

CABINET - SUBJECTS FOR CONSIDERATION, 21 NOVEMBER 2005 9:00 AM

1 New Initiatives/Policy Matters

Not Relevant

106 MTR05/061CS

**Gleneig Tramline Extension to the Adelaide Railway
Station
DEFERRED UNTIL THURSDAY, 24/11/2005**

Not Relevant

106

CABINET COVER SHEET

- 1. **TITLE:** **GLENELG TRAMLINE EXTENSION TO THE ADELAIDE RAILWAY STATION**
- 2. **MINISTER:** **HON PATRICK CONLON MP
MINISTER FOR TRANSPORT**

- 3. **PURPOSE:** To seek Cabinet approval to:
 - 1.1 Refer the attached report to the Parliamentary Public Works Committee.
 - 1.2 Call and, subject to the Parliamentary Public Works Committee Report, let tenders for the project within an upper budget limit of \$21 million.

- 4. **IDENTIFY THE RELEVANT GOVERNMENT POLICY AND/OR SA's STRATEGIC PLAN TARGET:** The extension of the Glenelg tramline will contribute to meeting the South Australian Strategic Plan target to double the use of public transport to 10% of weekday travel by 2018. (T3.9)

- 5. **RESOURCES REQUIRED FOR IMPLEMENTATION:** Project Management will be undertaken using existing resources within the Department for Transport, Energy and Infrastructure. A design consultant has been appointed and, subject to Cabinet's approval, tenders will be called for a construction contractor following design.

The project to extend the tramline was included in the 2005-06 State budget. The table below outlines the approved cash flow for the tramline extension:

Financial Year	Forward Estimate
2005/06	\$4.4m
2006/07	\$16.6m
TOTAL	\$21.0m

Treasury and Finance agrees with the basis of the assessment of costs contained in this submission.

- 6. **COMMUNITY AND ENVIRONMENTAL IMPACT:** The project will have a net positive effect on the community and environment by:
 - providing an accessible public transport option to North Terrace

- encouraging public transport use with subsequent decreases in private car use
- reducing the need for bus movements along King William Street
- maximising the amount of public open space within the centre of Victoria Square

A vegetation survey has identified 24 trees that may need to be removed along the proposed alignment. Of these, four are deemed significant.

7. RISKS:

Tramline extension works in Victoria Square are dependent upon passage of the Victoria Square Bill, which was introduced into Parliament on 14 September 2005.

There is a risk of adverse public reaction to aspects of the new tram service.

8. CONSULTATION:

A steering group has been established to provide advice on planning and implementation of the project. Members represent: the Department of Treasury and Finance, TransAdelaide, Adelaide City Council, and the Department for Transport, Energy and Infrastructure.

There has also been consultation with Crown Law, the Department for Environment and Heritage, the Kaurna Heritage Board, the Environmental Protection Agency, businesses along the alignment (e.g. Hilton Hotel, SkyCity) and service authorities.

9. COMMUNICATION STRATEGY:

The Government announced the extension of the Glenelg tramline as part of the Strategic Infrastructure Plan in April 2005.

Media releases will be made at appropriate points in the project, a brochure has been prepared and distributed, and signage will be erected in Victoria Square to coincide with the arrival of the new trams.

10. URGENCY:

Urgent.

MINUTES forming **ENCLOSURE** to

MTR 05/061 CS

3.4.8 Executive Council

Executive Council approval is not required.

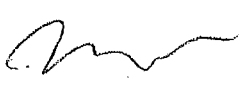
4 RECOMMENDATIONS

It is recommended that Cabinet:

- 4.1 Approve the referral of the attached report for extension of the City/Gleneig Tramline to the Parliamentary Public Works Committee for examination.
- 4.2 Approve the calling of tenders and, subject to the Parliamentary Public Works Committee Report, the letting of tenders for the project within an upper budget limit of \$21m.
- 4.3 Approve the Minister for Transport to award the contract(s) if the recommended tender(s) is within the approved budget.

