

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation: Banora Point Residents Association
Name: Mr Ray Tate
Position: Secretary
Telephone:
Date Received: 17/08/2005

Subject:

Summary

BANORA POINT RESIDENTS ASSOCIATION



President: John Murray JP

Vice President: Rod Bates

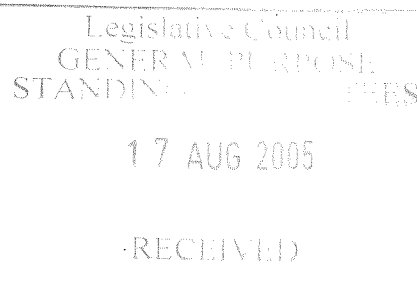
Secretary: Ray Tate

Vice President: Bill Pinkstone

Wednesday, August 17, 2005

The Hon. Jenny Gardiner MLC
Committee Chair,
General Purpose Standing Committee No.4,
Inquiry into Pacific Highway Upgrades.

Fax: (02) 9230 3416



SUBMISSION: To the Inquiry from Tweed Heads Chamber of Commerce,
Business Houses of South Tweed Heads and the Banora Point
Resident's Association.

Dear Ms Gardiner,

The R.T.A. is at present working through proposals for the upgrade of the Pacific Highway in Banora Point and South Tweed Heads. The R.T.A., through their consultants Parsons Brinckerhoff, have submitted two proposals both of which have been strongly objected to by residents, the Chamber of Commerce and small business of the Tweed.

Banora Point and South Tweed Heads, by statistics, is the 4th most heavily populated area in New South Wales, and the Pacific Highway dissects east and west of this area. Residents residing south of the Tweed River must use the Barney's Point Bridge which also carries highway traffic. The preferred option of the R.T.A. forces ALL traffic wishing to enter the retail or commercial precincts of South Tweed Heads, to leave the Pacific Highway immediately after crossing the Tweed River impacting seriously on local traffic in Banora Point.

It is predicted that the population south of the Tweed River will be in excess of 30,000 by the year 2010 with the growth of the eastern seaboard area.

The three proponents of this submission have engaged a consultant road engineering company and working with the many credentialed personnel within the area, have put forward a very creditable proposal which has the support of all who have viewed these plans. It does away with 4 sets of traffic lights on local roads (as in the R.T.A. proposals), allows access to retail and commercial areas, and does not push residents south of the Tweed River to travel into Queensland to carry out their business.

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The ultimate solution to highway problems in this area is for a 'Western By-pass Route'; this would dramatically reduce the impact of B-doubles and other heavy transport through a residential area.

It is imperative that a western corridor be reserved as soon as possible before it becomes unavailable. The White Paper 2004 states that it is most important to reserve corridors well before implementation of road structures. With the forecast of doubling of freight transported through this area by the year 2010 due to the increase in capacity of the Brisbane container and freight terminals, a western route will be the only answer to the Pacific Highway strategy.

Yours faithfully,

A handwritten signature in cursive script, appearing to read 'Roy Tate'.

R. TATE

Secretary/Treasurer.