



- virtually all rail freight for northern destinations must pass through the centre of Brisbane on its journey from the major freight terminals on the south side of Brisbane.

As the freight and passenger tasks increase over the next 10 years, major bottlenecks will become evident in the central city area at Normanby and Roma Street, and at the Park Road Junction, as well as on heavily trafficked passenger lines to Ipswich and Petrie.

Unless the ability to deliver a service competitive with road freight is to be severely compromised, it will be necessary to develop new freight rail facilities, with the long term aim of segregating metropolitan passenger and freight activities on to dedicated rail systems.

Another constraint to rail freight is the Queensland gauge (1067 mm) system and existing clearances under bridges and overhead wires. Since road transport is becoming more efficient in its ability to cater for bulk haulage, future freight rail links will need to be planned to accommodate longer trains, or double stacking of containers which requires standard gauge and additional height clearances.

Rail freight capacity and economic development is a key issue facing South East Queensland. The IRTP proposes a study into Rail Freight Capacity as follows:

1. identify future demand for rail freight movements;
2. examine constraints on the existing system;
3. examine a wide range of options to overcome constraints, including elimination of choke points on the existing rail network; and
4. if necessary, examine long term options for further expanding rail freight capacity.

A feature of this and all other transport studies will be extensive community consultation on the options and preferred solutions, as well as comprehensive social, economic and environmental impact assessment.



ACTIONS:

- A 9.2 Study freight rail demand, system constraints and upgrading options
- A 9.3 Investigate new rail lines at Toowoomba and Little Liverpool ranges
- A 9.4 Investigate feasibility of improved rail between Landsborough and Yandina
- A 9.5 Investigate rail freight connections to major industrial areas

9.5 Road freight

The major need in respect of road freight movements is to develop and protect strategic road freight routes which connect the region's major employment, industry and freight generating areas. Providing a continuous system of high capacity, safe and secure freight roads will maximise the separation of heavy freight traffic from urban settlement areas and give priority to freight movements over general motor traffic.

Designating safe routes for over-dimension, over-mass trucks and dangerous goods is also a key component of this freight road system.

Measures are necessary to allow the safe movement and use of efficient road vehicles, especially from west of Toowoomba to the Port of Brisbane.

A new road crossing of the Toowoomba Range with a northern bypass of Toowoomba would improve this vital link in the national highway system, improving safety and saving some 30 minutes for heavy road vehicles. The timing of road crossing and freight rail capacity improvements needs to be considered.

ACTIONS:

- KA 9.6 Designate freight roads and develop a strategic regional freight network
- A 9.7 Make provision for B-doubles and over-dimension vehicles
- A 9.8 Investigate road network improvements to support freight
- S 9.9 Initiate public information campaigns on operational limits of trucks

9.6 Freight terminals

The major inter-modal freight transfer points in the region are at Acacia Ridge and the Port of Brisbane. Growth of freight traffic means these major terminals will become congested, and new sites may need to be found. Other smaller facilities are located in urban areas where expansion and 24 hour operation are constrained. These may need to be relocated to less sensitive locations.

Potential sites for new freight terminals must be located at strategic junctions in the transport system, and are extremely limited in number. They need to be identified and protected from incompatible development. Potential locations include:

- Parkinson, south of Brisbane;
- Nudgee, near Brisbane Airport;
- Brendale, near Strathpine; and
- Charlton, west of Toowoomba.



ACTION:

- A 9.10 Investigate new freight terminals at strategic locations

9.7 Protecting our investments

Once a major transport corridor or freight terminal is planned, it is essential that the neighbouring land is used in a manner which is conducive to the long term viability of the facility or corridor.

Improved planning for separation of freight and domestic traffic must be supported by better separation between freight terminals and areas of housing and other noise sensitive uses.

ACTIONS:

- KA 9.11 Identify freight needs in local economic development strategies and protect through planning schemes
- S 9.12 Ensure freight corridors minimise impacts from operation
- S 9.13 Ensure land uses surrounding freight facilities are compatible with 24-hour operation