

# SEQ Rail Connect

Preparing South East Queensland's rail network for the future





## Minister's Foreword

I am pleased to present *SEQ Rail Connect* – our blueprint for preparing the South East Queensland (SEQ) rail network for the future.

In SEQ, the rail network is at the centre of providing safe, reliable, and accessible public transport to connect people to jobs, study, essential services, and to each other. It also plays a critical role in efficiently moving freight and providing connections to our regional towns and cities via long-distance train services.

The Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (QTRIP 2022-23 to 2025-26) includes \$7.154 billion for an ambitious but achievable pipeline of rail infrastructure over the next four years. The Queensland Government is proud to be investing in the SEQ rail network at record levels. QTRIP 2022-23 to 2025-26 includes \$6 billion<sup>1</sup> over four years towards the SEQ Rail Connect priorities. In addition, we have fully funded Cross River Rail which will unlock the bottleneck at the core of our rail network and deliver four new underground train stations and extensive upgrades to eight

above-ground stations in Brisbane. QTRIP 2022-23 to 2025-26 includes investment towards three new train stations on the Gold Coast. We're investing \$7.1 billion<sup>2</sup> in new trains to be built here in Queensland, and spending \$717.3 million upgrading the signalling system so we can run more trains safely on the SEQ rail network. Jointly funded by the Australian Government, we have committed \$2.6 billion towards delivering the critical Logan and Gold Coast Faster Rail Project, unlocking more of our fastest services between Brisbane and the Gold Coast. At the same time, we're investing \$371.1 million to roll out Smart Ticketing statewide, upgrading accessibility at train stations, and expanding the number of park 'n' ride spaces in SEQ so accessing public transport is even easier for customers.

Cross River Rail will transform the way our rail network operates and how customers travel by train in SEQ. Preparing for this transformation will be a key focus over the next few years. We're closely monitoring travel patterns as we move through the COVID-19 pandemic and planning how many train services will be needed at what time of day when services commence through the Cross River Rail twin tunnels in 2025. As we get closer to the opening of Cross River Rail, we'll be helping customers understand how their current public transport journeys might change as train and connecting bus timetables are updated. We will be preparing for certain train lines to run through the twin tunnels while others run via the existing surface tracks. We'll be talking to SEQ residents about the opportunities Cross River Rail provides to unlock new, faster and more reliable public transport journeys.

We're also looking beyond Cross River Rail, preparing for a growing SEQ region and the Brisbane 2032 Olympic and Paralympic Games. *SEQ Rail Connect* will deliver a reliable, redesigned rail network with increased service capacity to support high volume movements of athletes, officials, media, spectators, and workforce between venues, accommodation, and the region's world-renowned tourist destinations.

We welcome the opportunity to work with the Australian Government and our partners in the rail industry to deliver the critical program of rail improvements set out in *SEQ Rail Connect* to keep the SEQ region moving and to deliver better journeys for customers.

### Mark Bailey MP

#### Minister for Transport and Main Roads

<sup>1</sup> \$6 billion is calculated as the four year forward estimate for heavy rail and light rail related projects in SEQ, excluding maintenance funding. Project investment budgets quoted throughout *SEQ Rail Connect* are consistent with Indicative Total Budgets outlined in QTRIP 2022-23 to 2025-26 (subject to rounding). The sum total of Indicative Total Budgets quoted is different to the four year forward estimate. See QTRIP 2022-23 to 2025-26 for further detail.

<sup>2</sup> Subject to outcomes of the ongoing procurement process.

Road

QueenslandRail

TRANSLink



Street level

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Image courtesy of Cross River Rail.  
Concept image only. Subject to change.



The Department of Transport and Main Roads acknowledges the Traditional Owners and Custodians of this land and waterways.

We also acknowledge their ancestors and Elders both past and present.

The Department of Transport and Main Roads is committed to reconciliation among all Australians.

'Travelling' by Gilimbaa



Image courtesy of Cross River Rail. Concept image only. Subject to change.

# SEQ Rail Connect at a glance

SEQ Rail Connect is a blueprint for rail readiness in the growing SEQ region. It will help deliver the Queensland Government’s vision for a single, integrated transport network accessible to everyone.

## Priority outcomes



A redesigned network, ready for Cross River Rail, with simplified and consistent service types and more reliable operations.



Better journeys with more frequent and faster services and greater comfort with more seats and more trains.



Easier access to more locations with upgraded stations and better connections.

## Key delivery timings



Before Cross River Rail opening:

- Getting ready for Cross River Rail by redesigning the network and updating timetables.
- Delivering new and upgraded stations.
- Creating a more efficient and safer network using a new train control system.
- Growing the passenger train fleet by building more trains.
- Providing better located stabling for the train fleet.
- Rolling out the Smart Ticketing solution statewide.

In the five years immediately following Cross River Rail opening:

- Providing more services, more often using a redesigned network.
- Increasing track capacity through rail upgrades.
- Improving safety by removing and upgrading level crossings and upgrading tracks and stations.

Longer term upgrades:

- Planning now for future new rail corridors and investments in faster rail services linking our growing regions.

# Investment highlights

## Upgrade delivery timing

- Now Before Cross River Rail opening
- Next In the five years immediately following Cross River Rail opening
- Future Longer term upgrades
- Growth corridor planning

\* Refer to page 29 for a detailed breakdown of investment as listed in the QTRIP 2022-23 to 2025-26  
 \* Network diagram is indicative only subject to outcomes of ongoing timetable and infrastructure planning

## NETWORK INVESTMENTS

- ✓ \$5.4 billion to deliver Cross River Rail
- ✓ \$7.1 billion<sup>3</sup> to build and operate 65 new trains
- ✓ \$717.3 million smarter signalling systems
- ✓ \$371.1 million Smart Ticketing solution
- ✓ \$359.7 million to upgrade 11 stations
- ✓ \$450 million towards the new Brisbane Metro station at Woolloongabba
- ✓ \$172 million to deliver more park 'n' ride spaces over 4 years
- ✓ \$10 million towards the Inland Rail Brisbane intermodal terminal business case

## WESTERN LINES

- ✓ \$2.5 million in planning for the Ipswich to Springfield rail line extension and passenger transport corridor
- ✓ \$15 million to investigate the need and potential for regular passenger services between Toowoomba and Brisbane

## SOUTHERN LINES

- ✓ \$2.6 billion towards delivering the Logan and Gold Coast Faster Rail Project
- ✓ \$125.1 million for the Loganlea Station Relocation and Park 'n' Ride Upgrade
- ✓ \$206 million to remove the Boundary Road level crossing
- ✓ \$120 million towards construction of 3 new stations at Pimpama, Hope Island and Merrimac

## NORTHERN LINES

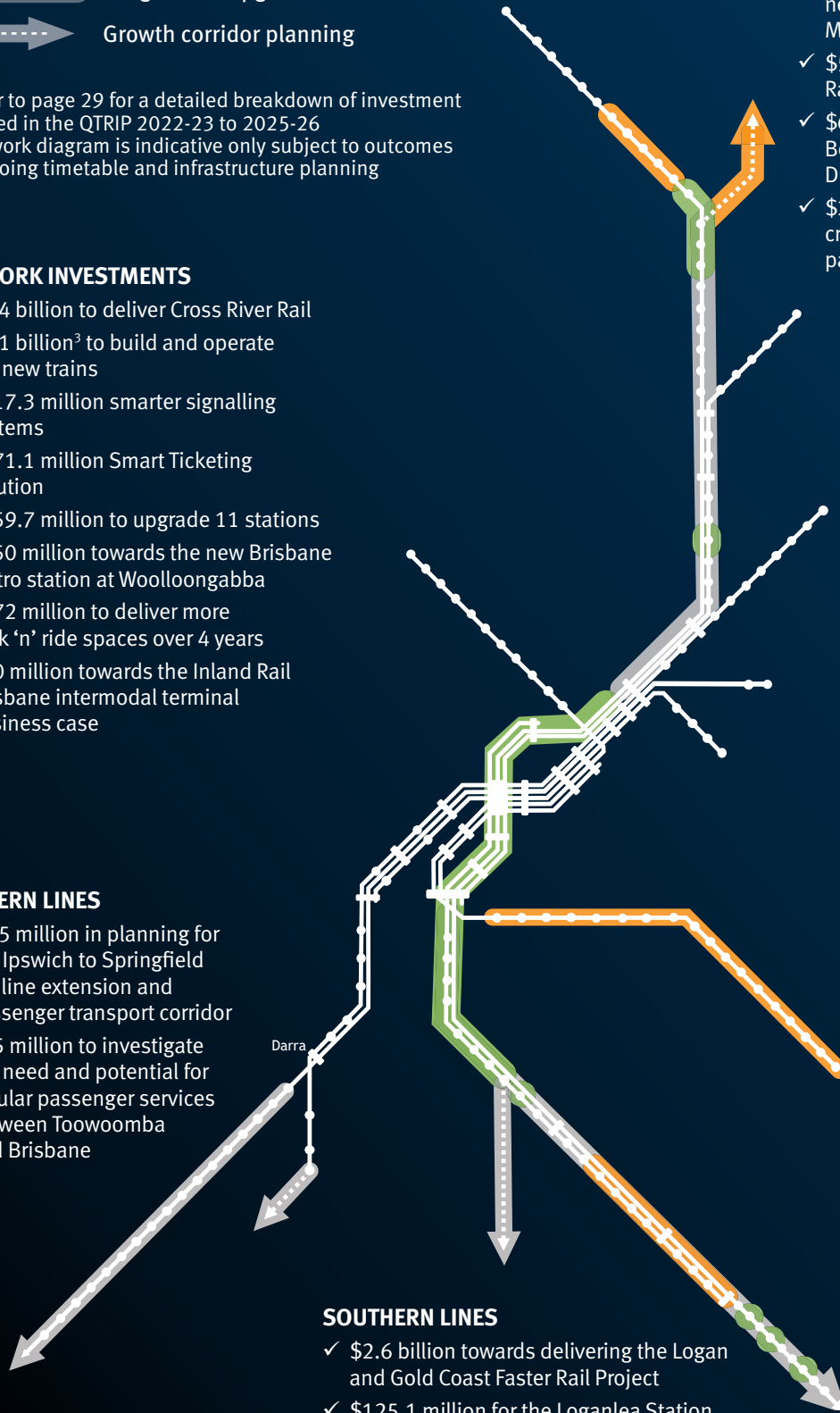
- ✓ \$6 million in planning for the proposed new rail line between Beerwah and Maroochydore
- ✓ \$550.8 million Beerburrum to Nambour Rail Upgrade – Stage 1
- ✓ \$6.25 million in planning for Beerburrum to Nambour Rail Upgrade Duplication Study
- ✓ \$224.3 million Beams Road level crossing removal and Carseldine station park 'n' ride upgrade

## INNER NETWORK

- ✓ 4 new underground stations at Roma Street, Albert Street, Woolloongabba and Boggo Road
- ✓ 8 above-ground station upgrades at Exhibition and between Dutton Park and Salisbury
- ✓ \$8 million pedestrian connection from Exhibition station to Gregory Terrace
- ✓ \$8.5 million Yeronga station pedestrian overpass
- ✓ \$119.2 million to expand Mayne Yard to support Cross River Rail operations
- ✓ \$301.4 million Clapham Yard Stabling

## CLEVELAND LINE

- ✓ \$1.7 million in planning to improve reliability on the Cleveland Line
- ✓ \$135.7 million to upgrade the Lindum station precinct
- ✓ \$1.5 million in planning to improve the Coorparoo level crossing precinct
- ✓ \$8.1 million to investigate the potential for faster rail from Brisbane to the Gold Coast
- ✓ \$874,000 in planning to extend the Gold Coast heavy rail corridor to Gold Coast Airport
- ✓ \$20 million to plan for passenger services from Salisbury to Beaudesert
- ✓ \$1.2 billion Stage 3 extension of Gold Coast Light Rail to Burleigh Heads



<sup>3</sup> Subject to outcomes of the ongoing procurement process.



