Construction of a renewed Belair line is making a contribution to the local economy through jobs creation and flow-on benefits for local businesses and suppliers.

Over 100 people will work on the construction site, with many in full-time positions. At least 80% of the workers are Adelaide based sub-contractors and labourers.

Additionally, money is being spent at businesses along the Belair line on items such as signs, tools, hardware and office supplies as well as refreshments and accommodation for the project team now located in Blackwood.

Project Director, Tim Warren is pleased with the progress made since work began in late April, but recognises there is still a lot of work to do over the coming months.

“The old track has been completely removed from the corridor and construction of the new track is now underway. So far we’ve removed more than 25,000 cubic metres of old soil, so we have taken significant steps forward.

“This has been a major logistical operation, which is significantly constrained by limited access to the rail corridor, as well as maintaining freight operations on the adjacent line.

“It’s not an easy task, but through careful planning and preparation we are progressing well.”

Construction has involved the management of up to 30 trucks moving in and out of the site up to three times a day to remove the old materials and bring in the new.

Residents may have noticed traffic management in their local area, including traffic control personnel, signs and speed restrictions to manage the movement of trucks safely and efficiently.

Construction of the new track is well underway, with 60 per cent of the new base layer now installed, which on completion will include 3,500 cubic metres of soil and approximately 20,000 cubic metres of ballast.

The delivery of new rail to the construction site (in 100 metre lengths) and delivery of most of the concrete sleepers has been completed using the adjacent freight line. This rail along with new sleepers has been installed from Belair to the Shepherds Hill Road tunnel.

The drainage works are well underway, with approximately 70 per cent now complete. This includes the installation of a five kilometre drainage pipe along the rail corridor from Belair to Sleeps Hill tunnel (near Lynton station).

See page ii for information about the Belair line substitute bus services.

what’s happened
• Construction began April 26.
• Removal of old track from corridor.
• Substitute bus services started operation.

what’s next
• Complete preparation of new base-layer.
• Finish installation of new gauge-convertible, concrete sleepers, new rail and new ballast.
• Level crossing upgrades in July 2009 and refurbishment of turnouts.
• Testing, commissioning and reopening of the new Belair line in August 2009.

fast facts
• Blackwood Station will be upgraded taking into consideration the heritage value of the buildings.
• Five level crossings will be upgraded as part of the project over weekends in July 2009 – Cross Rd, Unley Park, Angas Rd, Hawthorn, Grange Rd, Lower Mitcham, Wattlebury Rd, Lower Mitcham and Barretts Rd, Lynton.
• The hills freight line is the subject of a $3 million study announced by the Federal Government.

> Work is well underway on the brand new Belair rail line

> The Belair line will re-open in August this year (pending weather)
Adelaide’s rail network is undergoing the largest overhaul since its inception more than 150 years ago. Following the upgrade to the Belair line, work will begin on upgrades of the Noarlunga, Gawler and Outer Harbor lines as a precursor to electrification and a new era for public transport.

When his work upgrading the Belair line is finished Project Director, Tim Warren will oversee work on the Noarlunga line.

“These are unprecedented and exciting times for rail in this State,” he said.

“Once again we will be replacing all existing timber and steel sleepers with gauge-convertible, concrete sleepers, as well as improving track alignment, upgrading the base-layer and improving drainage.”

Favourable geo-technical conditions on this section of the Noarlunga line means the upgrade can be undertaken over a series of weekend line closures starting late 2009. This will minimise the impact on substitute bus services.

“This is the first step towards electrification of the Noarlunga line, which we expect to be complete in 2013,” Tim Warren notes.

“The plan is to have electrification completed together with the opening of the rail extension to Seaford (see story on page 8). This will be a fantastic boost to communities in Adelaide’s south.”

The Federal Government has also allocated some $293.5 million towards upgrading and electrifying of the Gawler line at the same time.

**Outer Harbor Line**

Improvements will soon be made on the Outer Harbor line through an upgrade of Port Adelaide’s viaduct and various level crossings. The viaduct (rail bridge) crosses Commercial Road, Lipson Street and College Street adjacent the Port Adelaide Station.

The upgrade of this viaduct will incorporate the placement of new rail and sleepers as well as steelwork repairs and application of a new and environmentally friendly corrosion protection system.

To make sure the upgrade is undertaken in a safe and efficient manner, the Outer Harbor line will be closed from Woodville to Outer Harbor for approximately 3-4 months from late 2009.

Substitute buses will replace train services on this section of line with further information about changed services available through Adelaide Metro in the near future.

During the track closure, the level crossings at Cheltenham Parade, Fussell Place, Rennie Road, Fletcher Street, Strathfield Terrace and Golfcourse Road will be upgraded.

