

Moreton Bay Rail Link

P

Kippa-Ring Station Relocation Change Report August 2012



Australian Government



Nation Building Program



Moreton Bay
Regional Council



Queensland Government

Table of Contents

<i>1. Executive summary</i>	<i>3</i>
<i>2. Introduction</i>	<i>5</i>
<i>2.1. Project background</i>	<i>5</i>
<i>2.2. Project benefits</i>	<i>5</i>
<i>3. Moreton Bay Rail Link reference design</i>	<i>6</i>
<i>3.1. Community feedback</i>	<i>6</i>
<i>3.2. Kippa-Ring Station</i>	<i>6</i>
<i>4. Station concept designs</i>	<i>8</i>
<i>5. Moreton Bay Regional Council strategic planning</i>	<i>9</i>
<i>6. Kippa-Ring Station options analysis</i>	<i>11</i>
<i>7. Stations options assessment criteria</i>	<i>13</i>
<i>8. Proposed relocation of Kippa-Ring Station</i>	<i>14</i>
<i>9. Comparing Option E and the reference design</i>	<i>15</i>
<i>10. Key design changes and mitigation strategies</i>	<i>18</i>
<i>11. Information for residents in the station precinct</i>	<i>19</i>
<i>12. Project recommendation</i>	<i>19</i>

1. Executive summary

The Moreton Bay Rail Link project 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. Stabling facilities will be provided at Kippa-Ring.

The project's Business Case identified the need for further refinement of all station designs to confirm layout and commuter access/egress. In early December 2011, Queensland Rail appointed HASSELL, a design consultancy, to undertake concept designs of all six new stations and precincts, including an options analysis at Kippa-Ring Station to determine if an improved location could be identified.

HASSELL designers were governed by a Station Working Group, comprising representatives from Transport and Main Roads, Queensland Rail, Moreton Bay Regional Council, the former Department of Local Government and Planning (in particular, Growth Management Queensland), TransLink Transit Authority and the State Architect. The Station Working Group met weekly with HASSELL to provide direction and feedback on each station concept.

In 2011, Moreton Bay Regional Council (MBRC) began local area planning to optimise the development of land in the immediate vicinity of the planned stations along the Moreton Bay Rail Link. The local area planning has informed the development of Council's Strategic Framework and is being utilised in the drafting of the Moreton Bay Regional Council Planning Scheme being prepared under the Sustainable Planning Act 2009. As part of the local area planning process, it became evident that regeneration and development benefits could be achieved if the station were relocated closer to Anzac Avenue. To this end, Moreton Bay Regional Council has been purchasing selected properties on a voluntary basis.

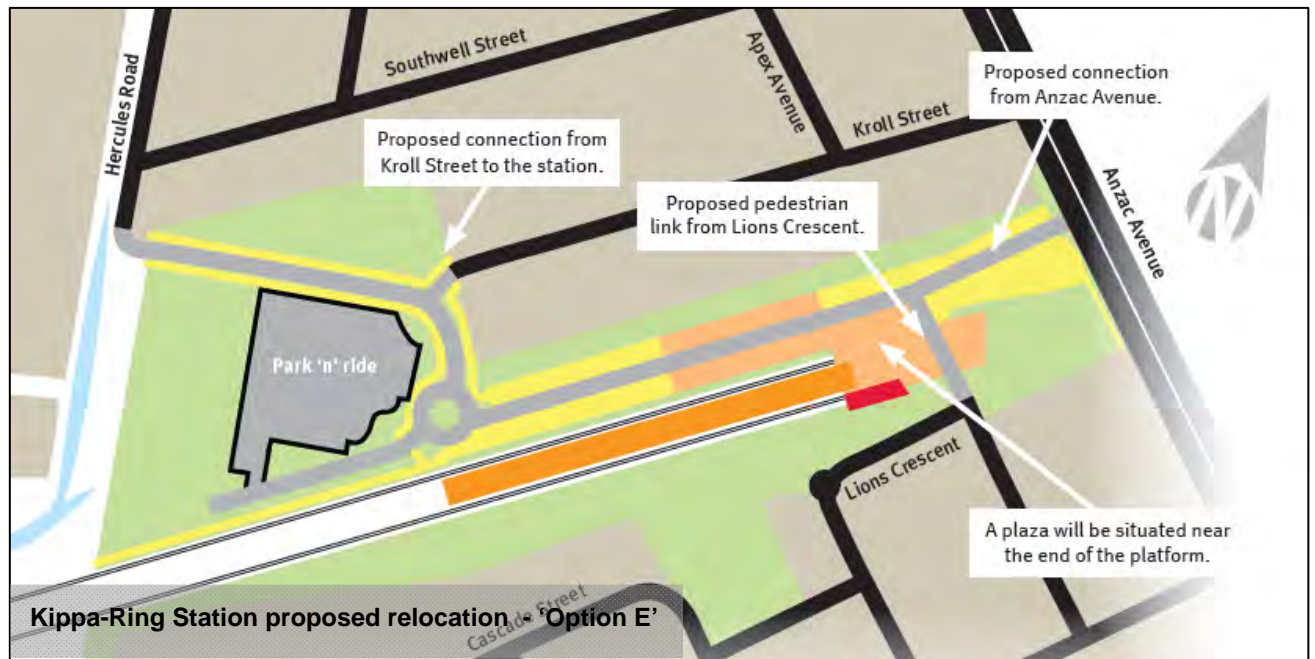
As part of the designers' options analysis, five potential locations for Kippa-Ring Station were identified and then assessed by the project's Station Working Group. Each option was located within the general vicinity of the reference design (within Kenna Park), with varying proximity to Anzac Avenue and differing impacts and benefits for the community.

