EUROA WORKING GROUP

AGENDA: MEETING 3

NO.	AGENDA ITEM	TOPIC LEADER
1	Open meeting, welcome	Todd Beavis
2	Actions from last meeting	Todd Beavis
3	Adoption of minutes	Todd Beavis
4	Conversations with community	Group
5	Noise report	Simon De Lisle
7	Break	
8	Requirements	Ed Walker
9	Explore options (continued)	Ed Walker
10	Other business	Todd Beavis
11	Future meetings	Todd Beavis
12	Close meeting	Todd Beavis

Inland Rail
Enhancing the North East Rail line to allow for double-stacked freight train clearance
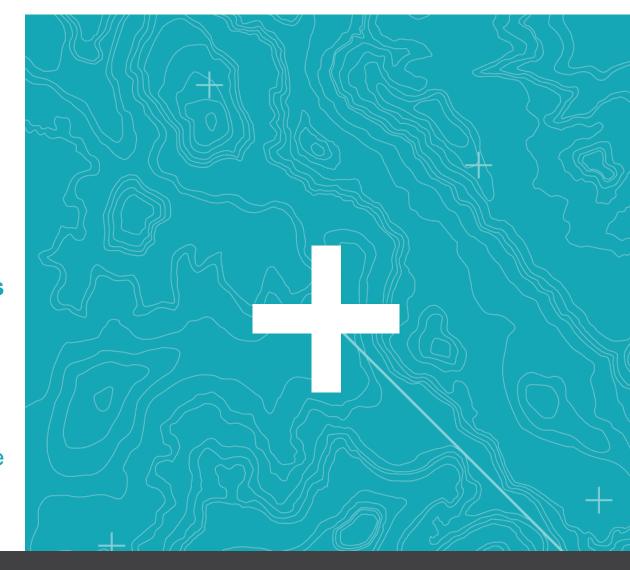
ACTIONS FROM LAST MEETING

INLAND RAIL

NO. ACTIONS

1 Stop all planned communication, including the Q&A campaign in the paper

2 Provide baseline noise monitoring report, including noise logger locations

3 Information on oversize vehicle routes and limits through Euroa

4 Explore the possibility that the road underpass could be limited to smaller vehicles

5 Investigate whether flooding or traffic studies are available

6 Present more information on road under rail and bridge replacement variations

ADOPTION OF MINUTES

- Will include attendance, apologies, declarations of interest; and a record of topics discussed and assigned actions.

- Be reviewed and approved for circulation to members by ARTC and the Chair.

- **Be circulated to all members for review and to confirm accuracy. Any request for major changes to the minutes must be sent in writing to ARTC and forward to the Chair, to be tabled for agreement at the next Working Group meeting.**

- Be published on the ARTC website once approved. Any confidential information will be redacted from the minutes published on the ARTC website.

CONVERSATIONS WITH COMMUNITY

- How has the community responded to your conversations around the Working Group?

- What are you hearing?

- What questions are people asking?
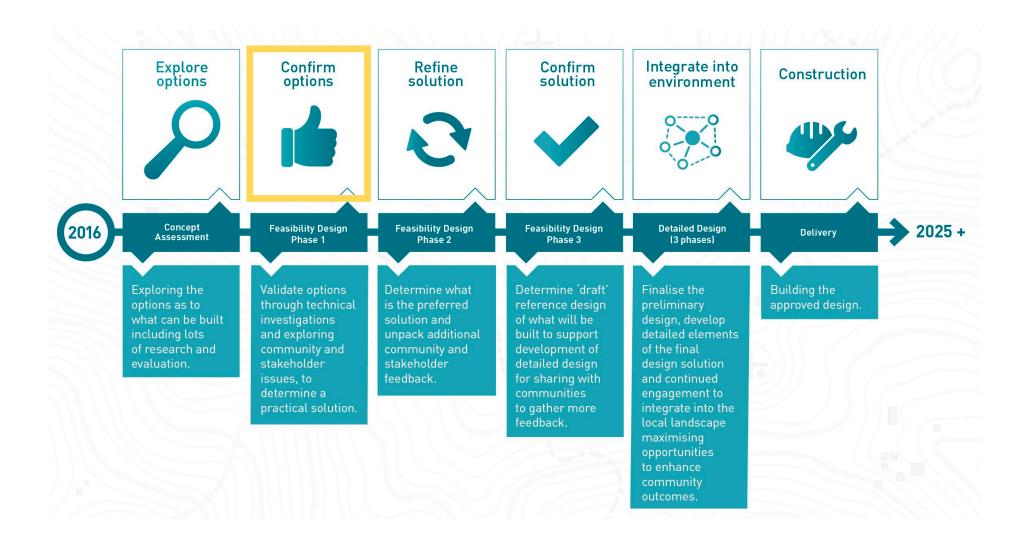
NOISE AND VIBRATION