## The critical role of rail

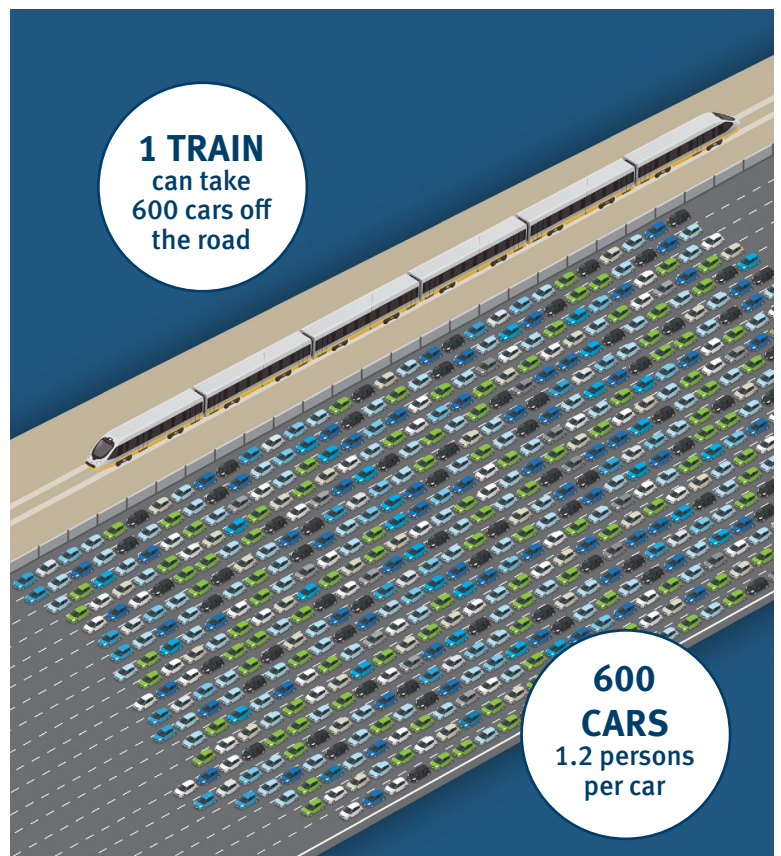
The rail network is the backbone of the SEQ public transport network. It connects our capital city, major cities on the Gold Coast and Sunshine Coast, and growing regional centres in Moreton Bay, Logan, Ipswich and Redlands with reliable and convenient services.

For those living in greater Brisbane, the rail network provides frequent connections to and from the central business district and key destinations where South East Queenslanders work, play, study, and access other essential services like hospitals.

Heavy rail is best suited to moving large numbers of people over long distances and providing links through congested areas such as Brisbane’s inner city. It is one of the most efficient, accessible, safe and green forms of mass transit.

The rail network means large numbers of people can be moved quickly and efficiently, taking the pressure off SEQ roads. It also plays a critical role in our state and national freight supply chains.

*SEQ Rail Connect* is a blueprint for ensuring the rail network keeps pace with the changing needs of SEQ customers and community and continues to play its key part in making SEQ a liveable, productive, and sustainable region.



**5.045 million people**  
in SEQ by 2036<sup>4</sup>

<sup>4</sup> Based on 12 local government areas. Source: Queensland Government population projections, 2018 edition; Population by age and sex, regions of Australia, 2016 (Cat no. 3235.0).



## More people, more journeys

SEQ has experienced significant population growth over the last two decades.

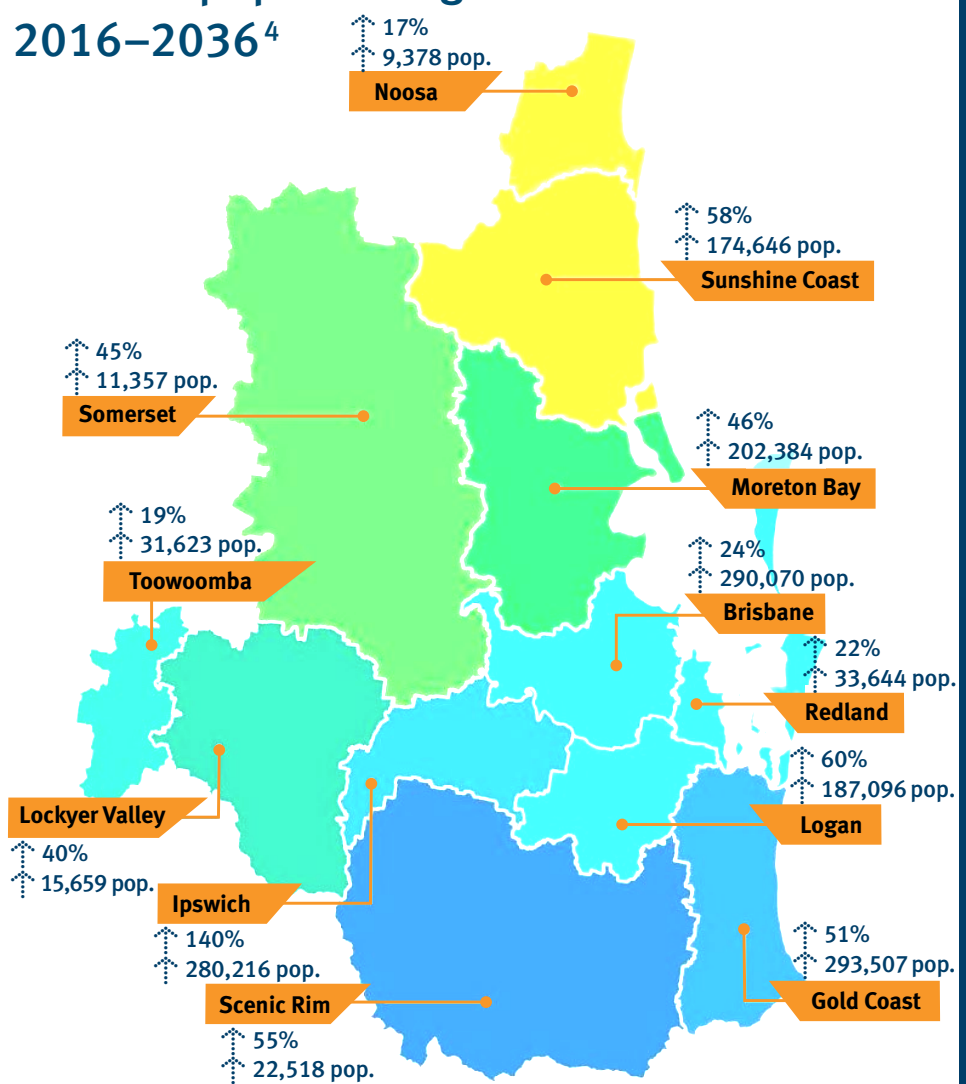
This growth is expected to continue with up to an extra 1.552 million people living across the 12 local government areas by 2036 (compared to 2016)<sup>4</sup>.

As the population grows so will the number of people using trains to connect to work, study and other essential services. *SEQ Rail Connect* is key to getting prepared for the increased demand.

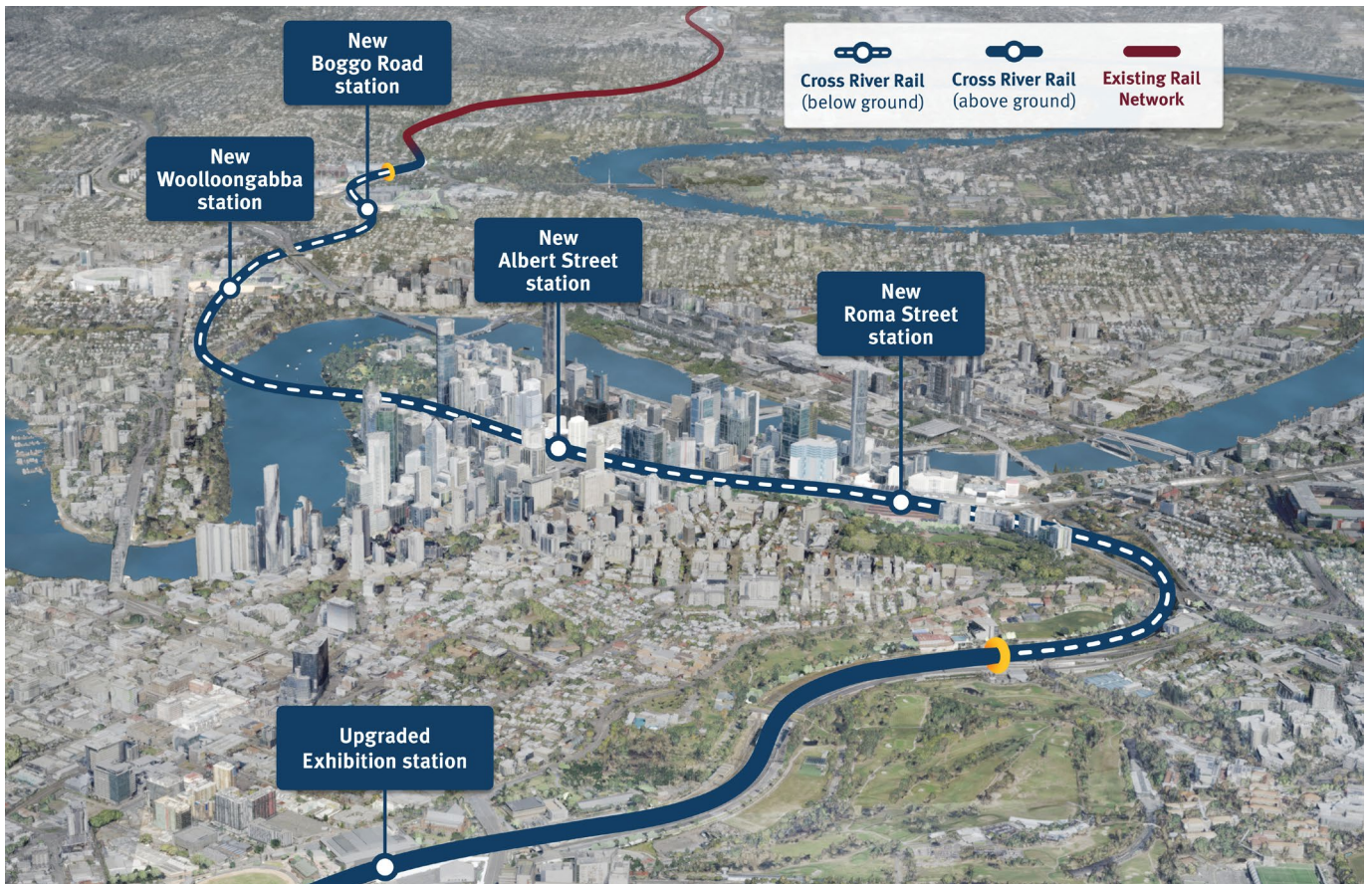
In addition to more people travelling each day, the average distance people travel is increasing as more people move to growth areas outside Brisbane. The current and forecast distribution of population and employment reinforces the importance of strong inter-regional passenger transport connections and enhancing capacity on the rail network.

