

ARTC

INLAND  
RAIL   
An Australian Government Initiative



# Scenic Rim and Ipswich Community Consultative Committee meeting

27 October 2022

- **Acknowledgement of Country**
- **Introductions**
- **Conflicts of interest**

# ACKNOWLEDGEMENT OF COUNTRY

**ARTC**

We acknowledge the Traditional Custodians of this Country and their deep connection to land, sea, and community. We respect Elders past and present who have looked after the land and waters for millennia. In the spirit of reconciliation we extend that respect to all Aboriginal and Torres Strait Islander people

*Journey artwork created by Elenore Binge, proud Goomerol/Kamilaroi woman*



# INLAND RAIL REVIEW

DON PIGGOTT-MCKELLAR AND AMANDA QUAYLE

# INLAND RAIL REVIEW

The Australian Government has announced an independent review of Inland Rail.

The review will be led by Dr Kerry Schott AO and will focus on:

- the process for selecting the Inland Rail route
- stakeholder consultation
- an assessment of the project's scope, schedule and cost
- the options for intermodal terminals.

The work of designing and building Inland Rail will continue while the review is underway

The review is aiming to be completed in early 2023.

Terms of Reference: <https://www.inlandrail.gov.au/understanding-inland-rail/independent-review>

IR Review submissions close on 11 November 2022 and can be made at: [IR.Review@infrastructure.gov.au](mailto:IR.Review@infrastructure.gov.au)

# CALVERT TO KAGARU REVISED REFERENCE DESIGN

DON PIGGOTT-MCKELLAR AND AMANDA QUAYLE

# C2K REVISED REFERENCE DESIGN

- Since 2017 community and councils advised a preference for no level crossings.
- Level crossings received second highest comments in the C2K EIS submissions, after noise.
- ARTC worked with Councils to review level crossing designs.
- Alternate options were designed to remove level crossings where reasonably practical.

# OUTCOMES

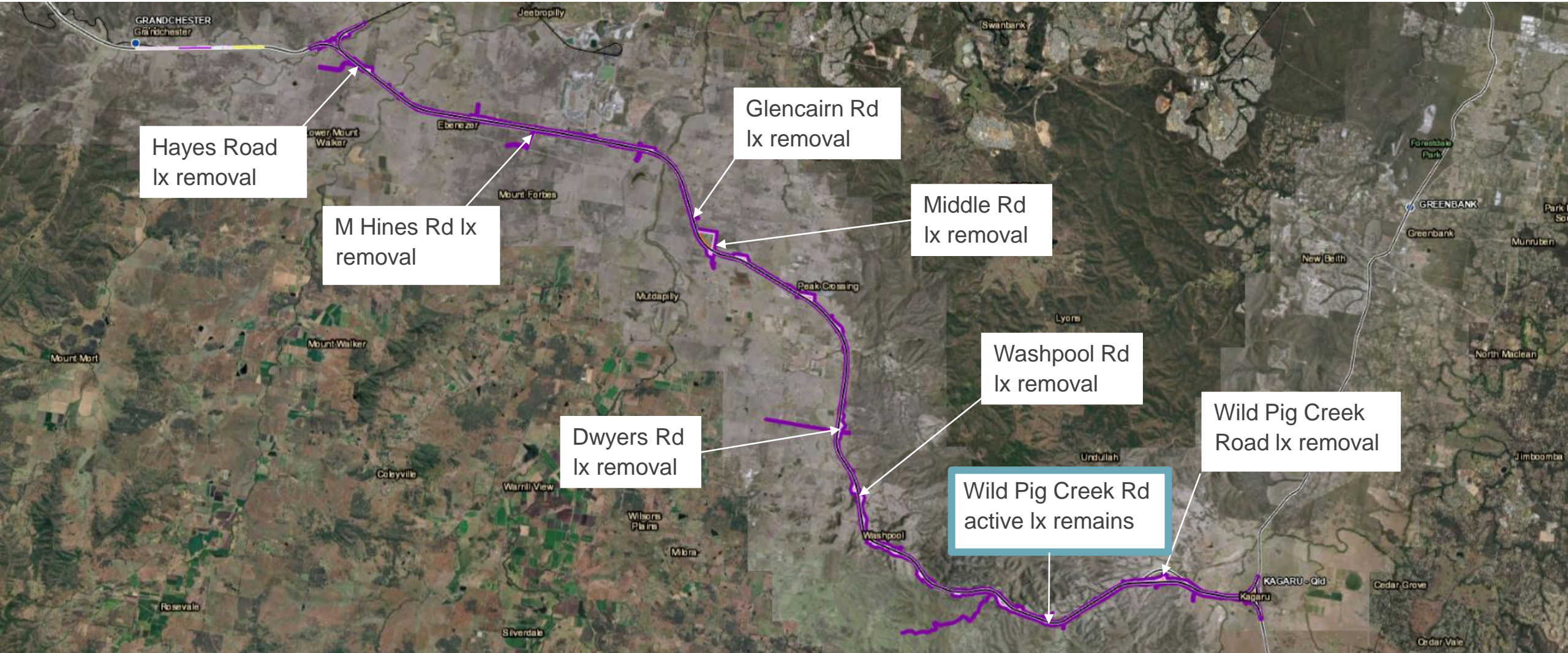
- ARTC will remove seven out of eight level crossings in the revised reference design.
- Middle Road, Washpool Road and Wild Pig Creek Road will have road bridges over the rail line.
- Dwyers Road will have a rail bridge over the road.
- Hayes Road, M Hines Road and Glencairn Road will have alternate access roads.
- The Cunningham Highway will change to a rail bridge over the top of the existing road.