Last meeting:

- ARTC has adopted NSW Rail Infrastructure Noise Guideline (RING) – most stringent noise policy in Australia

- Baseline monitoring for current levels of freight and passenger services has been conducted – awaiting report

- Predictive modelling conducted on previous preferred solution

- Further noise and vibration assessments will be undertaken on preferred solution

Tonight:

Simon De Lisle, SLR Consulting

INLAND RAIL PROCESS TIMELINE

Explore options	Confirm options	Refine solution	Confirm solution	Integrate into environment	Construction

2016 — **2025 +**

Concept Assessment	Feasibility Design Phase 1	Feasibility Design Phase 2	Feasibility Design Phase 3	Detailed Design (3 phases)	Delivery
Exploring the options as to what can be built including lots of research and evaluation.	Validate options through technical investigations and exploring community and stakeholder issues, to determine a practical solution.	Determine what is the preferred solution and unpack additional community and stakeholder feedback.	Determine 'draft' reference design of what will be built to support development of detailed design for sharing with communities to gather more feedback.	Finalise the preliminary design, develop detailed elements of the final design solution and continued engagement to integrate into the local landscape maximising opportunities to enhance community outcomes.	Building the approved design.

Opportunity to enhance Euroa

The primary requirement from the Euroa community is to make sure the opportunity afforded by this project to improve the station precinct is delivered

COMMUNITY REQUIREMENTS

INLAND RAIL

1. Communication and consultation

2. Station precinct design

3. Connectivity with town

4. Accessibility and safety

These requirements were based on information collected during the following discussions and research:

- ARTC engagement events

- IPSOS market research

- EWG Meeting #1

- EWG Meeting #2

- Ongoing community feedback

COMMUNICATION AND CONSULTATION

- Rigorous and transparent consultation process

- Clear explanations of the rationale behind all major design decisions, communicated in a transparent and timely manner

- Technical information presented in a way that assumes no prior knowledge, so the entire community can participate in discussions
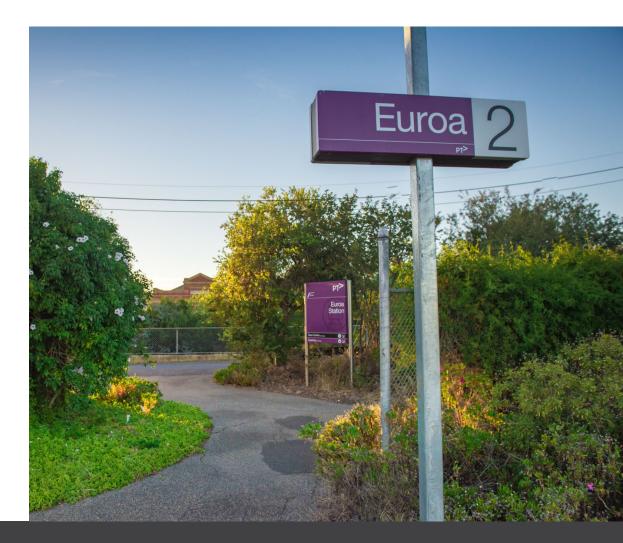
STATION PRECINCT DESIGN

- Modernise the look of the station whilst also respecting Euroa's heritage

- Incorporate open spaces around the station for community use

- Design should be a new landmark that Euroa can be proud of
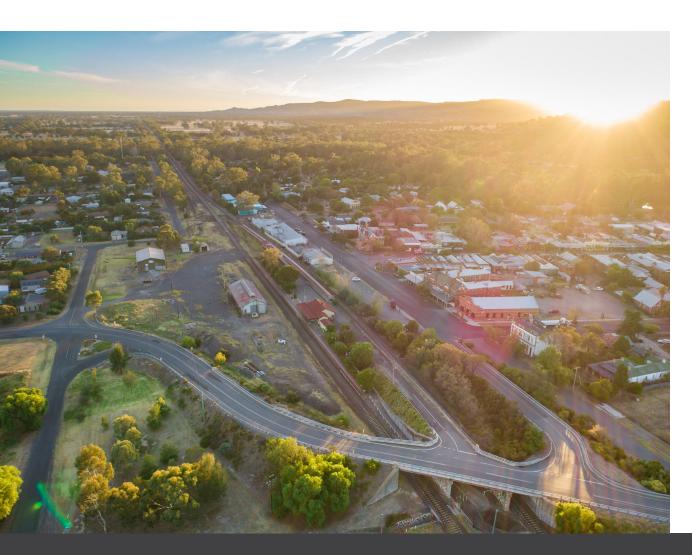
ACCESSIBILITY AND SAFETY

