



Outline

- Moreton Bay Region
 - Amalgamated Regional Council
 - 4 Major Activity Centres
 - Area of 2037 sq km
 - 380,000 people / over 500,000 by 2031
 - More than 50% of the working population commute outside the region and 80% use cars
- The Project
 - 12.6 km of Dual Track Rail
 - 6 new stations
 - Full length cycleway / pathway
 - Connecting infrastructure

MORETON BAY RAIL LINK PROJECT

Moreton Bay Rail Link



Its been a long long journey

The Queenslander (Brisbane, Qld. : 1866 - 1939), Satur
The Queenslander (Brisbane, Qld. : 1866 - 193

Redcliffe Railway.

A meeting was held at Redcliffe Point, Humpybong, on Saturday evening last, to take steps towards securing railway communication with Brisbane. Mr. J. Duffield was voted to the chair. The following resolutions were carried unanimously:—Moved by Mr. W. Walsh and seconded by Mr. C. Kilgner,—“That this meeting considers it desirable that a railway be made to connect Humpybong with the North Coast Railway, leaving the Government to select the route.” Moved by Mr. H. J. Tubbs and seconded by Mr. W. Jones,—“That a committee be appointed for Humpybong, to co-operate with the committee at the Pine River, and one to be appointed in Brisbane to form a deputation to the Ministry with a view of getting a railway made from Humpybong to the Pine River.” By Mr. P. Silcock, seconded by Mr. J. H. Henzell,—“That a committee be appointed, consisting of Rev. J. Sutton, Messrs. W. Walsh, P. Silcock, and H. J. Tubbs.” Mr. Duncan spoke in very eulogistic terms of the manner in which the Pine River people had taken the initiative in this movement, to the discredit of the large land syndicates and other property owners in Humpybong. A vote of thanks to the chairman brought a very pleasant meeting to a close.

National Library of Australia

The Queenslander – 1889

Public Meeting resolved to

“take steps towards securing railway communication with Brisbane”

“a vote of thanks to the chairman brought a very pleasant meeting to a close”

The Brisbane Courier (Qld. : 1864 - 1933), Tu

The Brisbane Courier (Qld. : 1864 - 19

PROPOSED REDCLIFFE RAILWAY

The Royal Commission on Public Works will sit in No. 1 Committee Room, late Legislative Council Chamber, Parliament House, at 10 a.m. next Thursday, to take further evidence on the proposal to construct a railway to Redcliffe.

National Library of Australia

Brisbane Courier – 1924

Notice regarding the Royal Commission on Public Works to take evidence on the proposal to construct a railway to Redcliffe

Rail link still a controversy!

If ever there has been a subject of controversy, the rail link between Brisbane and the Peninsula must take pride of place.

The long battle can be traced back as far as 1889 and it seems evident from the records of the day that a railway line had been mooted prior to that time.

The Redcliffe Divisional Board came under fire even before it was a year old for having its offices in Brisbane.

The main reason for this odd placing was that most of the board members lived in the city, although they had properties on the Peninsula.

At the first meeting of the board Thomas Petrie moved the board's offices be in North Pine (Petrie). His motion was defeated.

However the residents of Redcliffe became vocal about their representatives meeting in Brisbane and never visiting the area.

In December 1889 the subject came up for discussion before the board, which decided it would not meet in Redcliffe until "a railway line is built."

Ninety-one years later and Redcliffe still waits.

In 1895 the board agreed a railway line should be built from North Pine to Humpybong but at the time there were many other demands on the government for branch lines.

The Railway Commissioner estimated the line would cost just under £50,000 (\$100,000), not including land compensation and rolling stock. An expert said the line would make a profit of £1500 (\$3000) a year.

The following years saw much toing and froing between the town board, the Railways Department and the

REDCLIFFE CITY COMES OF AGE

Government. Inspections were promised and never made.

There was talk of a tramway from Petrie to Redcliffe. The first World War intervened and the subject was not raised again until 1924.

In 1926 the council was told no money was available for a survey of a line over the Pine river and Hay's Inlet to Redcliffe. Cabinet would consider it in 1927.