## Next steps:

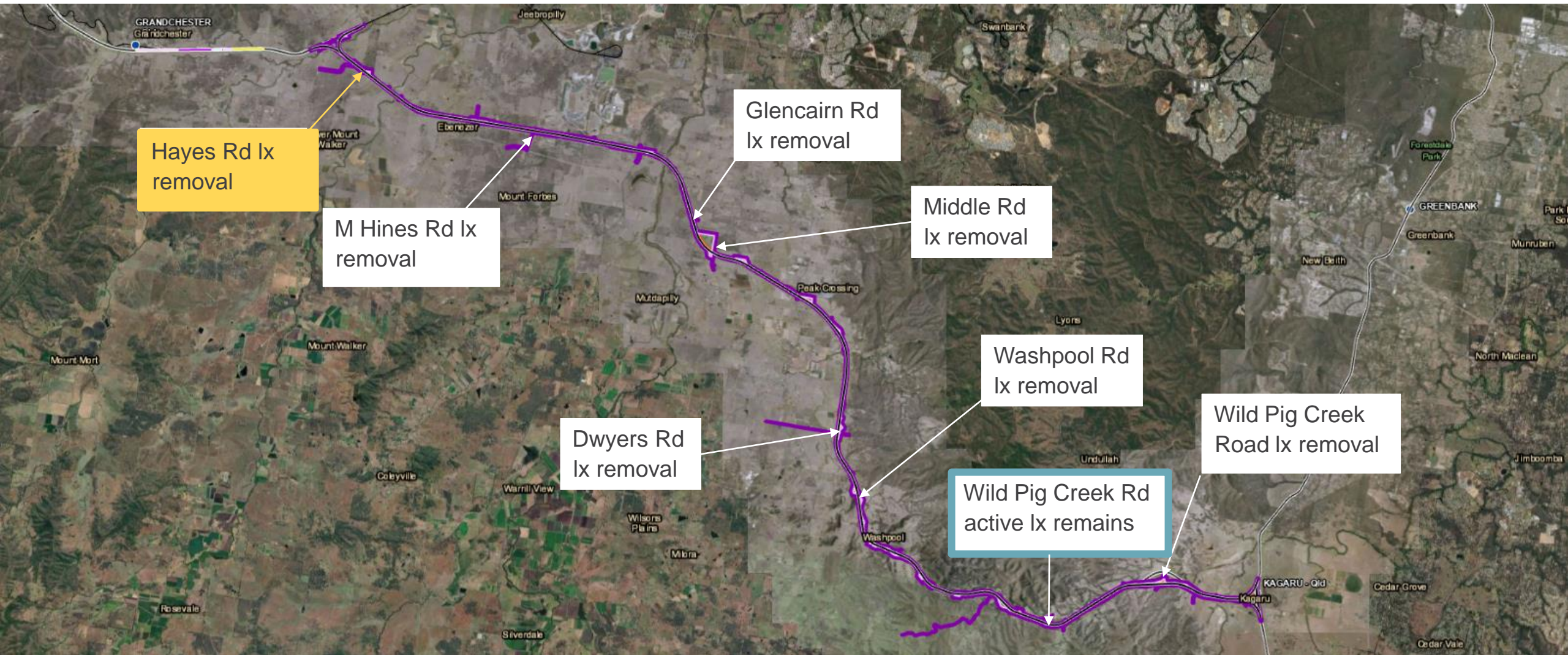
- Consultation with landowners and stakeholders on the revised design.
- Community members to review the updated design and provide feedback.
- The revised draft EIS will be publicly notified, with another opportunity to comment on the project.



# LEVEL CROSSING CHANGES

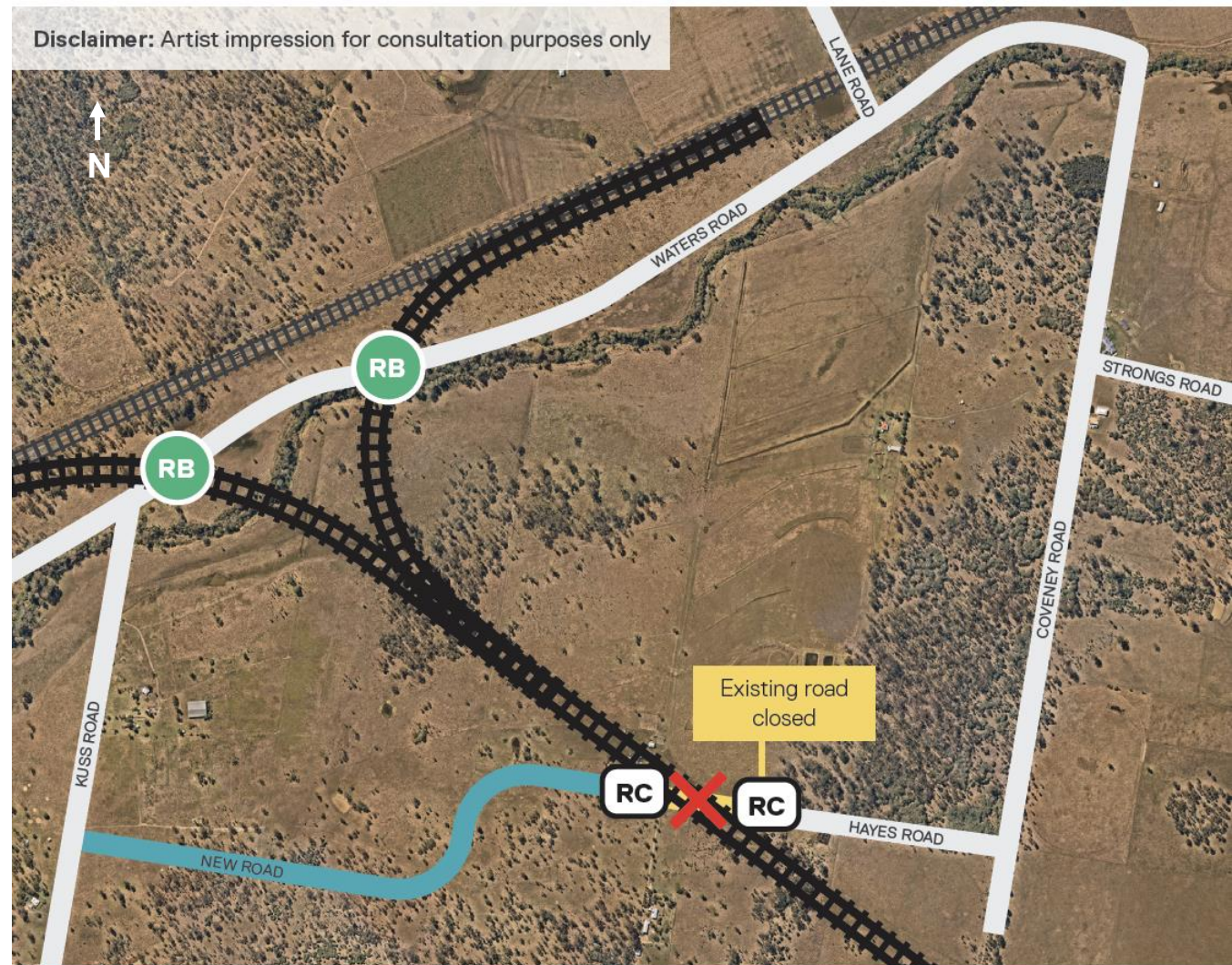


# LEVEL CROSSING CHANGES



# HAYES ROAD

- Level crossing removed.
- Hayes Road closed either side of the rail line.
- Alternate access provided via Kuss Road
- New road extension west of Hayes Road connects Kuss Road.
- The design utilises existing road reserve where possible to minimise property impacts.