HON PATRICK CONLON MP
MINISTER FOR TRANSPORT

November 2005

Defer call Thanks


MINUTES forming ENCLOSURE to
3.4.8 Executive Council

MTR 05/061 CS

Executive Council approval is not required.

4 RECOMMENDATIONS

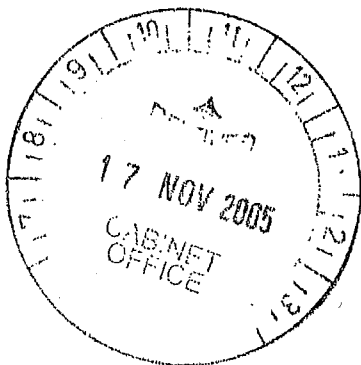
It is recommended that Cabinet:

- 4.1 Approve the referral of the attached report for extension of the City/Glenelg Tramline to the Parliamentary Public Works Committee for examination.
- 4.2 Approve the calling of tenders and, subject to the Parliamentary Public Works Committee Report, the letting of tenders for the project within an upper budget limit of \$21m (indexed for inflation).
- 4.3 Approve the Minister for Transport to award the contract(s) if the recommended tender(s) is within the approved budget.



HON PATRICK CONLON MP
MINISTER FOR TRANSPORT

November 2005



TO: THE PREMIER FOR CABINET

RE: GLENELG TRAMLINE EXTENSION TO THE ADELAIDE RAILWAY STATION

1. PROPOSAL

To seek Cabinet approval to:

- 1.1 Refer the attached report to the Parliamentary Public Works Committee.
- 1.2 Call and, subject to the Parliamentary Public Works Committee Report, let tenders for the project within an upper budget limit of \$21m.

2. BACKGROUND

- 2.1 On 6 April 2005, the Government announced the extension of the Glenelg tramline as part of South Australia's Strategic Infrastructure Plan. The announcement indicated that the tramline extension project would deliver 1.2 km of additional tramline, connecting Victoria Square with the Adelaide Railway Station, via King William Street.
- 2.2 The existing terminus in Victoria Square will be removed, and a new stop will be constructed at the western side of the Square. The tramline will proceed around the inner western edge of Victoria Square, and along the centre of King William Street in its own separate lane. Stops will be located at Pirie St, Rundle Mall and the Adelaide Railway Station on North Terrace.
- 2.3 On 27 June 2005 Cabinet approved the drafting of a Bill (Victoria Square Bill) to enable the Glenelg tramline to be extended along the edge of the western diagonal road through Victoria Square.
- 2.4 This project is forecast to reduce passenger journey times by disembarking commuters closer to their destinations within the Adelaide CBD, and by providing a seamless connection with train services at the Adelaide Railway Station.

3. DISCUSSION

3.1 Project Scope

- 3.1.1 The project scope encompasses all the elements of work required to deliver the tram extension in this high profile location. The detailed design will produce solutions for: track alignment and structure; electrical power systems; tram stops and shelters; traffic signals and traffic lanes; urban form (pole design, paving, shelter architecture etc); removal of the existing Victoria Square terminus; road reconstruction; service relocation.
- 3.1.2 The design will produce the specifications in order to enable the commencement of procurement of long lead-time items (e.g. electrical switch gear, rail and turnouts, poles etc) in December 2005.

- 3.1.3 The design will clarify the Development Application reserved items (e.g. shelter design, Victoria Square rehabilitation) by December 2005 in order that the Development Application can progress for approval by February 2006.

3.2 Project Implementation

3.2.1 Approvals

- 3.2.1.1 The Victoria Square Bill was introduced into Parliament on 14 September 2005. It is anticipated that the Bill will be passed by the time Parliament rises for 2005. This will ensure that work on the tramline extension within Victoria Square can commence in the first half of 2006.
- 3.2.1.2 A preliminary application for Development Approval under Section 49 of the Development Act (1993) was submitted on 13 September 2005 and will be assessed by the Development Assessment Commission after the completion of preliminary design. Approval is anticipated by February 2006.
- 3.2.1.3 The Public Works Committee (PWC) report on the project is required. This will allow the ordering of long lead-time items. This is a critical milestone in the project timeline.

