



Hon Rachel Nolan MP
Member for Ipswich

Our ref: MC47802

Your ref: Petitions

16 APR 2010



**Queensland
Government**

Minister for Transport

Mr Neil Laurie
Clerk of the Parliament
Parliament House
Cnr Alice and George Street
Brisbane Qld 4000

Dear Mr Laurie

I refer to a petition number 1285-09 lodged with the Legislative Assembly by Mr Aidan McLindon MP, Member for Beaudesert, on 23 February 2010, about a proposal to run Diesel Multiple Units on peak services to reduce congestion.

The TransLink Transit Authority reviewed the proposal to operate passenger rail line services on the interstate line from Beaudesert, and has considered the operation not viable at this time for the following reasons:

- The existing interstate line is not suitable for operating suburban passenger trains due to differences in track widths and non-electrification. A Citytrain service on the interstate line would require new trains to be purchased or leased to operate the service.
- The option of utilising diesel-powered trains would require significant infrastructure investment, such as platforms, passing loops and signals before the interstate rail line could be used for passenger services. The cost of this infrastructure is likely to be prohibitively expensive, and would not be re-usable for the dedicated narrow-gauge passenger rail. There would need to be stabling, maintenance, fuelling and servicing infrastructure, along with crew facilities to support such as service.
- Under Commonwealth legislation, there is a requirement that all new public transport infrastructure be compliant under the *Disability Discrimination Act 1992*. The provision of stations for this proposal, at possibly five locations, would cost in the vicinity of \$150 million. The implementation of stations would also possibly require numerous resumptions.
- Finally, the current patronage on the bus service from Beaudesert does not warrant the addition of a rail service. Beaudesert is serviced by the 540 bus route, with three inbound and three outbound services daily between Brisbane City and Beaudesert. On average, the three inbound services pick up 32 passengers between Beaudesert and Jimboomba. Therefore, Beaudesert and the surrounding areas simply do not have the density to warrant a dedicated rail service.

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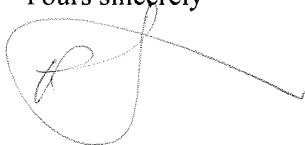
The current level of patronage on the bus services from Beaudesert does not support the transition to a rail service at this time. As the Beaudesert region continues to grow, the transport network in the region will be expanded to meet changing needs.

As part of this long-term planning, in May 2009, the Department of Transport and Main Roads released the Mt Lindsey-Beaudesert Strategic Transport Investigation Report for public consultation. One of the key recommendations of the report is the 'future investigation' of a passenger rail line between Salisbury and Beaudesert.

This investigation will commence in the near future and it is envisaged that the Salisbury to Beaudesert commuter line will be an electrified system, as an extension to the existing Citytrain network. Please visit the project website at www.mtlindesaybeaudeserttransportstudy.com.au for more information.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to be 'R. Nolan', with a long horizontal stroke extending to the right.

RACHEL NOLAN MP
Minister for Transport