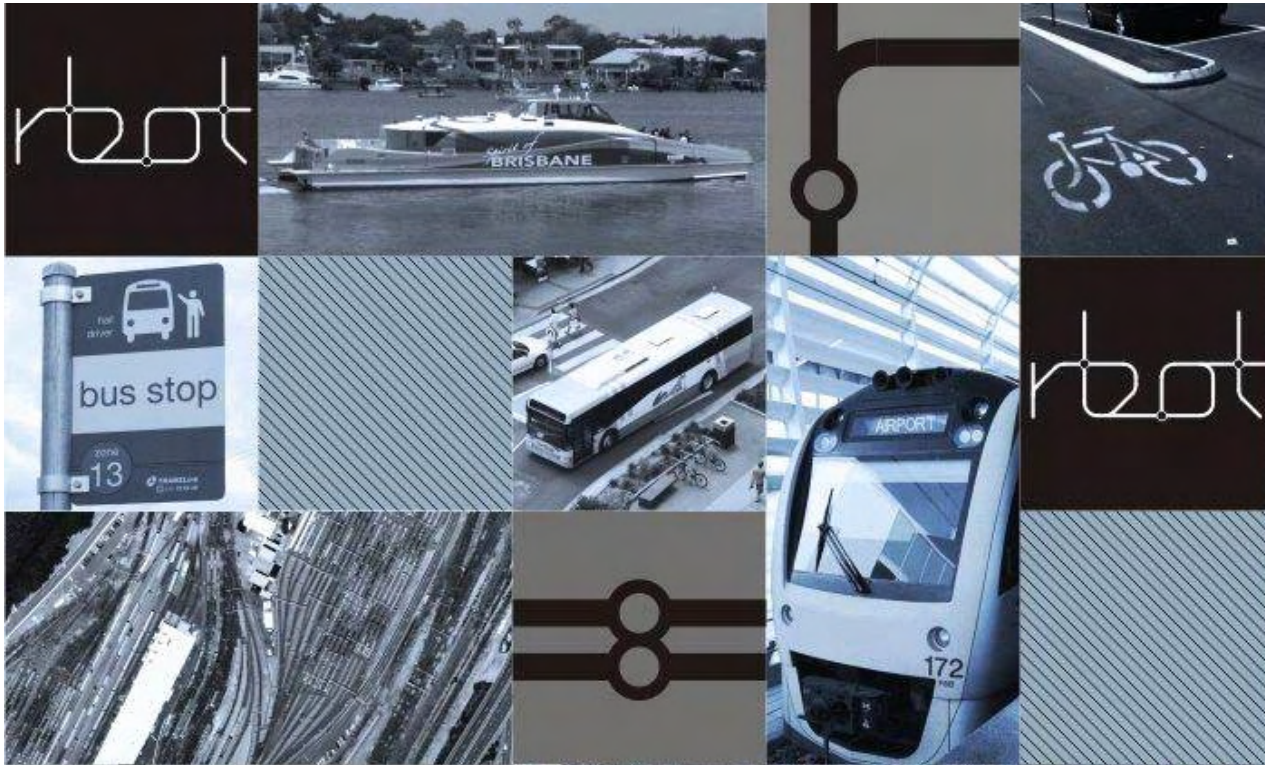


Submission - Logan & Gold Coast Faster Rail Project

RAIL Back on Track



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Introduction

RAIL Back on Track is a community group which supports better public transport and rail in Australia, with specific focus on Queensland.

Our web forum has close to 1,000 members from across the region, and close to 1,400 followers on Facebook.

This submission was prepared by the group to outline our visions for the project.

Overall, we strongly support the quadruplication, and straightening of the line and the vision for rail to play a greater role in the transport task of our growing region.

The statement by Mark Bailey on 03/09/2021 refers to this as a “multi-billion dollar overhaul”, so we believe it is worth spending well and going for the best solutions that offer the maximum speeds.

The M1 has collectively received billions of dollars in upgrades, with even more slated for the Coomera Connector. This parallel rail corridor deserves this level of investment too.

The M1 faces ever increasing traffic volumes. It is the busiest intercity corridor in Australia and the Gold Coast will grow to over 1 million residents within the next two decades so there has never been a greater case for the highest quality public transport.

We believe the ultimate goal is to ensure the Gold Coast line is faster than driving day or night, weekday or weekend, peak or off peak, and make it the #1 way to travel. Extensive realignment and track revival will be needed to achieve this.

After this project is complete, the job will still not be done however. Track amplification and realignment is required between Kuraby and Dutton park to fully realise its potential.

The Beerburrum duplication project has demonstrated how wholesale realignment of lines onto new corridors can actually be cheaper than trying to shoehorn additional tracks onto an old alignment, with the added benefit of higher speed.

We acknowledge community concerns around property resumptions, however it is worth noting that continued M1 upgrades have also resulted in resumptions.

Building better rail now, dealing with a certain amount of resumptions, but overall encouraging modal shift will actually defer the need for future road widening. This averts resumptions elsewhere in the future.



The constant cycle of M1 upgrades has impacted upon many homes. Better public transport avoids the need to widen motorways so often.

Speed Standards

A quadruplicated train line is likely to be the last ever major project on this part of the line, so now is the opportunity to shake out any legacy issues and build something fit as a major Intercity line for the next several decades.

The project website states *“Currently, trains between Kuraby and Beenleigh share a single track in each direction, limiting the number of peak services that can run. All-stop Beenleigh trains need to be held to 1 side for approximately 4 minutes to allow Gold Coast express trains to pass through during peak periods.”*

However, the holding of all stops trains at Bethania occasionally is not really the major issue for passengers. The issue is a lack of speed overall.

A 2nd track pair gives some more flexibility in routing. It does not necessarily need to be wedded to the current corridor, except for the express stops at Beenleigh and Loganlea.

If low speed turns are “locked in”, it effectively ‘sterilises’ the opportunity to improve the alignment, since future governments are unlikely to come back and tweak it further. We believe this is the only chance to get it right.

-The most forward thinking approach would be to build to a 160 km/h standard, to allow the highest possible narrow gauge speed, and potentially even tilting rolling stock in the future.

-A second preference would be to a 140km/h standard, reflective of speeds elsewhere on the Gold Coast line and the capabilities of NGR rolling stock.

-At a bare minimum, speeds should not drop below 100km/h, except on the turns approaching the express stops.

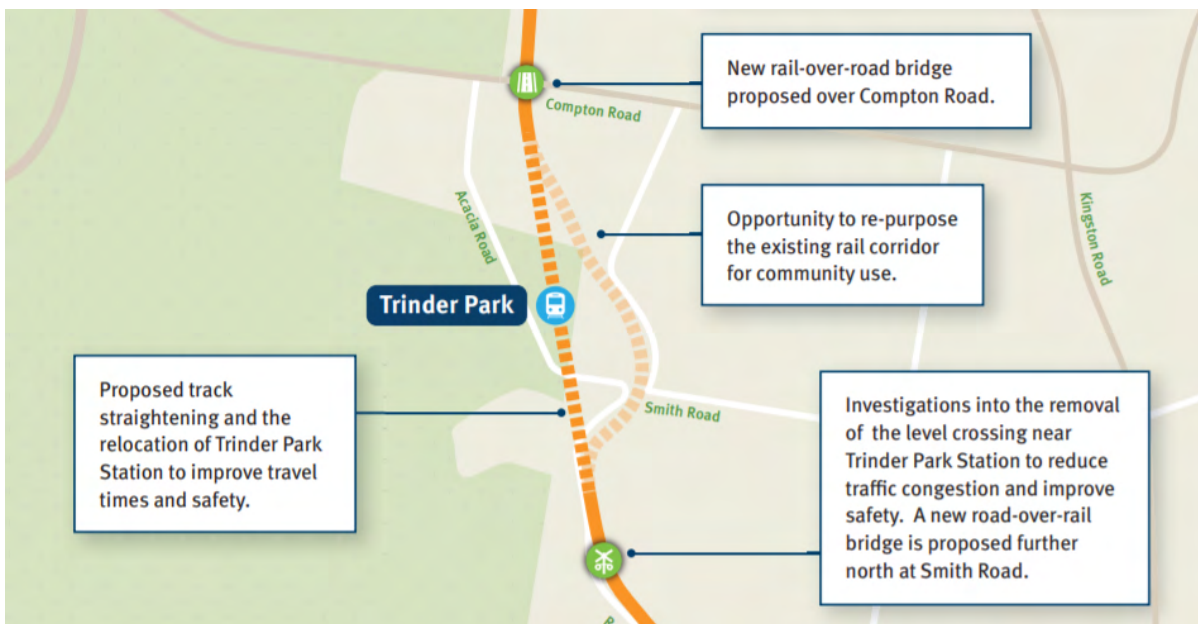
Both Sydney and Melbourne are receiving billions in Federal funding for projects such as the Western Sydney Airport Metro and Geelong Fast Rail, so the time is ripe for putting forward a bold proposal in this environment.