- Improve the accessibility and safety of the station and station precinct

- Maintain vehicle access to station

- Proper consideration for requirements of older community members

- Improve pedestrian access, including from the north-west

- Address existing perception of safety issues due to lack of visibility and poor lighting

CONNECTIVITY WITH TOWN

- Design should ensure connectivity between the station precinct and the town centre

- Design should address the perceived divide in the town caused by the existing bridge

- The rail crossing is crucial as a local and regional connection

- Improve existing pedestrian access across tracks

- Connections to and from site should service the needs of its active elderly community, pedestrians, and all modes of transport

REQUIREMENTS FROM STRATHBOGIE COUNCIL

- Ongoing discussions regarding specific requirements from Council

OPTIONS CONSIDERED

INLAND RAIL

We have investigated the following options for Euroa:

Bridge removal   (Group agreed no further investigation is required)

Track lowering   (Group agreed no further investigation is required)

Road under rail   (Option remains under investigation)

Rail over road   (Group agreed no further investigation is required)

Bridge replacement   (Option remains under investigation)

ROAD UNDER RAIL

INLAND RAIL

Description

- Existing road bridge removed

- Existing Railway St and Station Access ramps removed

- Modification or relocation of pedestrian underpass

- Major works – streets raised, intersections and properties impacted

Construction

- Disruption to traffic and train services
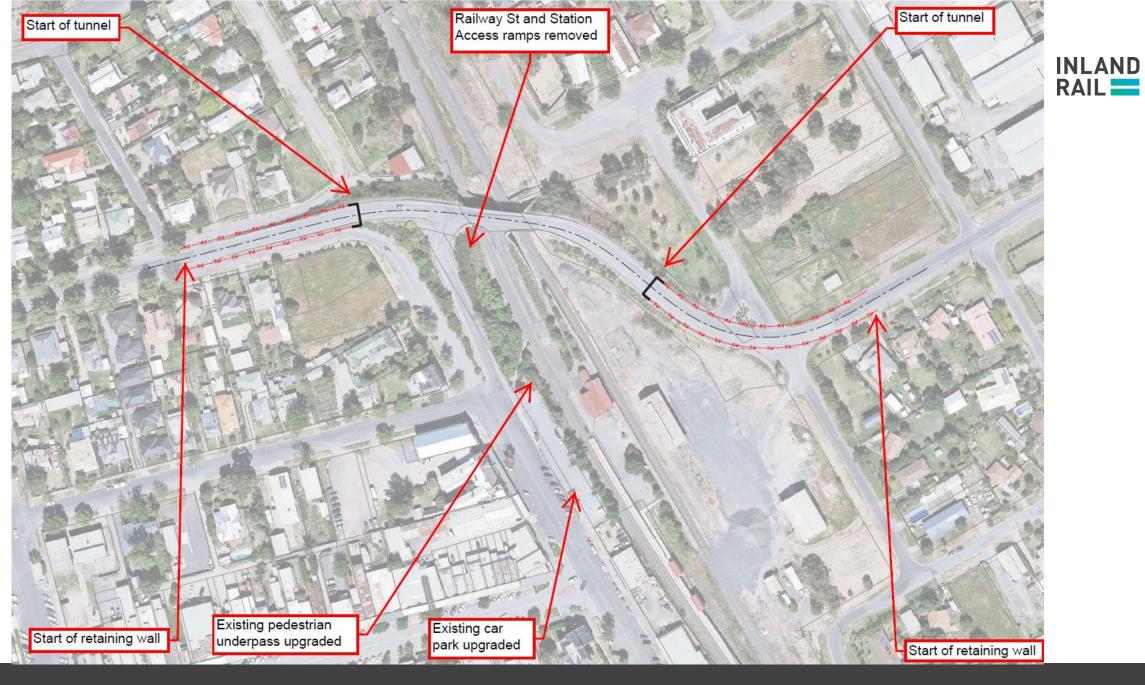
Benefits