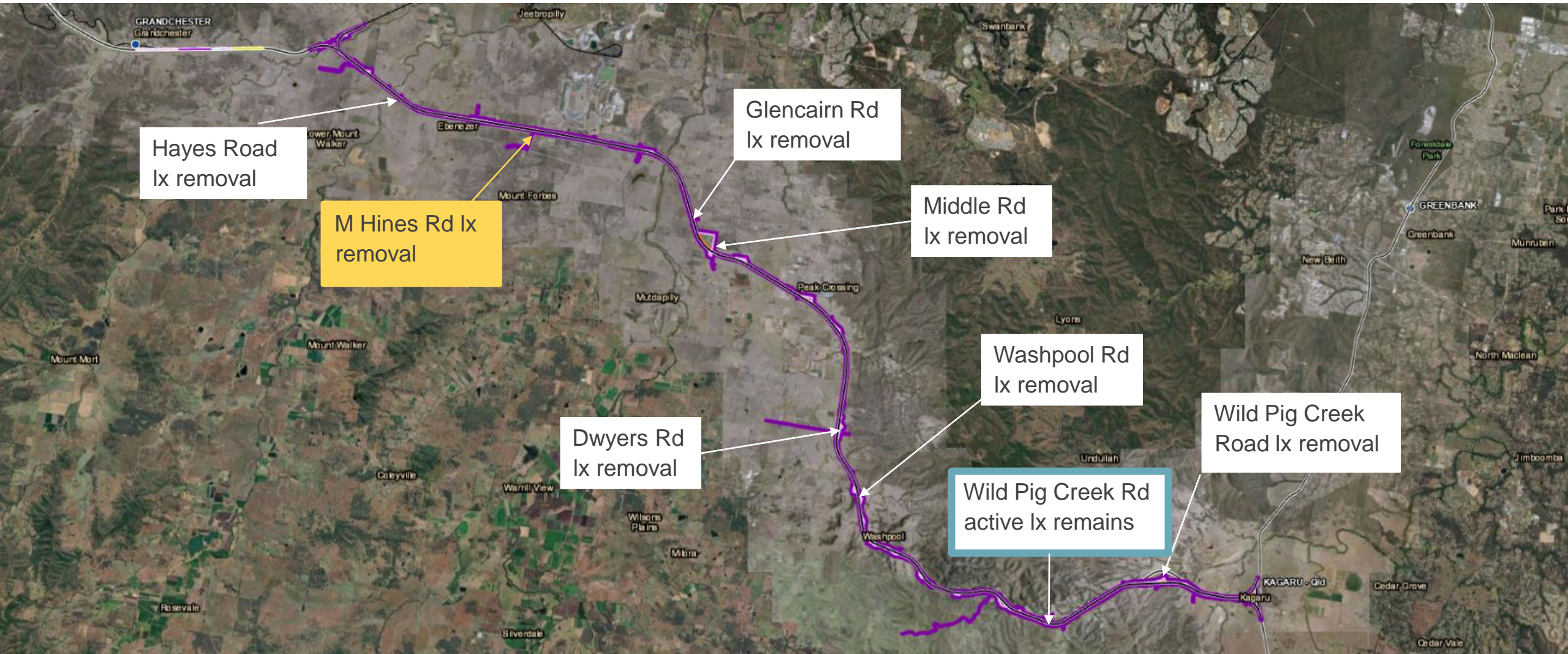


## Hayes Road

### LEGEND

 Proposed alignment	 Road closed	 Rail bridge	 Level crossing removed
 Existing road	 New road	 Existing road closed	 Existing rail