Option E was identified as the preferred option by the Station Working Group, and endorsed by the Project Steering Committee (which includes representatives from the project's funding partners, the State and Federal Governments and Moreton Bay Regional Council). Option E is preferred because it:

- provides better integration with the existing Kippa-Ring precinct including greater visibility and proximity to Anzac Avenue
- accommodates for transit-oriented development and the regeneration of Kippa-Ring now and into the future
- provides the best public transport and access outcomes for pedestrians, cyclists, buses, taxis and cars without adversely impacting on traffic
- enhances the station presence and functionality without impacting on train stabling and rail operations
- has comparable impacts on the environment and community compared with the reference design
- provides the above benefits while still within the budget identified in the Business Case.

Option E relocates the station about 70m to the east and closer to Anzac Avenue (about 110m from Anzac Avenue). This option significantly improves station visibility and proximity to Anzac Avenue, as well as improves connection to nearby retail and commercial precincts.

There are two main changes identified in Option E compared with the reference design. In particular, an additional 11 properties are required to allow for the relocation of the station closer to Anzac Avenue and the Kippa-Ring precinct. A new connection between the new station access road and Lions Crescent is also proposed to provide access to the station. Other changes include the diversion of the station access road to the north of the car park rather than along the south to link up to Hercules Road. As a result, the station access road will be closer to properties along Southwell Street.



The project team has developed a number of mitigation strategies to manage potential impacts associated with these changes:

- The project team will engage with the 11 directly-affected property owners in accordance with the department's policies and procedures. The project team also plans to inform nearby property-owners and residents, as well as the wider Kippa-Ring community.
- Further investigation is required into possible noise impacts from traffic on the relocated station access road for properties along Southwell Street.
- Further investigation is required into traffic impacts in local surrounding streets (such as Kroll Street and Lions Crescent) to ensure traffic that should be using the dedicated station access road is discouraged from using local roads to access the station.

This report, proposing Option E as the preferred option for the location of Kippa-Ring Station, was endorsed by the Project Steering Committee (which includes representatives from the project's funding partners, the State and Federal Governments and Moreton Bay Regional Council) and signed off by the State Minister for Transport and Main Roads on 8 October 2012.

This Kippa-Ring Station Relocation Change Report is available to all members of the public to ensure the community is informed about the project changes and effects. Copies of the report will be available electronically.

2. Introduction

2.1. Project background

The Moreton Bay Rail Link project 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. Stabling facilities will be provided at Kippa-Ring.

The \$1.147 billion project is jointly funded by the Australian and Queensland Governments and Moreton Bay Regional Council. The Australian Government is contributing \$742 million, the Queensland Government is providing \$300 million plus the land and the Moreton Bay Regional Council \$105 million.

On 3 December 2010, Prime Minister Julia Gillard MP, former Queensland Premier Anna Bligh MP and Moreton Bay Mayor Allan Sutherland met at North Lakes to sign the intergovernmental agreement for the Moreton Bay Rail Link – a framework for working together on the project.

On 5 December 2011 Cabinet Budget Review Committee approved the Moreton Bay Rail Link business case to proceed to procurement.

2.2. Project benefits

The Moreton Bay Rail Link will transform the region, providing a dedicated public transport corridor for one of the fastest growing areas in the country. Once complete, the Moreton Bay Rail Link will:

- provide a more reliable, economical, and faster alternative to driving to Brisbane's Central Business District during 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
- provide sustainable and active transport options that reduce carbon emissions — every full train on the new line will take about 600 cars off the road
- 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
- act as a catalyst for growth along the alignment, with stations becoming hubs of new development in the region.

