

Moreton Bay Rail Link



Community Consultation Report Project Change Report



Australian Government



Nation Building Program



Moreton Bay
Regional Council



Queensland
Government

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1 | Executive Summary

Work has begun on a 12.6 km dual-track passenger rail line to be built between Petrie and Kippa-Ring at a cost of approximately \$1.15 billion.

This is a significant project for the Moreton Bay region, which is one of the fastest-growing areas in the country. 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 major roads.

Once completed in 2016, Moreton Bay Rail Link will provide a cost-effective, faster alternative to car travel to employment and activity centres, including Brisbane's CBD.



The project team is committed to engaging with the community throughout the process of planning and delivering the project. The first formal round of community consultation was carried out between November 2010 and February 2011. This included a broad range of initiatives to inform the community about the project, and also a variety of avenues and opportunities for people to provide feedback.

Consultation activities encompassed a wide range of stakeholders including residents, businesses, elected representatives, environment and wildlife conservation groups, indigenous groups, schools and numerous other government stakeholders. Interaction with individuals or companies facing potential property requirements was another important focus of the consultation process.

Feedback from this process has been collated and analysed within this consultation report. The report

identifies common themes and issues and summarises and analyses the various viewpoints expressed during the consultation process. These key themes include:

- **Property impacts**
- **Traffic and access**
- **Support for project**
- **Changes to alignment/station location**
- **Environment**
- **Other.**

Comments from the community have also been included verbatim within the report appendices.

The report concludes with a summary of project status to date and projected timeframes, initial mitigation strategies and an indication of the anticipated project activities to follow in the near future.

2 | Introduction

2.1 About this document

The purpose of this document is to collate the information collected during the first formal community consultation process, held between November 2010 and February 2011 to give people the chance to provide feedback on the updated environmental impact report originally prepared in 2003.

2.2 About the Moreton Bay Rail Link project

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.

The 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, 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 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.



3 | Consultation approach

3.1 Objectives

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 primary objective of the formal community consultation process between November 2010 and February 2011 was to give people the opportunity to provide feedback in relation to this report and accompanying draft reference design.

3.1.1 Inform

The first phase of the community engagement strategy sought to inform the community about the Project Change Report, and also to detail the process by which the project will develop. The primary consultation document, the Project Change Report with attached maps and environmental technical report, was available for download at www.tmr.qld.gov.au/moretonbay. It was also available in hard copy format at electorate offices and the Strathpine and Redcliffe customer service centres for Moreton Bay Regional Council and the Department of Transport and Main Roads (DTMR).

A detailed project newsletter providing key information about the project was made available as part of this process. This newsletter was distributed via letterbox drop to approximately 55 000 addresses throughout the Moreton Bay Rail Link corridor in November 2010. It also alerted members of the community of the open days held in November and December 2010.

Between late November and early December 2010, localised fact sheets accompanied by a personalised letter were mailed to residents and organisations in close proximity to the corridor. The localised fact sheets included more specific information about features of the project within the immediate area. Members of the community were given the opportunity to meet with representatives from the project team to discuss possible property impacts.

Details of the project website, freecall 1800 number and reply paid postal address were included in all communications offering people various options for contacting the project team.

3.1.2 Engage and collaborate

During this first phase of formal engagement there were a number of activities designed to engage with stakeholders, and provide opportunities for community groups to work with the project team to respond to the Project Change Report. These included meetings, presentations and workshops with numerous community groups, environment groups and industry groups. A significant number of stakeholders were contacted and in some cases offered individual meetings or briefings throughout the consultation period, including environmental groups, businesses, schools and community groups.



3.2 Stakeholders

3.2.1 Internal stakeholders

Internal stakeholders include DTMR senior management and other DTMR staff, and the Minister for Transport.

3.2.2 Government stakeholders

Government stakeholders include:

- Moreton Bay Regional Council
- Department of Infrastructure and Transport, (Federal Government)
- Queensland Rail (QR)
- TransLink Transit Authority
- Department of Local Government and Planning (Queensland Government)
- Department of Environment and Resource Management (Queensland Government)
- Treasury (Queensland Government)
- Department of Sustainability, Environment, Water, Population and Communities –formerly Department of Environment, Water, Heritage and the Arts (Federal Government).

