

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

Name: Ms Carol Darroch

Telephone:

Date Received: 18/08/2005

Subject:

Summary

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.