



2011 RESIDENTS ASSOCIATION INC.

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Committee

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2nd February 2008

Graham McCabe
City of Sydney
GPO Box 1591
Sydney NSW 2001

By email: gmccabe@cityofsydney.nsw.gov.au

Re: Submission on the Draft City East Local Area Traffic Management Scheme

Dear Mr McCabe,

The 2011 Residents' Association Inc. (2011RA) welcomes this opportunity to comment on the Draft City East Local Area Traffic Management Scheme as per the advertisement on the City of Sydney's website. This submission has been drafted following discussion with members of 2011RA.

We strongly support the improvements for pedestrian safety proposed in the Draft Scheme, e.g. those along Macleay St, Cowper Wharf Rd, William St and Elizabeth Bay Rd.

We also support measures to improve driver safety, such as the improvements proposed for the intersection of Ward Ave and Craigend St.

However, while there was some discussion of the traffic congestion in the Kings Cross area on Friday and Saturday nights (Section 5.8: Traffic and Amenity Issues along Darlinghurst Road and Macleay Street Late at Night), it was disappointing there was little discussion of potential solutions. It may be the case that the congestion in Kings Cross north of William St is accentuated by the small number of nearby roads (Ward St, Roslyn St, Wylde St, Pennys Ln and Brougham Ln) allowing drivers to exit the area. However, there is little discussion of this in the Draft Scheme and we encourage the Study to investigate whether it can recommend measures to reduce the congestion.

We would also like to alert you to an inaccuracy in the methodology of the traffic counting which relates to part of our original submission.

The traffic counts for McElhone St, Woolloomooloo, were taken during the period that the street was blocked by a landslide, resulting in only a small fraction of the usual traffic. Our requests for a traffic calming device near Brougham Lane and an extension of the traffic island in William Street were then recommended against on the grounds that there was too little traffic.

McElhone St is now open again to through traffic and residents tell us vehicle numbers and their speeds are picking up steadily.

The street is a shortcut for through traffic from the eastern suburbs and Kings Cross heading for the city north and the harbour crossings, especially since the Cross City Tunnel fails to provide any return underground route so all its returning traffic must drive through Woolloomooloo.

We request that you revisit our original submission and view this request favourably, using pre-landslide traffic counts as they were taken when the street was open to through traffic.

In addition, we have a number of matters in particular that we wish to discuss.

2011RA reiterates its opposition to the closure of Liverpool St at the intersection of Liverpool St with Oxford St.

2011RA agrees that any proposal for angle parking in Roslyn Gardens would have to be properly investigated for safety and line of sight issues.

There are line of sight issues at the intersection of Evans Rd and Roslyn Gardens. Solutions include removing a car park space to improve sight lines to the north or alternatively including some form of traffic calming at the northern end of Roslyn Gardens as vehicles often speed up when driving down Roslyn Gardens from the intersection of Roslyn Gardens and Elizabeth Bay Rd.

In addition to the improvements to pedestrian safety proposed for the intersection of Elizabeth Bay Rd and Roslyn Gardens, we support a marked foot crossing across Ithaca St where Ithaca St intersects Elizabeth Bay Rd. This would complement the other changes at this intersection. In addition, there may be scope for a marked foot crossing across Greenknowe Ave at the intersection of Greenknowe Ave and Elizabeth Bay Rd.

We look forward to the Final City East Local Area Traffic Management Scheme.

Kind regards

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