INQUIRY INTO PACIFIC HIGHWAY UPGRADES

| Organisation: | | |
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| Telephone: | | |
| Date Received: | 18/08/2005 | |
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| Subject: | | |
| Summary | | |

12th August, 2005

The Inquiry Chair, Jenny Gardiner, G.P.S.C. 4, Parliament House, Macquarie St., Sydney 2000 N.S.W.

SUBMISSION; Inquiry into the Pacific Highway Upgrades

SUBMITTED BY;

Due; 19th August 2005

SPECIFIC REFERENCE: The proposed upgrade of the T2E (Tintenbar to Ewingsdale) section of the Pacific Highway

I am a permanent resident of Bangalow, owning an agricultural property just south of Bangalow and along with many hundreds of other residents have a very unsafe driveway access because it directly accesses the Pacific Highway.

My major concerns with the upgrade of the highway are that safety does not appear to be the primary issue and there appears to be more emotional responses attracting attention to the highway upgrade rather than safety of permanent residents, agricultural and tourist traffic.

People who have been charged with the responsibility of the whole community do not appear to be responding appropriately and are focusing on emotional response rather than safety.

For safety to become the focus there needs to be a local road not highway for locals, tourists and agricultural. The existing highway would serve well as the corridor for local use and would thus give many hundreds of locals and tourists safe access to a road corridor rather than dangerous access directly to a very busy highway, with very little vision.

An upgrade similar to Chinderah/Yelgun would be the only safe option, using mainly flat ground, and with no blind or restricted vision corners and no local traffic access other than specific entering and exiting ramps.

My second major concern is that of noise and that the trucking industry is the only industry in Australia not governed by noise legislation as are all others. They need to be immediately included in legislated noise pollution levels and also curfews as are all agricultural industries, the main income producing industry in this region. To cut down noise pollution levels, banning of engine braking would immediately reduce noise pollution levels. Australia is the only Western country to still allow this level of noise from trucks.

My third major concern is that T2E will be the last section of the highway to be upgraded. There are many areas on this section which are not suitable for the volume and speed of traffic that is currently using it. This situation will only be exacerbated by the cumulative impact of further areas to the north and south which are currently being upgraded. St. Helena section of highway was built as an emotional response rather than a priority of safety, consequently many people have lost their lives on this section of highway, and there is now a speed limit of 60kms per hour, with safety dividers and safety rails. This type of outcome can be avoided in the T2E upgrade by considering safety first, by having a highway separate to the current corridor and allowing the current corridor to be used for local traffic.

Yours Sincerely,

Carol Darroch Dip.Ed., J.P.

b.a. Davich