- Minor reduction in road noise

Challenges

- Changed station access – no direct vehicle access to station

- Relocation of gas pipeline

- Significant work to mitigate risk of flooding – large pumps and sumps, potential levees

- High cost ($$$$$)

ROAD UNDER RAIL

Start of tunnel

Railway St and Station Access ramps removed

Start of tunnel

Start of retaining wall

Existing pedestrian underpass upgraded

Existing car park upgraded

Start of retaining wall

BRIDGE REPLACEMENT

INLAND RAIL

Description

- New bridge with straighter alignment

- Existing Railway Street and Station Access ramps removed

- Traffic island at Elliot Street intersection

Construction

- Bridge built offsite – minimising impacts on traffic

- No disruption to passenger and freight movements

Benefits

- New, modern and safer bridge

- Improved road alignment – wider lanes

- Upgraded pedestrian access – DDA compliance

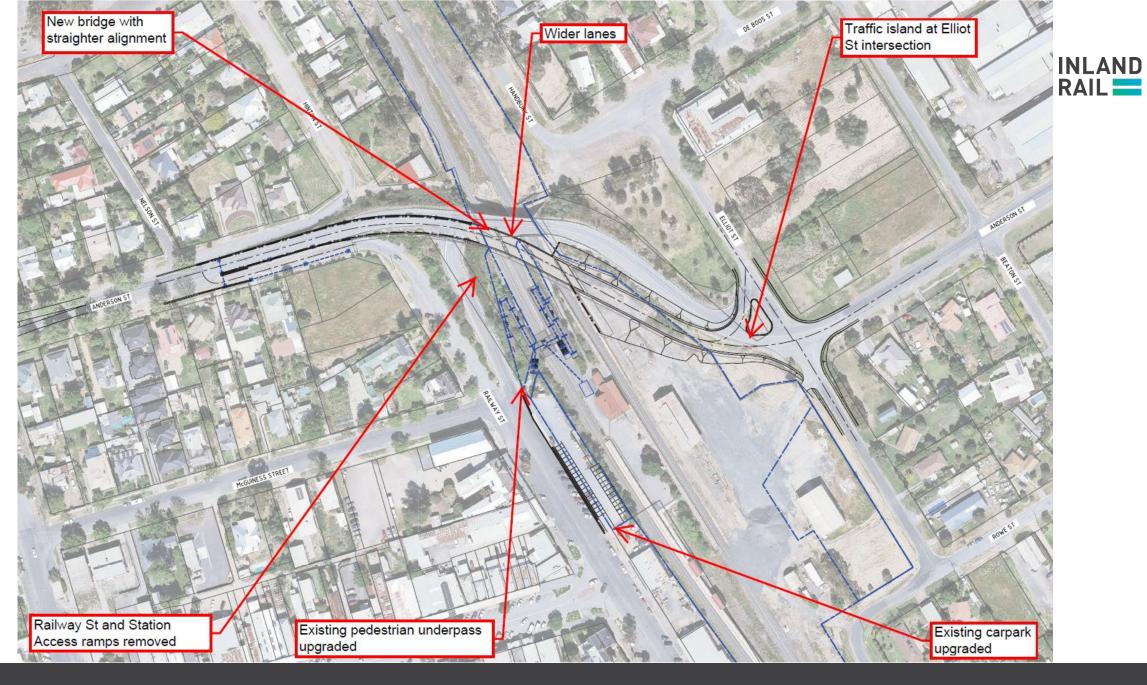- Upgraded intersections

- Cost ($$)

Challenges

- Impacts direct access to platform – station access road and Railway Street connections removed

