

Dear Sir/Madam,

I wish to express my views on the Discussion Document from the Adelaide Rail Freight Movements Study dated October 2009. I live in the suburb of Millswood and experience the continual high levels of noise and pollution from the freight trains on a daily (and nightly) basis.

The existing line was constructed over 120 years ago and is no longer tenable as a freight train line in 21st century Adelaide. The increased urbanisation adjacent to the route is one of the many reasons why the line should be diverted through less populated areas. There is an ideal opportunity to develop the Adelaide Hills/Belair line into a commuter and tourist route. This would tie in with proposals to create residential corridors alongside Adelaide railway lines.

A bypass is the only environmentally viable option. Maintaining and increasing freight trains on the Adelaide Hills line is unacceptable to the burgeoning local population. The projections of increased frequency of trains of up to 1.8 km, double stacked and pulled by at least five diesel engines will impact significantly on the environment, health and economy of the community. The higher levels of noise, the increased atmospheric pollution, longer delays at level crossings should not even be contemplated in a modern city. This scenario is entirely avoidable.

Maintaining freight trains on the existing line does not make economic sense either. As well as road traffic delays affecting local businesses and commuters, operating costs for the rail companies would be greater than on a flatter and straighter alternative line. Indeed, the forecasts state that a greater proportion of freight traffic will be between Melbourne and Perth strengthening the case for an Adelaide bypass.

Therefore, options 1 and 4 should be dismissed. The report states that, for option 4, "commercial freight traffic on the existing route would cease, and this would provide a full resolution of the community amenity issues associated with operation currently on the Adelaide Hills route." However, it does nothing to resolve the problems associated with freight train traffic in the central built-up areas of Adelaide from Cross Road northwards.

Option 3 is the only one that is compatible with a modern vision of growth and development of infrastructure and population in Adelaide. It is the most environmentally friendly and would contribute to the well-being and the economy of not only Adelaide, but Australia as a whole.

Dr David F Moffat