Trinder Park section

- This area is perhaps the most well-known slow section.
- Trinder park and Woodridge are only 800m apart
- The Trinder Level crossing has a very hazardous design.

Moving the station further north would:

- Benefit the Trinder Park retirement community with closer proximity
- Would put the station on the Smith Rd / Acacia Rd axis, improving access flows in the surrounding area.
- Would reduce overlap with the Woodridge station catchment.
- Would have more space for parking, however impacts on Acacia forest park need to be carefully considered.
- It is assumed this section would be built to 140kmh standard.



Woodridge Section

-The Woodridge section also features slow speeds

-Woodridge station features curved platforms

-It could be possible realign this section as well as realigning Railway Parade to be closer to the School.

-Such a realignment would have impacts on around 30 properties on Jacaranda Avenue, Flinder St and Cook street, however would free up considerable land on the eastern side of the line (Highlighted in purple) Thus it would be possible to perform a land swap and allow residents to shift to new housing in this area. Additional social housing could also be built in this area.

-Woodridge station would be rebuilt on the new alignment, with straight platforms.

-The old rail bridges would be decommissioned, or converted into a pedestrian bridge over Wembley Rd to create a new linear park and “high line” on the old rail corridor.



Logan Recreation Club Section

-On this section, trains must slow to under 60km/h

-The S bend in the line here could be straightened out by bringing the line closer to the Logan Recreation Club bowling greens. Some car parking would be impacted here.



Bethania Section

-This section has fairly low average speeds

-Three level crossings cross the line, two of which have low usage.

-Potential areas for straightening include the S bend around Edens landing by building a viaduct that crosses the horseshoe in the Logan River



-Page 19 of the TMR SEQ Principal Cycle Network Strategy (extract below) identifies a bridge in the vicinity of Edens Landing, so this project is an ideal opportunity to deliver it, and would increase the catchment of what is a somewhat underutilised station by allowing Loganholme residents to use it.



-The tracks between Riverdale Park and the Logan River could be made into a smooth sweeping viaduct though this would require reconfiguration of the Waterford Rugby League club fields and would impact a private farm. An agreement could be met with the Rugby League Club to provide upgraded facilities in exchange for allowing reconfiguration of the fields (and perhaps even painting some of the viaduct in team colours!)



Beenleigh Station Option 1

-Beenleigh is a terminus station and will remain a mandatory stop for Gold Coast trains.

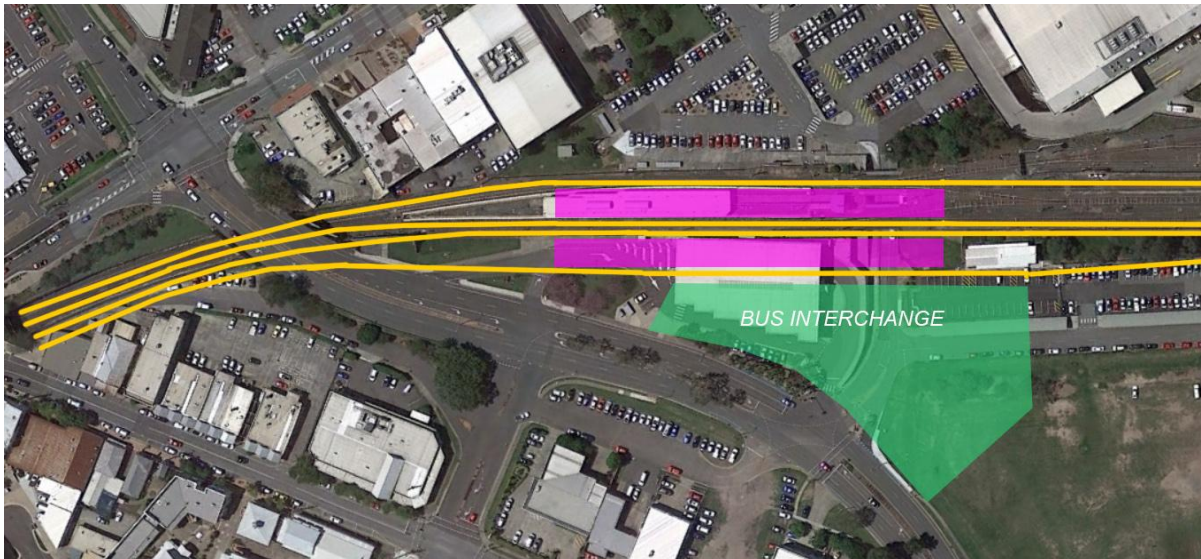
-Thus, realignment here is likely to offer less benefits, given the need for trains to slow and stop anyway

-The platforms could be slid in the outbound direction to allow them to be fully straight, and to eliminate the narrow part at the inbound end. A new bus interchange would be constructed.

-Consider also closing Marketplace Drive to traffic and creating a wide pedestrian corridor instead.

- The multi level car park proposed could allow some existing surface parking to be consolidated, and turned into more pleasant landscaped outdoor areas. Currently the pedestrian links into the town center of Beenleigh are unpleasant and exposed to the elements, with too much interaction with car park traffic

-The Alamein St overpass is likely to require extensive reconstruction, however Main Street is close enough to act as an alternative during the works.





Beenleigh Station Option 2

An alternative option that could be tested would be to relocate Beenleigh Station 500m west to the site it was previously located upon, at Soudan St (Image below taken 1985)



A new station would be 9 car ready with 225m platforms, and have a major entry from Beenleigh City Square, with a street level bus interchange.



It is worth noting that Loganlea station is being moved a similar distance.

The key benefit of this would be averting the cost and disruption of having to quadruplicate the Beenleigh Tunnel (Since only Gold Coast trains would need to proceed into it), which could save \$250m.

It could also avoid having to reconfigure the stabling yard.

Whilst it would be further from Beenleigh Marketplace, it would be closer to Beenleigh Mall, Aldi and the City Road retail precinct, plus Government offices. It would also directly adjoin Beenleigh City Square and could further drive urban renewal.

The multi level car park could include ground level retail on James St.

Given Beenleigh station will likely require a full demolition and rebuild to a 4 platform configuration anyway, this could allow a new station to be built with the old one still in use.

As a final benefit, Moving the station westward actually makes it walkable for residents around Chapman Drive, strengthening the case to close Holmview.

Holmview Road Crossing

-This crossing could be removed given so few properties are serviced by it.