# LEVEL CROSSING CHANGES

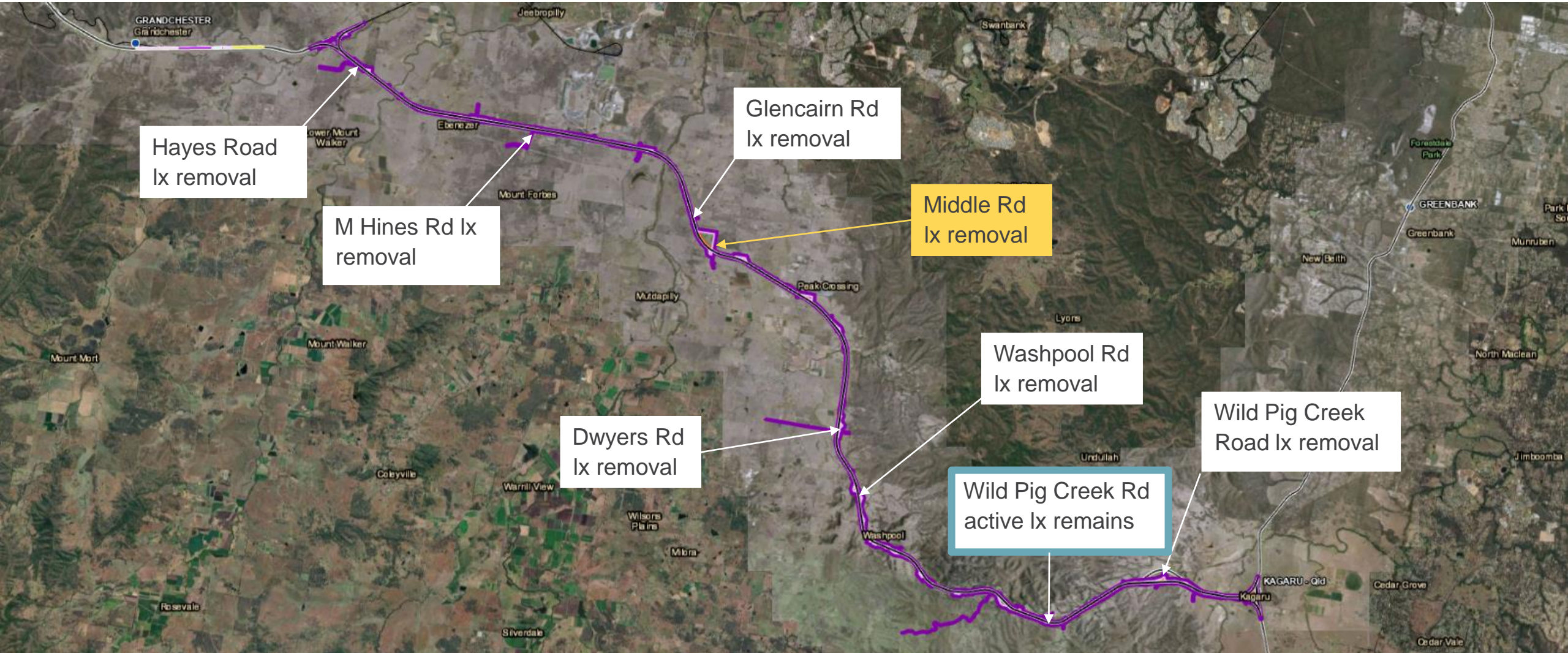


# M HINES ROAD



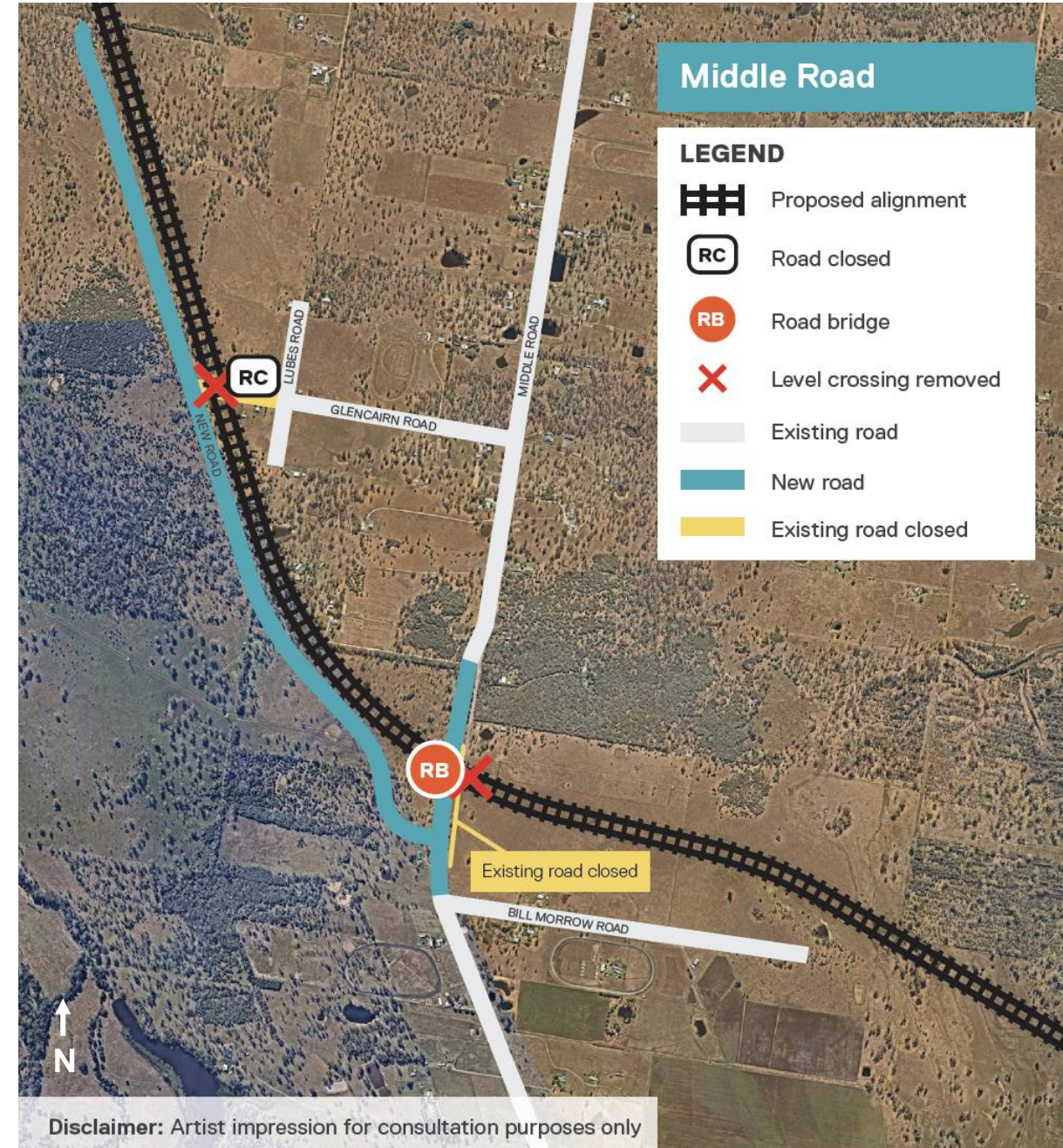
- Level crossing removed.
- M Hines Road closed at rail crossing.
- Alternate access via 800m new road between M Hines Road and Brass Road.
- North-south access to properties on M Hines Road via Mount Forbes Road overpass.
- Design follows existing Murrimo Road reserve to minimise property impacts.

