

BEERBURRUM TO NAMBOUR RAIL UPGRADE

RESPONSIBLE AGENCY

Department of Transport and Main Roads

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case complete

PLANNED STAGE END DATE

Not applicable

ESTIMATED COST OF DELIVERY

\$780 million*

BUILDING QUEENSLAND'S ROLE

Led detailed business case**



NEED

The 39-kilometre section of North Coast line rail track between Beerburrum and Nambour carries a complex mixture of commuter, freight and long distance passenger trains on a single line track with passing loops at stations only. The infrastructure constraints on this section of the line currently include:

- » insufficient capacity to meet future freight and passenger demand due to the single-track configuration, single platforms at stations between Landsborough and Nambour, and inadequate parking facilities and passing loops
- » competition between freight and passenger services, and high track utilisation rates, which impact service reliability
- » current track configuration which allows only three peak-direction train services (plus one contra-peak) per hour.

Freight train paths that meet supply chain needs are expected to reach capacity by 2023. Without the project, freight will likely be required to switch to road-based transport beyond this time to meet supply chain requirements.

PROPOSAL

The proposal has assessed a duplication of the North Coast line between Beerburrum and Landsborough (approximately 20 kilometres in length) and a range of upgrades to the existing rail infrastructure between Landsborough and Nambour including passing loop extensions, provision of dual platforms at stations connected by lifts and pedestrian bridges, and additional car parking at some stations. The proposal also assessed the elimination of level crossings at Barrs Road near Glass House Mountains and Caloundra Street in Landsborough.

BENEFITS

The proposal is expected to deliver a more integrated transport system with increased capacity and travel time savings for freight and passenger services, and increased passenger service reliability. The project is also expected to reduce maintenance and improve overall rail whole-of-life cost.

NEXT STEPS

Referred to Infrastructure Australia for consideration.

*Nominal cost in Australian dollars, Building Queensland detailed business case 2016.

**No active role during the June to December 2017 pipeline period.