3. Moreton Bay Rail Link reference design

The Final Impact Assessment Study Report (FIASR) for the Moreton Bay Rail Link (formerly known as the Petrie to Kippa-Ring Public Transport Corridor) was released in October 2003. Since then, planning for the corridor has progressed and a number of key changes have been identified.

The Project Change Report, which documented these key changes and identified a revised reference design, was approved by the former Minister for Transport and Multicultural Affairs in September 2011.

The reference design identified in the Project Change Report includes 12.6 km of dual-track passenger rail line with six new stations at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Stabling facilities are identified in the vicinity of Kippa-Ring. Changes to the local road network are also identified.

3.1. Community feedback

Community consultation on the Moreton Bay Rail Link Project Change Report was completed in February 2011. The community was invited to provide feedback on the revised reference design and updated environmental impact report originally prepared in 2003.

The Community Consultation Report identified five key areas of feedback:

- Property impacts: property acquisitions, proximity of the corridor to residential properties, and impact on property values
- Traffic and access issues: potential increases in traffic and proposed changes to roads and parking at stations and on local streets
- Environmental considerations: impact on wildlife, vegetation and wetlands
- Project corridor route and station design: alternative route/alignment, changes to stations, comments on design features
- Support for the project: provision of a more efficient and sustainable transport alternative, travel time savings from Moreton Bay Region to the Brisbane central business district, catalyst for growth and economic development in the region, increase in property values along the corridor due to access to reliable public transport.

3.2. Kippa-Ring Station

The Project Change Report's reference design shows Kippa-Ring Station located in Kenna Park, with the eastern end of the station about 180m from Anzac Avenue. This design accommodates the station, car park and access road within the boundaries of Kenna Park without requiring any properties adjacent to the park.

The reference design shows the car park located slightly to the north-west of the station, at the western end of Kroll Street. The car park is accessed via Hercules Road or a new station access road.

The new station access road is provided off Anzac Avenue immediately to the north of the station, running south of the car park and connecting with Hercules Road.

As Kenna Park has a narrow frontage to Anzac Avenue (about 25m wide), this is wholly occupied by the station access road. The constraints of Kenna Park mean that the station is located further away from Anzac Avenue behind 11 properties, which create a visual barrier to the station from Anzac Avenue and the Kippa-Ring precinct.

As properties are located along the northern side of Kenna Park, pedestrian or vehicle access is restricted from the north to the station.



Image 1: Kippa-Ring Station reference design 2011

4. Station concept designs

The Moreton Bay Rail Link Business Case identified the need for further refinement of all station designs to confirm layout and commuter access/egress.

In December 2011, Queensland Rail appointed HASSELL to undertake concept designs of all six stations and precincts to achieve the best station layout and connectivity for users including pedestrians, cyclists, bus passengers, taxis and motorists. These concept designs will become the foundation of preliminary design for the rail corridor works (including the track, structures and six new stations) to be completed from mid-2012 to mid-2013.

HASSELL designers were governed by a Station Working Group, comprising representatives from Transport and Main Roads, Queensland Rail, Moreton Bay Regional Council, the former Department of Local Government and Planning (in particular, Growth Management Queensland), TransLink Transit Authority and the State Architect. The Station Working Group met weekly with HASSELL to provide direction and feedback on each station concept.

HASSELL designers' commission was completed on 5 April 2012.

5. Moreton Bay Regional Council strategic planning

In 2011, Moreton Bay Regional Council (MBRC) began local area planning to optimise the development of land in the immediate vicinity of the planned stations along the Moreton Bay Rail Link. The local area planning has informed the development of Council's Strategic Framework and is being utilised in the drafting of the Moreton Bay Regional Council Planning Scheme being prepared under the Sustainable Planning Act 2009.

The local area planning process investigated future land use and accessibility outcomes around each station particularly within the walking and cycling catchments of the station precincts. As a result of this process, it became evident that the location of Kippa-Ring station as proposed in the reference design could be improved if it had a presence in the public realm of the Kippa-Ring district shopping centre and better visual and transport connections between the station and other activity nodes in the shopping centre which were impeded by existing residential properties. In summary, the major advantages from a relocated station are:

- an improved public image (address) of the station and surrounds as a civic place
- much improved legibility of the Kippa-Ring district shopping centre as a public transport hub and as part of the precinct
- improved "engagement" of the station with the centre activities in Kippa-Ring district shopping centre
- improved connectivity with the centre activities will boost usage of rail as public transport
- improved walkability between the public transport and commercial activities in the Kippa-Ring district shopping centre; therefore increased stimulus for positive redevelopment in the centre
- improved interface with the surrounding residential precincts
- an impetus for redevelopment of surrounding residential properties to much higher densities, and
- contribute to 'nation building' by reinforcing Kippa-Ring as an urban transit destination.