Finally, it seems, the people of Redcliffe gave up hope.

On August 11, 1930, the council resolved to request the government to vest the Redcliffe Railway Station Reserve in the council for recreation purposes.

The land, on the north-west corner of Oxley Avenue and Moreton Street, is now the high school.

Things remained pretty quiet until September 1974 when the Redcliffe Peninsula Chamber of Commerce called a public meeting.

Among those present were the then Member for Redcliffe, Jim Houghton, the Member for Murrumba, Des Frawley, and Ald. Ray Frawley, standing in for the mayor.

A committee of 14 was formed at that meeting.

An initial government report said a link from Petrie to Redcliffe would not be warranted until the year 2000.

The committee managed to convince the government this survey was based on wrong assumptions and the railway will now be built by 1984.

Redcliffe Herald 1974

"An initial government report said a link from Petrie to Redcliffe would not be warranted until 2000"

"The committee managed to convince the Government that this survey was based on wrong assumptions and the railway will now be built by 1984"

"The railway commissioner estimated the line would cost \$100,000 not including resumptions and rolling stock"

'Federal funding for rail needed'

STATE Member for Redcliffe, Mr. Terry White and Transport Minister, Mr. Don Lane, examine the proposed route of the Redcliffe rail link. Mr. Lane said he was hopeful the link would be open "well within 10 years."



RAIL LINK OPEN IN 10 YEARS IF

The Redcliffe rail link would be in operation "well within 10 years" according to State Transport Minister, Mr. Don Lane.

Mr. Lane said work on the link would go ahead when State Cabinet decided it could afford the running costs of the service which if anticipated would run at a loss of \$4 million a year.

He said the cost of construction and stock would be \$27 million, made up of \$17 million in construction, \$2 million in electrification and \$8 million on rolling stock.

Mr. Lane said \$246,000 had already been spent on the submission of four proposals and another 37 owners or groups of owners had yet to negotiate contracts with the Railways Commission.

Another four properties have yet to be insured.

Two of these properties would be affected by a decision to insure said Kallangur station, and the remaining two have been delayed pending a decision on insuring additional land," he said.

"It is the obligation of owners to lodge a claim. Each has been served with a copy of the government proclamation of April 8 giving the Commissioner for Railways total ownership of the land section.

"The rights of the owners will be respected and amicable settlement is the government's aim. However, if this is not possible an owner has the right of appeal to the Land Court. If he does not get what he believes to be satisfaction there he can approach the Land Appeal Court," Mr. Lane said.

Mr. Lane repeated his

assurance the link would be built when money became available.

"I am at a complete loss to understand why there are still doubts. Thousands upon so much work has been done and money spent," he said.

Despite Mr. Lane's assurance, he was still unable to give any timetable for construction of the rail link.

Even his statement on "well within ten years" was qualified by the question of money being available. Mr. Lane said it was up to cabinet to decide when the taxpayers of Queensland would be "able to afford" the costs of constructing the link.

While the railways must have some idea of a timetable for the construction of the link in their forward planning, Mr. Lane was not prepared to predict the timetable.

The Federal Government should allocate a substantial sum towards the construction of the Kallangur-Kippa-Ring rail line as part of its overall funding for Expo '88, the Liberal candidate for Murrumbidgee, Aid. Roger Maguire, said this week.

"Ninety-two hundred and eighty-eight is the bicentennial of the opening of the First Fleet at Botany Bay, and Expo '88 is being organised by the Queensland Government to coincide with this important event in our history," Aid. Maguire said.

SIGNIFICANCE

"The allocation I seek would be an entirely appropriate recognition by the Commonwealth of the peninsula's historical significance as Redcliffe is in fact Queensland's birthplace."

The Liberal candidate said the total cost of the line is expected to be about \$30 million.

"I want the light industrial and commercial areas of Kallangur, Kippa-Ring, Clontarf and Peris to get their fair share of the 20,000 jobs which will be generated by the Expo."

"Additionally, those who already have jobs particularly in manufacturing, retailing, and tourist associated areas can look forward to increased job security because of the benefits which can be generated from the tourist dollar," Aid. Maguire said.