-A local road extension to Spanns Rd would allow access to these properties

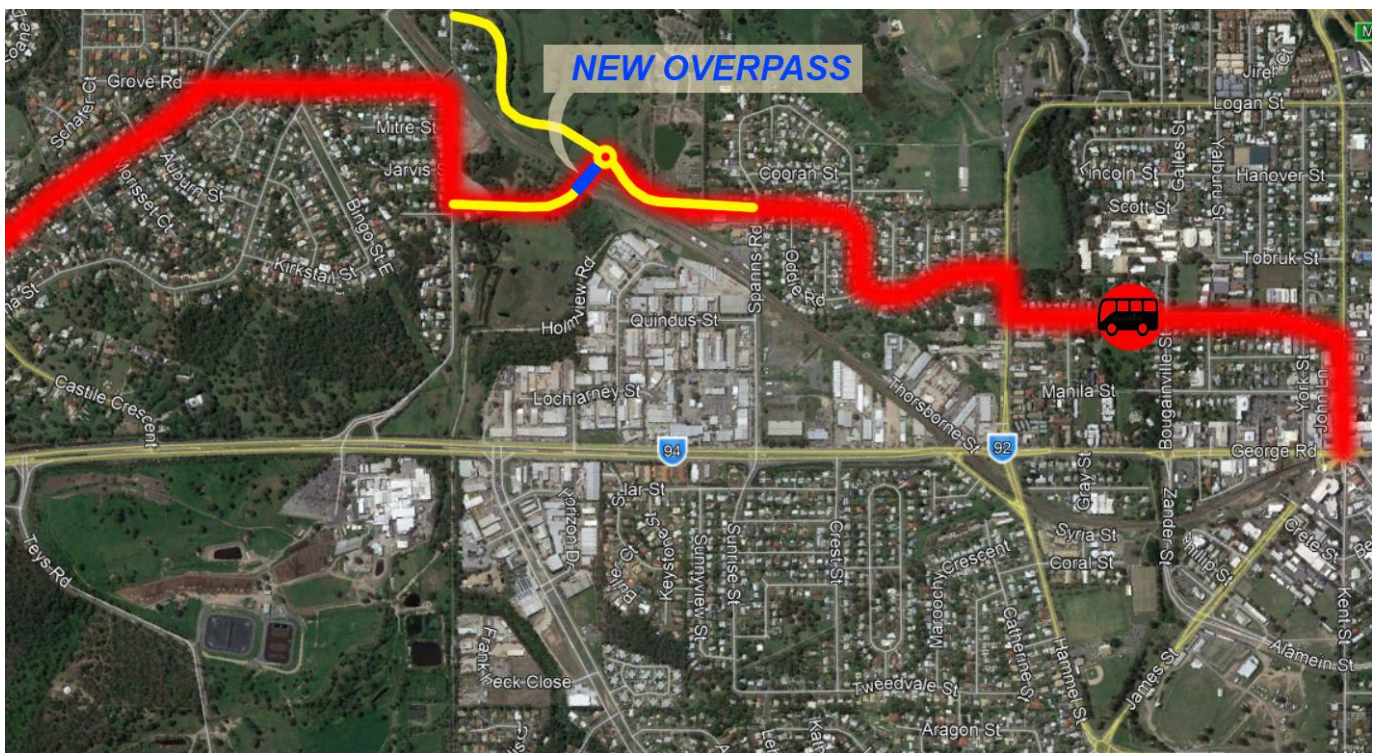
-The old level crossing could be fenced and protected with a locked gate that could be opened on temporary authority during natural disasters for emergency access.

Spanns Rd Crossing

-This crossing could be closed given alternatives are close by.

-An upgrade to the intersection of Boundary St and Chapman Drive may be needed due to all traffic in that area being forced out that way.

-If a replacement overpass was felt necessary an option could be to construct a new overpass in a greenfield location halfway between the current level crossings. This would make westward access out of the Chapman Drive area easier. As an added benefit, it would allow the routing of local buses to be improved. A greenfield crossing would be cheaper to build.



Bus routes could use a new overpass and provide a bus service to Holmview in lieu of a station.

Station Road Crossing:

-This would naturally be a road over rail solution. Temporary access could be provided during construction by re-opening the emergency crossing gate on Church Road, with appropriate traffic management.

Holmview Station Closure

-Typically, station upgrades cost around \$20m or more.

-Holmview is one of the quietest stations in SEQ, with around 50 users per day

-Thus it makes little sense to spend millions on a facility with so few users.

-Expanding the car park is of little value for this reason.

-Beenleigh station is fairly close by, and is likely to reduce the popularity of Holmview further post quadruplication, due to the 'pull' of faster/reliable express services.

-The prospect of riding every single stop to the CBD, taking over an hour, is unlikely to ever be a popular service from this station.

-We believe money is better spent increasing parking capacity at Beenleigh to offset the lost capacity at Holmview, and to upgrade local bus services in this part of the suburb.

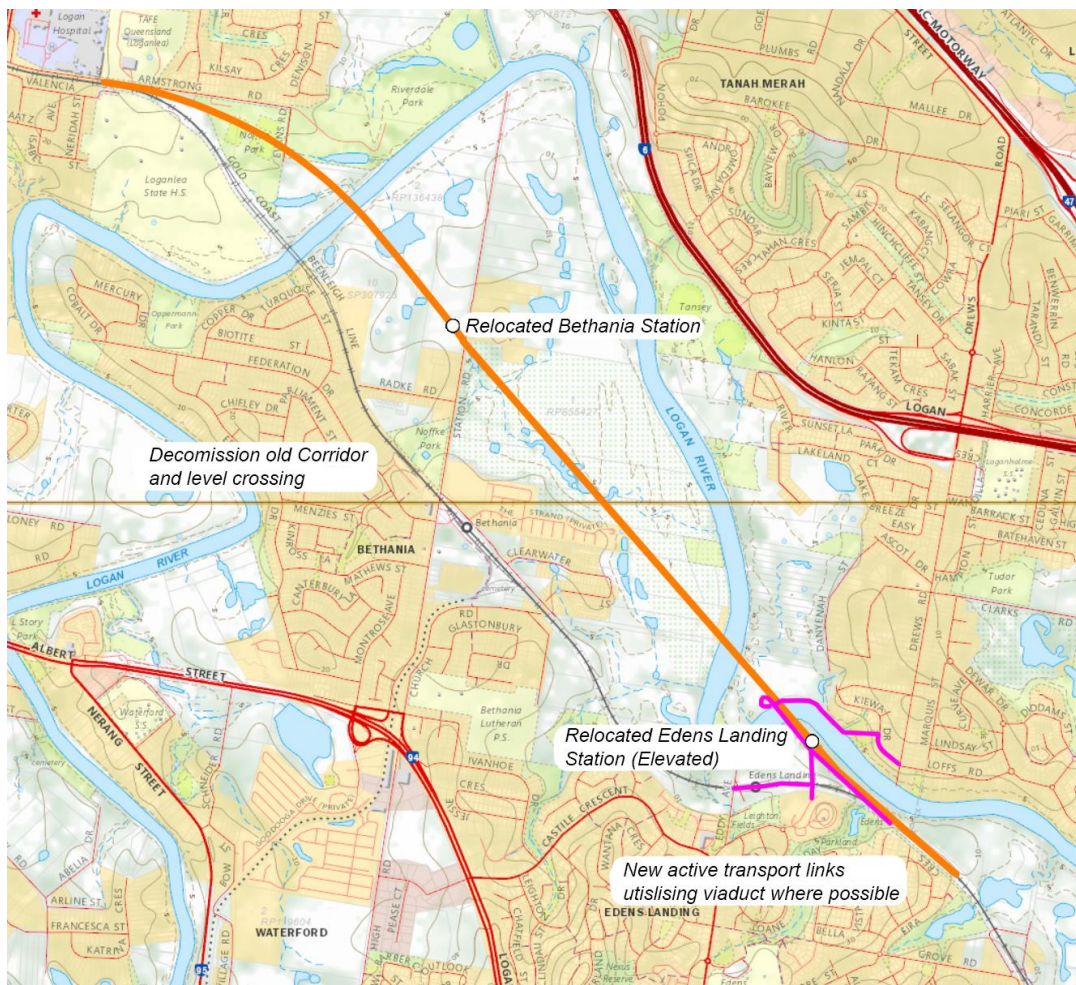
Alternative Proposal 1 - Bethania Deviation Viaduct

- The cost to remove the Bethania Level Crossing is likely to be around \$100m
- Track amplification will require a significant amount of brownfield work on an operating rail corridor.
- There will be disruption to passengers during the upgrade process.

An alternative would be to construct a 4km elevated 'skyrail' that moves the line out of the middle of Bethania, with a smoother curve on approach to Loganlea. Such a line could either be a 2 track viaduct used exclusively by Gold Coast trains, or a 4 track viaduct, with brand new elevated stations for Bethania and Edens Landing. (The 4 track viaduct therefore offsetting the need to remove the current level crossing)

This viaduct could also have an active transport path attached on where it crosses the river, similar to the FlindersLink rail extension in Adelaide. A relocated Bethania station could have a more generous car park.

The viaduct would have some additional costs, but could save in terms of track possessions, upgrades to existing stations or the need to build a grade separated road overpass on Station Road. It would undoubtedly offer the fastest speeds, (including for the Beenleigh Line too!) if the 4 track option were chosen, so would be truly future proof.





An active transport bridge shared with a rail viaduct in Adelaide.

Alternative Proposal 2 - Woodridge Bypass Tunnel & Compton Road Station

- All possible straightenings and corridor widenings, including Trinder park have Impacts on private properties
- Track amplification will require a significant amount of brownfield work on an operating rail corridor.
- The works will result in passenger disruption.

Rail Back on Track believes these issues are not insurmountable, however an alternative could avoid these issues, and deliver the most 'future proof' solution.

The solution would be a new shallow tunnel from the vicinity of Kingston to the Vicinity of Trinder Park, with a length of around 4.5km, following a fairly straight path between these points.

It is acknowledged that tunneling can be expensive.