- Potential for increased traffic on residential streets

- Visual impact of higher bridge

BRIDGE REPLACEMENT

New bridge with straighter alignment

Wider lanes

Traffic island at Elliot St intersection

Railway St and Station Access ramps removed

Existing pedestrian underpass upgraded

Existing carpark upgraded

BRIDGE REPLACEMENT TRACK RECONFIGURATION

Description

- New bridge with straighter alignment

- Existing Railway Street and Station Access ramps removed

- East track removed, new West track built

- New West platform

- Single span for trains to pass

Construction

- Bridge built offsite – minimising impacts on traffic

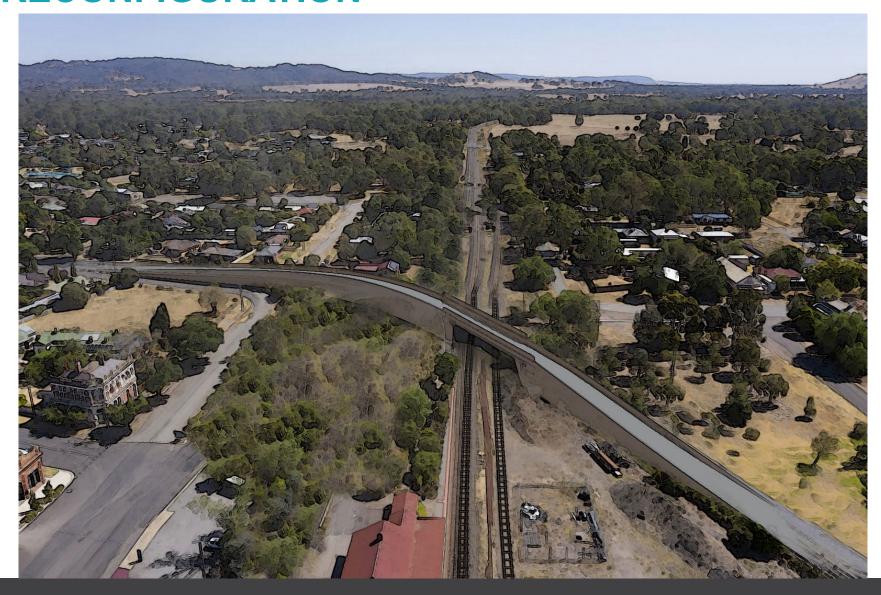- No disruption to passenger and freight movements

Benefits

- New, modern and safer bridge

- Improved road alignment – wider lanes

- Upgraded pedestrian access – DDA compliance
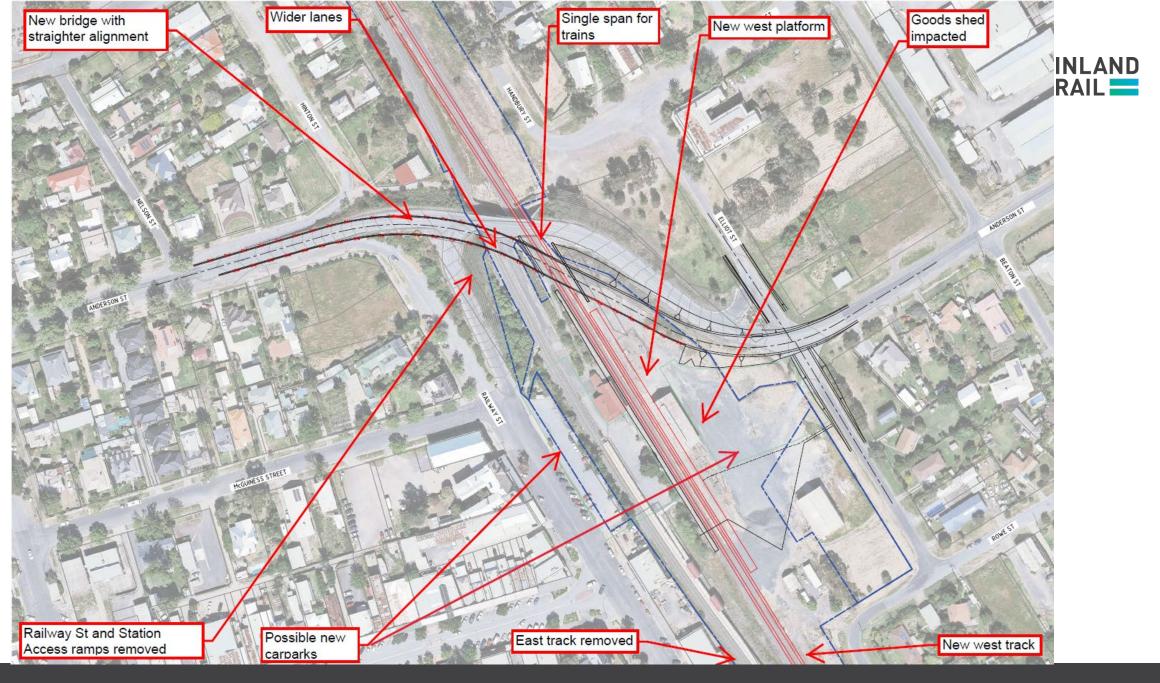
- Opens up space on Railway Street