New Connections will keep readers fully informed of each new rail project as they begin.

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**flexibility key to bus subs**

Belair line substitute bus services are being closely monitored throughout construction. Modifications will be made when possible to improve the service for commuters.

Adelaide Metro info teams staffed all Belair line station platforms one month prior to the Belair line upgrade and two weeks into the construction phase to provide information to commuters.

“Part of our process has been for daily monitoring of the capacity and run times of the substitute buses,” Tim Warren said.

“This has meant we have been able to respond quickly and allocate capacity on the services people are choosing to travel on. An additional courtesy stop in the morning peak near Victoria Square has also proven to be popular for central CBD workers and students.”

Approximately 50 per cent of commuters have transferred to the substitute buses and regular bus services have experienced about 30 per cent additional boarding’s as people temporarily transfer from the Belair line. Extra buses have been added to peak-time bus routes 173, 186, 203 and 217 with standby buses also available to cope with fluctuations on a daily basis.

The Belair line is expected to reopen in August 2009 and commuters will be advised of the exact date through a range of project communications materials.

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**your own piece of adelaide metro**

Adelaide Metro is now combating the problem of graffiti with the help of some local volunteers to complement its own extensive graffiti cleaning network.

As part of an $84 million new investment to support a range of public transport initiatives, rail services covered by security guards will be extended along with an increase in rail track inspections and graffiti removal.

By supplying graffiti removal products and paint to volunteers to help clean up bus stop infrastructure on the local streets, Adelaide Metro is a participant in the SA Graffiti Network forum.

The forum is a useful tool to gain first hand knowledge of the problem and contribute to solutions.

Carolyn has lived in the Charles Sturt Council area for 25 years and is in her fourth year as a volunteer. After retiring from running her own Day Care Centre she decided to help out in the community two mornings a week.

“I don’t like craft and I hate staying at home… volunteering with this project is good for the soul,” Carolyn said.

This program is helping local communities take ownership of the Adelaide Metro system serving their neighbourhood.
Adelaide has secured a new fleet of European trams to boost existing services and help take the network coast to coast.

The new trams will begin arriving in Adelaide during November this year and operate on the increasingly popular line between Glenelg and City West and on the extended line to the Adelaide Entertainment Centre.

The new trams were sourced through negotiations with transport authorities in the Spanish capital Madrid and secured under a deal that delivers new or near new trams.

By the time work is complete on the first of the coast to coast extensions from City West to the Adelaide Entertainment Centre early next year Adelaide will have increased its tram fleet capacity by over 50 per cent.

The six new trams are the Alstom Citadis model 302 and will be progressively shipped to Australia from next month.

The 100% low floor Alstom Citadis were originally purchased for use on Madrid’s light rail network.

Upon arrival in Melbourne the trams will undergo minor modifications to tailor them to Adelaide’s requirements through the expertise of Melbourne’s tram operator.

The vehicles will then be transported to Adelaide and trialled on the local network before beginning operation in December/January.

Under the deal reached with Madrid’s transport authorities, Adelaide’s trams will arrive in Australia with a full reinstatement of the manufacturer’s warranty.

They became available for purchase following a delay in that city’s planned network extensions. Madrid’s weather conditions are very similar to those experienced here in Adelaide, so with some minor modifications these vehicles will be a great fit for this city.
by Hook

Understandably, there’s been a significant debate in recent times about the amount of roadwork going on around Adelaide and the disruption it causes to our daily lives.

But too often the discussion doesn’t focus on the ultimate benefit the completed project will deliver.

As the saying goes some short term pain brings long term gain and that will be the stark reality of the $2 billion overhaul of Adelaide’s public transport network.

Yes, commuters on the Belair line are currently using substitute buses while that section of the rail network is upgraded. And traffic flow on the city’s western fringe is being impacted by the extension of the tramline from City West to the Adelaide Entertainment Centre. But by early next year both projects will be complete.

At Belair a vastly more reliable and comfortable rail journey beckons while extended tram travel will simultaneously regenerate Adelaide’s West End and offer a new public transport option to tens of thousands.

It’s a similar story on South Road where bottlenecks have been a way of life, motorists will soon be enjoying ever improving free flow traffic beneath ANZAC Highway.

In a modern capital city like Adelaide and in a competitive economic environment we must always look at ways to make our city a better place to live, work and do business.

The reality is you can’t make an omelette without breaking some eggs and - as we are slowly starting to see - the proof will be in the eating.

Rod Hook
Executive Director
Office of Major Projects and Infrastructure

trams and traffic to flow

It may seem hard to comprehend but both South Road traffic and the Glenelg tram will continue to run while the Glenelg Tram Overpass is constructed.