# LEVEL CROSSING CHANGES

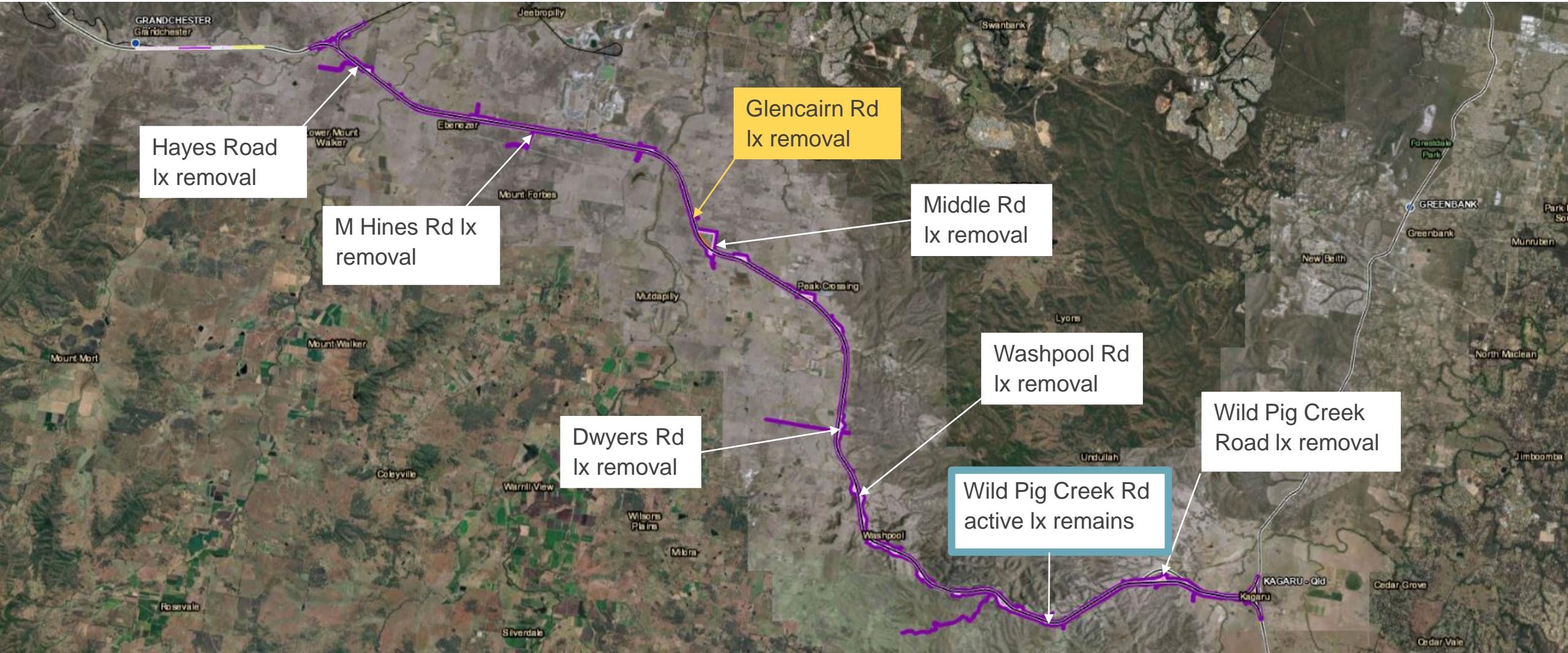


# MIDDLE ROAD

- Level crossing removed.
- Previously proposed level crossing removed and replaced with road bridge.
- Road is shifted approx. 40m west of the existing Middle Road.
- Designed to reduce impacts to the Purga Environmental Reserve.



