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30 March 2006

To whom it may concern,

**RE: Mitchelton to Keperra Rail Line Duplication**

I wish to voice my disappointment at the lack of public consultation prior to the release of this proposal in March 2006. Nevertheless I put forward my thoughts, in the hope, that they can be properly considered before the work starts in two months ! (I hope that the current proposal is not a “**fait accompli**”)

The “Arup Queensland Rail - Mitchelton to Keperra Duplication Environmental and Planning Study” dismissed the need to consider the impact that the rail duplication has on the community in a holistic way. It is not sufficient to look at the rail duplication in isolation, even if the rail corridor is deemed to be “community infrastructure” (Arup Feb 2006)

- Road and rail volumes state Dawson Parade is ~6.5 times over the recommended level for immediate OLC grade separation, (Arup Feb 2006)
- Currently Dawson Parade averages 18,000 vehicle movements per weekday, (Arup Feb 2006)
- The report dismisses it's own findings that all three road crossings (Blackwood St, Glenholm St & Dawson Parade) needed OLC grade separation **now** but does indicate *that "a joint funding arrangement be discussed for future grade separation"* of Dawson Parade, (Arup Feb 2006)
- There is no mention of the existence of the local fire station. It is approximately 1800m north from the Dawson Rd railway crossing at 1145 South Pine Rd Arana Hills
- There is NO plan on how the future ~90 cars in the Grovely north car park will safely exit the car park onto Dawson Parade or similarly how the ~122 cars in the Grovely south car park can safely exit Blaker Rd. Currently the queues from the existing Grovely car parks are so dangerous, QR is failing it's duty of care. See Appendix D
- I counted over 300 cars at Oxford Park and Grovely stations after 4pm on the afternoon of Wednesday March 15<sup>th</sup>. That equates to more than six \* 50 seat buses, assuming that only one person was in each car. This report fails to address the current vehicle congestion problem and ignores the congestion that will be exacerbated by the current duplication plan
- Appendix E shows the location of 141 vehicles parked on the streets around Grovely and Oxford Park stations (not counting those in Grovely station car parks) on the

afternoon of Wednesday March 22<sup>nd</sup>. Mitchelton congestion is just as bad with the streets around the station choked with parked cars

- The report fails to address the need for an immediate integrated transport plan of action to cope with the expected (and required) growth in how commuter's travel to Grovely and Oxford Park stations
- The proposed future OLC grade separation (2009/2012 rail overpass) at Grovely will require the removal of a number of existing dwellings and possible some businesses. It will require a new temporary road to be built. It will be difficult to construct an over pass on such a narrow road corridor as Dawson Parade, unless the parklands was permanently resumed, and will greatly disrupt the residences living close by to Grovely station
- The proposed future OLC grade separation (rail overpass) will destroy the viability of businesses along Dawson Parade both during construction and afterwards as traffic is diverted
- There is an ambulance station at the Samford Rd and a Fire station at the South Pine Rd end of Dawson parade and the report fails to acknowledge the vital link that Dawson Rd plays in providing emergency services and the great difficulty there is in avoiding Dawson parade in the event of an emergency
- The report fails to take note of traffic calming and pedestrian safety measures that have been installed.

The real problem is the fact that people drive from all the surrounding suburbs and park at railway stations in such large numbers. Ferny Grove Car Park is full so that drivers go to Grovely, and then overflow to Oxford Park, Mitchelton, and Gaythorne stations etc

**I propose that the rail duplication be looked at holistically. How does it interface with, and solve the transport problems currently existing within the community, today, tomorrow and well into the future?**

I believe the current solution is wrong. There is no doubt that the rail line needs duplicating, but I have another proposal that will go a long way to improving transport in this corridor area now and into the future.

I propose that all levels of government look at this issue and work together to provide the solution TOGETHER NOW.

My solution is expected to cost less than the combined current \$38m rail duplication and the future \$10m OLC grade separation. ie \$40-45m compared to \$45-48m.

Otherwise for approximately \$48m from 2006 to 2012, (six years) there will be massive inconvenience and possible life threatening situations when a more cost effective and appropriate solution can be constructed with minimal inconvenience for less cost in a much shorter timeframe.

## My suggestions.

### Grovely Station.

I propose the following: -

- Build a new Grovely railway station in the style of the Brisbane Airport International train station. That is a suburban sized station built over the top of Dawson Parade, so vehicular traffic flows under the station at roughly the same level it does now. See figure 1



Figure 1. Brisbane International railway station and tracks superimposed over Dawson Parade at Grovely.