Moreton Bay Regional Council's local area planning supports the proposed relocation of the Kippa-Ring Station from the current reference design to a location closer to Anzac Avenue. As a result of work undertaken as part of the local area planning process and the more recent station design consultancy, Moreton Bay Regional Council representatives have relayed their confidence in the new location delivering a significantly enhanced outcome for the station area and the future development of the Kippa-Ring precinct. The project team has briefed Moreton Bay Regional Council on the matter, and while finalisation of the Moreton Bay Regional Council Planning Scheme is still pending, Moreton Bay Regional Council has taken steps through the adoption of the Strategic Framework and implementing Temporary Local Planning Instruments (TLPI) to support the planned outcomes for the station precinct and support for the proposed relocated station alternative.

The local area planning has been progressed to inform the Moreton Bay Regional Council Planning Scheme in parallel with the station design concept planning. This allows the station concept design, access and car parking arrangements to be consistent with the Moreton Bay Regional Council Planning Scheme and Council's vision for the precinct. To this end, Moreton Bay Regional Council has been purchasing selected properties on a voluntary basis.

Also, Moreton Bay Regional Council undertook targeted consultation with the Kippa-Ring Village shopping centre owners (Trinity Funds Management - Sydney) which resulted in a major redesign of that centre to take advantage of future connections between the station and the shopping centre. The redesign consisted of relocating the anchor tenant Woolworths away from the Boardman Road frontage and preserving the area adjacent to Boardman Road for future additional buildings - thereby creating a "main street frontage" to Boardman Road. Construction of the redesigned Kippa-Ring Village Centre is underway.

