

Griffith/Narrabundah Community Association Inc.

MEDIA RELEASE

BUSINESS CASE FOR LIGHT RAIL STAGE 2 IS OFF TRACK

We probably all know about Hans Andersen's fable *The Emperor's New Clothes*. Not to be left behind, the ACT Government has now released a Business Case for Stage 2A. A story of a tram running from Civic to Commonwealth Park that contains no cost estimates! All the dollar numbers have been redacted so the claimed benefits are shrouded in secrecy.

But we know what is planned

- When stages 2A & B are completed, it will take longer to travel from Woden to the City than it does now by bus (13-20m vs 25-30m).
- There will be 9 new sets of traffic lights installed, mostly on London Circuit.
- The two clover-leaf connectors between Canberra Avenue and Parkes Way will be removed to make way for mixed-use development.
- The light rail technology has not been finalised, but it will be of similar vintage to that used for Stage 1 to Gungahlin.
- London Circuit will be raised to meet Commonwealth Avenue.

We need to know

- The cost of raising London Circuit; this has not been included in the Business Case.
- How the tram will cross Lake Burly Griffin and how much this will cost.
- The disruption costs to Canberrans during construction, particularly the congestion that will be imposed on the 67,000 vehicles that use the Commonwealth Avenue Bridge every working day.
- Whether the proposed technology is the best to meet the current requirements.
- What plans are being made (if any) to develop land along Adelaide Avenue and Yarra Glen.

We notice that

The ACT government has not followed all the Australian Government's Infrastructure Decision-making Principles. These state:

- *Project proposals should be independently assessed by an appropriate third party organisation and*
- *Governments and proponents should publicly release all information supporting their infrastructure decisions.*

Conclusions

It is irresponsible to make open-ended commitments to large infrastructure projects. It does not make any sense to embark on stage 2A, until the technical challenges involved in Stage 2B are overcome. We recommend that Stage 2A be put on hold, until there is public access to a rigorous cost benefit analysis. A net benefit has not been demonstrated in the current Business Case.

For Further Information Contact:

David Denham President, GNCA

Mobile: 0412 2821 022 Email: info@gnca.org.au

Website: gnca.org.au

Facebook: TheGNC Media release 2020.3

15 March 2020