"Expo will attract over six million visitors to Queensland, and I believe the Murrumbidgee area has an exciting cross section of attractions to lure day trippers. The excitement of Lakeside, the Lawson dogs, Redcliffe trotting, golf, tennis, squash, bowls, fishing — the list is endless."

RECOGNITION

"By contributing towards the cost of the railway line, not only will the Federal Government be giving the region proper historical recognition, they will also be contributing towards the long term job opportunities for all people in this area," Aid. Maguire said.

MARTIN JONKERS MOTORS TOYOTA
 SPECIAL OF THE WEEK

800 OXLEY AVENUE, SCARBOROUGH 203 6611

Redcliffe Herald – 1983

“The Redcliffe Rail Link will be operational well within 10 years according to State Transport Minister Don Lane”

“He said the cost of construction, electrification and rolling stock would be \$27m”

More Recent History

- 2004:
 - Concept Design (Refined in 2008)
- 2009:
 - Council commitment (budget announcement)
 - Infrastructure Australia submission
- 2010:
 - picked up under Nation Building Program
 - commitment by three levels of Government
 - completion of the “Reference Design”
 - start of “Business Case”



POLL EXPRESS

The fast track to a winning margin

12.6km Rail line from Petrie to Kippa-Ring

Six New stations

Six Years to opening

\$742m From federal funds

\$300m Plus land from state coffers

\$105m From local government

Exclusive

Government would provide \$742 million, with extra funding to come from the High Government and Moreton Bay Regional Council.



A century late, but Gillard backs \$1.1bn rail extension

INFRASTRUCTURE

ANDREW FRASER

Julia Gillard has squandered the budget, in order to pledge to honour a century-old commitment to build a railway to the bushside Queensland scrub of Keshville, pushing her government's funding toward the current far-wastelands.

The Prime Minister, along with Queensland Premier Anna Blaxland yesterday in announcing the commencement of a rail extension — which has been promised for more than a century since 1895 — has put off America again.

The proposed 1.6km line will cut through a very real wastel

and effect, this means that the commitment of the federal government is at the whim of a future government.

The Queensland government will put \$100 million of the program. What has been a century-old project in the 1930s, it is now a \$1.1 billion project.

The Keshville railway line was a rail line for the bush side of infrastructure projects in Queensland was it a priority in infrastructure. Australia's list of Queensland projects.

Means to see the rest of the

and efficiency for.

They will be in a and a place who — promised she said.

"We're taking a lot of people who have been in the line who are now in a place where they're right to land it."

Julia Gillard's infrastructure was in a line to see the rest of the

after the most significant — the 1.6km rail line would be announced immediately in areas such as an environmental impact statement and geotechnical work.

Only yesterday, the Coalition candidate for Prime — Dean

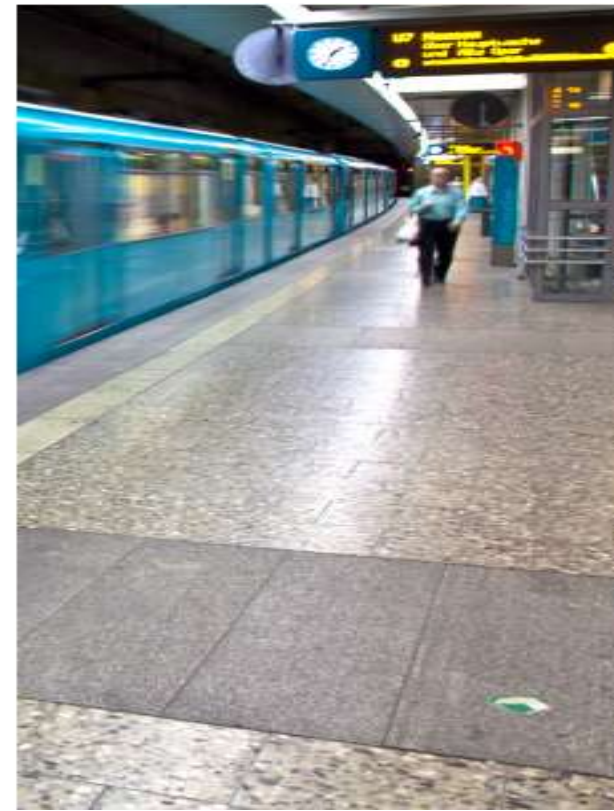


EXIT

Australian Government
Nation Building Program
Queensland Government
Moreton Bay Regional Council