3.2.3 Elected representatives

Elected representatives include all elected local representatives with an interest in the project:

Federal

- Yvette D’Ath, Federal Member for Petrie
- Peter Dutton, Federal Member for Dickson
- Wyatt Roy, Federal Member for Longman

State

- Mary-Anne O’Neill, State Member for Kallangur
- Dean Wells, State Member for Murrumba
- Lillian Van Litsenburg, State Member for Redcliffe
- Carolyn Male, State Member for Pine Rivers

Local (MBRC)

- Allan Sutherland, Mayor of Moreton Bay Regional Council
- Julie Greer, Councillor for Division 4
- James Houghton, Councillor for Division 5
- David Dwyer, Councillor for Division 7.

3.2.4 Environment

Environmental groups included:

- Queensland Conservation Council (also an advocate of public transport)
- SEQ Catchments
- The Wildlife Preservation Society of Queensland
- Pine Rivers Catchment Association
- Redcliffe Environmental Forum
- Local koala organisations including Moreton Bay Koala Rescue, Pine Rivers Koala Care Association and Koala Action Pine Rivers
- Chelsea Street Bushcare Group (Kippa-Ring)
- Griffith University Environmental Futures Centre and Road Ecology Unit.

3.2.5 Transport/community

- Mango Hill Progress Association
- Moreton Regional Alliance
- Rail: Back On Track
- Bicycle Queensland
- Centre for Transport Strategy (University of Queensland)
- Urban Research Program (Griffith University)
- Australian Federation of Disability Organisations.

3.2.6 Cultural heritage

- Dr Eve Fesl, elder of the Gubbi Gubbi Dyungungoo group.

3.2.7 Local businesses and residents

There are numerous local businesses that may be impacted by the project.

Residents throughout the Moreton Bay area are considered stakeholders for the project, and those with the most interest are likely to be those in close proximity to the corridor.

4 | Consultation activities

An extensive range of consultation activities were planned and carried out during the first formal phase of community engagement to ensure that people in the community had access to the Project Change Report, and the opportunity to provide feedback in relation to the report. Approximately 1000 people participated in consultation activities between November 2010 and February 2011.

4.1 Newsletter

The project newsletter was distributed to 55 000 households on Saturday 13 and Sunday 14 November 2010 in the suburbs of Petrie, Kallangur, Griffin, Murrumba Downs, Mango Hill, North Lakes, Deception Bay, Rothwell, Kippa-Ring, Redcliffe and the peninsula including Scarborough, Margate, Redcliffe and Clontarf (see Figure 1 below). A copy of this newsletter can be found in Appendix A.



Figure 1: Newsletter distribution map

4.2 Addressed correspondence

The project team completed three separate mail-outs as part of this process: (1) directly impacted property owners, (2) property owners adjacent to corridor and (3) broader community.

All 47 property owners whose properties were identified as being potentially required for the project were notified by mail by early November. Approximately 1200 property owners whose property directly border the corridor were sent individually addressed letters in late November. Letters were also sent to property owners who were identified as being in close proximity to the rail alignment or one of the stations. These letters were accompanied by the relevant station precinct fact sheet. Fact sheets can be found in Appendix A.

In addition to private residents in the vicinity of the rail alignment, the project team recognised that there were a large number of groups and organisations in these areas likely to be interested in the project wanting the opportunity to provide feedback as part of the consultation process. Accordingly, these groups and organisations were mailed individually addressed letters along with a newsletter in the second week of November 2010. These groups and organisations included the following:

Environment

- National Trust Qld
- Moreton Bay Koala Rescue
- Australian Conservation Foundation
- Caring for our Country (formerly Natural Heritage Trust)
- eWater Source CRC
- Australian Department of Sustainability, Environment, Water, Population and Communities
- Queensland Department of Environment and Resource Management
- Healthy Waterways
- Landcare Queensland
- Moreton Bay Environmental Alliance
- Queensland Wader Study Group
- Wilderness Society Queensland
- Wildlife Preservation Society of Queensland
- Greening Australia
- Birds Queensland
- Moreton Bay Coastcare
- Osprey House Environment Centre
- Queensland Frog Society
- Redcliffe Botanical Gardens
- Moreton Bay Koala Rescue
- Koala Action Pine Rivers

Schools

- Mereki Community Association
- Bunyabilla Aboriginal Corporation
- Grace Lutheran College
- St Benedicts
- Hercules Road Primary
- Kallangur State School
- Kallangur Primary
- Living Faith Lutheran Primary
- Mt Maria College
- North Lakes College
- Our Lady of the Way
- The Lakes College