A well-planned and reliable rail network is vital to efficiently getting people to where they need to go, encouraging more people onto public transport and managing road congestion.

## Forecast population growth 2016–2036<sup>4</sup>



Please note that the 2018 edition projections shown above were developed prior to the onset of the COVID-19 pandemic. Actual growth rates may vary from those shown above.



## Cross River Rail transforming our rail network

Cross River Rail is the centrepiece of *SEQ Rail Connect*, unlocking the bottleneck at the core of our rail network.

Cross River Rail is a new 10.2km rail line with 5.9km of twin tunnels running under the Brisbane River and central business district, and includes four new underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street.

The project will also deliver an upgraded surface station at Exhibition to support year-round passenger services; a rebuild for seven stations between Dutton Park and Salisbury; construction of three new stations on the Gold Coast at Pimpama, Hope Island and Merrimac; upgraded stabling facilities and installation of a new world-class signalling system in key parts of the network.

### Benefits for the whole of SEQ

Once operational, Cross River Rail will transform the way we travel across the whole of SEQ. Journeys will be quicker from doorstep to destination; stations will be in more convenient locations. There will be capacity to increase train services as our population grows and public transport will become a more viable option for the whole region, helping to ease congestion on our roads.

### Capacity and reliability

Cross River Rail delivers a second river crossing at the core of the rail network with capacity for 24 trains per hour in each direction. Not only does this enable increased frequency of trains across the whole of SEQ, a second rail path through the Brisbane city centre will reduce congestion, increase network reliability, and improve rail as a customer experience.

### Work is underway

Construction of Cross River Rail is now underway at 15 separate worksites, creating jobs, training opportunities and support for local businesses right when our economy needs it most. In total, Cross River Rail will create 7,700 jobs and 450 trainee and apprentice opportunities during construction and more than 1,500 Queensland companies have already benefitted as either suppliers or subcontractors.



# Planning for the future of rail doesn't end with Cross River Rail

Cross River Rail is an essential part of delivering the rail network SEQ needs for the future. But Cross River Rail alone won't prepare us for the challenges of more people moving to the SEQ region, and more people travelling by train.

As the region grows, further investment will be required to deliver new trains, stations, track upgrades at key points on the network, signalling infrastructure, level crossing upgrades, and stabling yards, as well as to train more drivers and rail staff. Delivering rail network upgrades involves long lead-times.

*SEQ Rail Connect* ensures the required investments in the rail network are identified early, well-planned, and sequenced so it runs efficiently, and customers have a seamless experience.

It identifies the investments required beyond Cross River Rail to ensure we are getting the most out of our rail network. Having a clear blueprint for these investments is even more important as we progress detailed event transport planning for the Brisbane 2032 Olympic and Paralympic Games. This may require us to deliver some of these improvements sooner, which we cannot do in isolation. Charting a clear path, allows us to engage early with funding partners to contribute to projects that will ensure competitors, officials, and spectators move efficiently to and from events.

## Key challenges and opportunities for the SEQ rail network in the decade ahead:



A growing population and growing demand for train journeys in SEQ



Managing the uncertainty of COVID-19 impacts



Getting ready for the Brisbane 2032 Olympic and Paralympic Games



The nationally significant role of the SEQ rail network in creating a liveable, productive, and sustainable region



Shifting people from cars to train travel through better rail infrastructure and services



Seamlessly integrating new train stations and services with the existing SEQ public transport network.

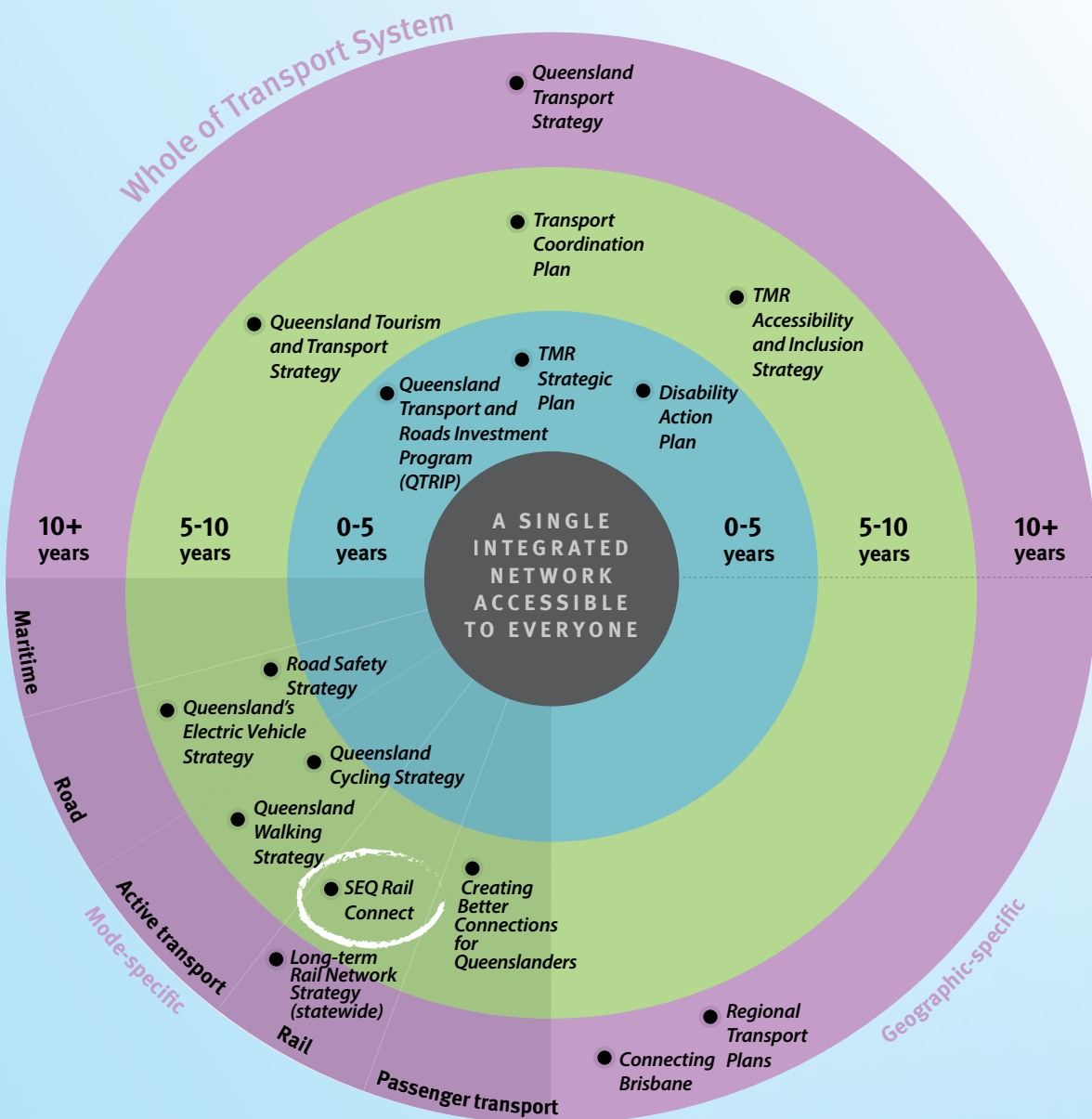
# The bigger picture

In Queensland, the Department of Transport and Main Roads (TMR) has statewide responsibility for managing the transport system and ensuring it meets community needs now and into the future. TMR undertakes short- and long-term planning for the whole system, for each transport mode, and for specific geographic locations within the transport system. Planning activities are all focused on creating a single, integrated transport network accessible to everyone.

SEQ Rail Connect will shape the SEQ rail network to ensure it is ready for the opening of Cross River Rail, keeps pace with population growth, works to reduce road

congestion and meets changing community needs. TMR works closely with Queensland Rail, the Cross River Rail Delivery Authority and other delivery partners to ensure improvements and daily operations on the SEQ rail network meet the needs of current and future passenger and freight customers.

SEQ Rail Connect is an important part of the broader suite of planning documents. It delivers on the objectives of the *Transport Coordination Plan 2017-2027* and should be read in conjunction with the *30-year Queensland Transport Strategy*, the *South East Queensland Regional Transport Plans*, and *Creating Better Connections: a 10-year plan for Queensland passenger transport*.



# How does COVID-19 impact our planning?

The COVID-19 pandemic has dramatically changed the way we live, work, and travel. While Queensland's population is expected to continue to grow, there also is ongoing uncertainty around the depth of impacts of the COVID-19 mitigation measures on Queensland's future population growth. Due to the COVID-19 pandemic, Australia's national borders were closed on 20 March 2020 to everyone except Australian citizens, permanent residents, and their immediate families, with few exceptions. Up to January 2022, border closures and quarantine measures were put in place to control the effects of the COVID-19 pandemic, reducing growth due to overseas migration<sup>5</sup>. In addition to national border closures, there were a series of localised lockdowns and interstate border closures. Nevertheless, Queensland experienced strong net interstate migration in 2020 and 2021. According to Federal Government forecasts, over the next four years to 2025-26, we are expecting another 88,000 Australians<sup>6</sup> – the equivalent of a city the size of Rockhampton – to call Queensland home.

As at early May 2022, there were 33 percent fewer trips on public transport each week than prior to COVID-19<sup>7</sup>. The time of day people are travelling is also shifting with the number of off-peak trips recovering quicker than trips during peak times. More people are working from home more often. While COVID-19 related border closures impacted on the number of people moving to Queensland from overseas, the year to September 2021 saw the highest number of people moving to Queensland from interstate since 1994<sup>6</sup>.

It's important we carefully consider these changes to how we live, work, and travel in planning how many train services will be required in the future, to which locations, and at what times of the day. A responsible government reviews and adjusts plans as necessary to make sure investment happens at the right time and at the right level.

These trends are still evolving rapidly and the 'new normal' is still uncertain. TMR has partnered with The University of Sydney to understand how work and working from home has been affected by COVID-19, and how this change impacts travel demand and travel behaviour in urban and metropolitan areas. These findings will help to inform policy and planning for the future of transport.

*SEQ Rail Connect* reflects our current planning and identifies the rail investments we know we will need in coming years even against the backdrop of

COVID-19 impacts. We will continue to monitor changes in demand and adjust our plans to reflect changing customer expectations, travel patterns, and demographics in SEQ.



SEQ public transport trips in early May 2022 compared to pre-COVID-19<sup>5</sup>  
(early May 2022 compared to early May 2019, all modes)



Queensland gained approximately 41,000 more people due to net interstate migration in the year to September 2021<sup>6</sup>

<sup>5</sup> Queensland domestic border restrictions were lifted on 15 January 2022. International border restrictions were lifted for vaccinated travellers on 22 January 2022. Please refer to [covid19.qld.gov.au](https://covid19.qld.gov.au) for up to date information.

