## Executive Summary: Redcliffe Rail Link



### E1 Purpose

## An Impact Assessment Study for the Petrie to Kippa-Ring Public Transport Corridor was

## conducted by GHD for Queensland Transport. The Final Impact Assessment Study Report

## (FIASR) was released in October 2003. Since then, planning for the corridor (now known as

## the Moreton Bay Rail Link) has progressed. The purpose of this Project Change Report is to

## document the key changes that have occurred from October 2003 to September 2010. It will

## be used as an input into the Business Case Development phase and associated community

## consultation.

### E2 Background

## In the late 1970’s the former Metropolitan Transit Authority conducted a series of planning

## investigations for a public transport link between Petrie and Kippa-Ring, culminating in land

## being acquired for the corridor.

## An Impact Assessment Study commenced in 1999, with significant community consultation

## activities including public displays and a manned public exhibition of the Draft IAS. The

## FIASR was completed in October 2003 with the following findings:

## • The existing corridor should be developed for heavy rail and should ultimately include six

## stations at the nominated locations

## • The original preserved corridor should be preserved

## • The corridor should be developed in stages to meet population increases and demand

## In 2008, the Queensland Government and Moreton Bay Regional Council (MBRC) decided to

## jointly submit the Moreton Bay Rail Link (MBRL) project for consideration under the

## Infrastructure Australia (IA) program. To facilitate this submission a Memorandum of

## Understanding (MOU) was signed and joint funding of $4 million was allocated to prepare the

## submission and develop the project under the Queensland Government’s Project Assurance

## Framework (PAF.) The submission was lodged in November 2009 and the Strategic

## Assessment of Service Requirement and Preliminary Evaluation Report were completed by

## Transport & Main Roads (TMR) in the first half of 2010.

## The Preliminary Evaluation Report found that a heavy rail, dual track solution with six (6)

## stations located at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and

## Kippa-Ring provided the best transport solution. The financial analysis undertaken determined

## the infrastructure costs for these options as follows:

## • A “Real” March 2010 cost of $801M

## • A “Total Outturn” Cost of $1098M (construction from 2013 to 2015)

## In the lead up to the 2010 federal election the incumbent Labor government announced that a

## re-elected Australian Government would invest $742 million, the Queensland Government

## $300 million and the Moreton Bay Regional Council $105 million to build the new rail line such

## that it was operational in 2016.

## To achieve the operational target date of 2016 the project is now progressing into the

## Business Case Development phase and community consultation.

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## E3 Land Use Planning & Patronage

## The Moreton Bay Regional Council (MBRC) was created as a result of the amalgamation of

## the former Redcliffe City, Pine Rivers and Caboolture Shire Councils in 2008. MBRC is

## currently developing a new Moreton Bay Regional Planning Scheme, however, at this point in

## time the former schemes of the three amalgamated Councils remain in force. Land Use

## planning, projected population and employment growth remain relatively consistent with the

## inputs utilised in the FIASR.

## Additional patronage modelling was undertaken as part of the Preliminary Evaluation report in

## 2010 and found that the single track solution recommended in the FIASR as the initial stage

## of the corridor development would not adequately service peak hour passenger demands

## after 2016. Subsequently, the initial staged construction of a single track only with passing

## loops at five stations (construction of the second track and Kinsellas Station were proposed in

## 2025) as recommended in the FIASR is no longer a suitable solution.

## E4 Changes to Design & Implementation

## E4.1 Rail

## In general the proposed rail alignment has been based on the alignment recommended in the

## FIASR and follows the original preserved corridor. However changes to the alignment have

## occurred over some sections of the corridor to meet the current Queensland Rail Design

## parameters. Rail design changes include incorporating longer transitions to curves, increasing

## radii of curves where possible and incorporating straights or minimum horizontal radii of 2000

## metres at station positions. The rail alignment is generally designed for 100km/h.

## Further development of the rail horizontal and vertical alignment has identified areas where

## the required corridor is outside the limits of the currently preserved corridor and subsequently

## some additional property acquisition may be required at specific locations.

## The FIASR recommended that the rail consist initially of a single track with passing loops at

## each station. Earthworks and bridge structures were to be undertaken for the ultimate dual

## track configuration to be implemented in 2025. Increased patronage estimates and

## engagement with Queensland Rail’s representatives indicated the construction of two tracks

## over the full length of the corridor was appropriate and cost effective upfront without staging.

## The provision of dual track also allows maximum flexibility for tying in with the operating of the

## Caboolture to City services. Subsequently the design has been changed from the FIASR to

## incorporate dual track over the full length of the corridor upfront and no staging will occur.

## Stabling provision requirements at both Petrie and Kippa-Ring stations were investigated.

## Investigations found that provision for stabling at Kippa-Ring station, from an operational

## perspective, was preferable rather than at Petrie Station as recommended in the FIASR.

## Stabling requirements at Kippa-Ring will be further investigated and finalised during the detail

## design phase of the project.

## The FIASR recommended that Kinsellas Road Station not be constructed until 2025. This

## recommendation will not be adopted because of the recent planning approval given to Urbex

## for a development south of the proposed railway and all six stations will be constructed as

## part of the MBRL Project. The six stations will be located at:

## • Kallangur

## • Murrumba Downs

## • Mango Hill

## • Kinsellas Road East

## • Rothwell

## • Kippa-Ring

## The FIASR makes provision for side platforms at all stations. Side platforms will not be

## adopted for Kippa-Ring Station where a central platform will be incorporated to improve

## operations and the overall design functionality of the station.

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## E4.2 Local Road Network & Bus Services