- The costs to combine the rail duplication and the OLC grade separation (overpass) would be much more cost effective if combined into a single solution. See appendix A
- Incorporate bus bays underneath the new station to allow buses to loop between Ferny Grove, Grovely and Mitchelton/Brookside stations. This will work in well with the bus interchange proposed at Brookside. See appendix B
- This solution provides more space for car parking underneath Grovely station, although the longer term plan is to provide practical alternatives to driving to the station
- This solution can be constructed with minimal interruption to vehicular and commuter traffic. Traffic lights will allow traffic to safely exit/enter Blaker St

- Turn the northern car park entrance into an “entry only” entrance. Connect the north and south car parks with a connecting road under the rail overpass (east/city side of the station) so that all traffic exits onto Blaker St and then can safely disperse along Dawson Parade via the new traffic lights, see appendix C
- This proposal has the least impact on the businesses and residents that live on Dawson Parade close to Grovely station
- Commuters will be able to exit safely on both sides of Dawson parade. This will greatly improve pedestrian safety
- The visual impact will be lessened with the railway crossing the road
- There will be an increase in passenger safety while waiting on the new station due to the fact that the station will have increased visibility from Dawson Rd by vehicular traffic
- This proposal will also reduce traffic along Samford Rd and Dawson parade, as commuters can bus to the stations and those needing to drive can find sufficient car parks at Grovely station, thus avoid driving to Mitchelton and Gaythorne stations
- This solution, if fully implemented, will provide the best long term solution to the road congestion and current parking problems caused by the close proximity of Grovely railway station to Dawson Parade

### **Oxford Park Station.**

I propose the following,

- Install duplicated tracks only west of Glenholm St to Keperra. This will allow trains to pass between Oxford Park and Keperra stations
- Do not duplicate the railway between Mitchelton and Glenholm St. As the Glenholm and Blackwood St’s crossing have been identified for immediate OLC grade separation, to spend money on the infrastructure will be to lock the communities into solutions that will be difficult and expensive to resolve in future years. With the Blackwood St precinct so close to the crossing, it will be impossible to build a road over the rail line
- With the installation of 29 car parks at the north east end of the station on Scanlan St to replace the existing car park, I suggest that an entrance ramp is left in place at the city end of the station. A new smart ticket sensor has just been installed and by installing a pedestrian OLC, it will save a long walk from this car park to the station entrance. Think of commuters (QR customers) during Brisbane’s hot summers and storm seasons
- With parking on Blaker St reduced, where are the existing vehicles expected to park, both during construction and once the car parks are completed?

I counted 114 vehicles parked around Oxford Park station at 3:45pm on March 22<sup>nd</sup>, 2006. The proposal for Oxford Park seems to only provide 72 regular and 5 disabled

car parks. Therefore an immediate shortfall of 42 car parks will exist, causing more frustration from local residents who can't park near their homes

- Consideration will have to take into account all the traffic calming and pedestrian measures recently installed

Having seen an announcement of this sometime ago, I have not been able to find a way to discuss this prior to the release of the preliminary design (PD).

I have spoken to Mr. Bruce Kimball (from the State Parliamentary Member for Ferny Grove, Geoff Wilson's office), searched the Internet and QR web sites over the last year but had found no further details or help.

I realize that this will delay the commencement of work by 12-24 months, but that is better than constructing the wrong solution. By making changes to the bus routes immediately, as suggested in Appendix B, It is possible that many commuters will take buses to the stations. This will assist in reducing vehicle movements.

I spoke to Councilor Ann Bennison from Brisbane City Council on March 22<sup>nd</sup> who thought that my proposal was sound and had merit

I will also be sending copies of this report to Geoff Wilson MP, State member for Ferny Grove, Rod Welford MP, State member for Everton, Ann Bennison, Councillor for Enoggera Ward, and others who I feel have an interest in this proposal

I look forward to your thoughtful reply.

Mark A White

## Appendix A

### **My calculations for a small Brisbane International Airport (style) station.**

The current Length of a 3-car set is 72.4m. Suburban stations cater for 6 car sets (144.8m) therefore ~ stations are about 150m in length (some seem to be ~160m).

From the Bowen Hills train line overpass for the Ferny Grove line it seems that a train only needs about 300m to get to a sufficient height to pass over another train. Lets make it 600m either side of the station plus a 150m station for a worst-case scenario.