<sup>6</sup> Based on 2022-23 Australian Government Budget, Budget Paper 3, Table A.6 Net interstate migration by state, for years ending 30 June.

<sup>7</sup> Based on Translink ticketing data week ending 8 May 2022 compared to the same period in 2019, all modes.

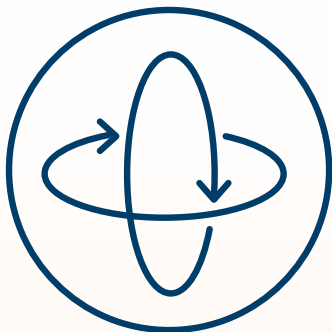
# Priority outcomes

SEQ Rail Connect is focused on three overarching priorities that will shape the SEQ rail network over the next decade. They are:

- Ready for Cross River Rail
- Better journeys for our customers
- Easier access to more locations

By focusing on these priority outcomes, we'll be delivering safe, reliable, and accessible train journeys for customers while preparing our rail network for the future.

## Priority outcomes



### Ready for Cross River Rail

A redesigned network, ready for Cross River Rail, with simplified and consistent service types and more reliable operations.



### Better journeys for our customers

Better journeys with more frequent and faster services and greater comfort with more trains and more seats.



### Easier access to more locations

Easier access to more locations with upgraded stations and better connections between home, work, study, leisure, and essential services.

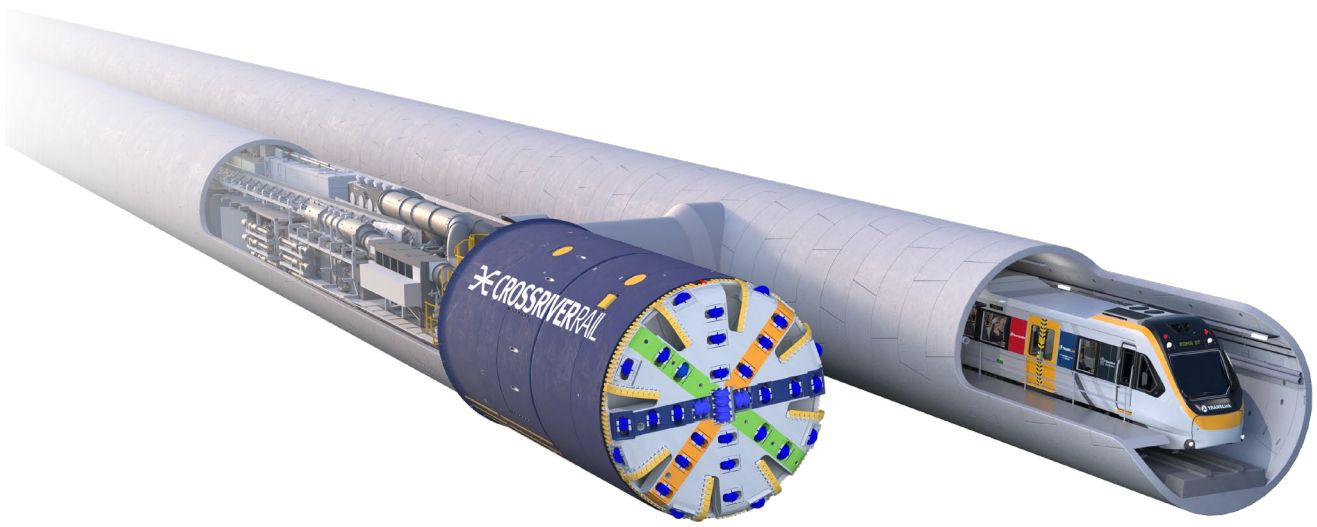


Image courtesy of Cross River Rail. Concept image only. Subject to change.

## Focus areas

## Key initiatives and planning

- Untangling the network
- Service types matched to demand

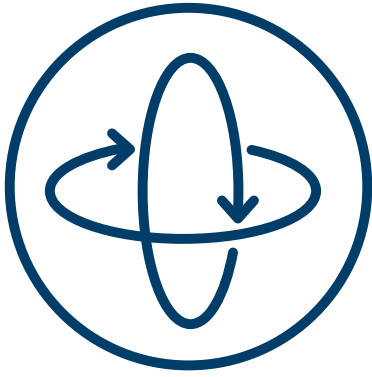
- Cross River Rail
- Timetable changes

- New digital and real-time journey planning tools
- Smarter signalling
- More trains, more seats
- Unlocking capacity
- Stabling upgrades
- Expanding the network
- Sharing the network

- Smart Ticketing
- European Train Control System
- Queensland Train Manufacturing Program
- Logan and Gold Coast Faster Rail Project
- Beerburrum to Nambour Rail Upgrade
- Cleveland line upgrade
- Mayne Yard reconfiguration
- Clapham Yard stabling
- Outer network stabling
- Network readiness
- Sunshine Coast rail planning
- Faster rail planning
- Growth corridor planning
- Inland Rail

- New stations
- More accessible stations
- Quicker trips with fewer and upgraded level crossings
- Better connections with the integrated transport network

- New Cross River Rail stations
- New Gold Coast stations
- Station accessibility upgrades
- Level crossing upgrades
- Connecting bus service improvements
- Investing in more park 'n' ride spaces
- On demand public transport connections
- Active transport connections
- Integration with Brisbane Metro and light rail



# Ready for Cross River Rail

Cross River Rail will change the way train services operate and how customers travel.

Providing a second river crossing in Brisbane will create increased capacity for rail services within Brisbane's inner city, enabling different travel patterns, servicing new and upgraded stations, and better integrating with bus services.

Some services will remain on existing surface tracks and use the existing rail bridge to cross the Brisbane River. Others will run through the Cross River Rail twin tunnels.

## Untangling the network

The way the lines are currently paired will not work for Cross River Rail because trains from different lines would need to cross paths or merge to access the new twin tunnels. This will stop us from using the Cross River Rail twin tunnels at full capacity. To 'untangle' the network, and remove the need for trains to merge, we will change which train lines are 'paired' with each other. This means there will be a change in which origin stations of the train lines connect to which destination stations.

This redesign will divide the SEQ rail network into three timetable sectors which can operate independently through the city centre. This means we can plan services to avoid delays on one sector impacting services on all sectors.

Sector 1 will be a north-south spine, connecting the northern and southern regions and supporting faster rail. Trains on this sector will run via the Cross River Rail twin tunnels and stations, on high-capacity infrastructure with services that look and feel different.

## Ready for Cross River Rail: key investments and planning



### Before Cross River Rail opening:

#### CROSS RIVER RAIL

Transforming SEQ public transport and facilitating wider network growth through a 10.2km rail line from Dutton Park to Bowen Hills, including 5.9km of twin tunnels, four new underground station and upgrades to eight existing stations.

#### TIMETABLE CHANGES

Preparing the network for Cross River Rail opening by delivering timetable changes to transition to the redesigned network.

### In the five years immediately following Cross River Rail opening:

#### PROGRESSIVELY INCREASE SERVICES TO MEET DEMAND

Continuing planning to increase the number of services using some of the increased network capacity provided by Cross River Rail.

### Longer term upgrades:

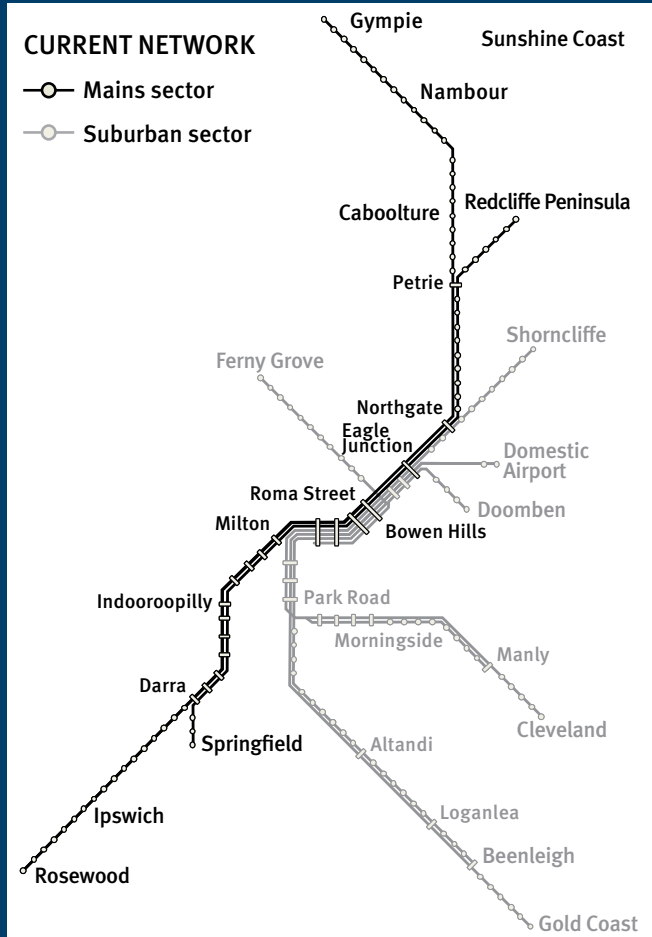
#### CONTINUE TO GROW TO MATCH DEMAND

Continuing planning to increase the number of services using some of the increased network capacity provided by outer network upgrades.

