

19 November 2009

Adelaide Rail Freight Movements Study
Department of Infrastructure, Transport,
Regional Development and Local Government
GPO Box 594
CANBERRA ACT 2601

Dear Sir/Madam

**RE: ADELAIDE RAIL FREIGHT MOVEMENTS STUDY –
RESPONSE TO INVITATION TO MAKE SUBMISSION**

Unley Council is writing in response to your invitation to comment on the Discussion Paper that has been prepared to inform the Adelaide Rail Freight Movements Study. This submission particularly focuses on impacts of the various options on the City of Unley.

After considering the Discussion Paper and in particular the 'status quo' situation and Options 1 to 5, I advise you that the only acceptable Options to the City of Unley are Options 2 and 3 which outline the realignment of all freight rail lines away from the Adelaide Hills and southern suburbs and including this Council area.

Council is concerned that the international growth trend in the rail freight movement industry is having a detrimental impact on our City. The immediate and wider impacts are fourfold; on community safety, society and public amenity, environment and our local economy.

The South Australian Government is encouraging metropolitan Councils to develop strategies to achieve 'transit oriented developments' in their Council areas and this is the strong theme throughout the 30 Year Plan for Greater Adelaide. Unley Council is keen to work with the State and Australian

Governments to achieve high quality integrated design offering higher density living and working conditions in the inner City area. For example, in consultation with the State Government and with advice given to the Department of Defence, we have prepared an Urban Design Framework for the Keswick Barracks at Forestville. This Framework proposes an intensive residential and mixed use development that relies on access to a new and accessible train station. Should the Department of Defence choose to sell the Keswick Barracks, plans to achieve an attractive, safe and integrated design at this site may be thwarted by the presence of the existing freight rail system.

In terms of the status quo situation we make the following observations. As demand for rail freight continues to increase so will demand for longer trains and double stacking of containers. We understand that the capacity of the existing line from Murray Bridge to Islington is unlikely to be met for another 10 to 15 years and that the track can cater for in excess of twice its current annual load.

As the current track can only sustain trains to a maximum of 3,500 tonnes with a maximum length of 1.5 kilometres there appears no doubt that the number of locomotives and separate train movements will increase to meet the demand under this scenario. Furthermore the number of metropolitan trains is likely to increase as the South Australian Government plans to increase the patronage of public transport. This will add further congestion to the rail alignment through the City of Unley and will limit the potential of a passenger train service through the Adelaide Hills to City as well as to the south from the City of Onkaparinga to the CBD,

In terms of Options 1, 4 and 5 we make the following observations. Any iteration of the current freight rail alignment passing through the City of Unley is likely to have serious negative economic, social, safety and environmental impacts for our community as the rail freight demand increases and longer trains with double storey capable rolling stock become the norm. Therefore Options 1, 4 and 5 including the status quo are unacceptable.

In terms of Options 2 and 3 we make the following observations. Diversion of the rail freight alignment away from the City of Unley will provide local economic, social, safety and environmental improvements for the Unley community and as described in the Discussion Paper will dramatically improve the amenity for Adelaide Hills communities. Therefore Options 2 and 3 are the only acceptable solutions.

A summary of the negative impacts currently experienced and likely to be exacerbated by maintenance of the current alignment as it travels through the inner southern suburbs and particularly the City of Unley is provided below.

Negative Impacts of Status Quo and Routing Options 1, 4 and 5: Rail Freight Maintained Through Unley

In addition to an increasing number of locomotives and other rolling stock, lengthening to 1800 metres and double stacked freight trains, the impacts on the City of Unley of the maintenance of the current alignment including the diversion proposed from south of Cross Road are:

- Safety and perceptions of safety
 - 1.5 kilometre long freight trains with 10 minute delays for commuters including during peak hours for work and school – with possibility that the trains may become longer
 - 1.5 kilometre long freight trains passing within 30 metres of at least 200 mostly residential properties with associated wind, grime, dust affecting thousands of residents in the wider area – with possibility that the trains may become longer
 - Increasing wind, grime, dust and anxiety including for people waiting at stations for passenger stations as freight trains pass
 - Dangers to children on bicycles and walking interfacing with freight trains
 - Dangers to less mobile adults including older people and people with disabilities at interfaces with freight trains
 - Level crossing dangers of vehicle and pedestrian accidents
 - Goodwood Road overpass for actual and perceptions of personal safety
 - Cross Road, Victoria Street, Leader Street level crossing interfaces with cyclists, pedestrians other vehicles with potential accidents being serious
 - Anticipated 'double stacked' freight train accident impacts
- Social
 - Millswood (Clapham and Hawthorn) Station was closed in 1995. The State Government has advised that these stations cannot function because of the need to maintain the rail freight movement limits the metropolitan network to a single line – thousands of potential train passengers affected
 - Community identify severed by heavy rail track with little opportunity for rectification offered by electrification of line
 - Anxiety caused by poor amenity in vicinity
 - Lack of willingness for members of the community to walk or cycle near the heavy freight line affecting levels of health and wellbeing
 - Traffic delays caused by rail crossings activated by freight trains at cross level crossing
 - General amenity reduction including for properties within 200 metres of the line