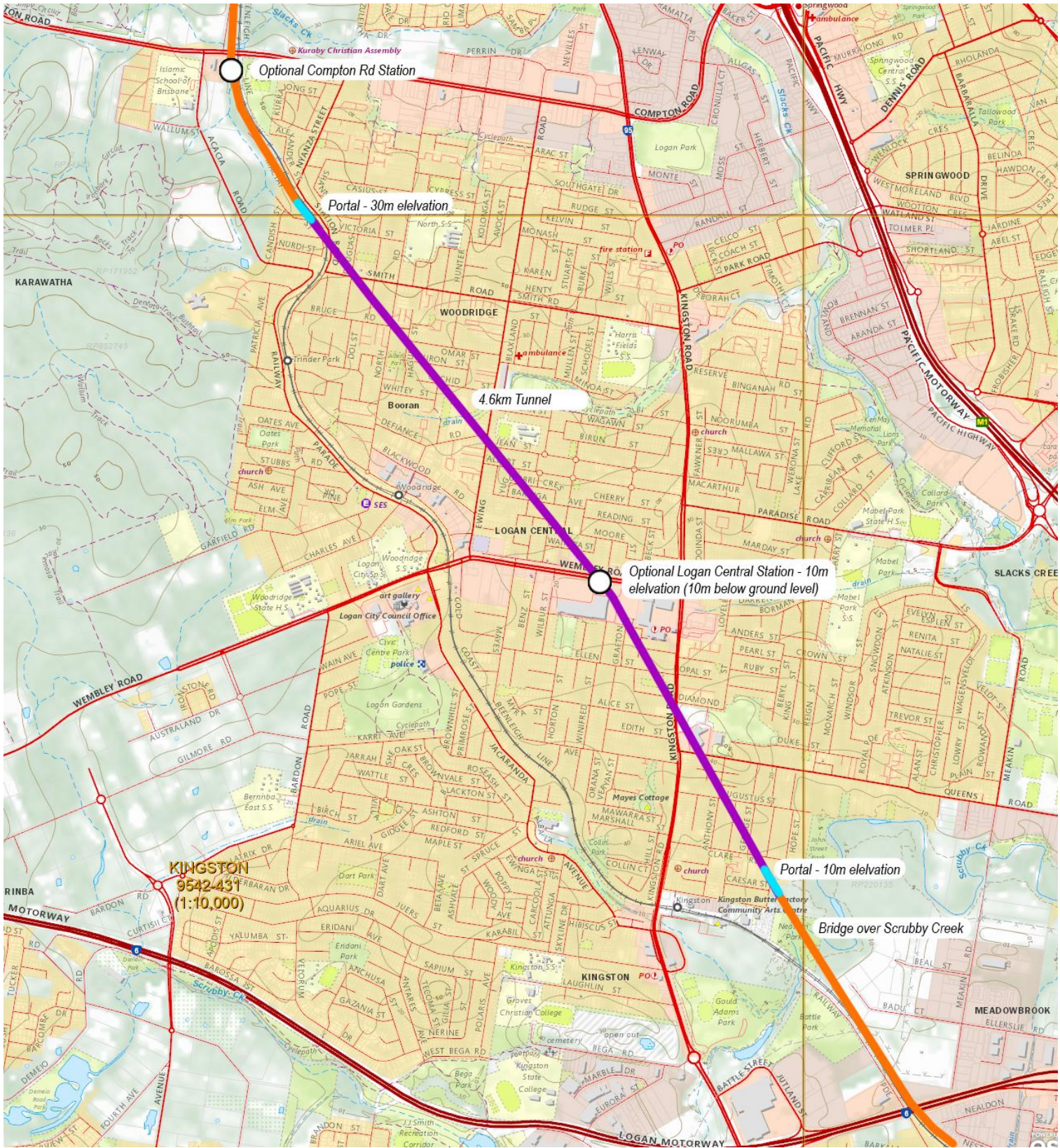
The tunneling for Cross River Rail was costly due to multiple underground station boxes, a constrained CBD environment, existing underground infrastructure, expensive resumptions, the depth under the river, and complex interfaces with existing lines, hence a project cost of \$5.4b.

The Forrestfield Airport link in WA required 8km of tunnels, two underground stations plus a surface level station, however the simpler construction environment meant costs were only \$1.8b.

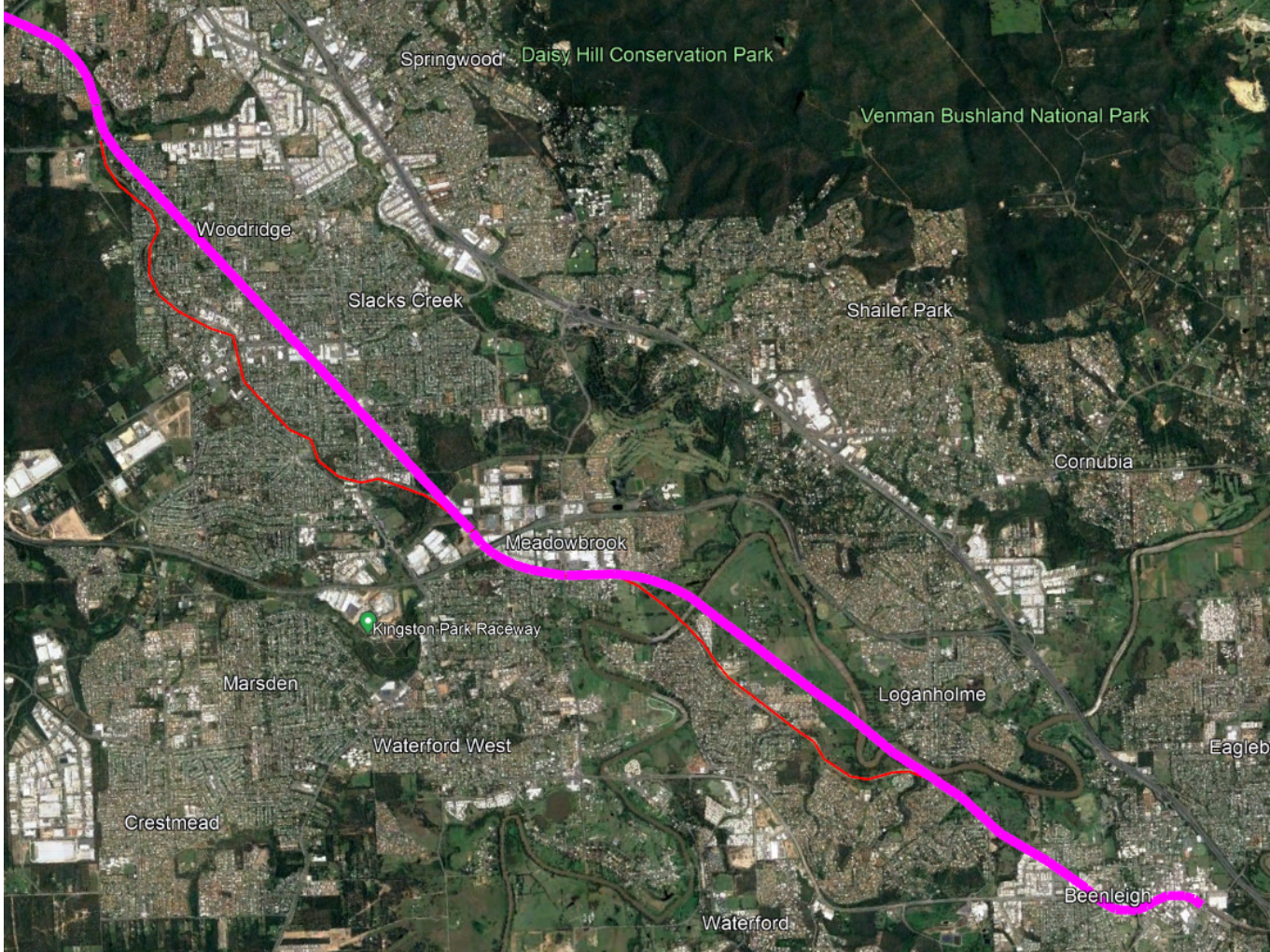
We believe that a tunnel as we have described could be cheaper than this again, potentially in the range of \$1b to \$1.5b and would be a 'straightforward' project. It would:

- Have minimal impact on residents or community facilities.
- Be close to major roads/motorways for spoil disposal.
- Deliver the fastest, straightest route possible, with 140km/h or more achievable and a time through the tunnel of 2-3 minutes
- Would offer the same capacity increase.
- Would require only fairly short track possessions at the tie in stage, and would allow the Beenleigh and Gold Coast line to largely run uninterrupted during construction, without the need for replacement buses or temporary speed restrictions.
- Less traffic impacts from bridge construction over Wembley Rd.
- Kingston and Woodridge would not need such extensive upgrades under this scenario, given they already have lift access.
- As an option, such a tunnel would also pass under Logan Central plaza, so could potentially have an "open air" below grade station (Similar to Cherrybrook in Sydney) with connections to the Logan Central bus station, but this would increase cost and complexity and impact on speed, and is not strictly essential.
- As another addition to the project scope, an infill station for the Beenleigh line could be built on Compton Road. This would have great connections with East West buses between the key activity centers of Springwood and Sunnybank Hills, and works towards a broader goal of highly connected network with multiple

options for easy cross suburb travel.. An arterial road like this would be a great location for a major park and ride. Passive provision could be made for this station at the very least.



