

**Submission
No 3**

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

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Date Received: 23/06/2005

Subject:

Summary

Please accept the following submission in relation to the Pacific Highway.

As a resident adjacent to and a frequent user of the highway, I would suggest that there is no place there for interstate heavy haulage. Its prime use must be for light vehicular traffic (travellers and tourists) from both safety and maintenance cost aspects. It is already subject to high usage, which will only increase with the anticipated population explosion anticipated with "baby boomer" retirement.

My suggestion is to relocate the B-doubles and semi-trailers to an upgraded New England highway "freight route", possibly incorporating a freight rail link in the same envelope. This would tie in with the proposed rail line linking Melbourne, Sydney, Brisbane and I believe, Darwin.

The Pacific Highway could then be upgraded within its existing 9A envelope to a dual carriageway, four lane roadway with no need for a breakdown lane, only laybys as currently exist for rest stops. Lower speed limits could be imposed for sections such as the Tintenbar - Ewingsdale escarpment, gradients could remain as they are, saving on cut and fill costs, as they are not a consideration for light traffic.

This, I believe after local consultation, would not impinge on prime farmland any more than the anticipated 9A envelope, would in fact decrease the traffic noise and be completed in far less time and expense than the existing proposed upgrade. Maintenance would be cheaper with light traffic and the occasional light truck, low loader and semi-trailer needed for local deliveries as the only users.