Businesses

- North Lakes Shopping Centre
- North Lakes Messenger
- Kippa-Ring Village Shopping Centre
- Bay Coast Business Inc
- Commerce & Industry Redcliffe Peninsula
- Kallangur Business Association
- Moreton Central Business Link
- Moreton Bay Central Commerce
- North Lakes Chamber of Commerce and Industry
- Peninsula Business Network
- Petrie and District Chamber of Commerce
- Pine Rivers Chamber of Commerce
- Real Estate Institute of Queensland (Redcliffe branch)
- Peninsula Fair Shopping Centre

Other

- Moreton Bay Ratepayers Association
- Rotary Club – Kippa-Ring, Redcliffe, Pine Rivers
- Probus (Redcliffe)
- Pine Rivers Neighbourhood Centre
- Lions (Redcliffe)
- Rail Back on Track
- Where's Our Railway.

4.3 Community open days

Three community open days were held in the vicinity of the rail alignment in November and December 2010, details as follows:

- **Saturday 20 November: The Lakes College Hall, College Street, North Lakes**
- **Saturday 28 November: John Oxley Reserve Community hall, Ogg Road, Murrumba Downs**
- **Saturday 4 December: Redcliffe Library, Oxley Avenue, Redcliffe.**

These open days were advertised weekly in the *Redcliffe Herald*, *North Lakes Times* and the *Pine Rivers Press* from 10 November until 3 December 2010. There were additional advertisements in the *Weekend Courier Mail* on 13 and 27 November 2010.

The open days were enthusiastically received and well-patronised, with approximately 640 members of the community attending in total.

4.4 Public displays

Two public displays were held in early 2011 to allow further opportunities for members of the community who may not have been able to attend the open days in late 2010, details as follows:

- **Thursday 10 February: Peninsula Fair Shopping Centre**
- **Saturday 12 February: Peninsula Fair Shopping Centre**
- **Thursday 17 February: North Lakes Library**
- **Saturday 19 February: North Lakes Library.**

These public displays were advertised in the *Redcliffe and Bayside Herald* on 3 and 10 of February 2011 and in *Pine Rivers Press* on 10 and 17 February 2011. Approximately 100 people visited the team during these displays.

4.5 Written feedback forms and submissions

During the consultation period 183 written submissions were received including emails, feedback forms and letters. The content of these submissions (with individual details removed) can be found in Appendix B.

In addition to this, ten submissions were received from community and environmental organisations. These submissions can be found in Appendix C.

4.6 Website

A project website was established in October 2010. Key consultation documents such as the Project Change Report and concept design maps were uploaded onto the website.

There were more than 7300 hits on the website between November 2010 and February 2011. Over this period, more than 3000 people downloaded the Project Change Report.

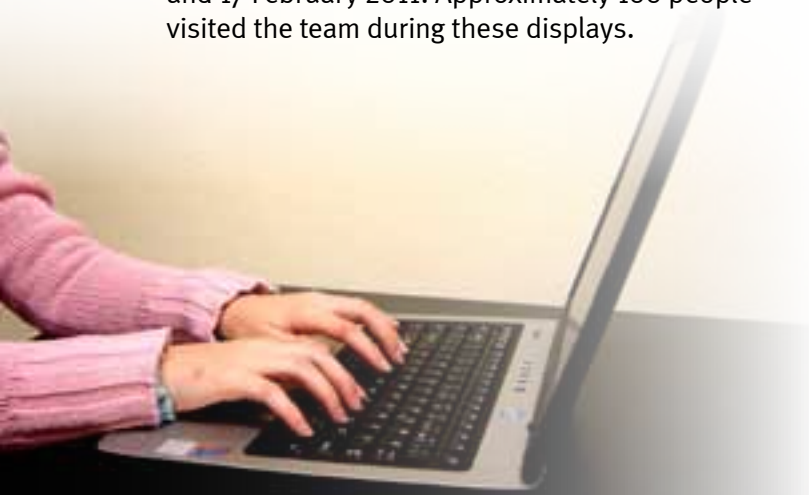
Tables 1 and 2 contain a break-down of numbers of hits to the various pages during the consultation period.

Month	Visits
November 2010	3214
December 2010	1724
January 2011	949
February 2011	1472
TOTAL	7359

Table 1: Breakdown of visits to: Moreton Bay Rail Link (www.tmr.qld.gov.au/moretonbayrail)

Month	Visits
November 2010	952
December 2010	992
January 2011	532
February 2011	681
TOTAL	3157

Table 2: Breakdown of visits to: Moreton Bay Rail Link Change report (www.tmr.qld.gov.au/Projects/Name/M/Moreton-Bay-Rail-Link/Moreton-Bay-Rail-Link-Change-report.aspx)



4.7 1800 number

The freecall project hotline was available for the duration of the consultation period as an avenue via which members of the community could contact the project team to make enquiries or provide feedback in relation to the project.