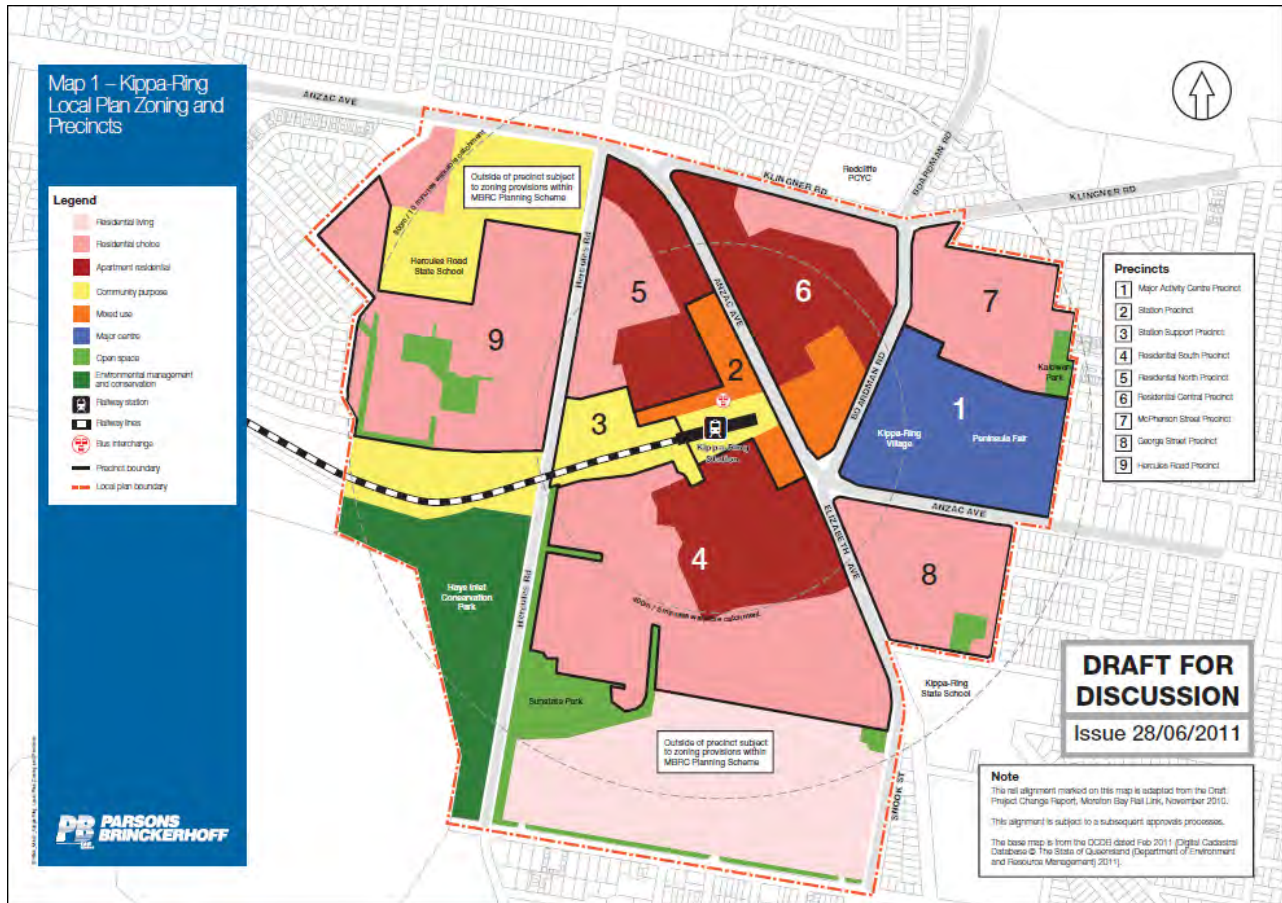


Image 2: Draft Kippa-Ring Land Use Planning

This map is indicative of the land use concepts surrounding and supporting the relocated Kippa-Ring Station. Public consultation in association with the draft local area planning for Kippa-Ring and the broader Moreton Bay Regional Council Planning Scheme is yet to be undertaken by Moreton Bay Regional Council and as such the indicative land use concepts are subject to change.

6. Kippa-Ring Station options analysis

The Station Working Group and HASSELL agreed that further option analysis was required at Kippa-Ring to see if an improved station location could be achieved compared with the reference design.

Five options were developed and assessed. Each option was located in the same general vicinity within Kenna Park as the reference design, with varying proximity and visibility to Anzac Avenue, and differing benefits and impacts for the local community.



Image 3: Shortlisted locations for the Kippa-Ring Station options analysis

The principal features of each option are:

- Option A: The 2011 reference design identified in the Project Change Report, unchanged from what has been presented to the community (refer to Image 1, page 7 for a more detailed layout).
- Option B: Relocates the station about 30m to the west. This moves the station entrance closer to the car park and further away (around 210m) from Anzac Avenue. This option requires additional land acquisition now as well as a further 11 properties in the future for planned development around the station.
- Option C: Relocates the station around 30m closer to Anzac Avenue. This design provides an opportunity for a bus route connection from the south. Additional property acquisitions would be required on the north side of the station as well as a further 11 properties in the future for planned development around the station.

- Option D: Relocates the eastern end of the station to Anzac Avenue, significantly improving the prominence of the station. However, the car park would remain in the original location and would therefore be much further away from the station. This option also does not provide cross-corridor access unless walking via Anzac Avenue. An additional 11 properties are required due to the relocation of the station towards Anzac Avenue.
- Option E: Relocates the station about 70m to the east and closer to Anzac Avenue (about 110m away from Anzac Avenue). This option impacts on 11 properties, comprising 11 properties due to the relocation of the station to the east. This significantly improves station visibility and proximity to Anzac Avenue, as well as improves connection to nearby retail and commercial precincts.

7. Stations options assessment criteria

Each of the five options were assessed against the following criteria and sub-criteria.

Station assessment criteria and sub-criteria	Detailed meaning of each sub-criteria
City Building <ul style="list-style-type: none"> • Civic aspiration i.e. one “Kippa-Ring” • Regeneration to the east • Regeneration to the west • Presence and legibility • Opening day activation (Day 1) 	<ul style="list-style-type: none"> • Civic aspiration: arranging the station strategically to unlock the future potential for the Kippa-Ring town centre • Regeneration to the east: facilitating a framework to encourage future land use and connectivity enhancements • Regeneration to the west: facilitating a framework to encourage future land use and connectivity enhancements • Presence and legibility: optimising patronage and the user experience through physical and visual legibility • Day 1 activation: ensuring a safe and pleasant user experience on opening day without compromising the long term precinct aspirations
Transport <ul style="list-style-type: none"> • Existing catchment • Future catchment • Bus access and integration • Commuter car park and access • Bus priority 	<ul style="list-style-type: none"> • Existing catchment: ensuring the station best serves the existing residences and businesses • Future catchment: positioning the station to support future growth • Bus interchange and integration: facilitating seamless interchange with rail services • Commuter car park and access: providing close proximity to the station and managing traffic impact on local streets • Priority bus access: optimising operational efficiency and minimising dead running
Value <ul style="list-style-type: none"> • Cost • Value capture 	<ul style="list-style-type: none"> • Cost: ensuring the project solution delivers a value for money proposition for government • Value capture: realising the wider community and land use enhancements that are possible with the introduction of a new, high quality commuter rail service
Risk <ul style="list-style-type: none"> • Land take • External reliance (on other projects) • Stabling and rail operations 	<ul style="list-style-type: none"> • Land take: balancing potential impacts to surrounding properties with the delivery of a high quality station precinct • External reliance on other projects: avoiding a successful project outcome being overly reliant on external transport and/or land use changes • Stabling and rail operations: ensuring any station changes do not adversely impact on the stabling facilities just to the west of the station and rail operations to and from the station
Environment and Community <ul style="list-style-type: none"> • Protecting the environment • Social impact from noise and vibration • Social impact • Visual amenity • CPTED (Crime Prevention Through Environmental Design) 	<ul style="list-style-type: none"> • Protecting the environment: minimises the footprint of the project and loss of remnant vegetation • Noise and vibration: manages noise and vibration impacts on surrounding community during construction and operation • Social impact: reduces community severance and maintains access to community services and facilities • Visual amenity: minimises visual impact and potential loss of amenity • CPTED: provides a safe environment for users through environmental design