Challenges

- Potential for increased traffic on residential streets

- Visual impact of higher bridge

- Goods shed impacted/demolished

- Higher cost ($$$)

BRIDGE REPLACEMENT
TRACK RECONFIGURATION

New bridge with straighter alignment

Wider lanes

Single span for trains

New west platform

Goods shed impacted

INLAND RAIL

Railway St and Station Access ramps removed

Possible new carparks

East track removed

New west track

BRIDGE REPLACEMENT
TRACK RECONFIGURATION AND ROAD CONNECTION

INLAND RAIL

Description

- Current bridge replaced with higher bridge

- Existing Railway Street and Station Access ramps removed

- East track removed, new West track built

- New West platform

- Double span for trains and vehicles to pass

Construction

- Bridge built offsite – minimising impacts on traffic

- No disruption to passenger and freight movements

Benefits

- New, modern and safer bridge

- Improved road alignment – wider lanes

- Upgraded pedestrian access – DDA compliance

- Opens up space on Railway Street
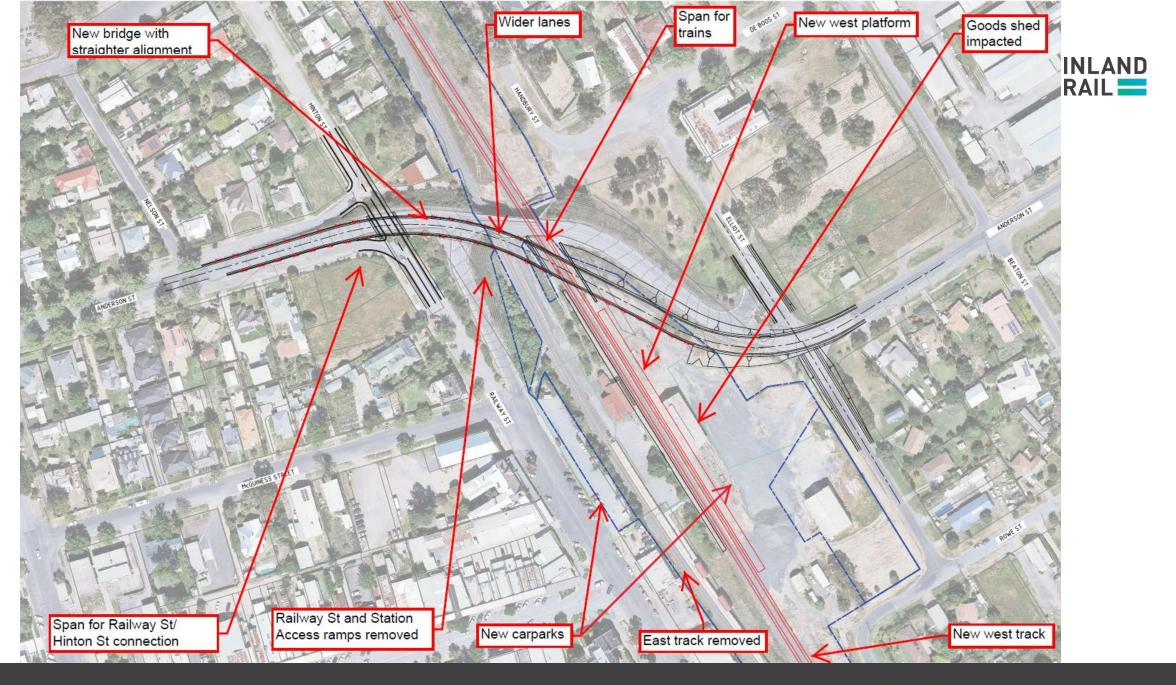
- Connection between Railway and Hinton Streets

Disadvantages

- Potential for increased traffic on residential streets

- Visual impact of higher bridge

- Goods shed impacted/demolished

- High cost ($$$$)

New bridge with straighter alignment

Wider lanes

Span for trains

New west platform

Goods shed impacted

Span for Railway St/ Hinton St connection

Railway St and Station Access ramps removed

New carparks

East track removed

New west track

INLAND RAIL

FUTURE MEETINGS

1. **Topics for discussion**

2. **Proposed date for next meeting: Monday, September 16 at 6pm**

   Location to be discussed

Thank you for your participation