

## Question on Notice

No. 787

Asked on 17 August 2022

**MR M CRANDON** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

### QUESTION:

With reference to the South East Queensland Rail Connect plan—

Will the Minister provide the forecast rail crossing boom gate down time for the morning peak (5am-10am) once Cross River Rail opens (2025) and in 2031 for each of the following locations (a) Florence Street (Ronald Street) Wynnum Central, (b) Kianawah Road, Lindum, (c) Beenleigh Road, Kuraby, (d) Old Beaudesert Road, Salisbury, (e) Queensport Road, Murarrie, (f) Cavendish Road, Coorparoo, (g) Dawson Parade, Grovely, (h) Spanns Road, Holmview, (i) Oates Ave/Trinder Crossing, Trinder Park, (j) Warrigal Road, Runcorn, (k) Station Road, Bethania, (l) Sherwood Road, Sherwood, (m) Wacol Station Road, Wacol, (n) Nudgee Road, Doomben, (o) St Vincents Road, Banyo, (p) Barrack Road, Cannon Hill, (q) South Pine Road, Alderley and (r) McKean Street, Caboolture?

### ANSWER:

I thank the Member for Coomera for the question.

*SEQ Rail Connect* is a blueprint for how the Queensland Government will shape the rail network to meet the future needs of the growing South East Queensland region. *SEQ Rail Connect*, in and of itself will, therefore, make no changes in the boom arm down-time experienced on the road network.

A number of factors influence boom arm down-time at road rail interfaces including rail signalling, the number of trains passing through the crossing (for example, peak, and contra-peak services running together), the stopping patterns of services (express or all stops), the proximity of the level crossing to the train station, and the length of the train.

As timetables for the opening of Cross River Rail are still in development, it is therefore not currently possible to estimate expected boom gate down time at specified locations on the network.