If both of these alternative proposals were adopted, an 18km true continuous faster rail corridor would be created, allowing trains to travel at 140km/h or more for most of the way when between stations. This would have a profound effect in terms of the attractiveness of the service, passenger volumes and in reduced running costs and rolling stock requirements. We urge the government to strongly consider and cost these options to not only get the best value for money, but also drive a huge modal shift away from freeway travel.



Overall corridor proposed by RBOT.

Travel Time Analysis

We believe a crucial success factor of this project is that rail should be built to offer travel times faster than driving, even in uncongested conditions.

This means the line can offer value around the clock and on weekends, not just in the traditional congested peak period, and will help it gain a positive reputation of being the fastest and most reliable choice.

Naturally, aiming high would also provide a massive benefit in peak hour, leading to a surge in patronage and very efficient utilisation of the new infrastructure. Rail will offer stability in travel times that the M1 never will.

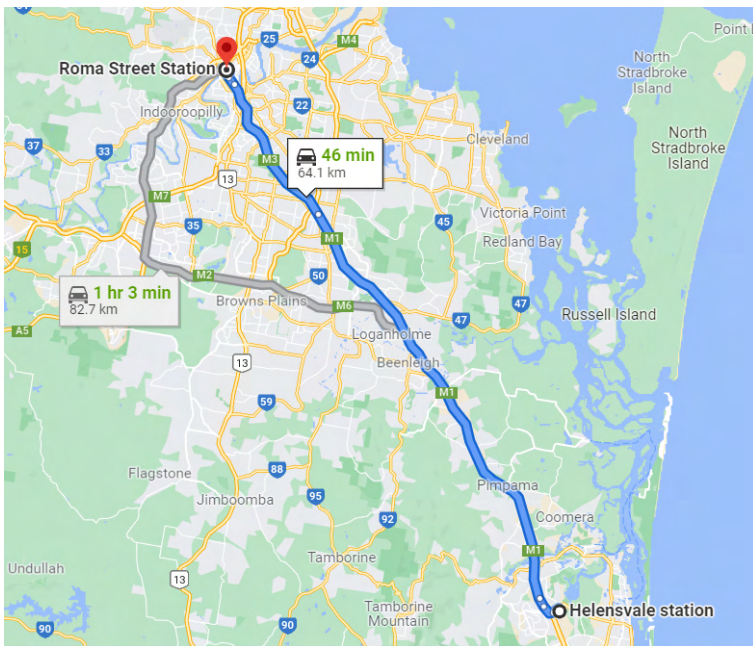
It would also have a particular effect of giving Northern Gold Coast and Logan residents better access to the amenities and opportunities of Brisbane. Even right now, there is no shortage of Bi Directional travel demand between Brisbane and the Gold Coast at most times, but this is primarily occurring via private car.

Highway travel is extremely volatile and hugely unsustainable. Motorists face daily congestion crawls along the freeway and simply won't change with the status quo, and adding more lanes is not a long term solution. Congestion now occurs simultaneously in both directions at certain times.

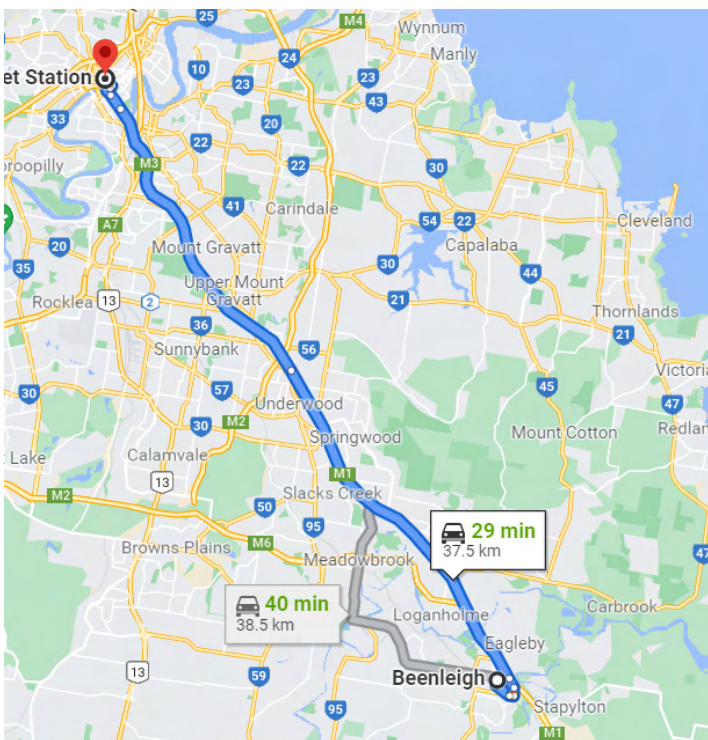
RAIL Back on Track believes that the Coomera Connector is quite a radical project, and we cannot think of anywhere else in Australia that is selecting parallel motorways as a preferred solution. We believe the Logan & Gold Coast faster rail project is more valuable to the region.



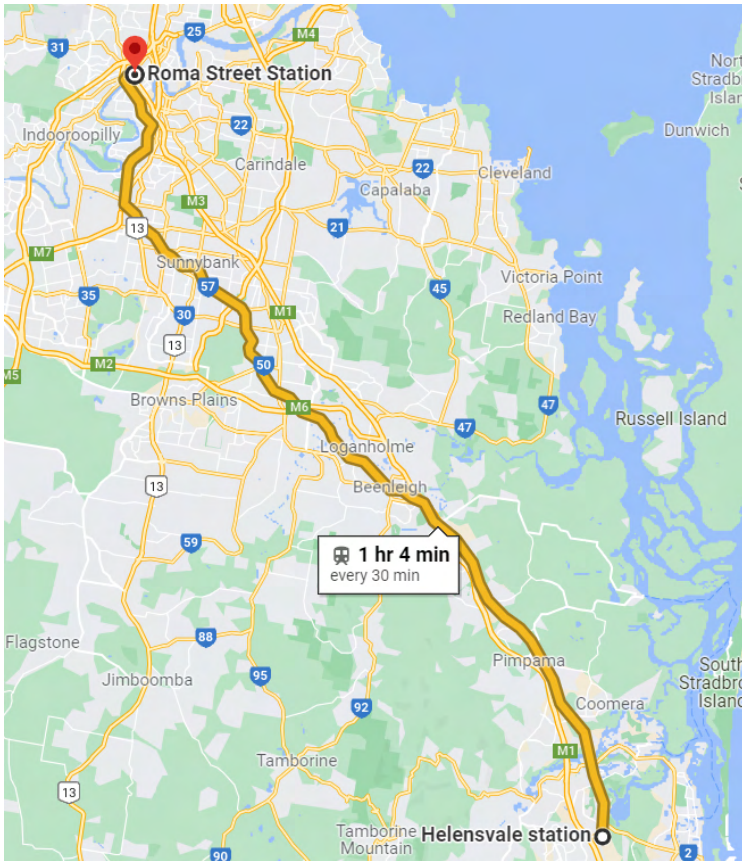
In uncongested conditions, the driving time from Helensvale to Roma Street is **0:46**



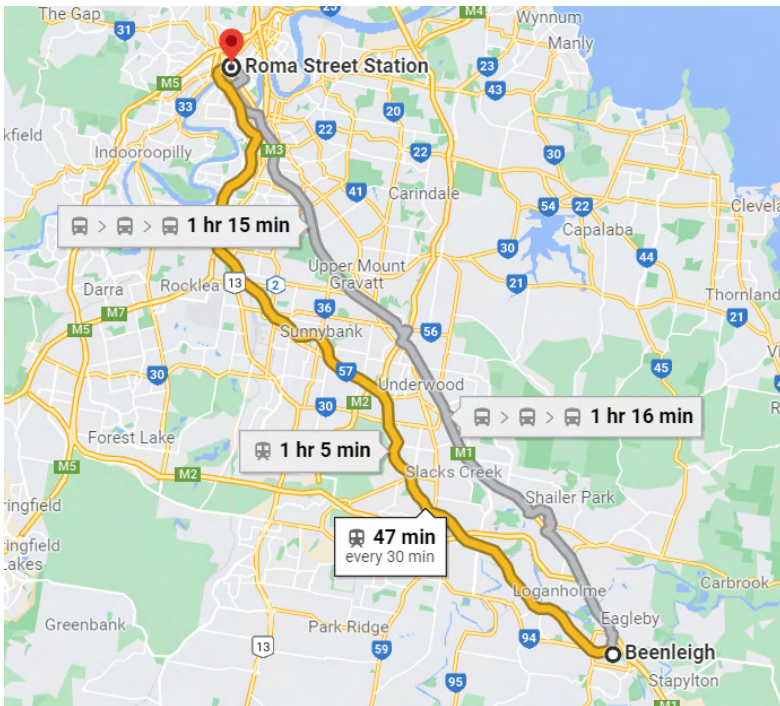
From Beenleigh to Roma St, it is **0:29**



In contrast, the public transport time is **1:04** from Helensvale.