3.2.2 Delivery

- 3.2.2.1 The project is to be delivered through a design, novate and construct approach. Concept design is completed. Detailed design was procured through an open tender process with the designer engaged in late October 2005. The detailed design will be completed to a stage (e.g. a notional 70%) where it can be novated to the construction contractor.
- 3.2.2.2 It is proposed that contractor engagement will be finalised and site works commenced in the first half of 2006. Preliminary works that are not to be undertaken by the main contractor (e.g. relocation of the Charles Cameron Kingston Memorial or minor service relocations) can commence following tabling of the PWC report, and once Development Assessment Commission (DAC) approval is granted.
- 3.2.2.3 Contract documents will seek to complete the works at the earliest possible time, within the constraints of major special events to be held in the City of Adelaide, and the delivery of long lead-time items. The announced completion date of the project is September 2007, but strategies have been adopted aimed at considerably shortening this timeline.
- 3.2.2.4 The final timeline will be dependent on prices tendered for the job, and on any constraints associated with the purchase of long lead-time items, for example electrical switch gear. This is the reason that this

submission to Cabinet has been made now, in order to refer to the project to the PWC prior to the completion of the final design.

3.2.2.5 The Tour Down Under village occupies Victoria Square in January each year and the Adelaide Festival of Arts and Fringe Festival are to be held in February and March 2006. The Clipsal event happens at the end of March and, while it is not held in the vicinity of the tram extension, other city road closures mean that this time is best avoided.

3.2.2.6 The contractor will be required to implement traffic management strategies to ensure the impact of construction activities on traffic flow is minimised. Similarly, there will be requirements on the contractor to minimise the impact of construction activities within Victoria Square, and to clear the site for one-day events such as the Christmas Pageant.

3.2.2.7 Implementation Programme

Milestone	Programme
Detail design	Commencing November 2005
Expression of Interest process for the contractor	Finalised by December 2005
Tabling of the report to the PWC	November 2005
PWC endorsement for ordering of long lead-time items	December 2005
Passage of the Bill	December 2005
Long lead-time items	Ordered by December 2005
DAC Approval	February 2006
Construction tender	Finalised in the first half of 2006
Site works	Commencing as soon as possible in mid 2006
Commissioning and handover	Project completed before the announced date of September 2007, with the objective of December 2006.

3.3 Project Risks

3.3.1 The project requires passage of the Victoria Square Bill to extend the tramway along the western edge of the Square. The project will result in a net increase of usable space in Victoria Square, by the removal of the existing terminus.

3.3.2 There is a risk of adverse public reaction to aspects of the new tram service:

- The proposed traffic management measures give the tram service priority over other traffic along the alignment to the Adelaide Railway Station. This is critical to ensure that the nine new trams can maintain a reliable and punctual service from Glenelg to the Adelaide Railway Station. This risk is being addressed through a suite of traffic management measures as detailed in the report prepared for the Public Works Committee.

3.4 Other Considerations

3.4.1 Economic, financial and budgetary implications

- 3.4.1.1 The proposal to extend the tramline was included in the 2005-06 State budget. The table below outlines the approved cash flow for the tramway extension:

Financial Year	Forward Estimate
2005/06	\$4.4m
2006/07	\$16.6m
TOTAL	\$21.0m

This expenditure has been included in the current forward estimates of DTEI as a major investing project.

The economic benefits of the project include: the decrease in journey times for existing passengers who will be able to disembark closer to their destination in the City of Adelaide; improved road safety (from associated traffic management measures); and local air quality benefits.

