

The project journey

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.



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. Over the last 30 years the project has been included in documents such as the *Integrated Regional Transport Plan 2001*, the *South East Queensland Infrastructure Plan and Program 2009* and, more recently, in *Connecting SEQ 2031 2010*.

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

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.

In late 2010 the project team began consultation with property owners about land requirements and also commenced developing a business case.

The Australian Government, Queensland Government and the Moreton Bay Regional Council are committed to delivering the new rail line by 2016.

Project Change Report

The Project Change Report describes the proposed design and delivery changes to the corridor since the main environmental assessment was completed in 2003, including consideration of operational requirements and changes to relevant state and federal legislation.

The proposed changes are as follows:

- Although the new rail link will be built largely within the preserved corridor, there are minor changes to the alignment in response to changes in Queensland Rail design requirements.
- A number of additional road overpasses will be built, including new overpasses at Dohles Rocks and Goodfellows Roads near the proposed Kallangur station.
- There are additional land requirements outside the preserved corridor with an estimated 10 stakeholders whose properties may be wholly affected, along with others whose properties may be partially impacted. These numbers will not be finalised until the completion of detailed design.
- Changes to the alignment have the potential to impact the Moreton Bay Ramsar Wetland, requiring greater environmental planning and mitigation work.
- The project team is working with the Queensland Government's Department of Environment and Resource Management and the Australian Government's Department of Sustainability, Environment, Water, Population and Community to determine the likely degree of impact, and the best way to mitigate impacts on animal and plant species and habitats.

The project team will undertake a formal community consultation process from November 2010 until February 2011 to allow members of the community to have their say in relation to the Project Change Report.

The Project Change Report is available online at www.tmr.qld.gov.au/moretonbayrail.

Frequently asked questions

Why heavy rail?

During the planning process a number of solutions were considered to meet the identified need, including rail, busway and road options. During this process, rail and bus options were assessed as being potentially suitable solutions warranting further investigation.

The analysis concluded that:

- a heavy rail dual-track solution is the most effective means to meet the daily and peak hour transport demands
- the light rail and busway options have equal costs to heavy rail but would have much lower patronage.

The Preliminary Evaluation Report found that a heavy rail, dual-track solution with six stations located at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring provided the best transport solution.

How were station locations chosen?

New stations will be positioned within the existing corridor to service the growing communities in these areas, while minimising disruption to existing land use.

Why doesn't the rail link extend to other suburbs on the Redcliffe Peninsula?

The reserved land for the transport corridor only extends as far as Kippa-Ring. Most of the remaining land on the Redcliffe Peninsula has already been built on, so extending the rail link to other suburbs would require a large number of residents and businesses to be relocated, potentially costing hundreds of millions of dollars.

Why doesn't the new rail line link up with the Shorncliffe line?

Plans for a rail link to the Redcliffe Peninsula have been in place for many years, with several planning studies already conducted to determine how to deliver this rail link.

A link to the Petrie line is the preferred option because it uses the allocated land corridor and allows for six new stations. This will provide vital public transport infrastructure to parts of the region which have seen the greatest growth in recent years such as North Lakes, Murrumba Downs, Mango Hill and Kallangur.

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. There will be numerous opportunities for people to participate in engagement activities and have input into the project.

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