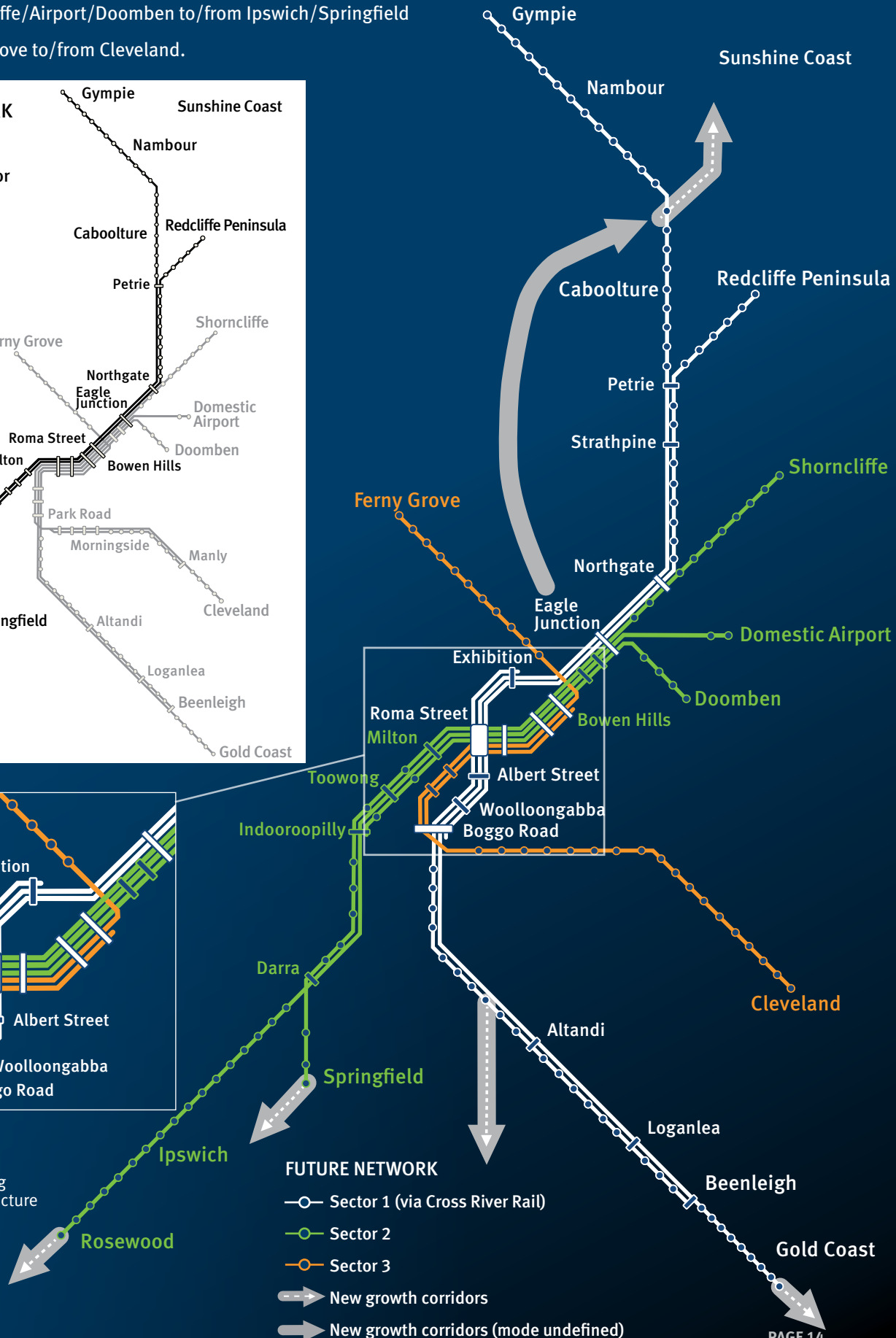
# Our redesigned rail network

The SEQ future rail network will be restructured into three sectors:

- Sector 1–Sunshine Coast/Caboolture/Redcliffe Peninsula to/from Gold Coast/Beenleigh (via Cross River Rail twin tunnels)
- Sector 2–Shorncliffe/Airport/Doomben to/from Ipswich/Springfield
- Sector 3–Ferry Grove to/from Cleveland.



\* Network diagram is indicative only subject to outcomes of ongoing timetable and infrastructure planning.





# Timetable changes

Our current rail services are designed for the network we have, not the network we're building, so we will take steps to move between the two. An important part of transitioning to the new three-sector network ready for the opening of the Cross River Rail twin tunnels is delivering a series of timetable changes.

TMR is working with the Cross River Rail Delivery Authority and Queensland Rail to determine the best timing for these changes to minimise customer impacts and in response to changing travel patterns we are seeing throughout the COVID-19 pandemic.

Closer to the time as planning is finalised, more information will be provided on what these changes mean for customers.

Cross River Rail provides capacity for more services in the heart of the city. *SEQ Rail Connect* is our pragmatic plan that progressively increases service levels in response to customer demand over the coming years.



A simplified, easier to understand network with two distinct service types and station hierarchy



More flexibility with extended peak period frequencies into off-peak times to give customers new opportunities to accommodate variable start and finish times and respond to 'COVID normal'.



Less waiting with more flexible and reliable connections. Demand-driven services with enough seats for longer-distance trips and more frequent services with standing room for shorter trips.



Faster journeys with more express services, improved alignments, and infrastructure upgrades to overcome capacity constraints.



Improved reliability and on-time running with a more resilient network, that is better able to contain network disruption.



# Service types matched to demand

We will continue to move towards our vision for two consistent service types across the network, each with distinct characteristics:

- faster, more reliable express services for customers travelling longer distances from the Gold Coast, Caboolture/ Sunshine Coast and Ipswich
- suburban ‘turn up and go’ services providing frequent and flexible connections for customers in inner areas, knowing there will be a train at their local station at least every 15 minutes from 7am to 7pm.

These consistent service types will better connect our rapidly growing communities in the north, south and west of the SEQ region, as well as providing flexible services that meet the needs of our urban communities.

We’ve partially delivered this vision with long distance services to the Sunshine Coast and Gold Coast already running all-day express and turn up and go services provided between Northgate, Ferny Grove, Darra, Coopers Plains and Cannon Hill and the Brisbane city centre. As demand increases, new capacity will allow us to increase the number of stations with 15-minute turn up and go services.

The redesign of the network combined with the introduction of two distinct service types each with consistent stopping patterns will make it easier for customers to understand the network.

## Long distance express

## Suburban turn up and go

### Categorisation:

- Long-distance connections between cities more than 30km from the Brisbane city centre
- Wider station spacing

### Categorisation:

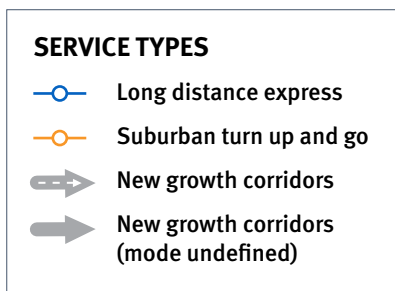
- Connections generally within the greater metropolitan area less than 30km from the Brisbane city centre
- Shorter distance between stations

### Characteristics:

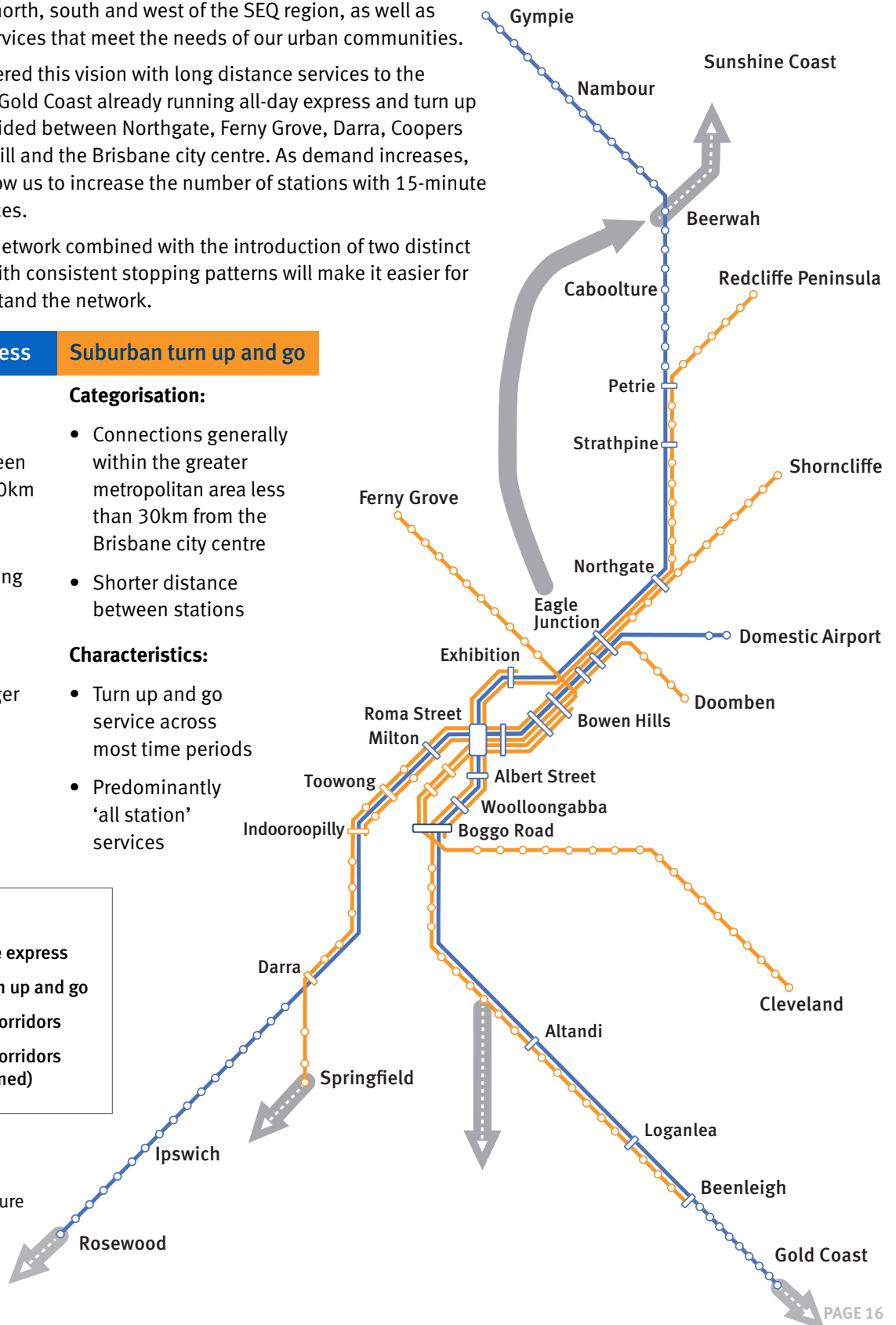
- Train with passenger amenities where possible
- Predominately express services

### Characteristics:

- Turn up and go service across most time periods
- Predominantly ‘all station’ services



\* Network diagram is indicative only subject to outcomes of ongoing timetable and infrastructure planning.





# Better journeys for customers

Enhancing customer experience is a key driver of *SEQ Rail Connect*. Rail network customers include those travelling on Citytrain regular passenger services, as well as Queensland and inter-state long distance customers and freight and other third-party operators. We want rail journeys to be fast, comfortable and reliable.

As well as delivering new train stations, new connections via rail, and more reliable travel times, we're also investing in new systems and technology to make travel easier for customers.

## Smart Ticketing

The \$371.1 million Smart Ticketing solution will make choosing public transport easier. The solution is already being successfully trialled on the G:link network on the Gold Coast and is currently being progressively trialled across the heavy rail network.

Smart Ticketing will introduce more than 14,000 devices that will accept contactless credit or debit cards, smartphones and smartwatches in addition to legacy *go* cards, paper ticket and the new Translink card.

## New digital and real-time journey planning tools

In the future, customers will also benefit from improvements via a new TransLink app and website, and greater use of real-time information to plan their journeys, minimise the impact of disruptions, and help customers catch connecting services.



## Unlocking capacity

Track upgrades are key to delivering greater safety, efficiency and reliability. We need to widen rail corridors connecting to high-growth areas such as the Gold Coast and Sunshine Coast to support long distance express and suburban turn up and go services.

For example, the current two-track section between Kuraby and Beenleigh stations means express services to and from the Gold Coast, and all-stops Beenleigh services share a single track in each direction. This bottleneck limits train speeds, reliability and the capacity to provide more services to the growing southern region. Removing the bottleneck will minimise delays to express services, create faster rail journeys, and reduce wider network impacts during unplanned delays.

## Smarter signalling

The European Train Control System (ETCS) is a modern signalling system that will enable increased capacity on the rail network, making services more reliable, safer and allowing the wider SEQ network to run more efficiently. ETCS helps to make our rail network smarter by integrating with the new Train Management System to relay real-time information between trains and the rail management centre, reporting the position, direction and speed of each train.

