

Ipswich to Springfield Transport Corridor Study (Springfield line extension): Frequently Asked Questions

Project information

What planning has TMR undertaken?

Planning was undertaken in 2006 and 2007 to identify a future rail corridor between Ipswich and Springfield via Ripley. The identified corridor has been preserved from incompatible developments.

What kind of infrastructure is considered during this stage of planning?

Corridor planning includes all the infrastructure which needs to fit within the future rail corridor, such as tracks, stations, bridges, pedestrian and cycle facilities, lighting and power. Planning does not include the detailed design of any infrastructure, but identifies the space required to accommodate a future rail corridor which meets community needs.

Has TMR considered other planning in the area, like local government town planning and major development areas?

TMR continues to collaborate with key stakeholders, including Ipswich City Council and the Department of Infrastructure, Local Government and Planning (DILGP) to coordinate land use planning.

When will the extension to the Caboolture line be built?

The [South East Queensland Rail Horizon report](#) (2016) confirms the Ipswich and Springfield line extensions as part of the Queensland Government's long term vision for the SEQ rail network, to be constructed sometime after 2026. Capacity constraints in the existing network need to be addressed before rail services can be expanded to new areas. Current and planned projects such as the [New Generation Rolling Stock](#) and [Cross River Rail](#) will create the capacity needed for the Ipswich and Springfield line extensions.

Why does Cross River Rail have to be built first?

There is limited capacity on both rail lines and station platforms in the Brisbane CBD area, with continual growth in demand. The addition of services to new areas between Ipswich and Springfield would require reducing services to other rail lines. The [Cross River Rail](#) project will provide the equivalent capacity of a 30-lane highway as well as new CBD stations and a new river rail crossing. This increased capacity will allow for an expansion of the rail network, including the extension of the Ipswich and Springfield lines.

Why has TMR done this planning already if construction is so far away?

Identifying and preserving the future rail corridor now allows councils and developers to plan future developments accordingly. Land owners have the information they need to plan for their own futures.

How was the community consulted during planning?

The community was consulted as part of the process to identify a preferred corridor in 2006, and again when the Review of Environmental Factors (REF) was released in 2007. Consultation included a number of community displays, newsletters, advertisements and a project website.

You can view the full consultation report on the [TMR website](#).

What happens next? When will the community find out more about this project?

The planning project identified and preserved land for a future rail corridor. Key stakeholders and affected property owners will be kept informed throughout this process. The community will be consulted during the design stage of the project.

I don't want a new rail line near my house because it will impact my lifestyle and amenity. Can TMR move it somewhere else?

Various options for shifting the alignment of the future rail corridor were considered following feedback during community consultation. In collaborative discussions with Ipswich City Council, it was determined that the new passenger rail line should follow the identified route to minimise impacts. Any potential negative impacts to the local community will be considered during the design stage of the project, and community members will be consulted about mitigation strategies.

Location and property impacts

Where will the new passenger rail line and stations be built?

The new passenger rail line connect the Springfield line to the Ipswich line, via the developing area of Ripley. The new line will travel south of Redbank Plains, through the future Ripley Town Centre, and north through Yamanto and One Mile. A total of 9 new station locations are proposed, including the University of Queensland Ipswich Campus, Yamanto and Ripley. A map of the alignment can be found on the [TMR website](#).

Why can't the rail line be shifted away from properties and follow the major road corridor?

Various options for shifting the alignment of the future rail corridor were considered following feedback received during community consultation. A number of factors were considered including the impact on properties, flood immunity, environmental constraints and impacts on the local road network. In consultation with Ipswich City Council, a preferred passenger rail line was determined that minimised these impacts.

Why doesn't TMR plan for a single track instead of dual tracks to reduce the impact on properties?

Planning has identified the extension of the Ipswich and Springfield lines will require dual tracks to meet the future demand for rail services from the area. A single track passenger rail line would reduce the frequency of services on the line and cause delays to passengers.

What happens if the corridor planning includes my property? Will my property be resumed?

You can request a property search through an [Approved Service Provider](#) or review the [DA mapping](#) available online. [TMRs website](#) explains more about what happens if planning identifies a requirement on your property. TMR will not require the land until closer to construction, which is still many years away.

Passenger rail services

We need public transport options in this area now. What are TMR doing about current needs?

TMR and TransLink are working collaboratively with Ipswich City Council to identify and address community needs for public transport. TransLink prioritises bus services based on population density and demand. As the population continues to increase in high growth areas, additional services will be provided to meet the increased demand.

Will local roads be upgraded to cope with increased traffic around the new train stations?

TMR are working collaboratively with Ipswich City Council to ensure future developments and the local road network reflect the future passenger rail line and stations. Upgrades to local roads are the responsibility of the local council.

Will new train stations have local bus connections, commuter carparks and cyclist facilities?

New stations will be integrated into local public and active transport networks. Provisions will be made for bus connections, cyclists and pedestrians and all stations will provide access for people with disabilities. TMR are working collaboratively with Ipswich City Council to ensure new pedestrian and cycle infrastructure connects with existing local paths. A number of park and ride facilities are planned with substantial commuter carparks.

Environment

Has TMR considered environmental impacts?

The REF completed in 2007 identified a number of environmental constraints including wetlands, sensitive flora and fauna, flood mapping, Indigenous and non-Indigenous cultural heritage, and land uses. A comprehensive Environmental Impact Study (EIS), including detailed field studies, was completed in 2009. You can download a summary of the EIS from the [TMR website](#). More detailed information is available on request. Planning to identify a future rail corridor has taken all of these constraints into consideration. Additional field surveys will be undertaken prior to design of the future rail line.

How will TMR manage the impact on bushland areas?

The EIS identified a number of areas of remnant bushland, as well as the presence of threatened species of plants and animals. It makes a number of recommendations to manage the impact on these areas, including minimising vegetation clearing and the provision of overpasses or underpasses to maintain connectivity. The final design of the rail line through these areas will include features to minimise the impact on wildlife and remnant bushland. Additional field studies will be undertaken prior to design work.

Will the new rail line impact drainage lines or streams that may cause flooding?

Detailed hydrological and geological surveys will be undertaken as part of the design stage of the project to identify any potential waterway impacts or flood risks. The design for the new rail line will include measures to minimise or prevent impacts.