That makes the total elevated length  $600 + 600 + 150 = 1350\text{m}$ . Using the Air train's average of ~\$26000 per metre (\$220m for 8500m) means that my proposal would cost around \$35,000,000. (\$2.6m less for every 100m not required)

If the new 2300m section costs \$38,000,000 then that equates to approximately \$16500 per metre. Therefore 950m is estimated to ~\$15,675,000. Therefore for a total of approximately \$50,775,000 a total solution can be provided, NOW.

(Remembering that the Air train project required very high pylons and was constructed over large tracks of swamp and creek areas and was also in 1999/2000 dollars, I am also proposing a smaller station) **Therefore the \$51m figure is deliberately high.**

If the trains only need 300m to gain the required height, then the costs are estimated at \$19,500,000 for Grovely (300m + 300m +150m) plus \$25,575,000 for the duplicated track for a total of **\$45,075,000** and even less if the Mitchelton Station to Glenholm St section is left off.

Of course these costs are only rough estimates, however they provide enough support to justify further investigation.

## **Appendix B**

I propose bus routes that would do figure "8" type loops between Ferny Grove, Grovely and Mitchelton/Brookside Stations.

### **Suggestion for possible bus routes**

Route A. Bus route would leave Ferny Grove Station heading northwards picking up commuter passengers in Arana Hills, Arlington area, top of Dawson Parade before stopping at Grovely Station. This bus route would then continue southeastwards along Samford Rd, Glen Retreat Rd, Frasers and Taylors Rd to Samford Rd and Mitchelton Station via Osborne Rd and then onto Brookside.

Route B. Bus route would leave Ferny Grove Station heading southwards picking up commuter passengers in Upper Kedron, Kings Park bottom of Dawson Parade (near Samford Rd) before stopping at Grovely Station. This bus route would then continue northeastwards along Dawson Parade, South Pine Rd or Pimelea St to Camellia Ave to Brookside and then onto Mitchelton Station at Blackwood St.

Of course these buses would then do the reverse routes with several buses during the peak periods and then maybe two buses during the off peak periods.

A ten-year vision will see more and more people move out of cars and take the bus to get to the stations. With integrated ticketing now in place this should be a high priority.

It may be worth considering making these buses all Zone 3 fares for at least 12 months to encourage residents to trial using buses.

Having worked in both Sydney and Melbourne, significant personal experience shows that this works. As young people use public transport, it will only take a generation or so to change habits.

## **Appendix C**

I suggest the following construction flow to minimise disruption to traffic along Dawson parade and railway commuters.

1. Implement the new bus routes and ticket zone structures as soon as practical. Say from July 1<sup>st</sup> 2006.
2. Start construction of the duplicated line west of Glenholm St to Oxford Park station,
3. Work on the Oxford Park upgrade,
4. Complete all car park work at Oxford Park before the Grovely station north car park is temporarily closed,
5. Ensure that the new station alignment is such that the new pillars to support the track from ground level to the station are spaced in such a way to minimise the impact on the existing train services during construction.
6. Start work on the new Grovely station from the western side of Dawson parade to point where the supporting structure on the station side of Grovely will exist, without disrupting the Grovely north car park,
7. Start work on the Oxford Park to Grovely new north railway track up to the existing Grovely north car park,
8. Start work on the Keperra to Grovely new northern railway track,
9. Complete as much of the new station, over Dawson parade, before closing the Grovely north car park to complete the new station and connect the new northern railway track,
10. Allow for a temporary car park to exist on the corner of Kane St and Dawson parade (the triangular park area) when the north Grovely car park has to be temporarily closed to allow for the completion of Grovely station,
11. Complete the new northern railway track from Keperra to Grovely and Grovely to Oxford Park.
12. Once the northern side of the railway track is operational, close the old Grovely station and have commuters and trains use the northern side of the new Grovely station,
13. As the old station and the old railway track are no longer in use, work can continue to complete the southern railway track.
14. Ensure that the new Dawson parade / Blaker St traffic lights are commissioned.
15. Once both railway tracks are using the new station, complete the Grovely north car park and the new arrangements to have cars from this car park exit via Blaker St.