This real-time information makes it possible for trains to safely and reliably travel closer to each other. It also makes it possible to automatically update train schedules, which means more timely and accurate information for customers. The ETCS is essential for the safe operation of trains through the Cross River Rail twin tunnels.



## More trains, more seats

Modernising the fleet of trains (also referred to as rollingstock) to deliver services and meet demand is a key aspect of delivering better journeys for customers.

This investment will also benefit local communities and businesses through job creation.

The Queensland Train Manufacturing Program will boost the state's train manufacturing industry and build and operate 65 trains. The new trains will be built in Queensland in a \$239 million purpose-built manufacturing facility to be constructed at Torbanlea (north of Maryborough).

More trains will mean more seats, less crowding in peak periods, reduced waiting times with more services, and more space for customers to relax.

## Stabling upgrades

*SEQ Rail Connect* matches fleet expansion with stabling strategically located near the end of different lines in order to limit running of empty trains and boost the use of existing rail infrastructure across the network.

New and extended stabling facilities in the greater Brisbane, South Coast and North Coast regions will be built to accommodate new trains and to improve operational efficiencies.

## Sharing the network

The SEQ rail network is used by both passenger and freight trains. Maintaining access and supporting efficient rail freight is an important contribution to the state and national economy. As we implement *SEQ Rail Connect* we will plan passenger and freight services and infrastructure in tandem to ensure the network allows all users to operate reliably and grow.

## Expanding the network

We are continuing to progress planning to expand the network to the Sunshine Coast in the north, from Salisbury to Beaudesert in the south, between Ipswich and Springfield in the West, and a corridor is protected for future extension of the Gold Coast line to the Gold Coast Airport.

We are also investigating the need and potential for regular passenger services between Toowoomba and Brisbane.

The *South East Queensland Regional Transport Plans* provides more information on the longer-term growth of the SEQ transport network.

# Better journeys for customers: key investments and planning



## Before Cross River Rail opening:

### EUROPEAN TRAIN CONTROL SYSTEM (ETCS) – INNER CITY

Investing \$717.3 million in Level 2 upgrades in the inner city area. An additional \$649.8 million will be invested in fitting out New Generation Rollingstock refitment to be ready for tunnel operations including signalling equipment, platform screen doors and automatic train operations. This will allow more trains to run more often, increase capacity and enhance the safety on our rail network.

### QUEENSLAND TRAIN MANUFACTURING PROGRAM

Investing \$7.1 billion<sup>8</sup> for new trains built in Queensland to expand and modernize the fleet.

### MAYNE YARD RECONFIGURATION

Investing \$119.2 million to expand Mayne Yard to support Cross River Rail operations and improve presentation of new trains.

### CLAPHAM YARD STABLING

Investing \$301.4 million to construct stabling at Clapham Yard (Moorooka) to house the increase to the SEQ train fleet.

### OUTER NETWORK STABLING

Investigating outer network stabling requirements to support efficient and reliable three-sector operations.

<sup>8</sup> Subject to outcomes of the ongoing procurement process.

<sup>9</sup> Toowoomba to Gladstone Inland Rail Extension business case investigation area primarily beyond the SEQ rail network.

## In the five years immediately following Cross River Rail opening:

### EUROPEAN TRAIN CONTROL SYSTEM (ETCS) – NETWORK ROLL-OUT

Planning and investing in broader rollout of ETCS across the SEQ rail network.

### LOGAN AND GOLD COAST FASTER RAIL PROJECT

Progressing planning to unlock constraints along the Gold Coast and Beenleigh corridor to enable express trains to pass all stops trains and improve travel time reliability, including station upgrades to improve accessibility and removing level crossings. We have committed \$2.6 billion toward delivering the critical Logan and Gold Coast Faster Rail Project, jointly funded with the Australian Government. We've undertaken community consultation and are protecting the corridor.

### SUNSHINE COAST RAIL PLANNING

Investing \$6 million, jointly committed by the Australian and Queensland Governments, to progress planning for the proposed extension of passenger rail between Beerwah and Maroochydore. This new rail link would use the protected Caboolture to Maroochydore Corridor Options Study (CAMCOS) corridor.

A further \$1.5 million has been committed as part of the Bruce Highway Western Alternative study to progress the broader Brisbane to Sunshine Coast Rail Corridor Strategy.

## Longer term upgrades:

### LONG TERM RAIL NETWORK STRATEGY

Investing \$1.3 million to develop Queensland's long term rail network strategy which responds to the needs of rail customers beyond *SEQ Rail Connect*. This strategy will set a long-term vision and strategic directions for future investment in the passenger and freight rail network in SEQ and more broadly across the state.

### FASTER RAIL

Working with the National Faster Rail Agency we've invested \$8.1 million to investigate the potential for faster rail services from Brisbane to the Gold Coast. This included an Australian Government contribution of \$4.75 million towards the Logan and Gold Coast Faster Rail Project business case, and \$3.25 million towards the Brisbane to Gold Coast Faster Rail Corridor Strategy.

### INLAND RAIL

Inland Rail is an Australian Government project to deliver a 1,700km freight railway between Melbourne and Brisbane. The Australian and Queensland governments are also working in partnership to deliver the Bilateral Agreement Rail Studies program to leverage opportunities provided by Inland Rail, including the following freight related projects:

- \$10 million in the Inland Rail Brisbane intermodal terminal business case
- \$20 million in Port of Brisbane further planning
- \$10 million for the Toowoomba to Gladstone Inland Rail Extension business case<sup>9</sup>.

Image courtesy of Cross River Rail.



# Better journeys for customers: key investments and planning



**Before Cross River Rail opening:**

**BEERBURRUM TO NAMBOUR RAIL UPGRADE – STAGE 1**

Investing \$550.8 million in Stage 1, including track duplication between Beerburrum and Beerwah, in partnership with the Australian Government. This will provide additional capacity on the Sunshine Coast Line to ensure freight trains and passenger trains have enough space to pass each other, delivering greater efficiency and reliability.

**NETWORK READINESS**

Investing \$268.7 million in upgrades to improve reliability and prepare for the network redesign. For example, signalling upgrades on western lines to improve reliability and make use of additional network capacity, a third track between Roma Street and Exhibition stations, the Breakfast Creek Bridge replacement and track realignment, and power supply upgrades.

**In the five years immediately following Cross River Rail opening:**

**BEERBURRUM TO NAMBOUR RAIL UPGRADE – FURTHER PLANNING**

Further planning for upgrades between Beerburrum and Nambour stations, informed by the \$6.25 million Beerburrum to Nambour Rail Upgrade Duplication Study, in partnership with the Australian Government.

**CLEVELAND LINE UPGRADE**

Investing \$1.7 million to plan upgrades between Park Road and Cleveland to improve reliability.

**Longer term upgrades:**

**GROWTH CORRIDOR PLANNING**

Planning now for future network expansion including:

- \$20 million to progress planning for passenger services from Salisbury to Beaudesert in the south, jointly funded with the Australian Government
- \$2.5 million in planning for the Ipswich to Springfield rail line extension and passenger transport corridor
- \$874,000 in planning for the Gold Coast heavy rail corridor extension from Varsity Lakes to Gold Coast Airport
- \$15 million to investigate the merits, need and timing for regular passenger services between Toowoomba and Brisbane, in partnership with the Australian Government.



# Brisbane 2032 Olympic and Paralympic Games

Queensland will host the Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032), boosting tourism and trade, bringing in up to \$17.61 billion in economic and social benefits and providing an estimated 122,900 full-time equivalent job years nationally over 20 years<sup>10</sup>.

Brisbane 2032 events will be held across 32 competition venues across South East Queensland centred on three zones (Brisbane, Gold Coast and Sunshine Coast).

Rail is at the heart of the Brisbane 2032 transport solution.

By 2032 the transport corridors connecting the three games zones will have increased road and rail capacity and connectivity.

*SEQ Rail Connect* will deliver a safe, accessible and comfortable rail network that can reliably support high capacity, high frequency services to transport Brisbane 2032 athletes, officials, media, spectators and workforce.

The upgraded Sector 1 rail network and services between the Sunshine Coast and Gold Coast, via Cross River Rail, will be critical for reliable, high-capacity spectator movement between accommodation precincts, competition venues, and tourism destinations in Brisbane and on the Gold and Sunshine coasts.

<sup>10</sup> *The Brisbane 2032 Olympic and Paralympic Games Preliminary economic, social and environmental analysis report* prepared by KMPG in June 2021 found that the quantifiable economic and social benefits are estimated to be up to \$8.1 billion for Queensland and \$17.61 billion for Australia. Job creation over a 20-year period is estimated to be approximately 91,600 full-time equivalent job years in Queensland, and 122,900 nationally.





Image courtesy of Cross River Rail. Concept image only. Subject to change.



# Easier access to more locations

Stations and connections between new and existing services will be upgraded under *SEQ Rail Connect* to make rail easy and accessible for all customers. Customers walking and riding will enjoy more seamless and safer connections to public transport.

## More accessible stations

Greater accessibility for all is a foundation of *SEQ Rail Connect*.

The ongoing Station Accessibility Upgrade Program priorities include accessible entrance points, improved platform and escalator capacity, universal station design for accessibility and mobility requirements, and increasing the ease of interchange. We are continuing to improve accessibility on-board by upgrading New Generation Rollingstock and working with accessibility reference groups in the design of new trains.

Accessing services, stations and interchanging will be made easier with four new underground and eight upgraded surface stations delivered with Cross River Rail, as well as three new stations on the Gold Coast line at Pimpama, Hope Island and Merrimac.

Loganlea station will be relocated and upgraded to improve accessibility and connectivity to important local facilities nearby.



## Quicker trips with fewer and upgraded level crossings

Reducing the number and improving the safety of busy level crossings will benefit both road commuters and rail customers. Fewer rail crossings will:

- Improve safety and access
- Improved travel time reliability for rail and road users
- Reduce congestion for all road users
- Provide faster access via rail
- Enhance amenity and cross-corridor connectivity for communities.

## Better connections

Some stations will become gateway precincts, connecting passengers with existing suburban, regional and inter-state public transport services, and providing access to new locations via the new Cross River Rail stations.

As the network matures, more customers will be able to interchange and connect with new stations and new destinations. This might involve changing from one rail service to another or transferring between bus and rail.

Easier wayfinding to and through stations, better bus, pedestrian and riding networks around stations and expanded park 'n' rides at key outer locations will help customers start and complete their journey.



## Investing in more park ‘n’ ride spaces

In total, more than 2,400 new park ‘n’ ride spaces will be delivered over the next four years as part of the \$172 million park 'n' ride upgrade program, which includes \$46 million from the Australian Government. The program includes upgrades to park ‘n’ rides at train, bus, tram and ferry stations across SEQ.

## On demand public transport

We’re providing customers with more options to get to and from stations. On the Gold Coast, we are trialling on demand public transport services to connect residents of Nerang (west)/Highland Park, and Pacific Pines to key local destinations including train stations at Nerang and Helensvale. To support the rollout of the new On Demand services, we are also trialling a new technology platform in Hervey Bay and the Gold Coast, which will support customers' ability to plan and book an On Demand service.

## Active transport

We’re continuing to roll out the Queensland Government’s riding and walking strategies, including providing direct and accessible paths to train stations, making it easier for customers to walk or ride as part of their journey. Following completion of a six-month trial in 2021, bikes

and electric scooters are now allowed on all Queensland Rail services, including in peak times.

