

# Gawler Rail Electrification Project

## Why is there a need to electrify the rail network?

The electrification of the Gawler Rail Line forms part of the State Government's ongoing investment in upgrading our public transport to deliver cleaner, safer, more reliable and more comfortable rail services. The electrified Gawler rail line will be a modern, environmentally friendly and efficient train service.

Once complete, the electrified line will support increased capacity and future growth for development along the rail corridor.

## What works are required within the Town of Gawler?

Installing the electrical infrastructure and improving safety are the key first steps in modernising the Gawler rail line, these works include:

- installation of the 25kV overhead wiring system including masts and gantries;
- construction of a Combined Services Trench for the installation of new fibre optic communications cabling;
- installation of a new signalling system;
- services relocations;
- fencing of the rail corridor for improved safety; and
- some vegetation/tree trimming and removals, with every effort made to minimise impacts.

The majority of works will occur within the existing rail corridor, however there may be some works that will require access to adjacent land to allow for construction and local traffic management.

## Will there be changes to passenger services as part of the construction program?

The construction schedule will be coordinated to balance the needs of commuters, road users, residents and businesses. Some works can be undertaken during the day and at night with minimal impact to passenger services, however a number of line closures will be required to accommodate works that cannot be undertaken safely while services are running.

Substitute buses will be in place to accommodate commuters during these closures and Adelaide Metro will provide advance notification of any changes to passenger services, visit: <https://adelaidemetro.com.au/>

## Will there be night works during construction?

There will be night works throughout the project construction with every effort made to minimise disruption to residents and businesses. Advance notice will be provided of night works.

If you would like to receive an SMS notification for when works are occurring at night in your area, including general Department of Planning, Transport and Infrastructure (DPTI) rail maintenance notifications please register your details at [www.dpti.sa.gov.au/worksnotifications](http://www.dpti.sa.gov.au/worksnotifications)

### For further information:

Call: 1300 080 834

Email: [dpti.gawlerelectrification@sa.gov.au](mailto:dpti.gawlerelectrification@sa.gov.au)

Visit: [www.dpti.sa.gov.au/grep](http://www.dpti.sa.gov.au/grep)



Government of South Australia

Department of Planning,  
Transport and Infrastructure

### **Will vegetation and trees need to be removed as part of the electrification works?**

Management of vegetation is an integral part of the safe operation of an electrified rail network. There are a number of factors which are considered when managing vegetation in and around the rail corridor including:

- The required electrical clearance zone to prevent trees and vegetation coming into contact with the electrical overhead wiring.
- Installation of new fencing to prevent intrusion into the electrified area.
- Construction of a Common Services Trench to house the new signalling and communications systems.

The project team is working to minimise the impact on vegetation, as much as practically possible, adjacent the Gawler rail line through the detailed design phase. They are working closely with the relevant authorities, local councils and interested parties to minimise and manage impacts to vegetation and wildlife habitats. Local residents will be provided with further updates as the scope of the required vegetation management is further refined.

### **What are the next steps for the King Street Bridge?**

One of the major challenges for the project team in the Gawler area has been the integration of the existing King Street Bridge into the design of an electrified rail line. The Department for Planning, Transport and Infrastructure (DPTI) has spoken with people from the community over a number of years and understands the significance of the King Street precinct. To ensure all possibilities have been pursued the department has undertaken a number of planning studies, technical investigations and held discussions with the Town of Gawler to fully understand the options and implications for the electrification of the Gawler rail line under the existing King Street Bridge.

From this process, it has been determined that electrification cannot occur with the existing King Street Bridge in place.