From Beenleigh it is **0:47**



This implies a time saving of 15-20 minutes over present should be the ultimate target of works on the Dutton Park to Beenleigh Corridor.

It is acknowledged that Cross River Rail will provide time savings from Helensvale, however these will be offset by the additional stops at Hope Island and Pimpama, so we still expect the overall travel time after 2025 to be around 1 hour, and still 15 mins slower than driving.

We can Use the existing Gold Coast line, built in 1995 as a benchmark as to what speeds are achievable on a modern express line:

Station	Km Marker	Km From Prev	Min From Prev	Average Speed
Beenleigh	40.05			
Ormeau	52.72	12.67	7	108
Coomera	59.59	6.87	5	82
Helensvale	68.26	8.67	5	104
Nerang	75.89	7.63	5	91
Robina	85.35	9.46	6	95
Varsity Lakes	89.4	4.05	4	61

The Kuraby to Beenleigh Section achieves the following.

Station	Km Marker	Km From Prev	Min From Prev	Average Speed
Altandi	18.6			
Kuraby****	22.49	3.89	4.5	52
Loganlea	32.21	9.72	8.5	69
Beenleigh	40.05	7.84	8	58

****Kuraby split time based on observed stopwatch measurement.

Thus the Current 17.56km / 16.5 min section from Kuraby to Beenleigh achieves an average speed of 64 km/h. We believe an average speed of 100 km/h could be achieved between Beenleigh and Kuraby

Scenario	Estimated Travel Time	
Present Speed	16.5 min	
With Trinder Park Deviation	15 min	
Rail Back on Track Alternative	10.5 min	

Coupled with

- A review of timetables to better utilise the performance of NGR sets
- Further straightening works between Kuraby and Dutton Park
- Shorter dwell times due to level platform boarding.

It should be possible to save several additional minutes in the future, bringing the line as close as possible to a 15-20 min time saving.

Project Cost Analysis

Project costs can be highly variable, however we can use recent projects in Australia as benchmarks to develop a rough order of magnitude cost.

Project	Year	Cost	Cost per km	Comments
Dandenong Skyrail VIC	2018	\$1.6b	\$183m/km	Elevated line, 8.7km of viaduct, plus surface works, 5 new elevated stations, broad gauge 1.5kV DC,. Live rail environment,
Forrestfield Airport Link WA	2022	\$1.9b	\$237m/km	8km tunnel, 500m surface. 2 new underground stations, 1 surface station
Sunshine Coast line duplication	2025	\$550m	\$28m/km	20km of duplication work, some greenfield, some existing corridor. Road realignment, level crossing removal
Coomera duplication	2018	\$163m	\$20m/km	QR owned land. 850m bridge over river. 8.2km
Moreton Bay Rail Link	2016	\$1.0b	\$79m/km	12.6km of reserved corridor, junction works, 6 stations, new stabling

For the purposes of this estimate we will assume:

\$80m per km for Surface Quadruplication (assume similar costs to twin track rail with rebuilt stations)

\$170m per km for Viaduct (Assume no stations, and lower costs due to less constrained environment)

\$230m per km for tunnel (Assume no stations)

Cost of property resumptions, and the cost of recreational spaces such as rail trails on the old corridor have been excluded

Option A - Rail Back on Track Alternative

Section	Cost	Comments
Beenleigh Station Rebuild	\$100m	Similar scope to Loganlea
Beenleigh Tunnel	\$250m	Complex environment
Beenleigh to Edens Landing Surface Tracks	\$280m	3.5km.
Holmview removed from scope and closed	(\$20m)	Reallocate funds to expanded Beenleigh Park and Ride
Bethania Viaduct	\$748m	4.4km
Loganlea Station	-	Already Funded
Loganlea to Kingston surface tracks	\$216m	2.7km surface works
Kingston Station	\$5m	Minor facelift works at station since it already has lifts. Road Overpass works not required under this scenario
Woodridge Station	\$5m	Minor facelift works at station since it already has lifts. No additional tracks required on alignment
Tunnel from Mary St Kingston to Acacia Rd	\$1035m	4.5km Assume no stations.
Relocate Trinder Park	\$50m	Located at tunnel portal
Trinder Park to Kuraby	\$200m	2.5km
Level Crossings / local roads /	\$300m	Kuraby and Bethania.
Edens landing to Loganholme ped bridge	\$10m	To Improve patronage at Edens Landing and fulfil SEQ cycle network goals
TOTAL	\$2979m	

Option B - Current TMR proposal for consultation (Our prediction)

Section	Cost	Comments
Beenleigh Station Rebuild	\$100m	Similar scope to Loganlea
Beenleigh Tunnel	\$250m	Complex environment
Beenleigh to Loganlea Surface Tracks inc stations	\$672m	8.4km
Loganlea Station	-	Already funded
Loganlea to Kuraby Surface Tracks inc stations	\$760m	9.5km
Level Crossings / local roads	\$350m	Kuraby and Bethania, plus mods to Kingston
TOTAL	\$2132m	

In conclusion a proposal including deviations is around \$847m extra.

However 6 minutes would be saved per service.

This is typical of the time savings achieved by many road bypass projects of similar cost.

Assuming a running cost of \$371 per hour* for trains, 15 min off peak frequency and 5 min peak frequency (948 services per week) This saves around \$29302 per week in running costs or \$1.52m per year, which will partially offset the higher costs.

*Page 76 <https://www.atap.gov.au/sites/default/files/documents/m1-public-transport.pdf>

It is also assumed that the travel time savings will attract additional passengers and create broader economic benefits. So too will reducing disruption during construction. Therefore an increased cost benefit ratio will result.

Note that these estimates are fairly rough, and TMR has access to better resources to cost and model each option.

