

16/11 JM

→ DEB

## Adelaide Rail Freight Movement Study.

Discussion Paper - Comments by D.Gibson.

I wish to offer the following comments to this Discussion Paper:

(1) Reference to Clause 2.2 Community amenity:

In the Adelaide suburban/hills area there are ten existing open rail/road crossings to be considered in Options 1&5; and six of these to be considered in Option 4 - where the proposed tunnel would exit just south of Cross Rds.

In Options 1&5 three existing open level crossings are in the Blackwood area within some 3 kms – at Glenalta, Blackwood and Coromandel stations. Freight trains of 1500 and 1800 m length could block two crossing simultaneously and cause havoc to emergency vehicles – Police, Fire Brigade and Ambulance – in this high bushfire prone area.

(2) Option 3 diverts all interstate through rail freight traffic - ie Vic, NT, WA bound – clear of the Adelaide hills and metropolitan area. The proposed route from Murray Bridge to Two Wells via the Barossa is only marginally longer (11 kms) than the existing route via Adelaide, but with lower gradients and larger radius curves, higher operating speed will be possible with consequent lower haulage and maintenance costs. Rail marshalling yards at Two Wells would allow rerouteing of Adelaide bound waggons from interstate bound trains.

(3) Restoration of Adelaide suburban rail services to Mt Barker region.

Not mentioned in the study, Option 3 will allow the restoration of Adelaide suburban rail services to be extended from Belair to Mt Baker - which is a rapidly expanding locality. The present standard gauge rail track – which was converted from broad gauge some 10 years ago - can be easily reverted back to broad gauge.

This will also allow the restoration of rail services from Adelaide to Strathalbyn and Victor Harbour for both passenger and freight services.

Future electrification of the Belair/Mt Barker line should be considered in the track rework including upgrade of the various tunnels.

(4) Adelaide Outer Ring Road Loop.

Consideration should be given in Option 3 for the inevitable need for an Outer Ring Road that could be included in the same rail corridor between Murray Bridge and Two Wells. This would eliminate the interstate transports ( Semi's, Double B's, etc) that now cause considerable congestion in Portrush and South Roads while passing through Adelaide. And now Triple B's are being mooted – one can only imagine the suburban traffic problems. Construction of the Ring Road and the Rail Track projects simultaneously could be effected using common Civil design criteria of bridges, culverts, earth cut & fill requirements, etc; plus the same site infrastructure and earthmoving machinery, resulting in considerable savings against adopting two separate projects spaced some years apart.

(5) While Options 1, 4 & 5 are exercises to be considered, they should be rejected because:

(a) Through freight - Vic, NT & WA bound - would still be channelled through the congested metropolitan area, particularly around Keswick and Mile End.

(b) Cost

(c) Options 1&5 continue to deny Mt. Barker region a rail link to the suburban network.

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