

Salisbury to Beaudesert Rail Corridor Study: Frequently Asked Questions

Project information

What planning is TMR working on now?

The current planning study aims to identify the land required for a future rail corridor between Salisbury and Beaudesert, and preserve it 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 around Flagstone and Bromelton?

TMR continues to collaborate with key stakeholders, including Brisbane City Council, Logan City Council, Scenic Rim Regional Council and the Department of Infrastructure, Local Government and Planning (DILGP) to coordinate land use planning. Freight rail planning, such as the Australian Rail Track Corporation (ARTC) [Inland Rail](#) project, is also incorporated in planning for this project.

When will the new passenger rail line be built?

The [South East Queensland Rail Horizon report](#) (2016) confirms the Salisbury to Beaudesert rail line 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 Salisbury to Beaudesert line.

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 for the Salisbury to Beaudesert line 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 Salisbury to Beaudesert line.

Why is TMR doing this planning now if construction is so far away?

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

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

The current project aims to identify and preserve 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.

Location and property impacts

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

The new passenger rail line will generally follow the existing freight rail line between Salisbury and Kagaru, where it turns south-east towards Veresdale. It will then follow the existing Bethania to Beaudesert rail line to Beaudesert. New stations will be established at Acacia Ridge, Algester, Hillcrest, Boronia Heights, Greenbank, New Beith, Flagstone, Undullah, Gleneagle North, Gleneagle and Beaudesert. A map of the alignment can be found on the [TMR website](#).

Why doesn't the passenger rail line go to Bromelton?

The option of extending the passenger rail line to Bromelton was considered in collaborative discussions with Scenic Rim Regional Council. A number of factors contributed to the decision not to include Bromelton in this project, including flood mapping and passenger catchment areas.

Why can't the rail line be shifted away from properties and follow Beaudesert Road (in the north) or the Logan River (in the south) more closely?

Various options for shifting the alignment of the future rail corridor were considered following feedback received during community consultation in 2010. 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 local councils, it was determined that the new passenger rail line should follow the existing rail corridors where possible to minimise these impacts.

Why doesn't TMR just extend the Springfield rail line to Beaudesert instead? Or reopen the existing Bethania to Beaudesert line?

Transport planning is based on predicted growth patterns and future needs. The area surrounding the future Salisbury to Beaudesert line has been identified as a significant growth area which will require additional public transport infrastructure in the future. The Salisbury to Beaudesert corridor offers the advantage of being based on the existing interstate rail corridor, whereas a new corridor from Springfield would traverse greenfield land for the majority of its length. In regard to using the disused Beaudesert-Bethania corridor for a new east-west connection, the [Mt Lindesay Beaudesert Strategic Transport Network Investigation](#) reviewed this option in detail and concluded that there will be limited demand for this east-west connection. However, it was recommended that utilising the disused corridor for a north-south Salisbury to Beaudesert connection would be a more cost-efficient and beneficial option for this area.

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

Planning has identified the Salisbury to Beaudesert rail line 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?

[TMR's website](#) explains more about what happens if planning identifies a requirement on your property. TMR will not require the land until closer to construction of the Salisbury to Beaudesert line, which is still many years away.

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 2010. In collaborative discussions with local councils, it was determined that the new passenger rail line should follow the existing rail corridors where possible 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.

Passenger rail services

Why can't TMR just put passenger trains on the existing freight line?

TMR investigated this option and identified a number of constraints. The freight line is managed by the ARTC, and access for passenger trains to interact with freight trains and the interstate service to New South Wales on the single line would need to be agreed. The number of passenger services available would be limited by increasing demand for freight services as well as limited capacity in the existing rail network once trains reached Salisbury. Passengers would then have to change trains at Salisbury onto the existing Beenleigh line, causing travel delays and overcrowding. In consideration of these and other constraints, it was determined the option of putting passenger trains on the existing freight line was not viable.

Could TMR provide a temporary solution on the existing freight line, maybe with diesel trains, fewer stations or only peak hour services?

Even an interim solution would require a significant investment for temporary stations, parking areas, passing loops, signal systems and other associated infrastructure. This temporary infrastructure would need to be completely replaced when the future high-speed, narrow gauge passenger line is constructed. The freight line is operated by ARTC, so Queensland Rail (QR) and TMR would have no control of operational or safety standards. The significant cost required, for limited long term benefit, would be better invested in alternative transport solutions for the area.

Why is TMR planning for an electric train line instead of new alternatives, like hydrogen or battery powered trains or even a busway?

The current planning aims to identify and preserve a future rail corridor. Planning is based on the space required to accommodate a rail line and associated infrastructure using current standards, but future design and construction of the Salisbury to Beaudesert line will reflect standards and technology available at that time. TMR is supportive of innovation in transport.

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

TMR and TransLink are working collaboratively with Brisbane City Council, Logan City Council and Scenic Rim Regional 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 I need to change trains to get to the city? How frequently will trains run?

Planning for the Salisbury to Beaudesert line provides direct connections to the city without the need to change trains. The frequency of trains will be determined closer to the time of construction, dependent on the capacity and standards available at that time.

Will there be dangerous goods on the freight line next to passenger trains?

Planning for future freight and passenger rail lines includes sufficient distance to maintain safety and allow for maintenance works.

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

TMR are working collaboratively with Brisbane City Council, Logan City Council and Scenic Rim Regional 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 local councils 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

How does the passenger rail line impact the Glider Forest area south of the Logan Motorway?

As part of initial planning for the Salisbury to Beaudesert rail corridor, TMR undertook a Review of Environmental Factors (REF) and community consultation in 2010. The REF identified the glider forest as a significant biodiversity corridor which would require detailed investigations and assessments during the design stage of the process. Field surveys and consultation with key stakeholders, including local environment groups, will be undertaken prior to design of the new passenger rail line to avoid or minimise any impacts on the glider forest.

Has TMR considered other environmental impacts?

The REF identified a number of environmental constraints including wetlands, sensitive flora and fauna, flood mapping, Indigenous and non-Indigenous cultural heritage, and land uses. 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.

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.