## The proposed design alignments for the local road network immediately adjacent to and

## crossing the rail corridor do not differ significantly from the FIASR. Grade separation will occur

## at Dohles Rock Road (road bridge over rail); the Goodfellows Road deviation (road bridge

## over rail); Brays Road (rail bridge over road); the Bruce Highway (rail bridge over road);

## Freshwater Creek Road (road bridge over rail); and Kinsellas Road East (road bridge over

## rail).

## Moreton Bay Regional Council’s planning also includes the Mango Hill Ring Road that

## crosses the MBRL at two locations - a new road bridge over rail to be built by Urbex under

## their infrastructure agreement with the Council and the extension of Mango Hill Ring Road

## between Kinsellas Road East and Halpine Drive which is included in Council's trunk planning

## and developer contributions policy.

## TransLink will work with Queensland Rail, the local bus operators and the community to

## review bus and train frequency requirements prior to the opening of the new rail line.

## E4.3 Environmental & Land use

## The key changes which have occurred since the completion of the FIASR which influence the

## environmental considerations of the project are:

## • The inclusion of new road design elements for areas that had not been previously

## surveyed for flora and fauna. These elements are primarily in the section between Petrie

## and Mango Hill

## • Increased footprint associated with the project created by the realignment of some

## sections of the rail line and addition of road and cycleway elements

## • Changes to Regional Ecosystem (RE) & Essential Habitat designation under Vegetation

## Management Act 1999

## • Changes to the species conservation status of koala in South East Queensland under

## the Nature Conservation Act 1992 and Conservation Plan. All native vegetation is now

## protected and requires a permit to be cleared. There are also possible offset triggers

## • The implementation of the *Sustainable Planning Act 2009* (SPA)

## • The introduction of the South East Queensland Koala Conservation State Planning

## Regulatory Provision (SPRP) and State Planning Policy 2/10: Koala Conservation in

## South East Queensland (SPP) under the *Sustainable Planning Act 2009* (SPA)

## • Potential Matters of National Environmental Significance (MNES) under Environment

## Protection and Biodiversity Conservation (EPBC) Act

## • Changes have occurred to the Land Use planning provisions along the corridor with

## implementation of new planning schemes, structure plans and Local Growth

## Management Strategies by the former Redcliffe City Council and Pine Rivers Shire

## Council. A regional Local Growth Management Scheme was created by Moreton Bay

## Regional Council in 2008

## • Amendments have occurred to the South East Queensland Regional Plan (SEQRP) and

## South East Queensland Infrastructure Plan and Program (SEQIPP) since the completion

## of the FIASR. The 2009 and 2010 SEQIPP’s make specific reference to the Petrie to

## Kippa-Ring Rail corridor and MBRL respectively

## Due to the potential for the project to impact upon Matters of National Environmental

## Significance (MNES) under the Environment Protection and Biodiversity Conservation Act

## 1999 (EPBC Act), the project has been referred to the Department of Sustainability,

## Environment, Water, Populations and Communities (DSEWPC) in July 2010. As a result of

## this referral DSEWPC have issued an information request for which further work has been

## undertaken and a response submitted. Should the DSEWPC determine the action to be a

## ‘controlled action’, an Environmental Impacts Statement (EIS) may be required for the project.

## The final EIS would be a public document and the Minister for Sustainability, Environment,

## Water, Populations and Communities would determine whether the project will be approved

## based on the information in the EIS. The Minister may also decide to make a decision on the

## approval of the rail corridor based on ‘preliminary information’ that has been presented to

## DSEWPC already or on more targeted additional information that the Minister requests.

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## E5 Conclusions

## The MBRL is a key initiative of all three levels of government with funding commitments of

## $742 million from the Australian Government, $300 million from the Queensland Government

## and $105 million from Moreton Bay Regional Council to complete the project such that the

## new rail line is operating in 2016.

## A number of further investigations and refinements to the proposed MBRL have occurred

## since the completion of the Final Impact Assessment Study Report in 2003.

## The project has now progressed to the Business Case Development phase of the

## Queensland Governments Project Assurance Framework which will include the following

## activities:

## • Refinement of design and capital estimates, including risk analysis and assessment of

## potential escalation and specific sensitivity analysis

## • Further public consultation

## • Refinement of land requirements, including off-set conditions

## • Development of a full benefits analysis and realisation plan

## • Further economic analysis incorporating detailed patronage/demand modelling

## • Constructability analysis

## • Environmental impact analysis

## • Value capture analysis and staging