## Integration with Brisbane Metro and light rail

We are working with Brisbane City Council to ensure its Brisbane Metro project is integrated with the broader public transport network and complements the outcomes set out in *SEQ Rail Connect*. The Australian Government has committed \$300 million to progress Brisbane Metro, and as part of *SEQ City Deal* a further \$450 million has been committed by the Australian Government, Queensland Government and Brisbane City Council for the new Brisbane Metro station at Woolloongabba.

In partnership with the Australian Government and the City of Gold Coast, we are extending the successful Gold Coast Light Rail. Stage 3 of this project will give customers reliable, congestion-free journeys on tram and train from Burleigh Heads to the Brisbane city centre and beyond. We are continuing planning for the Stage 4 extension of the Gold Coast Light Rail between Burleigh and Gold Coast Airport.

In partnership with the Australian Government and the Sunshine Coast Regional Council, we will invest \$15 million to progress planning for the Sunshine Coast Mass Transit Corridor.



# Cross River Rail stations

## More than just a rail project

Cross River Rail presents opportunities for developing retail, commercial, entertainment and leisure precincts at major station locations including Boggo Road, Woolloongabba, Albert Street, Roma Street and Exhibition.

High-level estimates suggest the development of precincts around these stations could contribute up to an additional \$15-\$20 billion a year to the Gross State Product (GSP)<sup>11</sup>, over a 20- to 30-year timeframe, while creating up to 35,000 jobs.

## Getting Brisbane 2032 ready, already

Cross River Rail will play a key role in the Brisbane 2032 Olympic and Paralympic Games. It will provide a direct rail connection to the upgraded Gabba Stadium. The new underground station at Roma Street will also improve connectivity to Brisbane (Suncorp) Stadium, Exhibition Station will service events at RNA Showgrounds & Victoria Park and upgraded Yeerongpilly Station will provide easier access to the Queensland Tennis Centre.

### Roma Street

Roma Street will become Brisbane's busiest transit hub with the addition of an underground station to existing suburban bus, rail and coach services, as well as new Brisbane Metro services and connections to long-distance and inter-state train and coach services.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

### Boggo Road

The new underground station will integrate with the wider interchange precinct including the existing above-ground Park Road train station and Boggo Road busway station.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

Students will have new journey options for reaching The University of Queensland at St Lucia with the new Boggo Road station providing a connection to Boggo Road busway services, including the new Brisbane Metro services.

### Albert Street

Albert Street will be the first train station to be built in the Brisbane city centre for more than 120 years and will dramatically improve connectivity to the southern central business district.

Customers headed for the southern CBD could save as much as 15 minutes without being delayed in inner city traffic, park in the city centre or walk 15 to 25 minutes from existing train stations such as Central or South Brisbane.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

<sup>11</sup> Supplied by Cross River Rail Delivery Authority. Prepared by Boston Consulting Group. These figures constitute high level estimates only and further modelling is required to verify the size of potential impacts.

## Woolloongabba

Woolloongabba is a new underground station providing high-capacity train services for surrounding business and residents and improved access to The Gabba stadium.

The new Woolloongabba busway station and access arrangements will provide for fast and convenient passenger transfers between the Woolloongabba underground train station and busway stations.

Sports fans can get to The Gabba faster as they won't have to walk 20 minutes from South Bank station, transfer to an event bus from the city or get stuck in a cab queuing back up onto the Pacific Motorway and Captain Cook Bridge.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

## Exhibition

The new station at Exhibition will be open all year round providing services to the growing Bowen Hills and Fortitude Valley residential and employment areas, as well as to the Royal Brisbane and Women's Hospital (RBWH) and Herston Health Precinct.

Health workers, visitors and patients will save up to ten minutes reaching RBWH. Train customers currently walk about 15 minutes from either Bowen Hills or Fortitude Valley train stations or spend just as much time hunting for a car park. The new Exhibition station will be just over five minutes' walk away from the RBWH.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

## Southside station upgrades

Seven stations are being rebuilt between Dutton Park and Salisbury to provide improved accessibility as well as adding a third platform to ensure they are ready for the opening of Cross River Rail.

Dutton Park will be the last surface station before entry into the Cross River Rail twin tunnels. It will benefit from a new pedestrian connection between Noble Street and Annerley Road.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

## New Gold Coast stations

Three new stations are being built on the Gold Coast Line at Pimpama, Hope Island and Merrimac to help connect South East Queensland's growing population.

These new stations will reinvigorate public transport in key growth areas and will provide greater access to convenient rail services and easier travel within the Gold Coast as well as to Brisbane.



Image courtesy of Cross River Rail. Concept image only. Subject to change.

## Easier access to more locations: key investments and planning

NOW

**Before Cross River Rail opening:**

### **BETTER ACCESS TO STATIONS**

Investing \$36 million to improve access to stations across the SEQ rail network and connections between train, tram, bus and on-demand services including:

- Constructing improved pedestrian connections between Gregory Terrace and Exhibition station and Fairfield Road and Yeronga station
- Upgrading the interchange between bus services on Ipswich Road and Moorooka station
- Upgrading the interchange between bus and train services at Caboolture station
- Mobility studies on the Gold Coast, in Ipswich, and eastern Brisbane and Redlands

### **PARK 'N' RIDE UPGRADES**

Jointly funded by the Australian Government, investing \$172 million to expand park 'n' ride facilities on the SEQ rail network over the next four years. Some of the park 'n' rides to be upgraded include Carseldine, Coomera, Ferny Grove, Beenleigh Narangba, Bald Hills, and Mango Hill train stations. Further planning is also underway at sites across SEQ that will provide the greatest benefits to customers and the network.

In addition, the Beerburum to Nambour Stage 1 project will deliver upgraded park 'n' ride facilities at Beerburum, Landsborough and Nambour.

NOW

**Before Cross River Rail opening:**

### **NEW GOLD COAST STATIONS**

Investing \$120 million towards the delivery of three new train stations on the Gold Coast line at Pimpama, Hope Island and Merrimac. The new stations will feature park 'n' ride facilities and integrate with the connecting bus network.

### **LOGANLEA STATION RELOCATION AND PARK 'N' RIDE EXPANSION**

Planning for the station relocation is a key requirement for improving capacity on the Gold Coast rail corridor.

The relocation will be delivered ahead of the Logan and Gold Coast Faster Rail Project and is key to improved integration with surrounding community facilities such as Logan Hospital and Loganlea TAFE. Jointly funded by the Australian Government, investing \$125.1 million in upgrading the station area including accessibility improvements, enhanced park 'n' ride facilities and improved bus connectivity. This includes \$30 million for additional park 'n' ride spaces at relocated Loganlea station.

### **LINDUM STATION AND LEVEL CROSSING UPGRADE**

Investing \$135.7 million in partnership with Brisbane City Council and the Australian Government to upgrade Lindum Station and the level crossing. Planning is continuing to determine how to best enhance safety and accessibility for all users, including improvements to the Kianawah Road level crossing, upgrading the station, expanding park 'n' ride facilities, and improving pedestrian and riding connectivity across the corridor. This includes \$5 million invested for more park 'n' ride spaces at Lindum to be delivered with the station upgrade.

NOW

**Before Cross River Rail opening:**

### **BEAMS ROAD LEVEL CROSSING REMOVAL AND CARSELDINE STATION PARK 'N' RIDE UPGRADE**

Investing \$224.3 million to remove the Beams Road level crossing, in partnership with Brisbane City Council and the Australian Government. This will include \$15 million to expand the Carseldine station park 'n' ride. This will help to minimise congestion on this important local road connecting communities in the northern suburbs of Brisbane.

### **BOUNDARY ROAD LEVEL CROSSING REMOVAL**

In partnership with the Australian Government, investing \$206 million to continue planning to remove the Boundary Road rail level crossing at Coopers Plains, benefiting Gold Coast and Beenleigh line rail customers.

### **SUNSHINE COAST LEVEL CROSSING REMOVALS**

Removing three at-grade level crossings in Beerburum and Glass House Mountains as part of Stage 1 of the Beerburum to Nambour Rail Upgrade.

### **STATION ACCESSIBILITY UPGRADE PROGRAM**

Investing \$184.7 million for ongoing improvements as part of the Station Accessibility Upgrade Program and broader network planning including Albion, Auchenflower, Buranda, Cannon Hill, East Ipswich and South Bank stations.

## Easier access to more locations: key investments and planning

### NEXT

**In the five years immediately following Cross River Rail opening:**

#### **GATEWAY TRANSIT PRECINCTS**

Upgrading key interchange stations in the north and south to meet demand and improve connections between Cross River Rail, rail and busway services and the broader transport network. We are:

- Working with Brisbane City Council to construct a new Brisbane Metro station at Woolloongabba
- Investigating upgrade requirements at inner northern stations between Albion and Northgate to support increased passenger transfers.

#### **STATION ACCESSIBILITY UPGRADE PROGRAM**

Continuing the ongoing roll-out of the Station Accessibility Upgrade Program. \$140.5 million has been committed for the next phase of station upgrades including Banyo, Bundamba, Burpengary and Morningside stations. In addition, planning is underway for:

- Eight station upgrades between Kuraby and Beenleigh to enhance station accessibility, upgrade bus connectivity and expand park 'n' ride facilities as part of the Logan and Gold Coast Faster Rail Project. This includes \$30 million invested for more park 'n' ride spaces at Beenleigh to be delivered with the station upgrade.
- Station upgrades between Mooloolah and Woombye stations as part of the Beerburum to Nambour Rail Upgrade Duplication Study.
- Station upgrades between Manly and Cleveland as part of the Cleveland Line Upgrade planning.

### NEXT

**In the five years immediately following Cross River Rail opening:**

#### **LEVEL CROSSING REMOVALS AND UPGRADES**

Continuing planning to remove or upgrade more level crossings to improve the performance, safety and resilience of the transport network for all users and support faster rail journeys.

- As part of the *SEQ City Deal*, the Queensland Government and local governments have jointly committed \$2 million to consider short-, medium- and long-term priorities to improve rail level crossing infrastructure and agree on high priority level crossings for future detailed investigation.
- We are investing \$1.5 million in planning to improve the Coorparoo level crossing precinct on the Cleveland line and \$200,000 in planning to improve the Banyo level crossing on the Shorncliffe line
- The Logan and Gold Coast Faster Rail Project business case considers upgrades to level crossings between Kuraby and Beenleigh and Cleveland Line Upgrade planning considers the future of level crossings in Brisbane's eastern suburbs.
- The Beerburum to Nambour Rail Upgrade Duplication Study considers replacement of the Caloundra Street level crossing in Landsborough to enhance services on the North Coast Line.

### FUTURE

**Longer term upgrades:**

#### **MORE SEQ REGIONAL STATIONS**

Delivering new stations, in the longer term, on planned growth corridor lines improving rail access to and from our growing SEQ regional centres. Local bus services will be reviewed to provide easy and reliable connections to new stations.



