed me of these changes to my local street.

To cross Craigend as a pedestrian is dangerous, countless letters have been sent to the Council asking for a pedestrian crossing, I do volunteer work at the local school and have to run across the street at 9.30am. It is a major access route for residents to the shops at the Cross/Potts Point, local gyms, cafes and entertainment.

Roadworks for the CoSC commenced a few months ago narrowing the Queens Cross area (under the Coke sign) by at least one lane in each street causing chaos. Craigend heading west is now 3 lanes, the lane taking all the eastern suburbs traffic to KX, Potts Point, Elizabeth Bay and Woolloomooloo has to turn from a lane that has parking meters almost to the lights, allowing 2 cars per set of lights to turn. It can take 5 minutes to make a right hand turn. Any journey in this area has doubled because of the street narrowing. It has increased

taxi fares, the buses run late as they can't cope with the traffic banked up in peak hour. This was slipped in by the City of Sydney Council pretending it was a CCT closure.

To make matters worse the closure of Bourke Street south at William Street by the RTA at the request of the Lord Mayor has exacerbated the problem for residents in the area, denying residents in East Sydney, Darlinghurst, Surry Hills, Paddington access into the East Sydney area, are now funnelled up to the Cross pushing cars on to streets trying to access their homes or businesses. Why can't locals use this road? Another closure the community was not consulted on.

I have been to meetings with the RTA and their spokeswoman has consistently said the RTA did not need to close Bourke Street South at William Street, it was a request from the Lord Mayor.

I was part of a delegation that submitted a petition calling for a City East Traffic study in November 2005 to MLA's Meredith Burgman and Sylvia Hale. Clover Moore was "too busy to meet with us that week". The response of residents while signing the petition has been anger, frustration, lack of consultation and lies of the Government, RTA, CCT and City of Sydney Council at the local road closures while collecting signatures in the local streets

Carole Ferrier