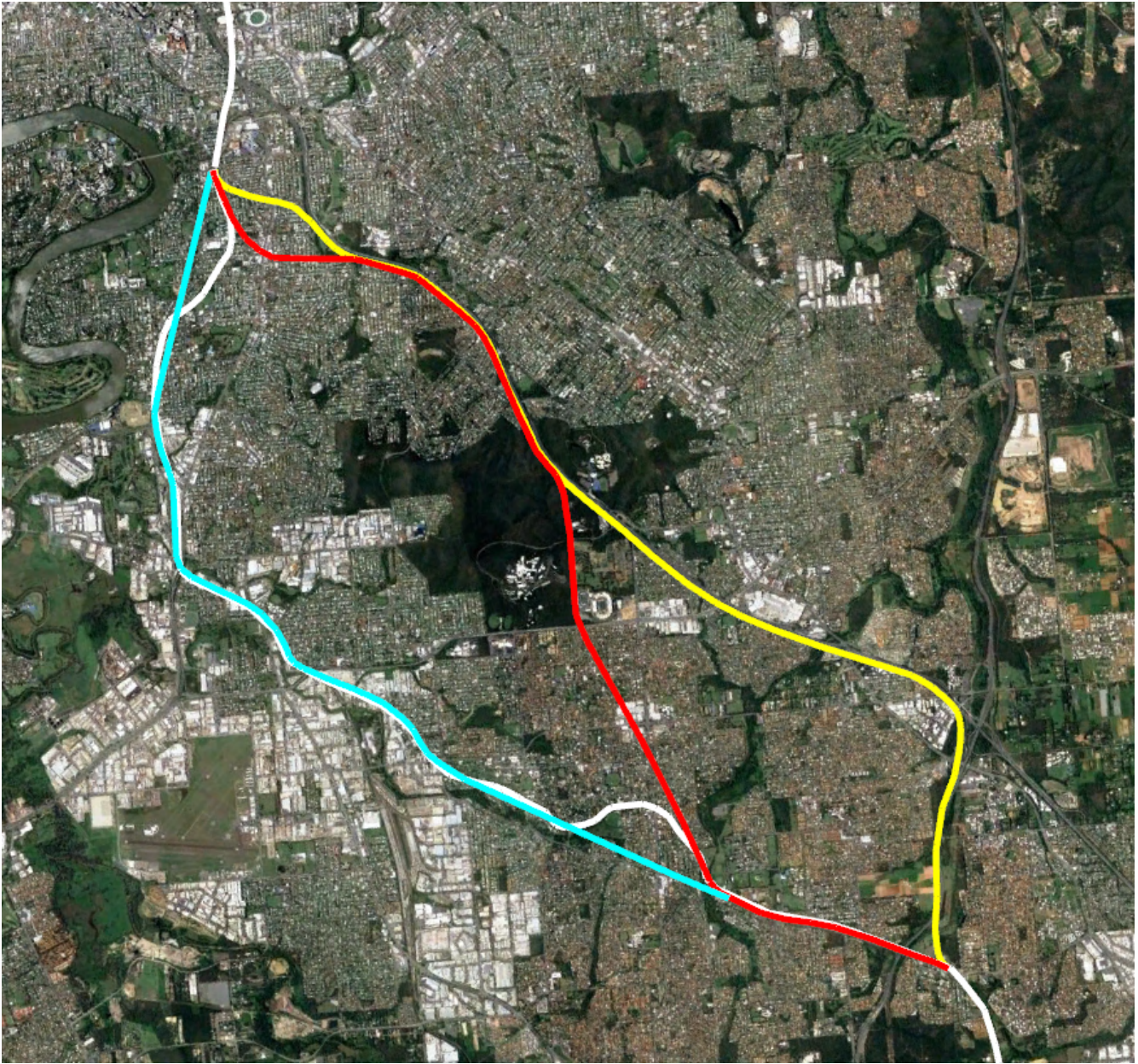
Looking Further North

In order to reduce travel times between the Gold Coast and Brisbane overall, the section from Kuraby to Dutton Park must be dealt with.

These works could be used to explore ways of providing the express tracks via a different route. They do not necessarily have to follow the existing corridor, and in fact there could be efficiencies or savings to be found on alternate routes.

We have developed three possible options:

Criteria	Option 1 - Existing Corridor with Deviations	Option 2 - Sunnybank and Nathan	Option 3 - Gateway and Mt Gravatt
Description	-Quad Kuraby Runcorn -Tunnel Runcorn to Coopers Plains -Quad Coopers Plains to Yeerongpilly -Tunnel Yeerongpilly to Dutton Park -Express stop and interchange station for Flagstone and Tennyson lines at Yeerongpilly (Not Salisbury)	-Quad Kuraby Runcorn -Tunnel from Runcorn to Kessels Rd -New Stations at Sunnybank Plaza and Griffith Nathan -Surface corridor via Nathan to Greenslopes via Pacific Mwy -Tunnel from Greenslopes to Dutton Park	-Follow Gateway Mwy from Kuraby to 8 Mile Plains -Follow Pacific Mwy 8 Mile Plains to Greenslopes -New Station at Upper Mt Gravatt -Tunnel from Greenslopes to Dutton Park
Speed	Moderate	Best	Good
Rail Access for New Areas?	No	Sunnybank Central Griffith Nathan QSAC	Upper Mt Gravatt
Interface with other lines?	Flagstone Tennyson	Only at Boggo Rd	Brisbane Metro at Mt Gravatt
Other comments	Only 1 additional track needed in certain areas.	Allows 3rd track from Salisbury to Dutton Park to be used for freight or other express services, for example allowing trains to Beaudesert to run express from Salisbury	Allows 3rd track from Salisbury to Dutton Park to be used for freight or other express services, for example allowing trains to Beaudesert to run express from Salisbury



Three possible route options to improve rail between Kuraby and Dutton Park. The current line is shown in white.

Remaining Level Crossings

Aside from the level crossings being dealt with as part of this project, 5 others remain between Kuraby and the CBD.

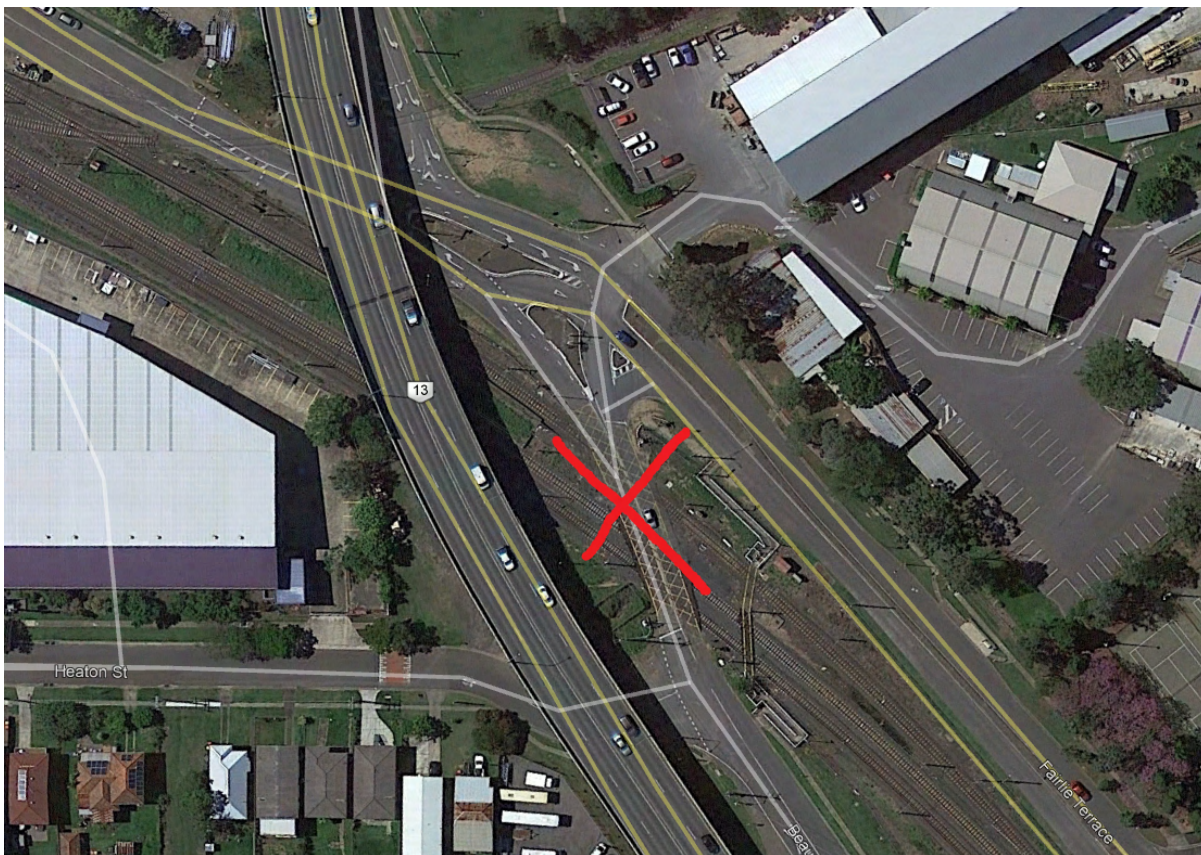
This will become problematic in coming years as a result of the increased rail frequency. These should be dealt with out of the TMR metropolitan road budget in the coming years. Most of these roads are fairly suburban, so only 2 lane overpasses are warranted.

We propose these as possible solutions.

Fairlie Terrace / 'Old' Beaudesert Rd - Salisbury

This level crossing is right next to a proper overpass on Beaudesert Rd. For safety this level crossing should be closed for day to day use and replaced with locked chainlink gates that can be opened in emergencies for flood evacuation.

The nearest intersection at Lilian Avenue may need to be signalised to compensate for vehicles going around that way instead.



Boundary Rd - Coopers Plains

The removal of this crossing is already funded. RAIL Back on Track looks forwards to seeing more finalised designs.



Stones Rd - Sunnybank

This is a dangerous level crossing due to the slopes leading to it and the risk of long vehicles getting stuck. The first thing we can notice is that Station road slopes down towards the station, and is almost at the same level as the station overbridge. This is the natural high point on Dixon St.

