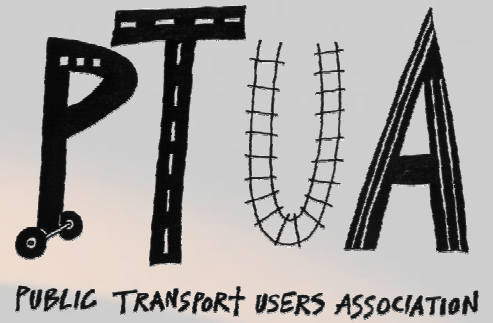


Rail for South Morang

A PTUA Factsheet



The City of Whittlesea Mernda Melbourne's Northern Growth Corridor



Urban growth in South Morang and Mernda including the site of the rail reservation

The City of Whittlesea, located in Melbourne's North, is home to 127,000 residents and includes the suburbs of Epping, Lalor, Mill Park, Mernda, South Morang and Thomastown as well as rural townships.

As part of Melbourne's northern growth corridor the population is forecast to increase to 171,888 by 2021 mostly situated in the growing suburbs of South Morang,

Mernda and Yan Yean.

Public Transport Needs:

Current public transport access is limited with the Epping rail line terminating well short of the designated growth areas. Plans to extend the rail line north into these growth areas have been delayed and bus services are infrequent, indirect and inadequate to meet current let alone future needs.

The former Whittlesea rail line was closed in 1959 and while dismantled in the 1970s the reservation still exists meaning land acquisition and extensive earthworks are not required to restore the rail service.

As explored overleaf it is possible to return services to both Mernda and South Morang without the \$240 million pricetag.

The Real Cost of Rail:

Perth's New MetroRail set the task of doubling the size of its rail network over five years.

Perth's success demonstrated the real costs of rail if delivered by an efficient government agency.

FACTBOX: Perth Southern Suburbs Railway

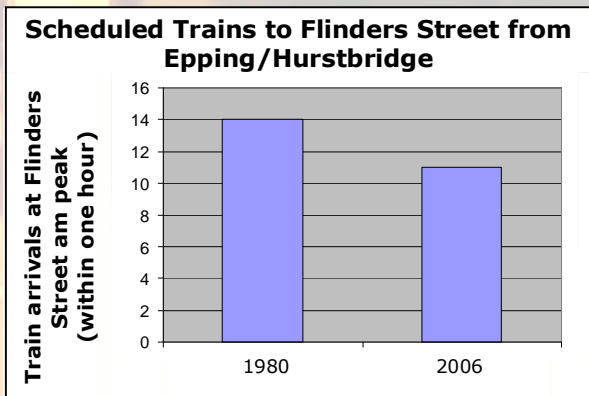
Total distance (new track):	70km (from Perth)
Total cost (new track):	\$422 million
Est. completion date:	2007

Excludes associated freeway works and undergrounding of CBD stations (which are not relevant to the South Morang project)



If it costs \$422 million for 70km of new rail track then how can a simple 5km extension to South Morang using the existing rail reservation cost upwards of \$240 million as claimed by the Department of Infrastructure (DOI)?

What about capacity?



It has been suggested that the South Morang rail extension cannot proceed until 'capacity limitations' are resolved on the Epping and Hurstbridge lines.

This is a myth, and ignores the fact that there were more peak hour trains operating in 1980 than today.

South Morang and Mernda - a more realistic pricetag:

	South Morang	Mernda
Total distance (new track):	5.7km	10.8km
Total cost (new track):	\$35 million	\$80 million
Est. completion date:	2009 (possible)	2010 (possible)

Cost includes stations, bus interchanges and grade separations.

In contrast the TrainLink bus service takes up to 20 minutes to travel the 6km and costs taxpayers up to \$1 million/pa for this inferior option.

Rail to South Morang and Mernda is feasible and required now.

For further information:



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