

Rail '09



...it's time for the line!

***A community campaign for
construction of the Petrie to
Kippa Ring rail extension.***



A community campaign to get the Petrie to Kippa Ring rail extension.

BACKGROUND HISTORY

- 1890-1920s** *Local business and residents agitate for a rail connection*
- 1930-1940s** *Priority shifts to road towards road transport improvements*
- 1950-1960s** (1) *Personal motor vehicle ownership increases.*
(2) *Movement to regional rather local employment.*
(3) *Regional tertiary education opportunities.*
- 1970-1980s** (1) *Electrification of suburban rail network*
(2) *Need for fast and efficient public transport service recognised.*
(3) *Route selected for the Petrie – Kippa Ring rail extension.*
- 1980-1990s** *Government acquires the land for the Petrie – Kippa Ring railway*
- 1990-2005** (1) *A political commitment is made to proceed with design.*
(2) *Detailed design studies (GHD) indicate viability of project*
- 2005** *A report by State Government rejects the project, overturns the GHD recommendations and reassigns priorities.*

Rail '09



...it's time for the line!

A community campaign to get the Petrie to Kippa Ring rail extension.

THE REGIONAL PROFILE



State Electorates

Redcliffe

Murrumba

Kallangur

Pine Rivers

Federal Electorates

Dickson

Petrie

Nominal Stations (4)	Population	%	Workforce	%
Murrumba Downs (4503)	27206	25.8	14063	28.9
Mango Hill (4508, 4509)	18022	17.1	8279	17.0
Rothwell (4508, 4022)	13873	13.2	5672	11.7
Kippa Ring (4019, 4020, 4021)	46254	43.9	20662	42.4
TOTALS	105355		48678	2006 CENSUS



A community campaign to get the Petrie to Kippa Ring rail extension.

UNREALISTIC ALTERNATIVES

compared to the Petrie to Kippa Ring 12.7 km branch line

<i>Loop Line</i>	<i>Branch line</i>
Boondall Nth - Hayes Inlet – Clontarf – Kippa Ring - Petrie	Boondall Nth – Hayes Inlet – Clontarf – Kippa Ring
<ul style="list-style-type: none"> • Disproportionate higher cost per km. • Approx. 27.4 km to be constructed • Land acquisition problems and compensation costs • Significant environmental issues • Reduced frequency of services • Increased travel times • Boondall - Hayes Inlet corridor is well served by passenger rail. 	<ul style="list-style-type: none"> • Disproportionate higher cost per km. • Approx. 14.7 km to be constructed • Land acquisition problems and compensation costs • Significant environmental issues • Does not service the growth areas of : Murrumba Downs, Mango Hill/North Lakes, Rothwell and Deception Bay. • Boondall – Hayes Inlet corridor is well served by passenger rail.



A community campaign to get the Petrie to Kippa Ring rail extension.

INTANGIBLE BENEFITS OF A RAIL SERVICE

- (1) Rapid, clean public transport will be provided to a resident population of 105,000.***
- (2) It will open job opportunities for the resident workforce of 49,000***
- (3) The number of tertiary education venues available to tertiary students will be improved.***
- (4) Access to public and private schools will be improved.***
- (5) Introduce 'kiss and ride' facilities for residents as well as easier 'park and ride' .***
- (6) Improve access for seniors dependent on public transport for access to specialised services.***
- (7) Reduce private motor vehicle congestion and volumes on regional arterial roads.***
- (8) Reduce dependence on private motor vehicles for travel to work and for higher education.***
- (9) Contribute to a significant improvement in air quality***



A community campaign to get the Petrie to Kippa Ring rail extension.

THE 2004 GHD DESIGN STUDY

The primary recommendation of the study was :

The existing corridor should be developed as a heavy passenger rail service in three stages :

Stage 1 Immediate enhancements to the public transport line haul bus service as an interim measure in the 3 to 4 year lead time required for the detailed design and construction of the corridor.

Stage 2 Commencement of the passenger rail service by year 2007, based on a single track (with passing loops) between Petrie and Kippa-Ring.

Stage 3 Duplication of the line by year 2025 as well as an additional station and service enhancements.

The overriding conclusions contained in the study were :

- a) The detailed design for the project should commence immediately.
- b) The development of the Petrie to Kippa-Ring Public Transport Corridor will have manageable environmental, social and economic impacts.
- c) Economic viability was calculated to yield a benefit to cost ratio (BCR) of 1.46.

NOTE. The BCR does include an assessment of the intangible benefits outlined earlier.



A community campaign to get the Petrie to Kippa Ring rail extension.

