

Members of the Review Team,

We are pleased to respond to the issues presented in the Discussion Paper.

In summary **we support Option 3 (Northern Bypass)** as the most effective and efficient option to address the structural, social, environmental and economic shortcomings of the existing route. In addition, this option will allow for the expansion of the passenger network to Mt Barker and beyond as well as reinstating a double line service to Belair.

We do not support the other options for the following reasons;

**Option 1 Upgrade Existing Adelaide Hills Line.** Any changes will be made to an alignment designed in the age steam and built in the nineteenth century and shown to be unsuitable to carry the current and future freight loads. Marginal alterations will not change the fact that the track will still pass through suburban areas, a national park over some of the steepest grades in the Adelaide Hills.

We reject the feasibility of any increase in capacity is possible without significant social and environmental costs, two issues the report appears to have glossed over. In view of the structural constraints caused by tight curves and low bridges and tunnels any increase in freight capacity will require longer trains travelling the route more frequently.

The proposal to increase the current length from 1500m to 1800m accounts for a potential 20 per cent increase in capacity, the remaining 80 per cent then must come from a concomitant increase in the number of trains using the line. A previous study suggests 80 trains per week currently use the line. The projected average growth to 14.3m tonnes by 2039 represents an almost 3-fold increase in present movements requiring an estimated 190 trains per week (assuming that 20 percent of the increased capacity is due to the longer trains.)

**Option 2** appears to be a variation on Option 3, the final alignment for Option 3 would follow detailed site planning.

**Option 4 Southern bypass with tunnel.** Appears to be a gradiose engineers' solution resulting in the longest and possibly the most expensive tunnel in Australia. It fails to address traffic issues effecting Cross Road, Leader Street Goodwood and Torrens Road Ovingham.

**Option 5 Adelaide Hills Upgrade and Northern Bypass** This options appears to be having a bet each way with freight for Adelaide being brought through the Adelaide Hills and Perth and Darwin freight bypassing Adelaide. If this is the intention then it is unacceptable for the same reasons for Option 1 being unacceptable.

We appreciate the opportunity to comment on the Discussion Paper and request that planning work for the northern bypass start at the earliest opportunity avoiding any further work including piece-meal extension of by passes on the existing Adelaide Hills line.

Ken & Chris Goodall