8. Proposed relocation of Kippa-Ring Station

The Station Working Group has identified Option E as the preferred option for Kippa-Ring Station as it achieves the highest ranking against the key criteria and sub-criteria of the five options. This preference has also been endorsed by the Project Steering Committee, which includes representatives from the project's funding partners, the Australian Government and Moreton Bay Regional Council.

Option E is preferred because it:

- provides better integration with the existing Kippa-Ring precinct including greater visibility and proximity to Anzac Avenue
- accommodates for transit-oriented development and regeneration of Kippa-Ring now and into the future
- provides the best public transport and access outcomes for pedestrians, cyclists, buses, taxis and cars without adversely impacting on traffic
- enhances the station presence and functionality without impacting on train stabling and rail operations
- has comparable impacts on the environment and community compared with the reference design
- provides the above benefits while still within the budget identified in the Business Case.

In summary, Option E provides a much better presence, visibility and connection to Anzac Avenue which cannot be achieved by containing the station within the boundaries of Kenna Park, as identified in the reference design.

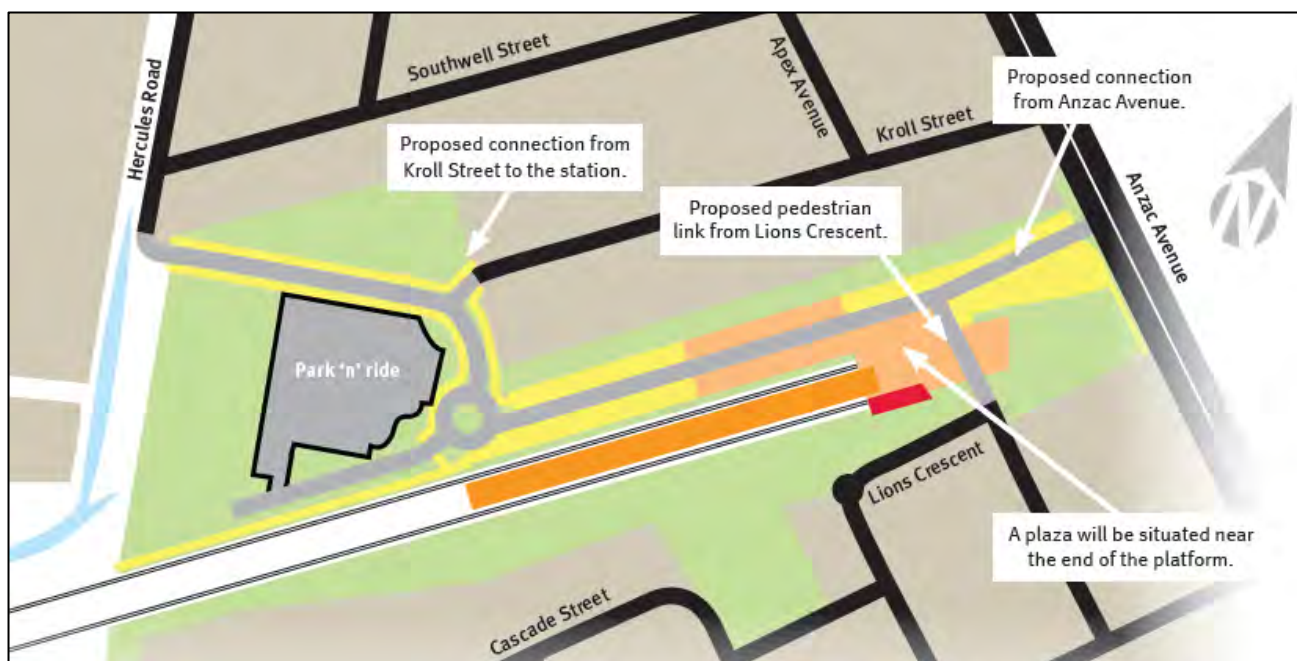


Image 4: Kippa-Ring Station proposed relocation - 'Option E'