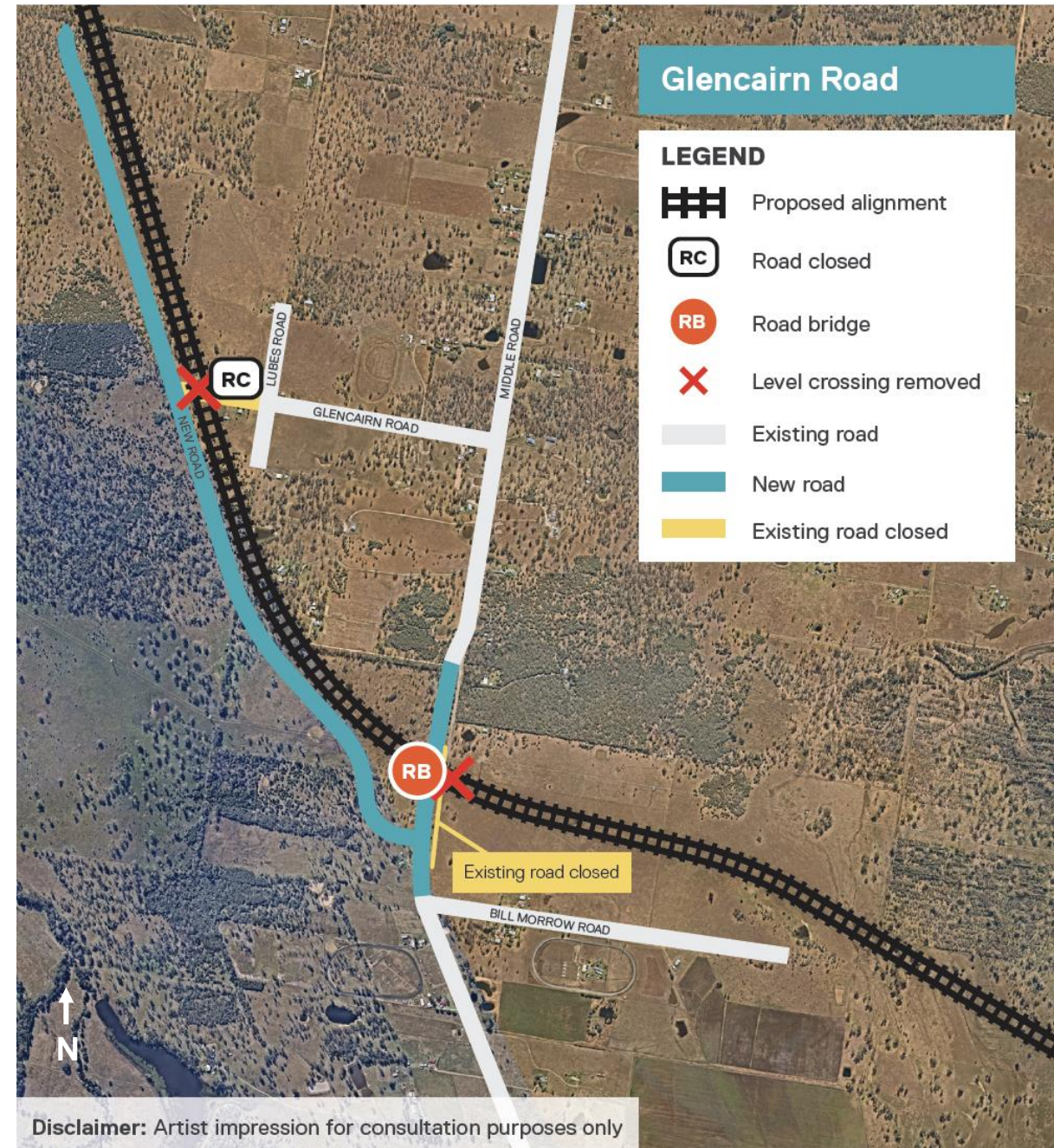
# LEVEL CROSSING CHANGES



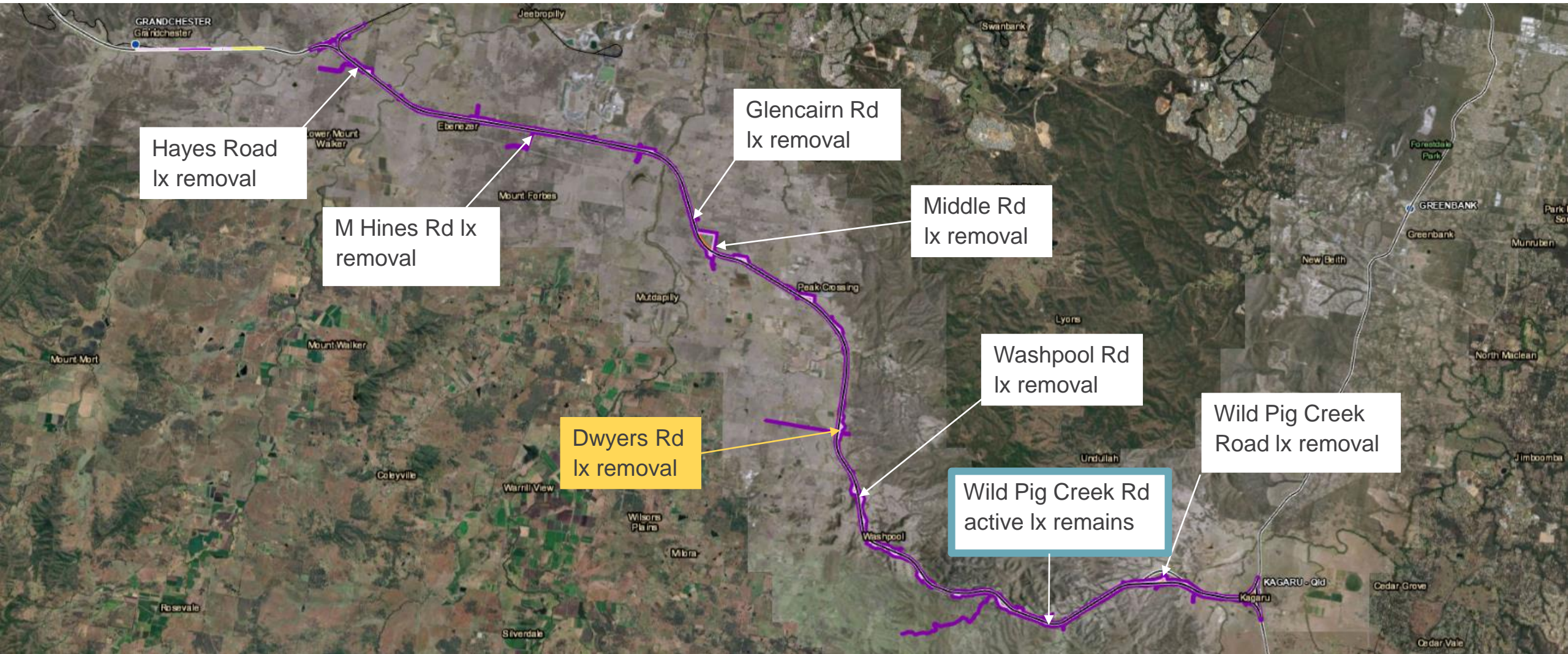


# GLENCAIRN ROAD

- Level crossing removed.
- Alternate access via new road to the west of the rail alignment.
- New road connects to Middle Road with a new T intersection.
- Intersection will provide Glencairn Road users local connections to the north and south.



# LEVEL CROSSING CHANGES

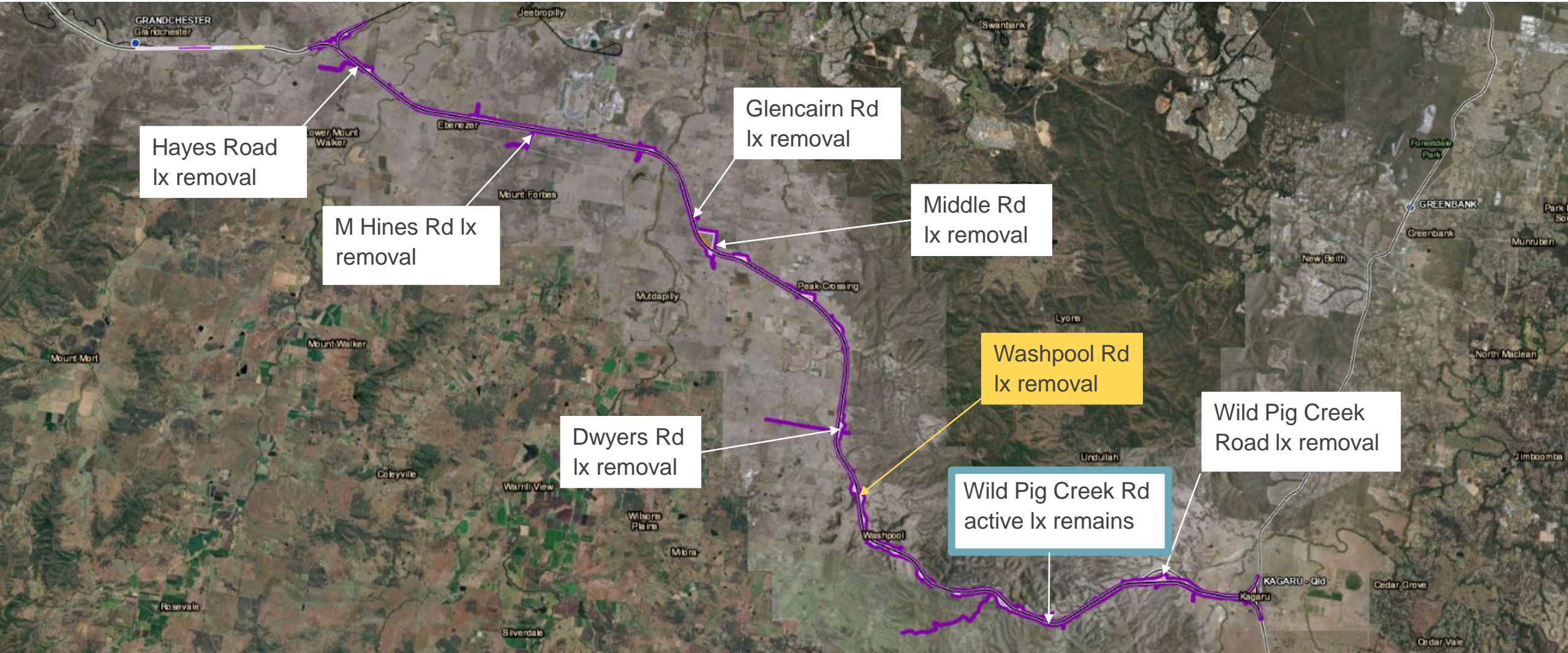


# DWYERS ROAD

- The revised design provides a rail bridge over the road.
- A two-way underpass has been provided.
- New, realigned road to the east of the rail line.
- The realigned road will sufficiently cater for the traffic volume in this section.

