## Project Drivers

The Moreton Bay region is a key population growth area for South East Queensland. It has a

sizable existing population, large amounts of affordable housing and is commutable distance

from northern Brisbane and the CBD. It is presently the third most populous Local

Government area in Australia with an estimated resident population in July 2008 of 356,709

(representing approximately 8 percent of the total population of Queensland). This position

will be maintained as Moreton Bay continues to be one of the fastest growing local

government areas in Australia with the population projected to be in the order of 523,000 by

2031 (under the Queensland Government‘s medium series population projections).

Similar to most outer metropolitan communities across Australia, the Moreton Bay region has

a less than acceptable level of employment self-containment (i.e. fewer jobs than workers).

The combination of population growth and low employment self containment within the

Moreton Bay region results in 54% of commuter trips leaving the region, including 9%

destined for the Brisbane CBD. This level of inter-regional commuter travel is higher than that

observed for other South East Queensland local government areas including Ipswich City and

Gold Coast City.

In comparison to other growth areas in South East Queensland, the region is currently not

well serviced by public transport options making the area very dependent on private car

vehicle usage. The implementation of an effective transport solution facilitates the travel of

Moreton Bay residents into Brisbane, thus allowing Brisbane based businesses to attract staff

from easily commutable areas (as opposed to people currently commuting to Brisbane from

further afield areas such as Ipswich and the Gold Coast).

Preliminary transport modelling indicates that by 2016 there will be significant congestion

problems within the region as a result of capacity restrictions on major arterial roads into

Brisbane and the CBD, including Gympie Road and the Bruce Highway. It also indicates that

if a rail solution was provided to this area approximately 10,000 additional public transport

trips would be made per day, thus contributing to congestion reduction on road corridors such

as the Bruce Highway and Gympie Road. Public transport investments that contribute to

congestion reduction provide significant community benefits, and can influence land

development and travel behaviour in areas like the Moreton Bay region where there is still

undeveloped land available.

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.

## 1.3 Project Scope

The MBRL project will comprise approximately 12.6 km of dual track railway connecting Petrie

to Kippa-Ring. Six new stations will be constructed at:

• Kallangur

• Murrumba Downs

• Mango Hill

• Kinsellas Road East

• Rothwell

• Kippa-Ring

The railway will be fully grade separated from the local road network. This necessitates

bridges at Dohles Rocks Road, the Goodfellows Road deviation, Brays Road, the Bruce

Highway, Freshwater Creek Road and Kinsellas Road East. Major water way structures are

required at Yebri Creek, Freshwater Creek and Saltwater Creek/Hays Inlet. Bridges will also

be constructed at locations between stations which will be finalised during detail design to

allow free fauna movement and to minimise environmental impacts. Train stabling facilities

will be provided in the vicinity of Kippa-Ring Station.

The project will ultimately provide safe and continuous shared paths and dedicated pedestrian

paths along the length of the corridor as determined appropriate during detailed design.

Where practical, within 800 metres (walking distance) of a station, separate footpaths and

bike paths will be provided. Beyond 800 metres where pedestrian volumes are reduced, the

path will generally be designed as a shared path.

### Strategic Assessment of Service Requirement (March 2010)

The Strategic Assessment of Service Requirement (SASR) was completed in March 2010 by

Transport & Main Roads. The SASR considered a number of solutions to meet the identified

service need, including road, heavy rail, light rail and bus-way options. Of the solutions

assessed the heavy rail option was identified as most effectively meeting the service need.

The light rail and busway options along the preserved transport corridor are also found to be

capable of meeting the service need. All other options such as buses on existing roads and

non public transport options failed to effectively achieve desired transport outcomes.

### 3.3 Preliminary Evaluation Report (May 2010)

The Preliminary Evaluation Report was completed in May 2010 by Transport & Main Roads.

The report Conclusions are reproduced below.

### 3.3.1 Conclusion 1 - Priority

The potential project is to provide a public transport solution along the preserved corridor

between Petrie and Kippa-Ring servicing areas that would that would otherwise use the only

major highway linking Brisbane and the north. This contributes to the achievement of the

following government priorities and outcomes:

• Agency level:

- Reduces dependency on private vehicles by residents for mobility

- Reduces congestion on the Bruce Highway, Anzac Avenue, Houghton Highway and

major arterial roads into the Brisbane CBD, including Gympie Road

- Realises greater benefits from existing investment in the transport networks

• Whole of Government level:

- Realise the population densities and preferred pattern of development as described

in the South East Queensland Regional Plan (2009-2026)

- Meet broader government policy objectives as outlined in:

\_ Towards Q2

\_ The South East Queensland Regional Plan (2009)

\_ The South East Queensland Infrastructure Plan and Program (2009)

\_ Climate Smart 2050- Queensland Climate Change Strategy

Conclusion 2 ***- The project is a priority for DTMR and the Queensland Government as a whole***

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- Realise the population densities and preferred pattern of development as described

in the South East Queensland Regional Plan (2009-2026)

- Meet broader government policy objectives as outlined in:

\_ Towards Q2

\_ The South East Queensland Regional Plan (2009)

\_ The South East Queensland Infrastructure Plan and Program (2009)

\_ Climate Smart 2050- Queensland Climate Change Strategy

### 3.3.2 Conclusion 2 – Mode Choice

The Preliminary Evaluation assessed a number of modes for the project. Comparative

analysis has shown:

• Heavy Rail attracts the highest patronage and reduces private car trips the most

• Heavy Rail provides the highest BCR; (1.2 Dual Track, 1.5 Single Track - ATC)

• Heavy Rail specific risks are well understood as compared to Light Rail

• Heavy Rail provides benefits to the rest of the rail network

***Conclusion - Heavy Rail is the most appropriate mode for the project***

*Dept of Transport & Main Roads*