9. Comparing Option E and the reference design

The following table compares the reference design (Option A) with the preferred location (Option E) against each of the criteria and sub-criteria.

Station assessment criteria and sub-criteria	Reference Design (Option A)	Preferred location (Option E)
Criteria 1: 'City Building'		
Civic aspiration: One "Kippa-Ring"	The station is located within Kenna Park but around 180m from Anzac Avenue and behind a row of 11 properties.	The station is moved about 70m closer to Anzac Avenue and connects with the Kippa-Ring precinct.
Regeneration to the east of Anzac Avenue	The station is located further away from Anzac Avenue and so is not closely connected to any possible redevelopment on the eastern side of Anzac Avenue.	The station is closer to Anzac Avenue, and through the acquisition of the 11 properties, there is a better connection to any possible redevelopment on the eastern side of Anzac Avenue.
Regeneration to the west of Anzac Avenue	The reference design does not accommodate integration of the station and future surrounding redevelopment.	The preferred option has better integration of the station and future surrounding redevelopment (through the acquisition of the 11 properties)
Presence and legibility	The reference design has poor presence and legibility because of its distance from Anzac Avenue and lack of visibility behind 11 properties.	The preferred option is highly-visible from Anzac Avenue, and includes features such as a public plaza fronting onto Anzac Avenue to create greater presence and legibility.
Opening day activation (Day 1)	As the reference design is separated from Anzac Avenue it will not be as active on Day 1.	The preferred option is much closer and significantly more visible from the active Anzac Avenue.
Criteria 2: Transport		
Existing catchment	The reference design does not provide any direct pedestrian access from the north to the station, except along Anzac Avenue.	The preferred option better services the existing catchment as it provides improved access to the station, particularly from the southern side.
Future catchment	The reference design is further away from Anzac Avenue and therefore also further away from any future redevelopment around Anzac Avenue.	The preferred option is closer to Anzac Avenue and therefore closer to future redevelopment around Anzac Avenue.
Bus access and	The reference design provides good bus integration and vehicle access off	The preferred option provides good bus integration and vehicle access off

integration	Anzac Avenue with a signalised intersection at Anzac Avenue.	Anzac Avenue with a signalised intersection at Anzac Avenue.
Commuter car park and access	<p>The reference design car park is located in the north-west corner of Kenna Park and is closer to the station entrance at the eastern end of the station.</p> <p>Further investigation is needed to determine if there is any traffic impact along Hercules Road as a result of the car park access off this road.</p> <p>Further investigation is needed to determine the impact, if any, of traffic in local streets around the new station.</p>	<p>The car park is further away from the station entrance compared to the reference design as the station has been moved around 70m to the east.</p> <p>The revised position of the car park access road to the north of the station provides a safer route for car park patrons to walk to the station precinct without crossing roads.</p> <p>Lions Crescent is connected to the station access road and provides local access to the station. Further investigation is required to make sure this local road is mainly for pedestrian and cyclist use and vehicle traffic is discouraged.</p> <p>In summary, the commuter car park is slightly further away from the station but overall the design provides better connectivity to the station for the local community. Possible local traffic impacts require further investigation.</p>
Bus priority	The reference design provides bus stops on the access road off Anzac Avenue. The bus priority is diminished because the station is further from Anzac Avenue.	The preferred option also provides bus stops on the access road off Anzac Avenue. The bus priority is improved as the station is closer to Anzac Avenue and therefore travel times are quicker.
Criteria 3: Value		
Cost	Fits within the budget allocated for the station within the reference design.	The cost estimate including additional land is lower than the budget allocated for the station in the reference design.
Value capture	The reference design does not maximise the potential for value capture because it does not consider future planning.	The preferred option considers potential future development and therefore maximises the value capture.
Criteria 4: Risk		
Land take	The reference design accommodates the station, commuter car park and	The preferred design requires 11 additional properties for the relocation