- 3.4.1.2 Based upon quantified costs and benefits, the project provides an estimated Net Present Value of approximately \$17 million in 2005 and a Benefit Cost Ratio of approximately 2.
- 3.4.1.3 The current tram service between Glenelg and Victoria Square operates with an average frequency of 10 minutes during the peak periods and 15 minutes during inter-peak periods. This frequency can be maintained when the tramline is extended to the Adelaide Railway Station using the nine new trams to be delivered this financial year.
- 3.4.1.4 Preliminary investigations into improving the connection between the tram service and the free City Loop bus service indicate that increasing the frequency of the City Loop bus service to match that of the arrival of the tram service will have significant passenger benefits. This will be funded from existing DTEI budget allocations.
- 3.4.1.5 The savings from the Beeline bus service offset the operating costs of extending the existing tram service. The frequency of AM and PM peak Glenelg services will be increased to around eight minutes, compared to the existing five-minute Beeline service. This responds to the anticipated increase in patronage following the introduction of the new trams and the extension. It represents an increase in capacity between Victoria Square and North Terrace as the trams will comfortably carry 130 passengers compared to 50 passengers on the Bee Line bus. Interpeak services from Glenelg will operate on the present frequency, with a shuttle service providing additional services from Victoria Square to Adelaide Railway Station. These will jointly provide around a ten-minute frequency in substitution for Beeline interpeak services.

3.4.2 Required resources

The cost of the resources required for the tramline extension is included in the \$21m funding outlined above. Project Management will be undertaken using in-house resources within the Department for Transport, Energy and Infrastructure (DTEI). A design consultant has been appointed, and tenders will be called for a construction contractor.

3.4.3 South Australia's Strategic Plan

The project will contribute to meeting the South Australian strategic plan target to double the use of public transport to 10% of weekday travel by 2018. Extending the tram service to the Adelaide Railway Station is a key option to provide a high quality passenger service that will encourage further patronage shift towards public transport from the private car.

3.4.4 Staffing implications

Existing DTEI and TransAdelaide staff will be utilised for this project with specialist staff being engaged on a fee for service basis, as required.

3.4.5 Impact on the community and the environment

3.4.5.1 Regulatory Impacts

The project will not have any regulatory impacts. The Rail Safety Regulator will be consulted and approval obtained in the implementation of the project.

3.4.5.2 Family and Social Impacts

The project will provide significant improvement in access to North Terrace for people with mobility disabilities and for those with prams, pushchairs and market trolleys.

The Disability Standards for Accessible Public Transport (2002) of the *Disability Discrimination Act* covering the infrastructure associated with public transport (i.e. train stations, bus terminals and interchanges) will be used in the design of the tramway extension. The major provisions are:

- Seamless entry – new tram floor height matches that of the tram platform
- Adjacent streets / local paths and roads linking tram platform access comply with the prescribed gradients and surface treatments
- Other standards will be included in the design and construction (e.g. tactile pavement, appropriate signage, sheltering).

The extended tramline will improve accessibility to the city for residents and tourists. The tram service will be free of charge from Victoria Square to North Terrace, and will replace the current free Beeline service.

Passenger journey times will be reduced, as people will be able to disembark closer to their final destination.

3.4.5.3 Small Business Impacts

Accessibility to the Central Market and Rundle Mall will be improved.

During construction, the project is likely to have a positive impact on South Australian small businesses involved in the works. The principal contractor is likely to engage smaller local specialist companies which will be able to tender for various components of the works or supplies such as landscape and paving works, concrete supply and some fabrication work. Businesses along the alignment may be impacted during the construction, but efforts will be made to minimise this.

3.4.5.4 Regional Impact

The proposal will not directly impact on the regions.

3.4.5.5 Environmental Impacts

The project will have a net positive effect on the environment by:

- encouraging increased public transport use with subsequent decrease in private car use
- reducing the number of bus movements along King William Street, which will reduce noise and local emissions of particulates and other pollutants along the alignment, especially near the kerbside
- returning park land within the central area of Victoria Square to create a more usable public space. The existing tramway and stop within the Square will revert back to Square.