Thus we propose demolishing the current station passenger overbridge and replacing it with a combined bridge and pedestrian structure passing over the station. The bridge would then turn west and slope down over the footprint of the current car park, to rejoin Stones Rd.

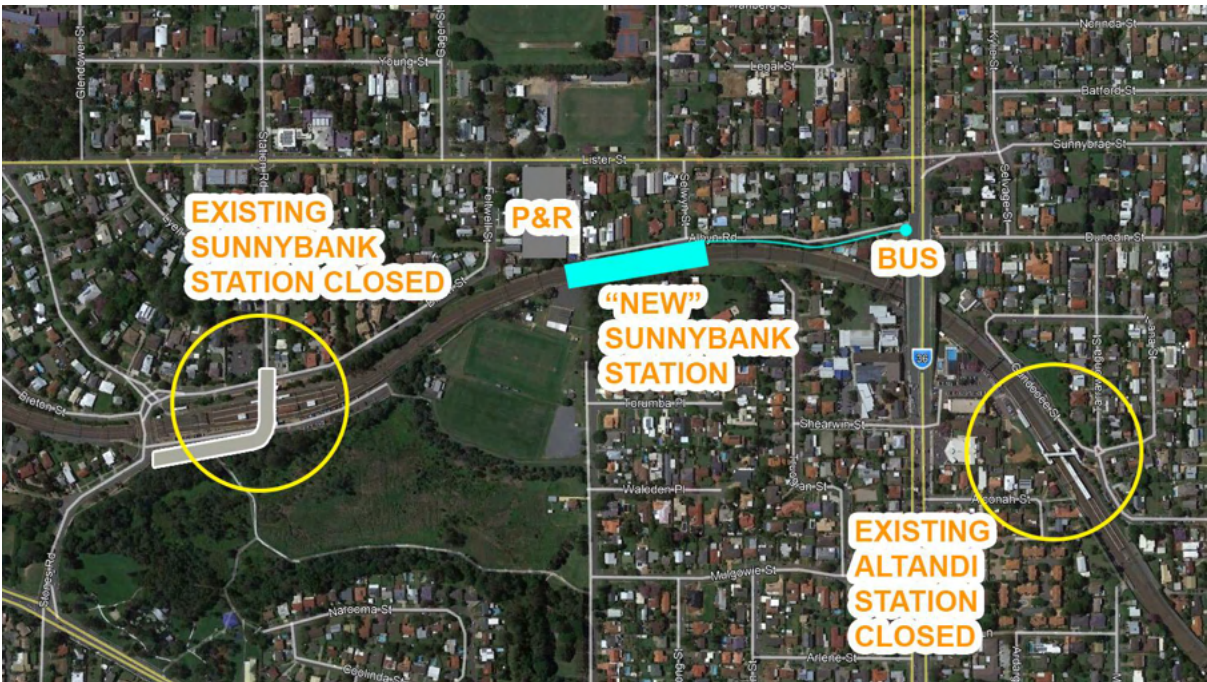




Additional option:

Sunnybank and Altandi stations are only 800m apart.

Given this overpass will disrupt Sunnybank Station, and cause a loss of parking, another option could be to shift Sunnybank Station further east to Albyn Rd, close Altandi station and amalgamate both stations into a single facility with more parking.



Nathan Rd - Runcorn

Gowan Rd would be connected to Dew St, bisecting the St Laurence College sporting fields. An improved pedestrian link under the road would be provided for the sporting fields, plus other upgrades in exchange for allowing a road easement.

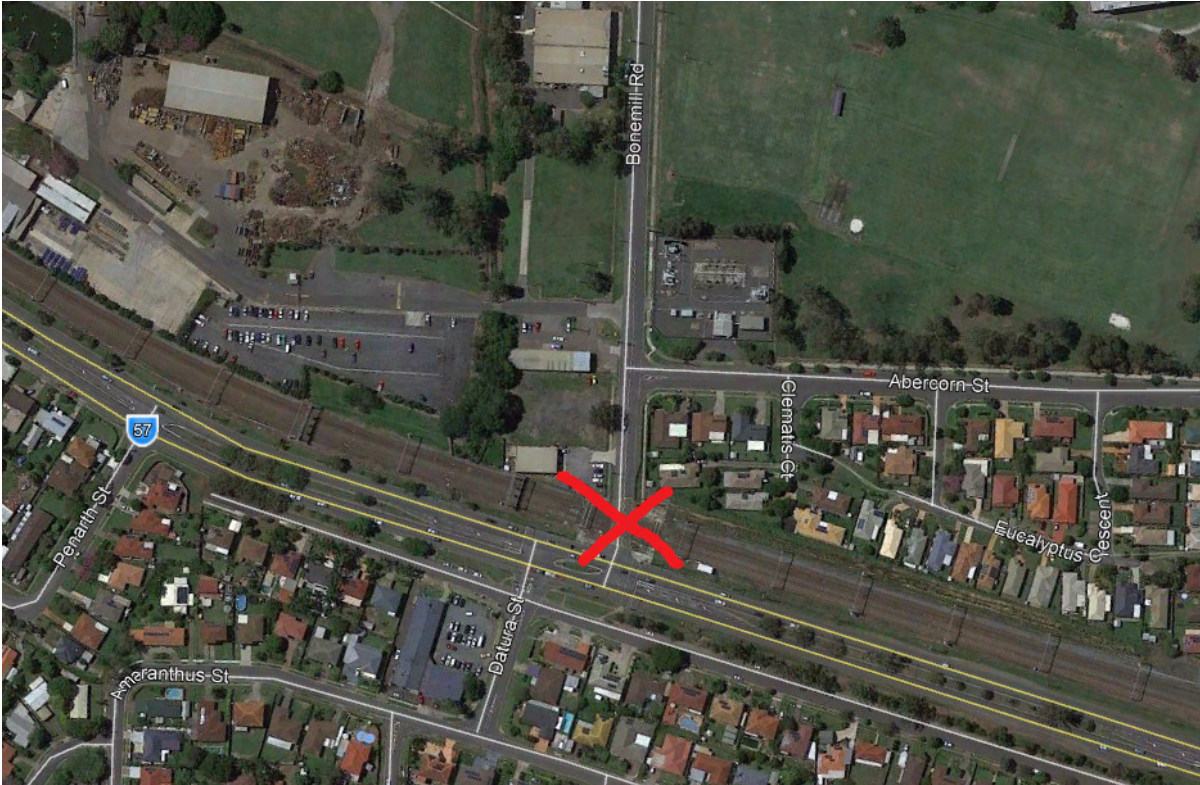
The Gowan Rd / Beenleigh Rd intersection is actually slightly uphill from the rail line, so this is an advantage for the start of the overpass.

This location would impact 4 private properties.



Bonemill Rd - Runcorn

This crossing is only 800m from a new Warrigal Rd overpass and 1100m from a new Gowan Rd overpass, so could be closed completely. A pedestrian & cyclist underpass or bridge would be provided here instead.



Warrigal Rd - Runcorn

This crossing is famous for its lengthy delays.

Warrigal Rd naturally slopes down towards Beenleigh Rd, so again this can be used to an advantage.

From Homewood St, the new road would run very slightly uphill to clear the rail lines, passing over Beenleigh Rd as well, before looping around and down to connect with Beenleigh Rd.

Nectarine St would be extended under the new bridge to connect with Kingfisher Close/Homewood St.

This design would impact upon up to 4 properties, depending on how local home access was maintained.



Closing Comments

RAIL Back on Track believes rail is a sound long term investment.

Whilst many roads often can reach capacity within 20 years of completion, a well designed rail line can comfortably, reliably and sustainably handle increasing demand for 40-50 years or more, extending the project benefits and returns over a longer period.

This project represents a once in a generation opportunity to improve the lives of those in Logan and the Gold Coast, but for this to happen, the upgrade must be built to regional fast rail standards, allowing for 160 km/h operation.

Treating it as a capacity upgrade only is doing half the job.

We believe building better speed and capacity together is affordable in the current context given the scale of road projects and Olympics preparations happening in tandem, and providing faster speed is a way to increase patronage whilst reducing running costs.

We strongly believe in taking a broader view, and believe TMR should develop and publish an ambitious masterplan for the entire corridor from Brisbane to the Border, and ensure that all investments are working towards that vision.



The Merivale Bridge was built in 1978. By the time CRR opens in 2025, it will have provided 47 years of service before it reached capacity.

The Gateway Bridge reached capacity in just 25 years before the 2nd bridge had to be built!