Getting it Across the Line

- Leadership by Council
 - Council played a pivotal role
 - An amalgamated Council helped
 - Politics is very important
- Having “skin in the game”
 - \$2m - submission to Infrastructure Australia
 - Transferred to Nation Building Program
 - \$105m contribution to final project (10%)



Moreton Bay Rail Link: Local Area Planning Study

foresight
partners Pty Ltd

dma partners

Deicke Richards

Local Area Planning

- Around each of the 6 stations
- Joint Council / State Govt project
- Objectives:
 - contribute to nation building outcomes
 - ensure better development framework for station precincts
 - assist with delivering TOD/TAD outcomes
 - assist with detailed planning for walking, cycling, public transport and vehicle access

LAP Outcomes

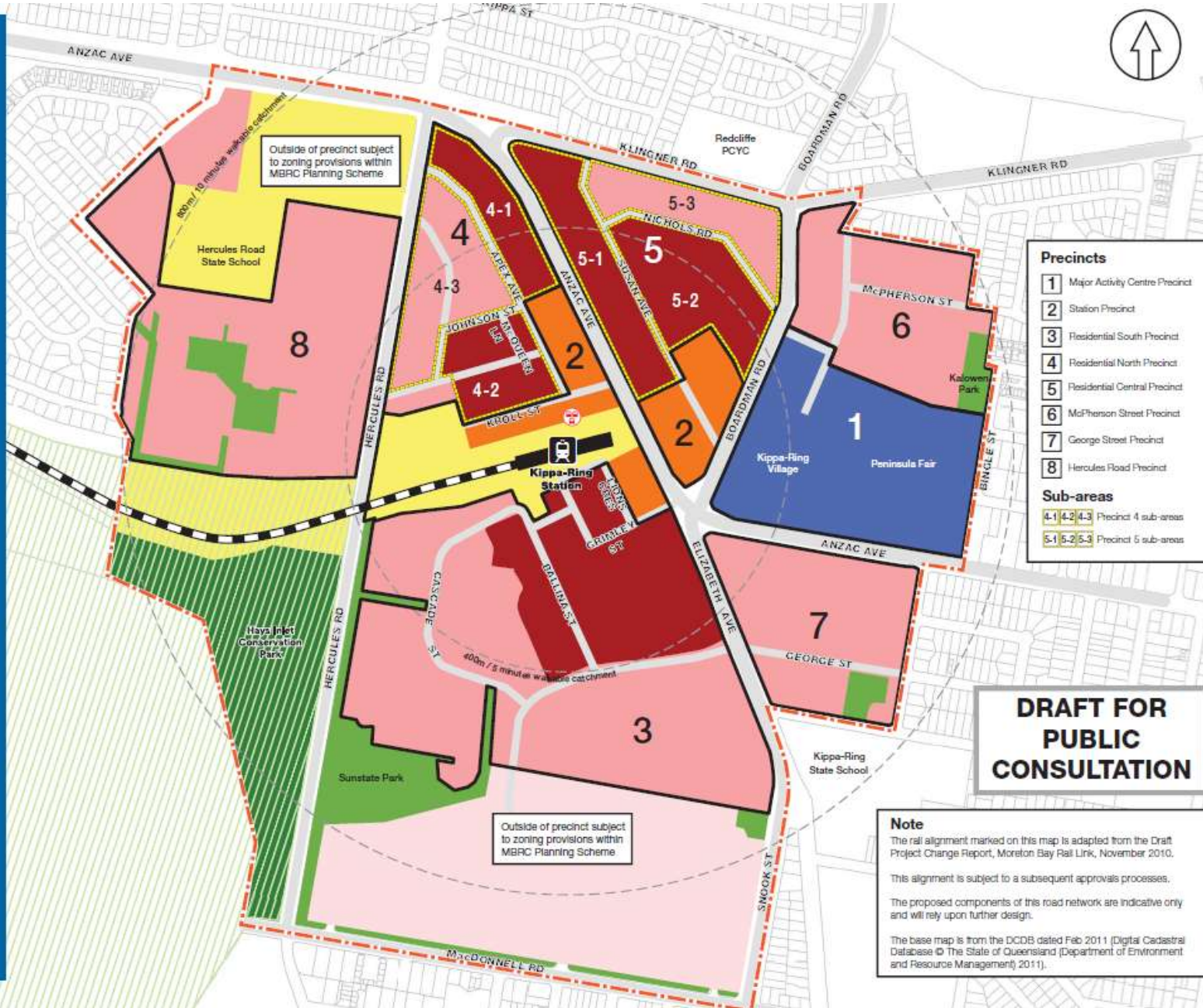
- Broader Outcomes
 - Temporary Local Planning Instrument
 - Preferred Station Functionality
 - Park and Ride
 - Transit Oriented Development
 - Traffic / Transport Modelling
- Better Options for End of Line Station
- Local Planning Scheme Amendments

