

Gold Coast Light Rail

What do **YOU** really know



These are our estimates.
The **REAL FIGURES**
are **SECRET**.

Were you asked if you wanted it?

STOP WASTING OUR MONEY

Here's a quick overview of what we are in for:

- The Gold Coast Light Rail Stage 1 loses a fortune in both interest and operating costs now, and it only gets worse the more they build,

Stage 1, Broadbeach to the Gold Coast Hospital:

- Development cost, at least \$2.24 billion dollars or \$172 million/km,
- Loses \$45 million each year, paid by tax payers through Department of Transport,
- Costs another \$171 million in interest every year, as a government loan, much of it at 9.22%,
- It costs us, the tax payers, with interest and operating costs, but without income, \$256 million per year,
- Or \$19 million/km,
- Golding the tram line builder and operator, is protected against all losses by us, the tax payer,
- 140,000 people are needed to catch it every day to break even (that is \$700,000/day versus the \$110,000/day its getting now),
- Currently it only carries about 22,000 people/day,
- It will never carry any more than the previous bus system did,
- It needs a population along Stage 1 route of 539,000 people,
- That's 2.5 times the growth for the whole of the Gold Coast (Yatala to Coolangatta) in the next 10 years,
- For a \$5 fare paid today, it needs a fare of \$28 to break even,
- And it needs 900 half full tram movements every day, (or over 18 hours, 50 per hour or 1 every 1.2 minute) to carry enough passengers to break even.

Stages 2,3 and 4 have similar or much bigger losses as there are a lot less people

- The full route only has about 227,000 people but could need up to 2.4 million people (about the size of Brisbane), with lower patronage of Stage 1, to make it work financially.

Do you think those numbers are possible?

What can you do?

www.stopthelightrail.com.au

For Helensvale to Coolangatta route, the population has to increase from 227,000 to at least 2.4 million people



What is needed right now

- ✓ A hold on any further light rail extensions.
- ✓ A full and open review by both the Queensland Auditor General and the Federal Government Department of Infrastructure.
- ✓ A review of the existing tram service structure, pay out Golding, reduce the interest rate from 9.22% to about 5% with Government bonds and save at least \$80 million in interest payments each year, and have Translink take it over from Golding.

Contact your Local State and Federal Member and **ASK FOR A HOLD ON EXTENDING THE LIGHT RAIL AND ASK FOR A FULL ENQUIRY.**



Stage 3, Broadbeach to Burleigh:

Cost Estimate Of Stage 3.

• Cost	\$1,050 million dollars
• Length	7 kms
• Cost per kilometre	\$150 million/km
• Interest cost per year	\$81 million/year
• Interest cost per kilometre	\$11.5 million/km/year
• Operational costs allowance	\$21 million/year
• Operational cost per kilometre	Allowance \$3 million/km per year
• Total operating costs and interest are	\$102 million/per year
• Cost/km/year	\$14.5 million/km/year
• Passengers required per day	at \$5 per ticket is 55,890
• Current population	55,000
• Population needed: 26% patronage	214,000
• Population needed 13% patronage	429,000

If the trams carry the population needed to break even, and they are half full we will need 20 trams per hour or 1 every 3 minute's

A TRAM EVERY 3 MINUTES?

- 55,890 passengers per day is equivalent to
 - 930 full buses (60 per bus) per day between Burleigh and Broadbeach or 51 per hour
 - Or 180 trams per day carrying 308 passengers
- To carry the required number of passengers:
 - 180 full Trains over 18 hours per hour is 10, or 1 every 6 minutes
 - If the tram is half full 1 every 3 minutes
 - If the Tram is ¼ full 1 every 1.5 minutes

Ever seen a full bus go through Burleigh?
Ever seen a tram or bus go past every 1.5 minutes anywhere?

To break even a \$5 ticket has to be sold for \$28!

What can we get for the capital expenditure of 1 billion dollars?

- Support 1,100,000 children in poverty \$900 each
- 8 lane freeway 20kms, which is Robina to Tweed Heads 200kms
- 2 lane country road 200kms
- Police 6,600 police
- Aged Care support at \$50,000 20,000 people
- Emergency Hospital Beds at \$5,000 per night 200,000 beds
- Schools at \$15 million 66 new schools

What can we get for the annual costs of \$102 million every year for the Burleigh extension?

- Support 1,100,000 children in poverty \$107 each
- 8 lane freeway at 50 million per kilometre 2 kms
- 2 lane country road at \$5 million per kilometre 20 kms
- Police at \$150,000 each per year 680 police
- Aged Care support at \$50,000 per person 2040 people
- Emergency Hospital Beds at \$5,000 per night 20,400 beds
- Schools at \$15 million each 7 new schools



VALUE CAPTURE?

Don't forget Value Capture to save the politicians backsides:

The government wants to DOUBLE tax us for its bad decisions of building things we can't afford and can't afford to run.

So we will cop a double tax in the form of value capture:

For Broadbeach to Burleigh value capture we could have to pay:

- for 55,000 residents, \$102 million divided by 55,000 people gives \$1,854 per person per year
- For families, say 3 people per family, its \$102,000,000 divided by (55,000/3) which means each family will pay \$5,563 on top of your existing rates every year.

For Helensvale to Coolangatta, 38 kilometres and \$5.7 billion cost and \$600 million annual costs:

- for 227,000 residents, \$600 million divided by 227,000 people gives \$2,643 per person per year
- For families, say 3 people per family, its \$600,000,000 divided by (227,000/3) which means each family will pay \$7,929 on top of your existing rates every year.

Population and Density

Current Coolangatta to Helensvale 227,000

Population Needed

26% Patronage – 1.2 million

13% Patronage – 2.4 million

Population density now 17.3/hectare

Population Density Needed

26% Patronage – 95/hectare

13% Patronage – 190/hectare

Population density of New York City

104/hectare

Manhattan – 258/hectare