## QTRIP 2022–23 to 2025–26 investment breakdown

"Indicative total budget" includes Australian Government and Local Government commitments. Refer to QTRIP 2022-23 to 2025-25 for the breakdown of funding contributions, cashflows and other details.

| Page | Investment description                                | QTRIP ID | QTRIP Project name  | Indicative total budget |
|------|---|----------|---|-------------------------|
| 20   | European Train Control System (ETCS) – Inner City     | B04735   | European Train Control System Level 2   | \$ 717,323,000          |
|      |   |          | <b>Total</b>  | <b>\$ 717,323,000</b>   |
| 20   | Rollingstock Fitment                                  | 1805139  | New Generation Rollingstock, European Train Control System fitment  | \$ 374,084,000          |
|      |   | 2417122  | New Generation Rollingstock, Automatic Train Operation and Platform Screen Doors fitment  | \$ 275,700,000          |
|      |   |          | <b>Total</b>  | <b>\$ 649,784,000</b>   |
| 20   | Queensland Train Manufacturing Program                | 1804863  | Rollingstock Expansion Project, construct new rollingstock  | \$ 600,000,000          |
|      |   |          | <b>Total</b> ( <i>contributing to the \$7.1 billion Queensland Train Manufacturing Program commitment announced 20 October 2021, subject to outcomes of the ongoing procurement process</i> ) | <b>\$ 600,000,000</b>   |
| 20   | Mayne Yard Reconfiguration                            | B05735   | Mayne Yard Accessibility  | \$ 96,827,000           |
|      |   | B05740   | Mayne Yard Relocations  | \$ 22,393,000           |
|      |   |          | <b>Total</b>  | <b>\$ 119,220,000</b>   |
| 20   | Clapham Yard Stabling                                 | B05732   | Clapham Yard Stabling   | \$ 301,356,000          |
|      |   |          | <b>Total</b>  | <b>\$ 301,356,000</b>   |
| 20   | Logan and Gold Coast Faster Rail Project              | 2365067  | Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) upgrade  | \$ 2,598,155,000        |
|      |   |          | <b>Total</b>  | <b>\$ 2,598,155,000</b> |
| 20   | Sunshine Coast Rail Planning                          | 2140049  | Berwah to Maroochydore rail extension, planning   | \$ 6,000,000            |
|      |   |          | <b>Total</b>  | <b>\$ 6,000,000</b>     |
| 20   | Long term rail network strategy                       | 2127637  | Queensland long-term rail network strategy  | \$ 1,350,000            |
|      |   |          | <b>Total</b>  | <b>\$ 1,350,000</b>     |
| 20   | Faster Rail   | 1198423  | Brisbane to Gold Coast Faster Rail, business case   | \$ 8,086,000            |
|      |   |          | <b>Total</b>  | <b>\$ 8,086,000</b>     |
| 20   | Inland Rail   | 1198841  | Inland Rail, Brisbane intermodal terminal, business case  | \$ 10,000,000           |
|      |   | 1500732  | Port of Brisbane, planning  | \$ 20,000,000           |
|      |   |          | <b>Total</b>  | <b>\$ 30,000,000</b>    |
| 21   | Network Readiness                                     | 2038941  | Rail Network Infrastructure Planning  | \$ 18,700,000           |
|      |   | B06465   | Breakfast Creek Bridge replacement  | \$ 2,000,000            |
|      |   | B05733   | Breakfast Creek Bridge, realign track   | \$ 34,723,000           |
|      |   | B05736   | Moolabin Power Upgrade  | \$ 18,075,000           |
|      |   | B05737   | Bridge Pier Protection  | \$ 3,778,000            |
|      |   | B05739   | Inner City signalling upgrades  | \$ 39,279,000           |
|      |   | B06466   | Inner City Rail Corridor, upgrade signalling and interlocking   | \$ 1,500,000            |
|      |   | B06449   | Signalling Integration Works  | \$ 136,000,000          |
|      |   | 2283304  | Strategic Rail Signalling Deployment Strategy   | \$ 600,000              |
|      |   | B05850   | Third track between Roma Street and Exhibition Station  | \$ 7,150,000            |
|      |   | B06289   | Wacol Yard Stabling, construct track  | \$ 5,907,000            |
|      |   | 2283575  | Suburban and Regional Passenger Rail Interface planning   | \$ 1,000,000            |
|      |   |          | <b>Total</b>  | <b>\$ 268,713,000</b>   |
| 21   | Beerburrum to Nambour Rail Upgrade – Stage 1          | 858087   | Beerburrum to Nambour Rail Upgrade (Stage 1)  | \$ 550,791,000          |
|      |   |          | <b>Total</b>  | <b>\$ 550,791,000</b>   |
| 21   | Beerburrum to Nambour Rail Upgrade - Further Planning | 2295870  | Beerburrum to Nambour Rail Upgrade, duplication study   | \$ 6,250,000            |
|      |   |          | <b>Total</b>  | <b>\$ 6,250,000</b>     |
| 21   | Cleveland Line Upgrade                                | 12568    | Cleveland Line, Park Road to Cleveland, planning  | \$ 1,710,000            |
|      |   |          | <b>Total</b>  | <b>\$ 1,710,000</b>     |
| 21   | Growth Corridor Planning                              | 451025   | Ipswich to Springfield rail line extension, planning  | \$ 2,500,000            |
|      |   | 740727   | Gold Coast heavy rail extension, corridor planning  | \$ 874,000              |
|      |   | 842547   | Toowoomba – Brisbane passenger rail, business case  | \$ 15,000,000           |
|      |   | 1487103  | Salisbury to Beaudesert rail line, planning   | \$ 20,000,000           |
|      |   |          | <b>Total</b>  | <b>\$ 38,374,000</b>    |

| Page | Investment description   | QTRIP ID | QTRIP Project name  | Indicative total budget |
|------|--|----------|---|-------------------------|
| 26   | Southside Station upgrades   | B05734   | Station Upgrades Fairfield to Salisbury   | \$ 52,540,000           |
|      |  | 2361371  | Beaudesert Road and Lillian Avenue, Salisbury train station park 'n' ride, upgrade intersection     | \$ 14,800,000           |
|      |  |          | <b>Total</b>  | <b>\$ 67,340,000</b>    |
| 27   | Better Access to Stations  | 1815511  | Gregory Terrace to Exhibition Station, pedestrian connection  | \$ 8,000,000            |
|      |  | 1815575  | Fairfield Road (Yeronga), pedestrian overpass   | \$ 8,500,000            |
|      |  | 2340520  | Moorooka bus rail interchange upgrade, design   | \$ 2,100,000            |
|      |  | B06196   | Caboolture bus and rail interchange and precinct upgrade  | \$ 14,600,000           |
|      |  | 1730895  | Central Gold Coast east-west public transport feasibility, planning                                 | \$ 2,000,000            |
|      |  | 1764436  | Eastern Brisbane and Redland transport and mobility study, planning                                 | \$ 400,000              |
|      |  | 1764437  | Ipswich City transport and mobility study, planning   | \$ 400,000              |
|      |  |          | <b>Total</b>  | <b>\$ 36,000,000</b>    |
| 27   | Park 'n' Ride Upgrades   | 1777393  | Coomera train station, upgrade park 'n' ride  | \$ 17,000,000           |
|      |  | 423953   | Ferny Grove train station, upgrade park 'n' ride  | \$ 20,000,000           |
|      |  | 1777129  | Beenleigh train station, upgrade park 'n' ride  | \$ 30,000,000           |
|      |  | B06197   | Narangba train station, construct park 'n' ride   | \$ 6,630,000            |
|      |  | B06442   | Bald Hills train station, construct park 'n' ride   | \$ 4,800,000            |
|      |  | 1777697  | Mango Hill train station, upgrade park 'n' ride   | \$ 10,000,000           |
|      |  |          | <i>Total (Contributing to the total SEQ Park 'n' Ride Program of \$172 million over four years)</i> | \$ 88,430,000           |
| 27   | New Gold Coast Stations  | 2316082  | New Gold Coast Stations, design and construction  | \$ 120,000,000          |
|      |  |          | <b>Total</b>  | <b>\$ 120,000,000</b>   |
| 27   | Loganlea Station Relocation and Park 'n' Ride Expansion                        | 1490266  | Loganlea train station relocation   | \$ 95,076,000           |
|      |  | 2023478  | Loganlea train station, upgrade park 'n' ride   | \$ 30,000,000           |
|      |  |          | <b>Total</b>  | <b>\$ 125,076,000</b>   |
| 27   | Lindum Station and Level Crossing Upgrade                                      | 1213128  | Lindum rail level crossing, funding commitment  | \$ 75,000,000           |
|      |  | 2330976  | Lindum rail level crossing, signalisation upgrade   | \$ 20,000,000           |
|      |  | 1230219  | Lindum Station precinct study, planning   | \$ 1,182,000            |
|      |  | B05443   | Lindum train station, Sibley Road, construct park 'n' ride  | \$ 4,999,000            |
|      |  | B06065   | Lindum train station, Sibley Road, upgrade station  | \$ 34,546,000           |
|      |  |          | <b>Total</b>  | <b>\$ 135,727,000</b>   |
| 27   | Beams Road Level Crossing Removal and Carseldine Station Park 'n' Ride Upgrade | 2248719  | Beams Road (Carseldine and Fitzgibbon), rail level crossing upgrade                                 | \$ 209,330,000          |
|      |  | 1608112  | Carseldine train station, upgrade park 'n' ride   | \$ 15,000,000           |
|      |  |          | <b>Total</b>  | <b>\$ 224,330,000</b>   |
| 27   | Boundary Road Level Crossing Removals  | 1488479  | Boundary Road (Coopers Plains), rail level crossing, funding commitment                             | \$ 206,000,000          |
|      |  |          | <b>Total</b>  | <b>\$ 206,000,000</b>   |
| 27   | Station Accessibility Upgrade Program – Now                                    | B04132   | South Bank train station, Grey Street (South Brisbane), upgrade station                             | \$ 26,634,000           |
|      |  | B04614   | Auchenflower train station, Auchenflower Terrace, upgrade station                                   | \$ 42,649,000           |
|      |  | B05097   | Cannon Hill train station, Barrack Road, upgrade station  | \$ 26,941,000           |
|      |  | B05099   | Buranda train station, Arne Street (Woolloongabba), upgrade station                                 | \$ 36,690,000           |
|      |  | B05104   | Albion train station, Mawarra Street, upgrade station   | \$ 16,516,000           |
|      |  | B05352   | East Ipswich train station, Merton Street, upgrade station  | \$ 35,300,000           |
|      |  |          | <b>Total</b>  | <b>\$ 184,729,000</b>   |
| 28   | Station Accessibility Upgrade Program – Next                                   | B05362   | Banyo train station, St Vincents Road, upgrade station  | \$ 28,449,000           |
|      |  | B06063   | Bundamba train station, Mining Street, upgrade station  | \$ 33,999,000           |
|      |  | B06064   | Burpengary train station, Burpengary Road, upgrade station  | \$ 36,608,000           |
|      |  | B06066   | Morningside train station, Waminda Street, upgrade station  | \$ 41,416,000           |
|      |  |          | <b>Total</b>  | <b>\$ 140,473,000</b>   |
| 28   | Level Crossing Removals and Upgrades   | 1608664  | Banyo Station precinct, planning  | \$ 200,000              |
|      |  | 2420128  | Coorparoo level crossing precinct   | \$ 1,500,000            |
|      |  |          | <b>Total</b>  | <b>\$ 1,700,000</b>     |



Concept image only. Subject to change.



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