### **Why can't electrification occur with the existing bridge in place?**

As part of the planning studies, many factors were considered which led to the findings, including:

- The existing height of the bridge does not have the required clearance for the electrical wiring and infrastructure.
- Lowering of the track was considered, however it is not a viable option, whilst maintaining the Howard Street and Murray Street level crossings and the Gawler Central Railway Station platform, while satisfying maximum inclines required for rail infrastructure.
- Constructing a new road bridge with the required increased height to meet the electrical clearance would result in a much higher road level than currently exists. This is further exasperated by the requirement that any upgrade or new structure meets Disability and Discrimination Act compliance and Australian Road standards (including load capacity), the result being a much higher road level.
- Under the above scenario the increase in road height would be significant would impact surrounding properties (including a number that are heritage listed) adjoining the bridge as well as severing connections with Jerningham St and Bridge St North.
- The structural depth required for a pedestrian bridge is significantly less than required for a new road bridge so while maintaining community connectivity it minimises the impact to the surrounding precinct.
- Decisions made now, such as replacing the road bridge with a pedestrian bridge will not impact the ability to duplicate the Gawler rail line or limit options for development in the future.
- The current bridge structure does not support duplication of the line, should it be required in the future.

- The current concrete bridge structure is end-of-life and regardless of electrification would require a full re-build for it to be safely maintained as a vehicle bridge.
- The changes that would be required to the line, the surrounding station and level crossings do not consider the possible future needs of the area, and considering the potential impacts to the local area and significant cost do not provide value for money to tax payers.
- Replacing the road bridge structure with a pedestrian bridge would enable the Gawler Rail Electrification Project proceed while the future growth and development plans, such as Concordia and the Gawler Central Rail Station precinct redevelopment, evolve over the coming years without a heavy impost in cost and impact on the King Street precinct.

### **Were local traffic movements considered as part of the planning studies?**

Yes, a full traffic impact study was undertaken by an independent traffic consultant. The Town of Gawler also undertook their own independent study to verify the findings. This study investigated how the removal of vehicles from the existing King Street Bridge would impact traffic loads, parking in the immediate area and the likelihood for increased congestion around local streets in the residential area surrounding the King Street Bridge. The findings determined that the broader network had sufficient capacity to handle an increase in traffic, due to the relatively low volume of vehicle traffic across the existing King Street Bridge during both peak and off peak times.

### **How will local traffic be managed when vehicle access is removed from King Street Bridge?**

A series of local traffic treatments are being considered to ensure local traffic is carefully considered through the existing network, including the redistribution of unwanted through traffic. This includes maintaining vehicle access from King Street to Bridge Street North. The final traffic management plan for the wider area is currently being determined in discussion with the Town of Gawler. Residents in the local streets will have the opportunity to provide input in to the local area traffic plan as this is developed.

Traffic monitoring will be undertaken for a period of time following any changes to traffic movements to inform the effectiveness of the changes.

### **Will the new bridge be accessible for cyclist and disability access?**

Accessibility will be a key component of the design of a pedestrian access bridge. This would include ramps with grades to allow for pedestrians, cyclists and those with disability or mobility access needs.

### **What opportunities exist for the community to have input in to the traffic management and the design of the new bridge?**

DPTI will be seeking feedback from the community about its preferences around local traffic management, including road use, access issues and any other relevant observations regarding mobility and traffic movement in the King Street precinct. As the technical design for the bridge develops, there will also be opportunities for community to input into the urban design elements of the new bridge structures and surrounds, with consideration to the local history of the Gawler area. Information about these opportunities will be provided in advance to the community.

### **How will construction for the project be managed?**

Construction works will be managed carefully and sensitively to minimise the potential impact to surrounding neighbours and businesses. Representatives from the department's contractor, Lendlease will provide updates to neighbours and the broader community, on both the bridge works and on the broader rail electrification project itself.

**Will there be new trains on the Gawler line?**

New electric trains are being procured which will enable a 15% increase in capacity, as well as reliability and safety improvements. The 12 new trains will be introduced in stages following completion of all the project works.

**When will the project be complete?**

The project is anticipated for completion in 2021, including key activities relating to testing and commissioning of the new signalling system, delivery of the new electric trains and driver training.

**Who can I contact for more information?**

For project updates, details of community events or to speak with a member of the team, please contact:

**Phone:** 1300 080 834

**Email:** DPTI.[gawlerelectrification@sa.gov.au](mailto:gawlerelectrification@sa.gov.au)

**Visit:** [www.dpti.sa.gov.au/grep](http://www.dpti.sa.gov.au/grep)