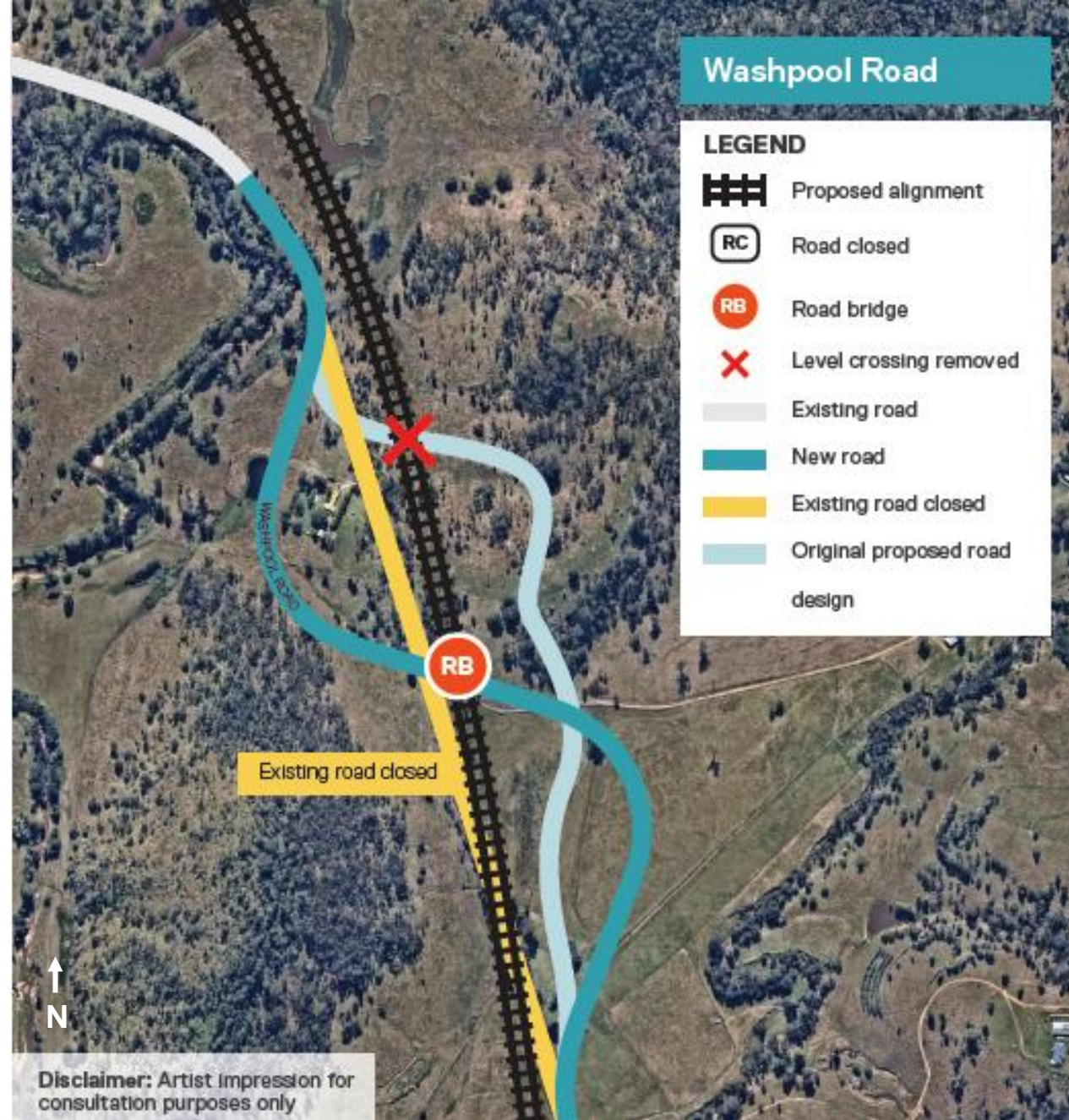


# LEVEL CROSSING CHANGES

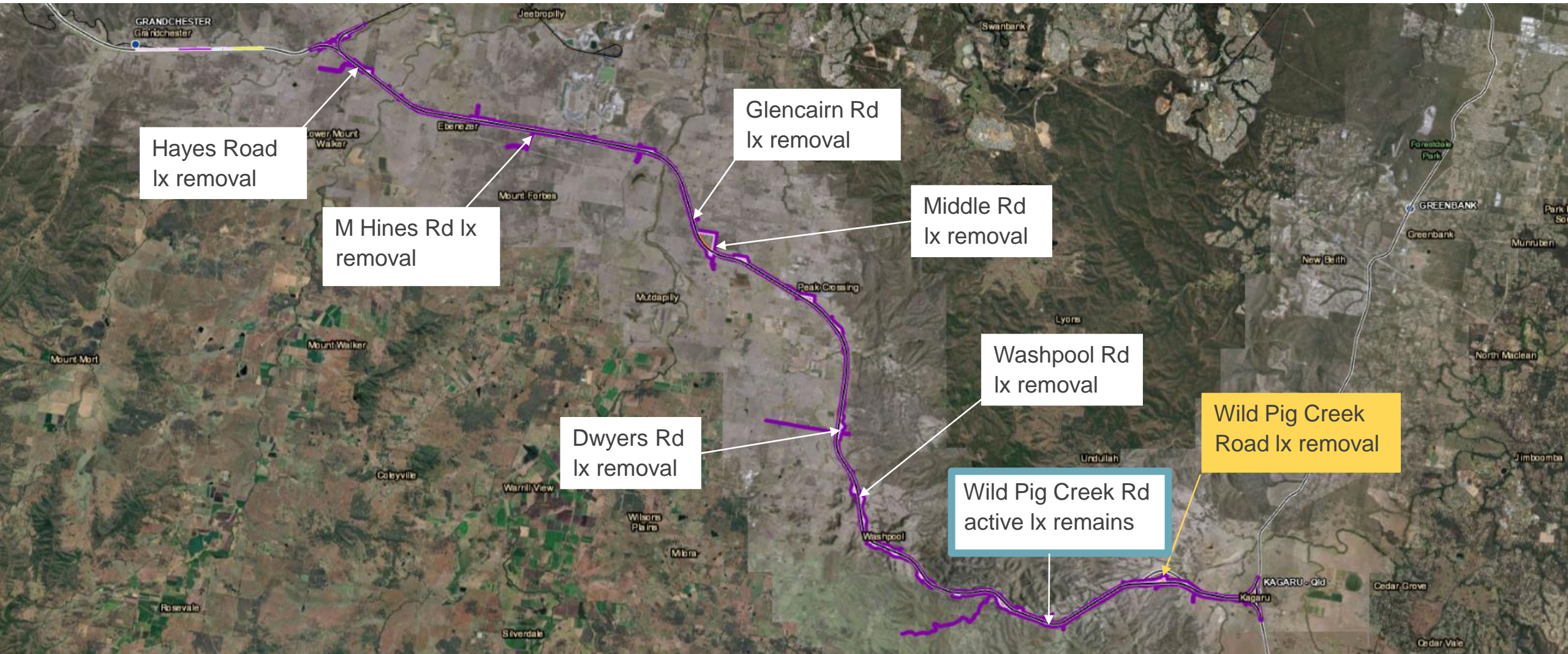


# WASHPOOL ROAD

- Level crossing removed.
- Road to be re-aligned introducing additional curvature for speed requirements.
- The realigned road will sufficiently cater for the traffic volume in this section.



# LEVEL CROSSING CHANGES

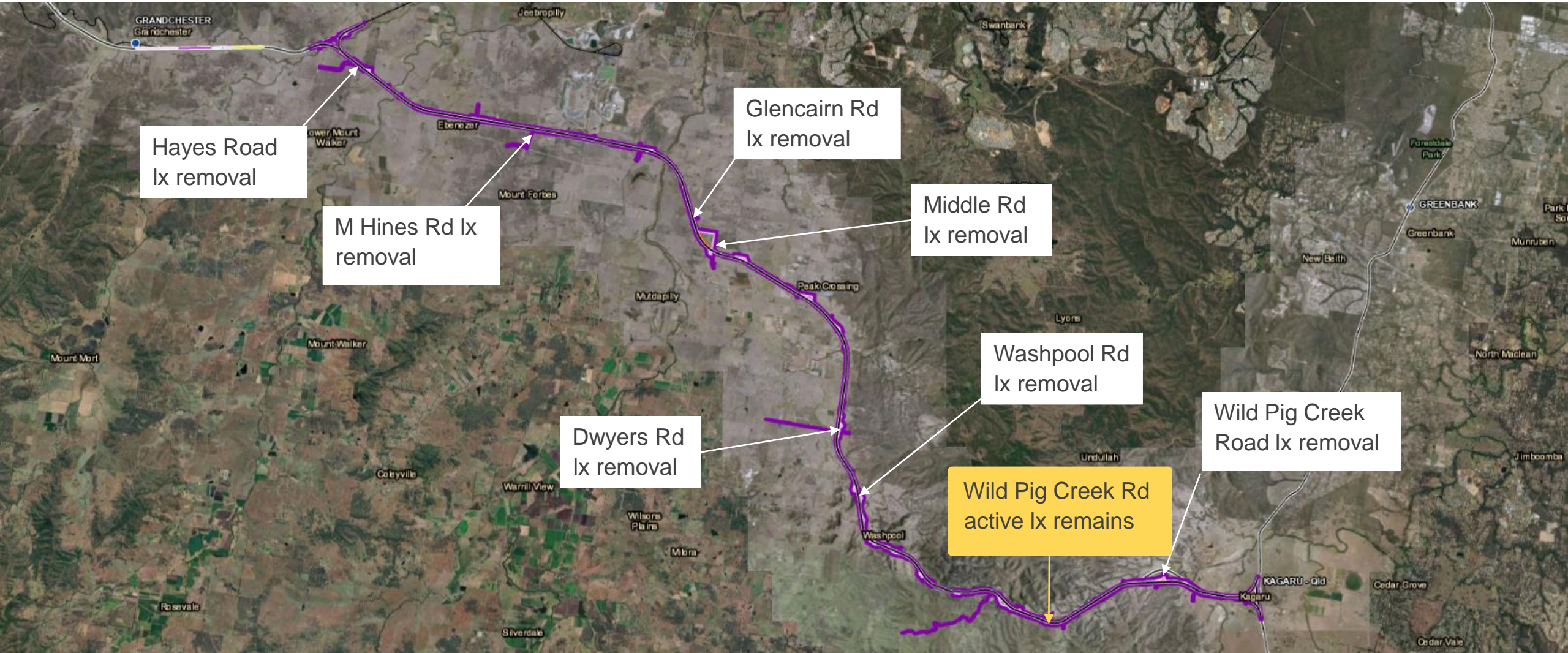


# WILD PIG CREEK ROAD

- Level crossing closed.
- Road to be re-aligned north of the railway line.
- Rail line moves further south.
- Road bridge provides connectivity to the south.
- Design pursues balanced earthworks and a reduced environmental footprint.



# LEVEL CROSSING CHANGES





# CUNNINGHAM HIGHWAY

- Reference design had a road over rail bridge.
- This changes to a rail over road bridge.
- Reduces construction impacts.
- Reduces traffic impacts.



# WHAT WE WILL DO

- Distribute letters to landowners
- Meet landowners with maps in face-to-face meetings
- Brief Council staff, Councillors and Mayors, local disaster management groups and Department of Education
- Email elected representatives
- Update website & Social Pinpoint interactive map update
- Update 4m printed map
- Road network change flyers
- Distribute newsletters and e-news
- Prepare project update video
- Post updates on social media
- Distribute media release
- Hold three information sessions 23, 24 and 29 Nov
- Update the revised draft EIS with stakeholder feedback and revised impact assessments



# C2K ENVIRONMENTAL UPDATE

DON PIGGOTT-MCKELLAR AND FLEUR MCPHERSON

# C2K REVISED REFERENCE DESIGN – NOISE UPDATE

- ARTC have progressed the operational noise assessment in accordance with the Department of Transport and Main Roads *Interim Guideline – Operational Railway and Vibration for Government Supported Transport Infrastructure* and incorporating the revised reference design.
- Once the results have been finalised we will be undertaking targeted engagement with stakeholders.

# FLOOD PANEL UPDATE

## Key update

- Independent International Panel of Experts for Flood Studies of Inland Rail has released their Final Report.
- The Flood Panel report is now available and can be viewed at:  
<https://www.inlandrail.gov.au/understanding-inland-rail/publications-and-reports/independent-international-panel-experts-flood-studies-inland-rail-queensland-final-report>
- We are preparing a flyer for the community on the implications of this report to the Inland Rail Project in Queensland



### Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland

Final Report

September 6, 2022

# OBSERVER QUESTIONS

# CONFIRMATION OF ACTIONS

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THANK YOU