Map 1 – Kippa-Ring Station Local Plan Zoning and Precincts



Legend

- Residential living
- Residential choice
- Apartment residential
- Community purposes
- Mixed use
- Major centre
- Open space
- Environmental management and conservation
- Regional Landscape and Rural Production Area (SEQRP 2009-2031)
- Railway station
- Railway lines
- Bus interchange
- Precinct boundary
- Precinct sub-area boundary
- Local plan boundary



Precincts

- 1 Major Activity Centre Precinct
- 2 Station Precinct
- 3 Residential South Precinct
- 4 Residential North Precinct
- 5 Residential Central Precinct
- 6 McPherson Street Precinct
- 7 George Street Precinct
- 8 Hercules Road Precinct

Sub-areas

4-1, 4-2, 4-3 Precinct 4 sub-areas
5-1, 5-2, 5-3 Precinct 5 sub-areas

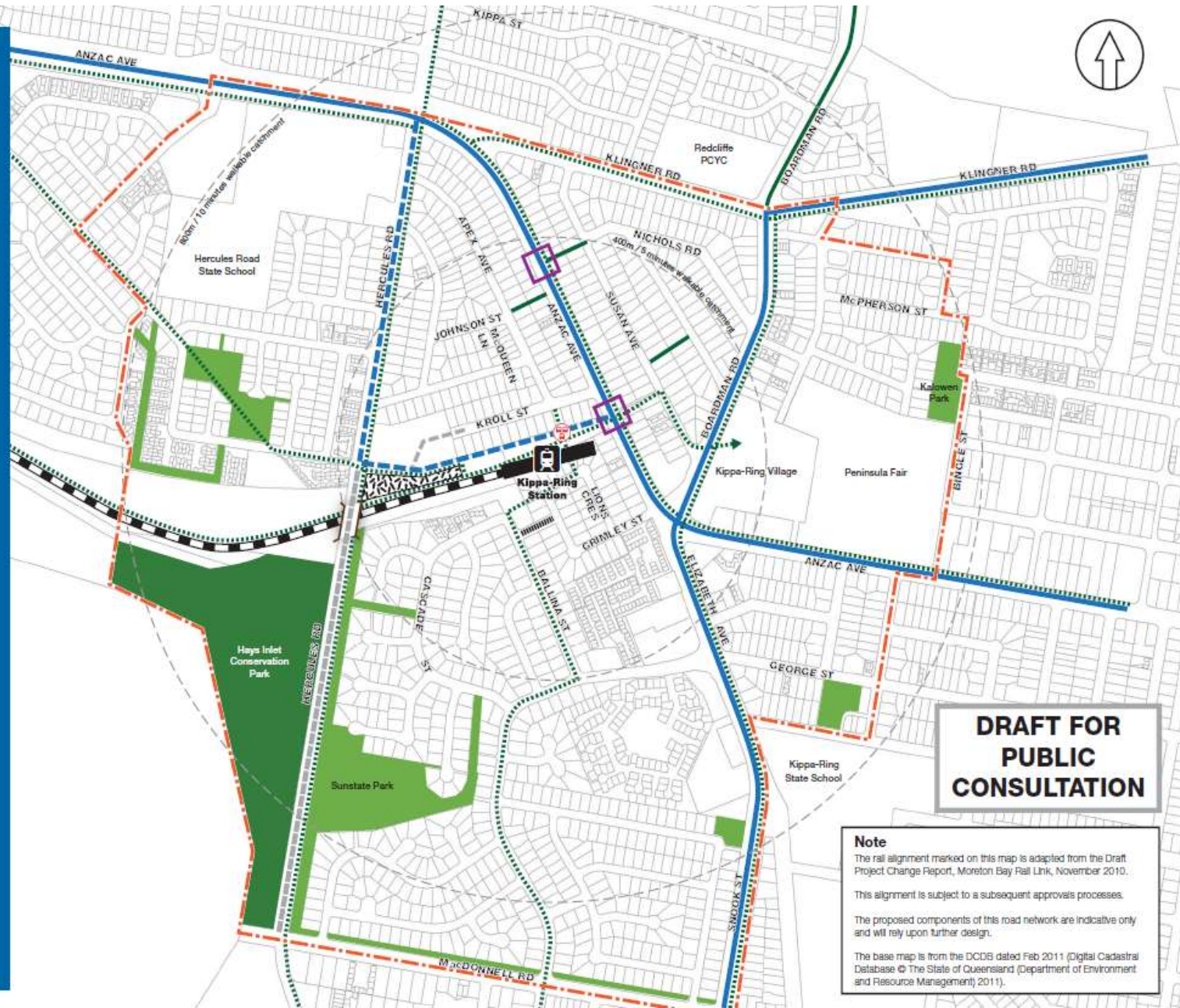
DRAFT FOR PUBLIC CONSULTATION

Note
The rail alignment marked on this map is adapted from the Draft Project Change Report, Moreton Bay Rail Link, November 2010. This alignment is subject to a subsequent approvals processes. The proposed components of this road network are indicative only and will rely upon further design. The base map is from the DCDB dated Feb 2011 (Digital Cadastral Database © The State of Queensland (Department of Environment and Resource Management) 2011).

Map 3 – Kippa-Ring Station Local Plan Active and Public Transport

