

INQUIRY INTO CROSS CITY TUNNEL

Organisation:

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Theme:

Summary

Submission to Cross City Tunnel lodged by Peter Whitehead

In the same way that varicose veins warn of circulatory problems, the overuse of minor roads and laneways as main routes through and between innercity suburbs shows that traffic planning has gone badly awry in this part of town.

The crosscity tunnel is still new and the ratrunners have not yet found all the circuitous shortcuts around the blocks and blockages created by traffic engineering designed to funnel motorists into the electronic tollway. When they do the games of cat and mouse between authorities and citizens will commence and, with the closures and one way systems, our streets will become more difficult to navigate and access to our homes will be reduced.

At present Woolloomooloo and Darlinghurst are mazes navigable by canny locals but impenetrable to visitors. There has been no guiding intelligence to the creation of this confusion that has grown haphazardly over the years due to roads being closed or made one way to [supposedly] deal with traffic problems that have long ceased to exist due to subsequent changes.

Some changes, such as the de facto annexation of St Peters Lane by SCEGGS, have been made in response to heavy-hitting but unrepresentative groups.

There is no traffic system as such. Many intersections are governed by traffic lights despite a lack of traffic through them since last millennium. In other instances the right of way seems to have been determined despite the relative traffic flows.

Kings Cross itself, where Darlinghurst Road and Victoria Streets cross above William Street is a dangerous confusion now being set into granite. Why is this not being redesigned as a roundabout?

What thought has gone into lessening the snarl of traffic created at the eastern end of the tunnel for traffic trying to travel in either direction?