During the consultation period the project team responded to some 120 calls.

4.8 Project email

During the consultation period, the project team received and responded to some 93 emails via the project email address.

4.9 Online survey

An online survey was launched on 14 November 2010 to provide members of the community another avenue to provide the project team with feedback. The survey was accessible through the project website for the duration of the consultation period.

Approximately 140 people completed this survey during that time. Results and comments from the survey have been incorporated into the issue analysis in section five of this document.

4.10 Briefings and presentations

A number of groups were offered individual meetings as part of this consultation process including:

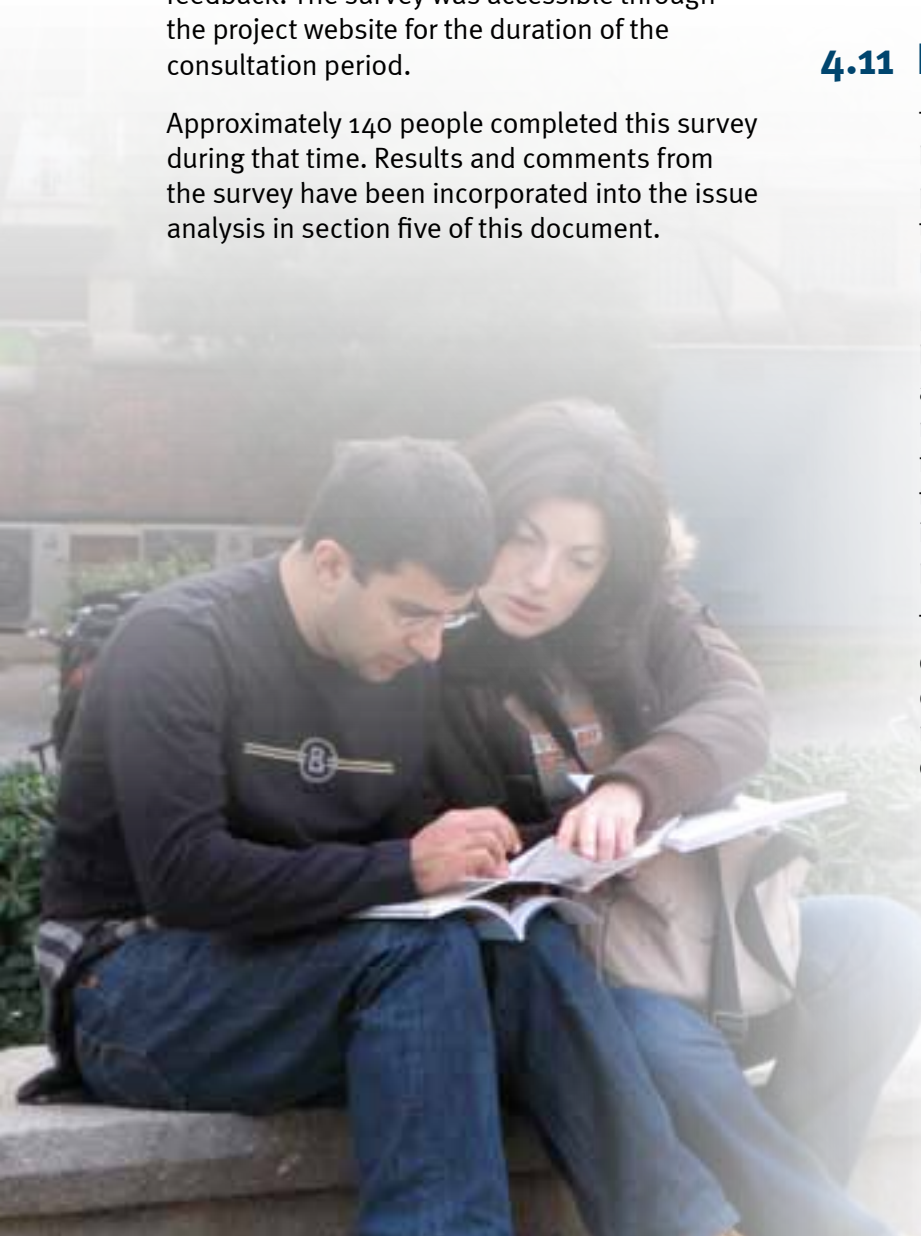
- SEQ Catchments
- Redcliffe Environmental Forum
- Australian Koala Foundation
- Griffith University Environmental Futures Centre
- Pine Rivers Koala Care
- Queensland Conservation Council
- Pine Rivers Catchment Association
- Wildlife Queensland, Moreton Bay Branch
- Chelsea Road Bushcare Group
- Murrumba Downs/ Kallangur/Petrie Bushcare Groups
- Moreton Regional Alliance
- Mango Hill Progress Association
- Gubbi Gubbi Dyungungoo Group.

