

SSI-10055

Submission Inland Rail Albury to Illabo

I Support the need to get trucks off the roads, but I object to many unanswered and projected plans for the Inland Rail.

My objections to the Inland rail running thru the centre of the largest inland city in NSW.

There will be 2 Railway Xs Fernleigh Road and Docker streets in the city and several in surrounding areas including small country roads and places like Uranquinty, The Rock, Yerong creek, Henty and Culcairn to the West and several to the North including Illabo, Bethungra and Junee.

All these points xs are going to create Traffic hazards and potential safety issues with banked up traffic to general traffic and emergency services assess. Overpasses is one solution as cars and trucks are going to be built up on country road thru fares and the highways like the Olympic and Junee roads. Traffic should flow not Stop longer than the current situation. There should be no Xs. Overpasses and viaducts will help in reducing this.

Wagga Base hospital, South Wagga School, Kildare college, Remand centre, Wagga Wagga historic Railway station many houses and businesses including Hotels are all going to be impacted by Extra noise, vibration, pollution, and access restrictions in re development and ongoing longer trains.

The XPT service for the public will be affected by late running goods trains, break downs, and lack of double line points. Vice versa the XPT could do the same to the goods trains.

The current Viaduct from Central Wagga Wagga is an aging line with long time speed restrictions. That needs to be highlighted to the report, at present I believe that was 80kms an hour.

Ring Rail

The solution is to consider a Rail bypass around Wagga Wagga from Kapooka to Bomen Intermodal freight hub.

Japan has most of their network on Viaducts and there is availability of plenty of flood plains around Wagga Wagga that this can be created and will not affect Grazing or Flooding thru fare.

I have looked at a private Ring Rail plan already and my question is having the Inland Rail? If not, why not? If it's costing the current plan millions it's going to cost millions more to maintaining ongoing to cause a lot of cost to the city citizens, Inland rail and Govt short term and long term

I understand Narromine has been approved for an alternative rail then why not Wagga Wagga?

Safety of explosions, train crashes can be limited to a less risk with a Ring Rail. If a train does crash its going to have a costly impact on public passenger services and other freight trains. Also, the current awareness and actions around the environment will be reduced by a Alternative and that is not the case Inland rail has not accepted this option from submissions and announcing this in the media.

With the current E.I.S it has very little outlines in regard to future aging infrastructure, the current system was put in place in the late 1800 s when Wagga Wagga was a small town. It's expected to grow to a pop of 100,000.

The E.I.S Does not offer Alternative options like a Ring Rail.

How many operators are going to utilise the service, the Inland rail have not told us how many providers are onboard and what their concerns are and cost to operate? Were they consulted about Ring Rails?

The EIS statement offers very little regarding long term benefits and concerns, why is that?

I also feel there needs to be a public forum held in a large venue to have a honest discussion from the stakeholders as the recent ones held, like in Wagga Wagga were a farce. It needs a public forum not held behind a small desk in the corner of a library. Many people were put offside by holding these tokens so called info booths.

The EIS has been in progress for years, the public get several days to enter submissions to a report of over 4,000 pages. That should be expanded to several moths for submission and action groups given funding to able better public feedback.

Give the public, business and stakeholders a opportunity to be involved in the process, not as it currently has been.

Regards

Peter Rex

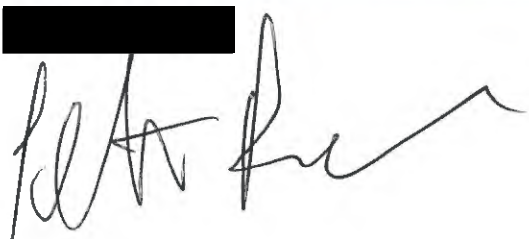
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