- Environmental
 - Noise from trains
 - Noise from maintenance and upgrading of line
 - Exhaust from freight trains and associated pollutants leading to poor air quality
 - Potential poor soil quality in immediate vicinity
 - Dust including metal shavings, soil and dolomite
 - Loss of amenity from Goodwood overpass
 - Limited opportunities for quality urban design in environments where freight trains need to be catered for – Keswick Barracks and Adelaide Showground interface, Goodwood Road Overpass, Cross Road, and the interface with rail line in the suburbs of Goodwood, Forestville, Millswood, Kings Park, Clarence Park.
- Economic
 - Property value affects in immediate vicinity of increasing rail freight
 - Possible damage to buildings in vicinity of increasing rail freight from ‘shudder affect’
 - Owner unwillingness to upgrade or develop nearby properties and including major developments of larger properties
 - Noise impacts on nearby businesses
 - Access to properties impacting on business
 - Potential to limit success of possible higher density development opportunities along rail corridor including at Keswick Barracks/Adelaide Showground.
 - Delays to business traffic on Cross Road (arterial road), Victoria Street and Leader Street
 - Economic impacts to community of a lengthy and cumbersome bridging structure to enable freight and metropolitan passenger rail separation within Council area.

A summary of the positive impacts for the inner southern suburbs and particularly the City of Unley of a total realignment of the freight services from Murray Bridge via Truro and Two Wells is provided below.

Positive Impacts of Routing Options Group 2 and 3: Rail freight Alignment Diverted From Unley

The impacts on the City of Unley of the diversion of the rail freight away so that it reaches Islington (and interstate) via Two Wells and Truro are:

- Safety and perceptions of safety
 - Absence of 1.5 kilometre – and potential 1.8 kilometre length freight trains
 - Decreased danger of injury to children on bicycles and walking
 - Decreased danger to less mobile adults including older people and people with disabilities

- Less opportunity for level crossing accidents for vehicles and pedestrians
- Ability to better design Goodwood Road overpass for safety for pedestrians, cyclists and people in vehicles
- Safer crossings at Cross Road, Victoria Street, Leader Street level crossing by removing some trains from the interface
- No opportunity for double stacked freight container accidents
- Social
 - Likelihood that more members of the community of all ages and wellbeing will use passenger trains if there are less detractors like wind, grime, dust and anxiety as freight trains passes the stations
 - Potential new station at Keswick/Showground more likely without rail freight presence
 - Millswood Station (Clapham, Hawthorn) more likely to be reopened
 - Potential for more efficient public transport system by rail from Adelaide Hills
 - Design of line following electrification could include better amenity including interface between pedestrians, cyclists, drivers with trains
 - Improved amenity leading to less anxiety about conditions and more walking, cycling and better health of community
 - Less time lost waiting for freight trains to pass level crossings
 - People more likely to cross the line to visit friends, shops, community services
 - People living in properties within 200 metres of the line likely to experience better home amenity
- Environmental
 - Less noise from trains with only metropolitan and (assuming) interstate passenger trains remaining
 - Less requirement to maintain and upgrade lines if less heavy trains using them
 - Less exhaust from freight trains and associated pollutants leading to better air quality
 - Less negative impact of contaminants on soil
 - Less dust including from metal shavings, soil and dolomite
 - More likelihood of participating in the 'Transit Oriented Development' trend promoted by the South Australian Government and the subject of urban design investigations for Keswick Barracks and Surrounds by Council
- Economic
 - Improved amenity on private properties and nexus of roads and rail
 - Increased property values in immediate vicinity of increasing rail freight
 - Less possibility of damage to buildings in vicinity of increasing rail freight from 'shudder affect'
 - Owner willingness to upgrade or develop nearby properties

- Less noise impacts on nearby businesses and more willingness to establish business near rail line
- Better access to properties including businesses
- Better land development opportunities including viability of higher densities

Please contact the Manager of Transport and Traffic Charles Mountain or Senior Strategic Planner Angela Davison on 8372 511 for clarification of any points raised in this correspondence.

Unley Council wishes to be further involved in the Adelaide Rail Freight Movements Study and we ask that you involve us in working groups and consultations. This particularly relates to the development of options, the manner in which the interstate track crosses over urban passenger rail lines at Goodwood Junction and any other matters regarding the line through the City of Unley.

Yours sincerely

Ray Pincombe
Chief Executive Officer