4.11 Property meetings

The Queensland Government began acquiring land for this project in the late 1970s, following planning studies which identified the 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. Although 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, it is anticipated ten full properties and 39 partial properties will be required.

The project team made contact with property owners whose properties may be affected and during the consultation period there were 31 meetings with potentially impacted property owners.



5 | Overview of issues

This section provides an overview of issues raised during the consultation on the Project Change Report and draft reference design for the Moreton Bay Rail Link Project. It summarises input from community and local business liaison group meetings, community information sessions, stakeholder meetings, feedback forms, online surveys, the 1800 project information hotline, emails to the project team and submissions from environmental groups and other organisations.

Appendix B provides a full list of feedback provided by individual stakeholders with personal details removed. Submissions from environmental groups and other organisations are attached in Appendix C.

5.1 Key issues

As described above, all sources of feedback were analysed to identify the range of issues raised by the community during the consultation period. As is typical with feedback processes, each individual submission, meeting or conversation often raised a number of issues, resulting in more than 680 individual comments being recorded in the project’s stakeholder database. Issues that received five or more comments have been included in this analysis.

The issues that received the greatest number of comments from community feedback included:

- **Property impacts — property acquisitions, proximity of the corridor to residential properties and impact on property values**
- **Traffic and access issues — potential increases in traffic, proposed changes to roads and parking at stations and on local streets**
- **Support for the project**
- **Environmental considerations — including impact on wildlife, vegetation and wetlands**
- **Project corridor route and station design — including alternative route/alignment, changes to station locations and comments on design features.**

There were also a number of other issues raised which have been grouped together under the classification of ‘other’, including comments on frequency of rail services, integration of the line with other public transport and construction impacts or staging opportunities.

The number of comments in each category is in table 3, with the relative proportions in figure 2. Each of these issues is explored in more detail in the following sections.

Category	Number of comments
Property impacts	146
Traffic and access	141
Support for the project	139
Environment	98
Route alignment and station design	97
Other	64
TOTAL	685

Table 3: Issue categories and number of comments

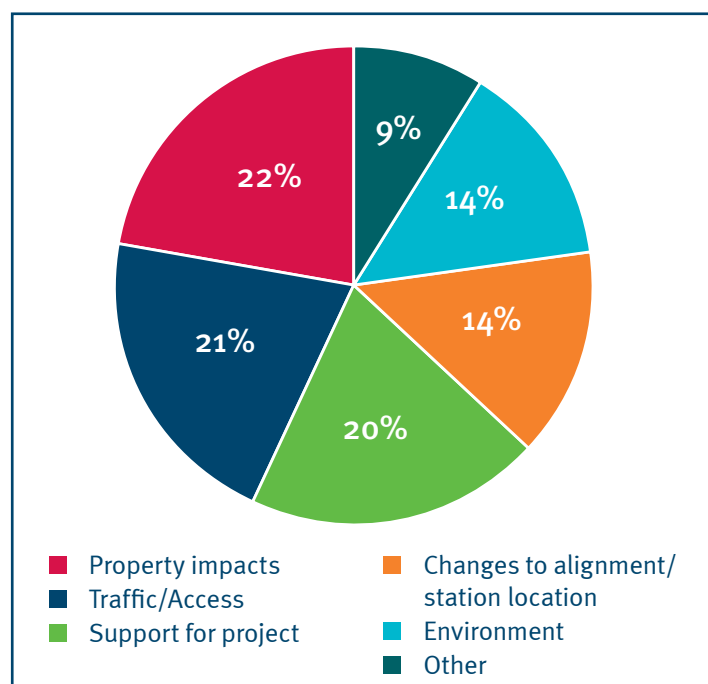


Figure 2: Overall feedback: categories and percentages