

INQUIRY INTO PACIFIC HIGHWAY UPGRADES: COFFS HARBOUR

Organisation:

Name: Mr & Mrs Alan & Valerie Griffiths

Telephone:

Date Received: 7/11/2005

Subject:

Summary

Road GPSC
7/11/05

1st November, 2005

The Director,
General Purpose Standing Committee No. 4,
Legislative Council,
Parliament House,
Macquarie Street, SYDNEY, NSW, 2000.

Dear Sir/Madam,

Submission re PACIFIC HIGHWAY

The above main public road (as defined by the English Dictionary), to be deemed suitable for the beginning of the 21st century, leaves much to be desired by the general public.

Since the grand opening of the Chinderah bypass, this so-called HIGHWAY has been the desirable route between Brisbane and Sydney for the trucking industry as well as the preferred route for the private traveller. The extensive use of B-Doubles, as well as semi-trailers enroute has now created a bigger nightmare than the public previously suffered. The excessive noise, the pollution from diesel fumes (a known major health hazard), and the day-by-day safety issues for those residents who live between Coffs Harbour and Woolgoolga, and in particular, the Korora section, is our daily tribulation.

Once, this magical piece of real estate was called '*paradise*'.

The residents of Korora are long suffering indeed. Because of the land formation the ongoing truck noise permeates every corner. For those living in the vicinity of the above address, the installation of a speed camera on Korora Hill (an obvious revenue raiser) only added to the existing affliction. Compression braking from south bound trucks down the Opal Cove section, as well as those north bound travelling down Korora Hill, can at times, be likened to Kingsford Smith Airport's peak periods. We cannot blame our friends and family from refraining to visit. To travel the highway is enough aggravation without attempting to sleep with the noise on arrival. ***No signs to lessen compression braking*** have been placed in these areas, ***nor is there a reduced speed limit*** along this stretch.

Attempting to enter this 100K (plus) zone from any entry point is a constant danger. Not only due to the speed and overtaking trucks, but also the RTA road rules that insist '***vehicles keep to the left unless overtaking***' on this section of dual carriageway.

Consequently, locals wait, on many peak traffic occasions, for a hundred + vehicles to pass in single file. With the continual development along Coffs Harbour's northern beaches this situation can only worsen. Being closer to the CBD, Korora residents will eventually find it impossible.

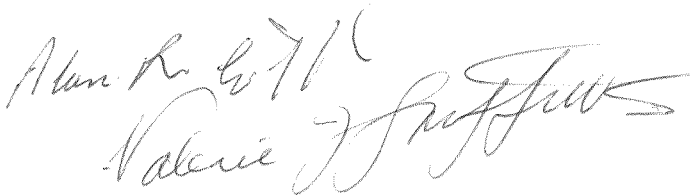
No minor deviation of the highway by the RTA through developing west Coffs Harbour will alleviate the horror of the highway's passage through our town and its surrounds. The continued mixture of increasing local traffic with heavy transports, now both day as well as night, is nothing less than criminal. Come for yourself and witness the lane

changing at speed of these land-leviathians along this town's main road, often just to beat another truck to the next set of traffic lights. This done during the day when all can see - what happens at night?

Only a miracle thus far, has prevented a **major** accident in the Coffs Harbour town or northern beaches areas. Let us pray that when it does happen (given time, it will) that it does not involve a coach, either with our school children or loaded with travellers. And still the State Government insist upon closing rail, forcing more and more coaches onto our major roads. And as for a Hazmat accident through the town ... this does not bear thinking about!

It is time due consideration was given to providing the public with a decent motorway, bypassing ALL towns, villages, etc. enroute, as well as updating the state's rail system - the money saved in medical, legal and repair costs would aid and abet the provision of systems conducive to the twenty-first century. Meanwhile, in the short term, assuage the taxpayers of this state with some minor alleviating remedies.

Sincerely,

Handwritten signatures of Alan R. and Valerie J. Griffiths. The signature for Alan R. is on the left, and the signature for Valerie J. is on the right, overlapping the first one.

Alan R. and Valerie J. Griffiths