CONSTRUCTION & OPERATION SCENARIOS		CONSTRUCTION COST	ROLLING STOCK	TOTAL CAPITAL COSTS
Scenario A	First Stage to Mango Hill	\$85M	\$57M	\$142M
	Extension to Kippa Ring	\$50.8M	\$38M	\$88.6M
Scenario B	First Stage to Kippa Ring with four stations	\$120M	\$66.5M	\$186.5M
	Upgrade to full operation with six stations	\$12.1M	\$28.5M	\$40.6M
Scenario C	Full construction to Kippa Ring	\$131M	\$95M	\$226M

SOURCE :

GH&D "Petrie/Kippa- Ring Public Transport Corridor Study Report – Final Impact Assessment Study" dated Oct. 2003 page 41



A community campaign to get the Petrie to Kippa Ring rail extension.

2005 – THE SHIFT IN GOVERNMENT SUPPORT

In early 2005 the Qld. Government circulated an 8 page report titled “Assessment of Final Impact Assessment Study Report”.

- The report was produced ‘in house’ Qld. Transport (QT)
- The report increased the GHD estimate by 33% to the capital cost of \$299.4M
- The estimating unit rates used by QT were not disclosed on the basis that they are ‘commercial in confidence’
- The report decreased the patronage levels (hence benefits) by an ad hoc deduction of the GHD patronage levels
- The report took no account positive effects of GHD cost deferral suggestions.

This report overturned the BCR of 1.46 contained in the GHD report to a BCR of slightly less than one. At the 2005 by election for the seat of Redcliffe community anger at the shift in government support was expressed.



A community campaign to get the Petrie to Kippa Ring rail extension.

COMPETING PRIORITIES

THE SOUTH EAST QLD. INFRASTRUCTURE PLAN

Later in 2005 the Qld. Govt. introduced the South East Qld. Infrastructure Plan and Program 2005-2006 (SEQIPP).

The SEQIPP includes rail extensions to:

- Maroochydore (the proposal with an unviable benefit to cost ratio of 0.48)
- Springfield (a greenfield development south of Inala with no calculated benefit/cost)
- Coolangatta (with unviable benefit to cost ratio of 0.26 for the Elanora section and 0.23 for the Coolangatta section)

***The Petrie to Kippa Ring rail extension (with a comparative superior BCR)
was not included .***



A community campaign to get the Petrie to Kippa Ring rail extension.

COMPETING PROJECT COSTS

The following comparative statistics have been extracted from the SEQIPP and the various consultant's reports available for public perusal

Project	Passengers Daily	Capital Costs per Km.
Springfield (16.2km)	Not available	\$18.5M (does not include main line adjustment costs for branch line offtake)
Robina to Elanora (13.3km)	23840	\$21.1M
Elanora to Coolangatta (7.7km)	8920	\$64.9M (does not include \$264M for rolling stock)
Beerwah to Maroochydore (39km)	32500	\$25.6M
Petrie To Kippa Ring (12.7km)	14376	\$23.6 (QT commercial in confidence estimating rates used) \$17.7M (GHD industry standard unit rates used with inclusion of rolling stock and Petrie station)



A community campaign to get the Petrie to Kippa Ring rail extension.

OUR MISSION

To re-establish a priority within the state government infrastructure program to provide a passenger rail service to the abovementioned communities that is endorsed by a Memorandum of Understanding. The Memorandum of Understanding must contain a commitment to construct the rail line within the life of the next state parliament.

Rail 09 Campaign committee will do this by making the Petrie to Kippa Ring rail extension a significant local issue within the state government electorates of Kallangur, Murrumba and Redcliffe.

This will require the support of the 105,000 residents in the state government electorates of Kallangur, Murrumba and Redcliffe to make the Petrie to Kippa Ring rail extension a significant local regional issue.

DO WE WANT RAIL?

105,000 MUST SAY " Yes We Do"



A community campaign to get the Petrie to Kippa Ring rail extension.

PLAN OF ACTION

Community Involvement

- Distribute information leaflets by letter box drops.
- Hold local public meetings throughout the region.
- Deputation to the Premier and Leader of the Opposition, Mayor, Federal MP for Petrie.

Objectives

- Establish the rail extension as a significant local issue.
- Obtain a memorandum of understanding signed by the major parties that will commit to the construction of the Petrie to Kippa Ring extension in the next term of Parliament.

Public Relations

- Arrange for regular releases to the local community press and State wide press.
- Publicise the community campaign in free media (radio press) using a different theme each week.
- Arrange roadside peak hour promotions and information booths at the major shopping centres.

Advertising

- Use commercial newspaper, radio, television advertising.