

### Project overview

**Work has now 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.**

For the first time in the long history of the project, 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.

#### 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, as well as impacting our environment and economy. This congestion is expected to get worse as the population in the area continues to grow.

#### What will it deliver?

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

It 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.

The 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 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.

#### Sustainable growth

The new rail link will provide a catalyst for sustainable development in the Moreton Bay Region. The new stations will provide opportunities for transit-oriented development that will contribute to the sustainable management of population growth.



## The project so far

Moreton Bay Rail Link has been the subject of numerous planning studies over the past three decades.

An Impact Assessment Study commenced in 1999, with significant community consultation activities including staffed public displays.

The final Impact Assessment Study was completed in October 2003, recommending that the existing corridor be developed for heavy rail, ultimately including six stations at the identified locations. Since that time a number of changes to the report have occurred.

The Project Change Report describes the proposed design and delivery changes to the corridor since the final Impact Assessment Study was completed in 2003.

The change report is available online at [www.tmr.qld.gov.au/moretonbayrail](http://www.tmr.qld.gov.au/moretonbayrail).

## Impact on property

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 currently 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.



## Contact us

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# Project timeline

1970

### Late 1970s

Corridor identified  
Land acquired

1980

1990

### 1999–2003

Impact Assessment Study  
Define the preferred corridor  
Identify new station locations

2000

2010

### September 2010–May 2011

Prepare the final business case  
Finalise alignment and station sites  
Develop reference design

### October 2010

Commence early site investigations

2011

### November 2010–February 2011

Conduct stakeholder and community consultation – Project Change Report

### 2011

Develop detailed design  
Procurement for construction  
Acquisition of remaining properties

2012

### 2012–2016

Preconstruction activities  
Construction

2016

### 2016

Finalise construction  
Commence rail services

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