

Moreton Bay Rail Link

Newsletter Edition 1
November 2010

Environment

The Moreton Bay region has experienced significant population growth in recent years and continues to be one of the fastest-growing local government areas in Australia. The area has already seen a great deal of development in order to accommodate this growth with large housing estates, shopping centres, childcare centres and schools being built.

Just as this development has impacted upon the natural environment, it is inevitable that provision of much-needed public transport in the area will also have an effect on the environment, including the need for clearing and removal of vegetation in the corridor.

The project team is committed to caring for the environment and will maintain the highest standards of environmental practice during the planning, design and construction phases of the project.

Flora and fauna

Following environmental assessments carried out in 2008, a report was prepared detailing the likely environmental impact of the project works on ecological communities and habitats. The presence of other wildlife, vegetation and sensitive wetlands and waterways within the corridor will require comprehensive planning and mitigation strategies in order to minimise effects.

The project team will develop a Koala Management Plan to ensure appropriate rehabilitation and revegetation measures are undertaken to help mitigate impacts on koala habitats.

The project team will continue to work with the Department of Environment and Resource Management (Queensland Government) and the Department of Sustainability, Environment, Water, Population and Community (Australian Government) to determine the best approach to mitigating impacts on animal and plant species and habitats.

Project timelines

What's been done to date

Moreton Bay Rail Link has been the subject of numerous planning studies over the past three decades. The first of these took place in 1978–79 when the former Metropolitan Transit Authority conducted a series of investigations for a public transport corridor between Petrie and Kippa-Ring.

An Impact Assessment Study (IAS) commenced in 1999, with significant community consultation activities including staffed public displays to discuss the draft IAS report.

The final IAS was completed in October 2003, recommending that the existing corridor be developed for heavy rail, ultimately including six stations at the identified locations.

The business case development phase has already begun, including the development of a concept design and a range of community consultation activities.

Project schedule

Define the preferred corridor	completed
Identify new station locations	completed
Commence survey works	October 2010
Complete stakeholder and community consultation	Mid 2011
Complete the final business case	Mid 2011
Construction	2012–2016
Open rail link	2016

Working with the community

The project team is committed to engaging with the community, and keeping people well informed about the progress of the project.

In 2003, a Final Impact Assessment report was prepared for the project, recommending that the rail line go ahead, including six new stations at the identified locations. Since that time a number of changes to the project have occurred, and are detailed in the project change report. The report is available online at www.tmr.qld.gov.au/moretonbayrail

Members of the community will have the opportunity to provide feedback in relation to this report and find out more information about the project at the community open days.



Survey work has already begun along the corridor

Contact us

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Full steam ahead for Moreton Bay Rail Link

Work has finally started on the long-awaited Moreton Bay Rail Link. This is the first in a series of newsletters that will keep you informed about the project.

Work has begun on a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at a cost of \$1.15 billion.

Once completed in 2016, Moreton Bay Rail Link will provide a sustainable transport alternative to the current high levels of private vehicle use.

The project will deliver travel time savings of up to 15 minutes compared to car travel in peak-hour traffic for those travelling from Kippa-Ring to the Brisbane CBD.

Have your say

A formal community consultation process will begin in November with a series of community open days and will continue until the end of February 2011.

This gives people the chance to provide feedback on the updated environmental impact report originally prepared in 2003.

You can read the report and share your views online at www.tmr.qld.gov.au/moretonbayrail

Engineering and technical team members will be available at the community open days to answer any questions you may have. You are welcome to visit at any time to speak to a member of the project team.

Community feedback collected during these sessions will be compiled in a consultation report which will be made publicly available after the formal consultation process closes in 2011.

Community open days

North Lakes The Lakes College Hall, College St	Saturday 20 November 2010, 10 am–3 pm
Murrumba Downs John Oxley Reserve Community Hall, Ogg Road	Saturday 27 November 2010, 10 am–3 pm
Redcliffe Redcliffe Library, Oxley Avenue	Saturday 4 December 2010, 10 am–3 pm

Environmental scientists at work

Working together

For the first time in the long history of the Moreton Bay Rail Link, three levels of government have committed funding to make the project a reality. The \$1.15 billion required for the project will be provided jointly by the Australian Government (\$742 million), Queensland Government (\$300 million) and Moreton Bay Regional Council (\$105 million). The Queensland Government has also contributed land valued at \$120 million to the project.



Indicative station design

Why do we need it?

More than 375 000 people call the Moreton Bay region home, making it the third-largest local government area in Australia. It is also one of the fastest growing areas in the country, with the population set to exceed 500 000 by 2031.

More than half the region's population departs the area every day to travel to work, with the vast majority (83%) using a private vehicle for their journey.

This has resulted in significant traffic congestion on our major roads including Anzac Avenue, the Bruce Highway, Gympie Road and the Gateway Arterial, impacting on our environment and our economy. This congestion is expected to get worse as the population in the area continues to grow.

What will it deliver?

Moreton Bay Rail Link will deliver a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring.

Once completed in 2016, Moreton Bay Rail Link will:

- provide a cost-effective, faster alternative to car travel to Brisbane's CBD with travel time savings of up to 15 minutes in peak periods

- help reduce congestion on the road network, including the Bruce Highway, and free up capacity for journeys that can't be made using public transport
- help reduce carbon emissions — every full train on the new line will take about 600 cars off the road
- support sustainable development and population growth in the region
- provide better access to major employment centres both within and outside the Moreton Bay region
- help attract investment to the area and create business opportunities — this will in turn create a significant number of new jobs.

Minimising property impacts

The Queensland Government began acquiring land for this project in the late 1970s, following planning studies which identified a public transport corridor between Petrie and Kippa-Ring.

Because the project corridor has existed for so long, most of the land required for the project is already owned by the government.

The project team is already consulting with approximately 10 stakeholders whose properties may be wholly affected along with others that may be partially impacted.

However, the rail alignment is only at concept stage and the final land requirements will not be known until the detailed design stage is completed in 2012.

Moreton Bay Rail Link alignment

