

Capital Metro



Alistair Coe MLA

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Route:	Gungahlin to the City (Flemington Road & Northbourne Avenue)
Length:	12km
Construction Cost:	\$783,000,000 (\$783 million)
Operational Cost:	\$37,000,000 (\$37 million a year)
Procurement:	Availability Public-Private Partnership
Annual Payment:	\$100,000,000 (\$100 million) approx
Revenue (2021):	\$5,500,000 (\$5.5 million)

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Passengers (2021):	3,946 (AM Peak)
Passengers (Current):	3,500 (AM Peak) approx (ACTION)
Travel Time:	25 minutes
Stops:	13 (Including 2 stations)
Depot:	Flemington Road, Mitchell
Express Trams:	0
Construction Period:	2016 - 2019

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The Issues

- Cost
- Patronage
- Economic Benefit
- Other Routes
- Other Transport Options



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Cost

Construction

- **\$783 Million**
(Business Case)
- **Cost per household**
\$5,400
- **Weston Creek**
\$54 Million (10,000 households)

Operational

- **\$37 million a year**
(2020 – 2039)
- **Cost per household**
\$710 per year
- **Weston Creek**
\$7.1 Million per year

Current debt - **\$4.5 billion**

Current deficit - **\$770.5 million**

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Cost

Gold Coast Light Rail (13km) (2014)

\$929 Million → \$1,300 Million

Edinburgh Light Rail (14km) (2014)

£375 Million → £770 Million

Sydney Light Rail (12.5km) (2018)

\$1,600 Million → \$2,200 Million → ???

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Cost

Original Estimate		Current Estimate		Final Cost
\$614	→	\$783	→	?
Million		Million		Million

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Light Rail Patronage

Time	2021
AM Peak	3,946
Inter-Peak	4,848
PM Peak	3,607
Off Peak	2,718
TOTAL	15,120

Capital Metro Full Business Case, Page 65

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7% of Gungahlin residents live within 400 metres of a light rail stop

4% of Canberrans live within 400 metres of a light rail stop

Too few residents live near enough for light rail: Libs

EXCLUSIVE

By Tom McIvor
Assembly Reporter

Too few Canberrans live within walking distance of proposed light rail line, says the opposition.

The proposed Exhibition Park tram line.

increasing public-housing stock on the Gungahlin fringe and expects higher density in the Northbourne Avenue corridor and around Exhibition Park as a result of the \$614 million tram line.

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2012 ACT Government submission to Infrastructure Australia

Table 10: Economic Results for Project Options

Economic Indicator	BRT with BAU Land Scenario	LRT with BAU Land Scenario	BRT with Higher Density Land Scenario	LRT with Higher Density Land Scenario
Benefit cost ratio	1.98	1.02	4.78	2.34
Net present value (\$m)	\$243.3	\$10.8	\$939.1	\$701.1
NPVI	\$0.68	\$0.01	\$2.62	\$0.87
Internal rate of return	14.6%	7.2%	26.7%	15.7%

Buses produce twice the return of light rail on the Gungahlin to the City route

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Infrastructure Australia Assessment:

“The case for favouring light rail over bus rapid transit has not been strongly made, especially when the submission itself points to the stronger economic performance of a bus rapid transit option.”

Infrastructure Australia, 2012-2013 Assessment Brief

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Productivity Commission Assessment:



“The cost-benefit analysis took into account a range of factors including journey times, and avoided environmental impacts and accidents (ACT Government 2012).”

Public Infr

“In summary, a cost-benefit analysis showed BRT to be a greatly superior option than LRT. That a less reliable form of analysis based on less up-to-date information showed LRT to be slightly superior, would not appear to provide a sound basis for overlooking this and deciding to proceed with light rail.”

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Our Assessment:

*An Economic and Financial Assessment of
the Proposed Gungahlin Light Rail Project*

The Internal Rate of Return for the project is 1.4%.

Table 5 - Summary Economic Results for the Gungahlin LRT Project

Discount Rate	5%	7%	9%
Benefit-to-Cost Ratio	0.57	0.43	0.32
Net Present Value (Millions)	-441.95	-552.78	-615.04

Bob Nairn Consultant Pty Ltd
June 2014

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Choice of Routes

- How and why was Gungahlin to the City chosen?
- No analysis of options since 2003.
- Who is travelling north to Gungahlin at 8:30am?
- Gungahlin to City
 - No tourist attractions
 - No airport
 - No stadium or hospital



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2003 Assessment:

“In order to maximise the project economic benefit, the sequencing of the initial route stages should be the **Belconnen to Civic route**, then the **Woden-Tuggeranong to Civic route** and then the **Kingston-Manuka Loop**. These routes all attract comparable revenues per kilometre with the Belconnen to Civic line and good returns per kilometre.”

Canberra Public Transport Feasibility Study, page 10-1, 2003

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Libs query route, need for \$600m light rail

By Peter Jean
Chief Assembly Reporter

After grave doubts about whether a light rail network should be built in Canberra, the Liberal Party has now questioned whether the ACT government will lay the first tram tracks in the most appropriate part of the city.