A vegetation survey has identified up to 24 trees that may need to be removed along the proposed alignment. Of these trees, four are deemed to be significant under the *Development Act 1993* (three in Victoria Square and one on North Terrace). These are two Lombardy Poplars (*Populus nigra Italica*), one plane tree (*Platanus Orientalis*) and one Kurrajong hybrid (*Brachychiton* sp, hybrid). Only the Kurrajong is deemed worthy of consideration for relocation.

The remainder of the trees that will be affected by works comprise a variety of tree species. Individually, they have low to moderate visual and amenity value. They form part of the overall planting within Victoria Square which, over the years, has become disjointed and now appears to have no particular overall theme, context or purpose.

The statue of Charles Cameron Kingston will also need to be relocated.

The project creates an opportunity to improve Victoria Square as a significant public open space and the Department for Transport Energy and Infrastructure (DTEI), in association with the Green City

project, is working with the Adelaide City Council on a landscape scheme to make the best use of this opportunity. That scheme (although not funded by the Tramline extension project) will determine the form and type of trees to be established to replace those removed, the value of transplanting any trees, and the best location for the Charles Cameron Kingston Memorial.

Clause 10(1) Legal Professional Privilege

The site does have significance for Aboriginal people. The Tarndanya clan of the Kaurna people had their central camp near or in Victoria Square and it is important that developments in the Square recognise this. DTEI has consulted with the Kaurna Heritage Board, and is working with the Adelaide City Council to consult with other Kaurna groups on the project.

3.4.6 Consultation and Lodgement Comments

The Adelaide City Council has been consulted both at an officer and elected member level, on the proposal to extend the tramline along the western edge of Victoria Square and along King William Street to North Terrace. The Adelaide City Council voted to support the project in principle on 31 October 2005.

A project steering group has been established to provide advice on planning and implementation of the project. Members represent: the Department of Treasury and Finance, TransAdelaide, Adelaide City Council, and the Department for Transport, Energy and Infrastructure.

There has also been consultation with Crown Law, the Department for Environment and Heritage, the Kaurna Heritage Board, the Environmental Protection Agency, businesses along the alignment (e.g. Hilton Hotel, SkyCity) and service authorities.

The extension project constitutes development and is being considered by the Development Assessment Commission (DAC). An application was lodged with the DAC on 13 September 2005.

3.4.7 Communication Strategy

The Government announced the extension of the Glenelg tramline as part of the Strategic Infrastructure Plan in April 2005. Media releases will be used to update the public on the status of the extension. During the construction phase, road signs and media releases will be used to notify the public of works, similar to the approach used for the upgrade of the existing tramline. A communication strategy is being developed for implementation concurrently with the public consultation requirements under the Development Act 1993. A brochure has been produced containing information about the project, and is available to the public from the Travel Information Centre on King William Street. Copies have been posted to property owners along the alignment, and have been hand-delivered to business operators in order to allow discussion if required.

3.4.8 Executive Council

Executive Council approval is not required.

4 RECOMMENDATIONS

It is recommended that Cabinet:

- 4.1 Approve the referral of the attached report for extension of the City/Glenelg Tramline to the Parliamentary Public Works Committee for examination.
- 4.2 Approve the calling of tenders and, subject to the Parliamentary Public Works Committee Report, the letting of tenders for the project within an upper budget limit of \$21m (indexed for inflation).
- 4.3 Approve the Minister for Transport to award the contract(s) if the recommended tender(s) is within the approved budget.



**HON PATRICK CONLON MP
MINISTER FOR TRANSPORT**

November 2005

**Gleneig Tramline Extension to the Adelaide Railway
Station**

**Submission to the Parliamentary Public Works
Committee**

95 pages removed

Exempt clause 17(c) – Parliamentary Privilege