Legend

-  Bus route
-  Proposed bus route
-  Existing active way
-  Proposed active way
-  Proposed road
-  Road closure
-  Open space
-  Environmental management and conservation
-  New signalled intersection
-  Railway station
-  Railway lines
-  Park and ride
-  Bridge/overpass
-  Bus interchange
-  Local plan boundary



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Station Concept Design

Photo: Don Copley









BRIDGE OVER CREEK

SHARED USER PATH TO CECIL V STREET

CYCLE PATH

EXISTING WATER BODY

WAGNER PARK

PARK

BRIDGE BUFFER PLANTINGS

EXISTING SEWERAGE PUMP STATION

EXISTING FOREST

BRAY'S ROAD

SIGNALISED INTERSECTION

PEDESTRIAN CYCLE CROSSING

CONDUIT

PARK & RIDE CAR PARK 190 SPACES

BUS DROP OFF

NEW ROAD

POTENTIAL FUTURE PEDESTRIAN CONNECTION

0.100 FLOOD LINE

BLACK DUCK CREEK

PEDESTRIAN ACCESS FROM MASSAKIN COURT

MUSTERFIELD DRIVE

Observations

- Complex project delivery structure
- The status of the “Reference Design”
- Tendency to fall back to delivering:
 - 12.6 km of rail and 6 stations
- Need to continually refocus on:
 - Delivering the Project Vision
 - Delivering Nation Building Outcomes
 - Delivery of vital connecting infrastructure
- Structure of the Steering Committee
 - All about delivering a major project
 - Needs to be more about delivering an outcome