The first stage of the government's Capital Metro system will run from Civic down Northbourne Avenue and then along Flemington Road to Gungahlin.

Opposition transport spokesman Alistair Coe has raised concerns about whether the government adequately considered other alternatives to the Civic-Gungahlin line.

Mr Coe said a line that ran from Belconnen to the University of Canberra, Calvary Hospital, the ANU, Civic, Constitution Avenue and the airport would be the busiest part of a light rail network.

“You look at what it does include the four biggest educational campuses that we have, the city and Belconnen, the airport and Defence,” he said.

Mr Coe also wanted to know whether the government had considered a light rail route that linked Tuggeranong, Woden and the city.

The Canberra Airport this week suggested that the Capital Metro be extended to loop through the parliamentary triangle and to the airport.

Mr Coe stressed that the Liberal Party did not necessarily support light rail.

“The opportunity cost of spending \$600 million on a light rail project to Gungahlin is \$600 million not spent on another light rail project, \$600 million not spent on the hospital or \$600 million that's not returned to taxpayers,” he said.

“The point of this is to help people to comprehend that there are options on the table, both in the light rail space but also with regards to tax cuts or other government expenditure.”



Canberra Times, 28 September 2013

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Bus v Tram (Gungahlin to the City)

ACTION (2015) 6am–9am

- 74 bus services
- 4 non-stop buses
- 10 suburbs serviced by a direct bus to the City
- Time: 20-25min (peak)

Light Rail (2021) 6am–9am

- 30 tram services
- 0 non-stop trams
- 3 suburbs serviced by a direct tram to the City
- Time: 25min (peak)

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Bus v Tram

ACTION will no longer travel down Flemington Road or Northbourne Avenue, so passengers will be forced to transfer to light rail at the Gungahlin Town Centre.

Example: Amaroo to Barton



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Parliamentary Agreement for the 8th Legislative Assembly for the Australian Capital Territory

THIS AGREEMENT is made on the 2nd day of November 2012

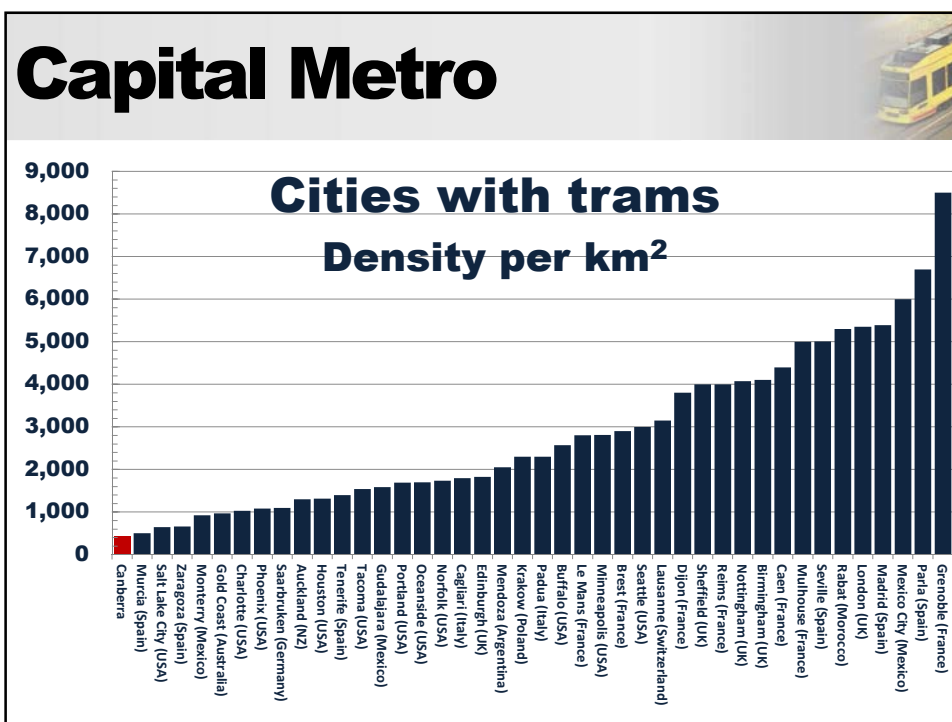
BETWEEN Ms Katy Gallagher MLA, Leader of the Australian Labor Party, ACT Branch

AND Mr Shane Rattenbury MLA, ACT Greens Member for Molonglo

ACT Labor and the ACT Greens

2. Transport

2.2 Progress a light rail network for Canberra



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Transport for Weston Creek

Current (Network 14)

- Suburban Routes 25, 26, 27 and 83 (added to include Molonglo)
- Xpresso Routes 705, 725, 726 and 783
- Removal of direct service to the Parliamentary Triangle
- Earlier departure times

Former (Network 12)

- Suburban Routes 25, 26, 27, 28, 75, 225, 226, 227
- Xpresso Routes 726, 729 and 783

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Alternatives to consider

- Construction of bus priority measures across Canberra, including Northbourne Avenue
- Increase frequency and reliability of suburban bus services
- Make routes more direct and introduce additional non-stop services
- Suburban services at 30 minutes or better

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Questions