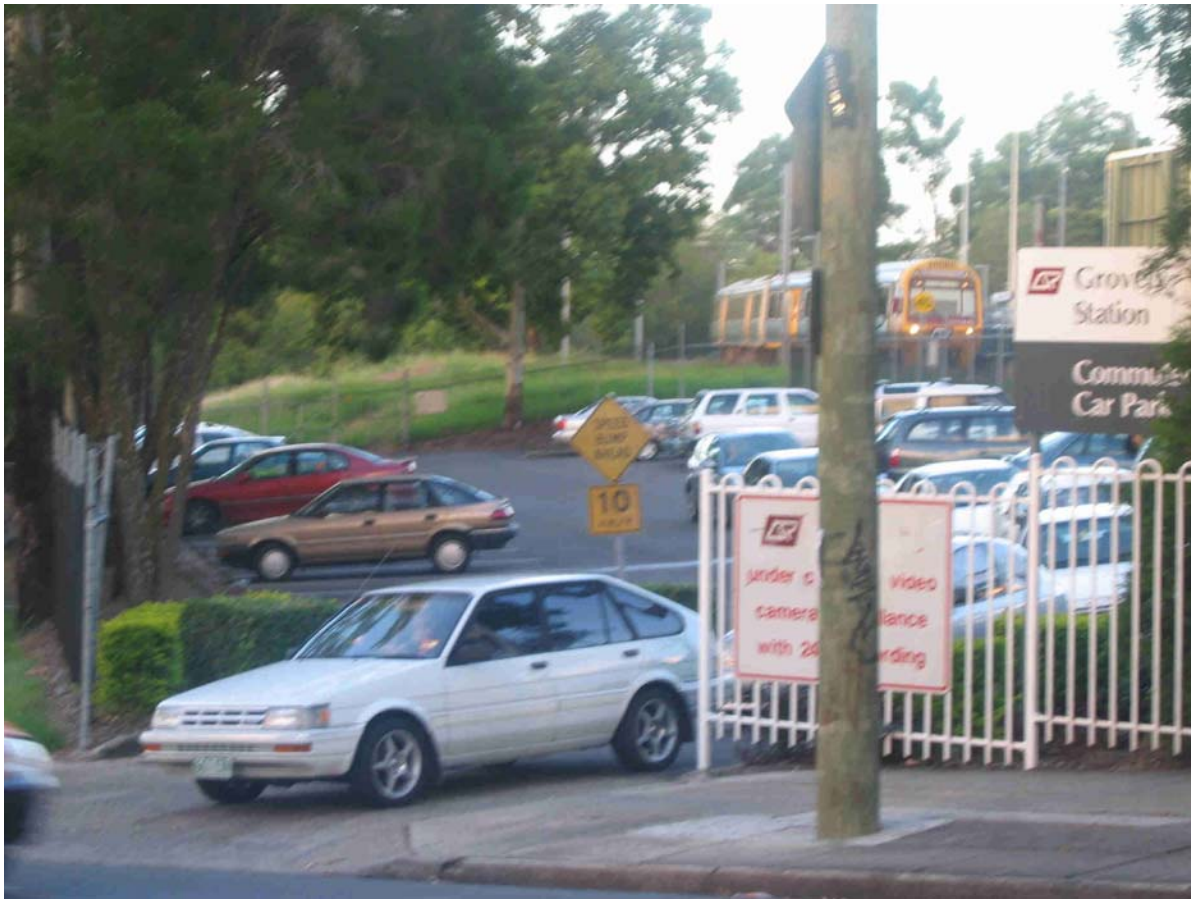
**Appendix D**



Traffic along Dawson parade at 7:16am Monday March 13<sup>th</sup>.



Traffic along Blaker St Grovely at 5:42pm Monday March 13th, just before the next ferry Grove bound train arrives from the city. Note the Ute with the red trailer 18 vehicles back from the intersection.



Seven cars queued to exit the Grovely north car park at Dawson parade at 5:44pm Monday March 13th. The next train is just arriving from the city. (The previous Ferny Grove bound train was 5:34pm)





Traffic along Blaker St Grovely at 5:47pm Monday March 13th, just after the Ferny Grove train Departed.

Note the Ute has made it to 7 or 8<sup>th</sup> position at the intersection. But it is still waiting - After more than four minutes



Traffic along Blaker St Grovely at 5:50pm Monday March 13<sup>th</sup>.  
Note the Ute has made it to 3rd position at the intersection. But it is still waiting - After more than **seven minutes**

**Appendix E**







## **Biography**

Arup Queensland Rail - Mitchelton to Keperra Duplication Environmental and Planning Study  
Feb 2006

Brisbane City Transport Plan 2002-2016

Google Earth used for images of Grovely & Oxford Park stations.