	access road within Kenna Park.	towards Anzac Avenue.
External reliance (on other projects)	The reference design does not rely on other external projects to be successful.	The preferred design does not rely on other external projects to be successful.
Stabling and rail operations	The reference design does not impact on train stabling and rail operations.	The preferred design does not impact on train stabling and rail operations.
Criteria 5: Environment and Community		
Protecting the environment	The reference design footprint is within Kenna Park and there is some opportunity for green space around the station.	The preferred design footprint is mainly within Kenna Park and there is some opportunity for green space around the station.
Social impact from noise and vibration	The construction and operational impacts from the reference design are considered manageable as adjacent houses are suitably separated from the station and works area.	The construction and operational impacts of the preferred option (including the demolition of 11 properties) are expected to be similar to the reference design.
Social impact	The reference design severs community connectivity from the north to the south of the station, other than at the station entrance and the eastern side of the station towards Anzac Avenue.	Connectivity is improved as a proposed local connection from Lions Crescent provides better local access to the station.
Visual amenity	The reference station layout provides an opportunity for the station and precincts to be designed to minimise visual impact and potential loss of amenity.	The preferred option provides an equal opportunity for the station and precincts to be designed to minimise visual impact and potential loss of amenity.
CPTED (Crime Prevention Through Environmental Design)	The reference design provides some opportunity to integrate the station precinct to provide a level of safety for all station users; however this is hindered overall by the station being further away from Anzac Avenue.	The preferred option means the station is clearly visible from Anzac Avenue, this encourages passive surveillance and improved safety for users.

10. Key design changes and mitigation strategies

The key design changes from the reference design to the preferred option are associated with property and road impacts. Details of each of these impacts as well as the project team's recommended mitigation strategies are summarised in the table below.

Proposed change	Recommended Mitigation Strategy
Land impacts	
<p>The principal change in the preferred option is the requirement of a further 11 properties due to the relocation of the station to the east.</p>	<p>The project team will engage the directly-affected property owners in accordance with the department's policies and procedures around property resumptions, and in line with the requirements of the <i>Acquisition of Land Act 1967</i>.</p> <p>The project team also plans to inform the wider Kippa-Ring community through staffed information sessions and direct mail-outs over a four-week period, to provide information on the changes and an opportunity for feedback.</p>
Road impacts	
<p>A new connection from Lions Crescent to the new station access road is proposed. This will be for local access to the station only. It is not expected to significantly increase traffic in neighbouring streets as the main station access road will be provided off Anzac Avenue.</p> <p>The station access road is relocated from the southern side of the car park to the northern side, closer to adjacent houses in Southwell Street.</p> <p>Kroll Street is changed from a cul-de-sac to connect with the station access road (and ultimately through to Hercules Road). This could potentially attract more traffic along this road wishing to access the station car park.</p>	<p>Further investigation is required into possible noise impacts for properties along Southwell Street from traffic on the station access road.</p> <p>Further investigation is required into traffic impacts in local surrounding streets (such as Kroll Street and Lions Crescent) to ensure traffic that should be using the dedicated station access road is discouraged from using local roads to access the station.</p>

11. Information for residents in the station precinct

This Kippa-Ring Station Relocation Change Report is available to all members of the public to ensure the community is informed about the proposed project changes. Copies of the report will be available electronically.

Information activities will prioritise nearby residents and include:

- meetings with directly affected residents and stakeholders
- targeted letterbox drop to residents within Kippa-Ring station vicinity
- web update with factsheets online
- e-news update
- staffed information display

Residents can find out more by:

- calling the project team on 1800 096 821
- writing to the project team via Moreton Bay Rail Link, Reply Paid 2439, Brisbane Qld 4001
- emailing the project team on moretonbayrail@tmr.qld.gov.au
- visiting the project website at www.moretonbayrail.qld.gov.au

12. Project recommendation

The project team recommended that the proposed changes to the Kippa-Ring station reference design be adopted as shown in Option E, because this option:

- provides better integration with the existing Kippa-Ring precinct including greater visibility and proximity to Anzac Avenue
- accommodates for transit-oriented development and regeneration of Kippa-Ring now and into the future
- provides the best public transport and access outcomes for pedestrians, cyclists, buses, taxis and cars without adversely impacting on traffic
- enhances the station presence and functionality without impacting on train stabling and rail operations
- has comparable impacts on the environment and community compared with the reference design
- provides the above benefits while still within the budget identified in the Business Case.

This report, proposing Option E as the preferred option for the location of Kippa-Ring Station, was endorsed by the Project Steering Committee (which includes representatives from the project's funding partners, the State and Federal Governments and Moreton Bay Regional Council) and signed off by the State Minister for Transport and Main Roads on 8 October 2012.