

South-East Queensland Rail Stabling Program



To support the significant increase to the train fleet and meet the growing demand for rail services in south-east Queensland, the Queensland Government is preparing to develop purpose-built, modern train stabling facilities across the rail network.

About the program

The Department of Transport and Main Roads, in partnership with Queensland Rail, is delivering the South-East Queensland (SEQ) Rail Stabling Program. The program will deliver purpose-built, modern train stabling facilities across the rail network to support a significant increase in passenger trains and services.

By providing additional train stabling locations closer to the end of each line, the network will operate more efficiently, improving services and reducing costs.

What is a stabling facility?

A stabling facility is a place where trains are parked when they are not in operation.

Trains return to the stabling facility at the end of service and are parked on the site throughout the night (or when they are not in use).

At night, trains parked on the site are cleaned and prepared for the next day's service. Sometimes this might include minor maintenance activities, removing waste, decanting and routine inspections.

Benefits of rail stabling

Each morning, trains leave an inner city stabling yard and travel out to the extremities of the network to begin morning services. This means trains are travelling empty on the network, costing money and using up valuable track space.

Well-located stabling facilities:

- increase reliability
- reduce network operating costs
- improve network capacity (relieving pressures, junction conflicts and freeing up valuable track space)
- ensure faster response times in case of track or train failure.

Proposed stabling sites

A feasibility study was undertaken to identify where new stabling facilities would be best located.

This study investigated potential sites using various criteria including operational suitability, technical feasibility, land use planning, environmental impact, social considerations, constructability and cost.

From this work, potential sites were shortlisted for further investigation.

So far, four sites have been confirmed to progress to the next stage of development:

- Robina – expansion of existing facility (Gold Coast Line)
- Banyo (Shorncliffe Line)
- Elimbah (North Coast Line)
- Woombye (North Coast Line).

Sites still being considered and under further investigation include:

- Rosewood (Ipswich Line)
- Thorneside (Cleveland Line)
- Ormeau (Gold Coast Line)
- Varsity Lakes (Gold Coast Line).

Some sites may be identified for development in the future and protected until required.

Planning process

The proposed stabling facilities are planned and delivered under the *Transport Infrastructure Act 1994*.

The diagram below illustrates the process the project is undertaking to deliver the stabling facilities.

What infrastructure would be built on site?

A typical stabling facility includes train tracks, connections to the main line, overhead power supply, signalling and communications systems.

In addition, other infrastructure and buildings would be built on-site to support stabling operations. These buildings would include crew facilities such as offices and staff amenities (with toilet and shower facilities), staff car parks, roads, walkways, fencing and lighting. For security reasons sites are lit and fenced.

Managing the impacts

Stabling facilities create a low-level of rail activity throughout the day. Generally most activity occurs at night and early in the morning to prepare trains for service.

To ensure community impacts are minimised as far as practical, compatibility with surrounding land uses was a key consideration in the site selection process.

However, there will still be some residents in close proximity to the sites that may experience low-level impacts during construction and operation of the facility.

To minimise the potential impacts, the project team will investigate localised solutions to provide reasonable and practical outcomes around noise minimisation, visual amenity, environmental management, traffic management, landscaping and security.

The project team is committed to managing the construction and operational phases in a responsible manner and will continue to liaise with the community throughout the process.

Next steps

Technical studies and concept designs for shortlisted sites are underway.

Sites confirmed for development will proceed to the next phase. This includes calling for tenders and detailed design, before it is committed to go to construction.

The program team will confirm the order of sites to be delivered in early 2014. Construction on the first confirmed sites is expected to commence some time in 2015. These sites are expected to be operational in time for the arrival of new trains by late 2016.

More information

If you would like more information about the SEQ Rail Stabling Program, please:

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Email: SEQstabling@tmr.qld.gov.au

Visit: www.tmr.qld.gov.au

*Free call from anywhere in Australia. Check with your service provider for call costs.