Glenelg and Norman Terraces will be made one way for the period of construction with two temporary tram tracks being built along these roads to make sure tram travel continues.

Disruption for tram commuters will be limited to the temporary closure of stop 6 and a few weekend closures of the tram service to maximise safety during construction. Alternative public transport will be available and closures well publicised.

Both roads will return to regular operations once the overpass is complete.

South Road traffic will continue to flow through the majority of the construction program, but some periodic weekend closures will be necessary to get the work done as quickly as possible.

*“With projects like this one and the Gallipoli Underpass the easy thing to do would be to close down all traffic and public transport,” Paul Gelston said.*

*“But we have a responsibility to keep people moving and minimise the disruption, so that has never been an option. “The local and wider communities were very appreciative of our efforts to keep traffic flowing while we built the underpass and we’re hopeful they will understand it has to be done with the overpass.”*

For details of the changed traffic/tram conditions around the site visit: www.infrastructure.sa.gov.au •
community drives overpass into action

The final design of the Glenelg Tram Overpass at South Road is now before the local community with construction set to begin.

The residents and businesses adjacent to the project are being thanked for their patience and understanding as preparations for building start. Project Director, Paul Gelston is under no illusions this part of the South Road upgrade presents some of the greatest challenges for both his team and the local community.

“In all of our projects we do everything we can to minimise the disruption to everyone involved. For example, we’ll be keeping the tram line operating during construction.

“We try to balance the needs of the local community, both the home and business owners, tram commuters and the wider group of people who use the local road network, including South Road.

“I won’t say we have managed to please everyone or satisfy their needs 100 per cent, but I do think we are doing everything we can to manage the community engagement elements of this very complex undertaking.

“I acknowledge the local community for the way they have worked with us, for their openness and honesty and their understanding of the job we are doing.”

To date a series of formal meetings have been held with local residents, giving them a chance to ask questions and raise any concerns. Regular communication is an integral part of the community focus for the project team.

A renewed effort on community liaison has been an integral part of the pre-construction phase of the tram overpass project – a process that will only intensify during construction.

“Our discussions with local residents and businesses have informed final design and gone a long way towards defining our construction program,” Paul Gelston said.

“Again we are up against competing priorities, but I’m looking forward to strengthening the relationships we have with all concerned.

“We will be finished by the end of the year and, with work finished at the Gallipoli Underpass as well, I’m looking forward to playing a part in returning life around these parts to a better kind of normal.”

what’s happened

> Consultation with residents to inform review of final design.
> Stage 1 works started for temporary relocation of tram tracks.
> Local street access arrangements modified.
> Community open day.

what’s next

> Final design available for public review and comment.
> Construction of the overpass structure proper (mid July).

fast facts

> A comprehensive revegetation program will be undertaken as part of the project.
> Pedestrian access on the local streets and across South Road will remain unchanged throughout construction.
> The overpass is expected to be complete in December 2009 in line with final completion of the Gallipoli Underpass.

 kısıtlama

> A concept image of how the Glenelg Tram Overpass will look when complete later this year (image for illustrative purposes only)
But before Adelaide motorists experienced removal of the city’s worst traffic bottlenecks, the local community had its chance to see the structure up close when it was officially named in honour of the legendary World War I frontier.

Stars of the day were the students of the Black Forest and Richmond Primary schools who were given the honour of being the first to ‘drive’ through the underpass in cars specially made for the day. Their excitement was matched by that of Project Director, Paul Gelston who was delighted with the community response.

“It was a fantastic day and one the local community deserved after living with a major construction site. They really appreciated the opportunity to walk through and take some ownership because this is their project.

“The name of the underpass has resonated with people and as a project team we were honoured the Veterans’ Affairs Council thought this piece of infrastructure was worthy of such a sacred name. ”

“It’s terrific to see traffic using the underpass, but the most important message is that we’re still in construction mode at this intersection and there is still some work to do.”

The Gallipoli Underpass has been constructed in three major stages with work occurring outside the existing road alignment to allow traffic to continue to flow. Construction remains on track to be completed later this year. Over the coming months works will be undertaken to realign the existing section of South Road to the east of the underpass. This will cater for traffic moving to and from ANZAC Highway and South Road.

“Bringing the entire intersection into full operation has always been a gradual process and everyone’s looking forward to putting the final pieces of the puzzle together,” Paul Gelston said.

“It’s been something of a balancing act between the needs of the construction team, motorists, residents and businesses. We’re always working hard to make sure we do everything possible to meet those many and varied needs.”

Less than two years after preliminary work began, South Road traffic is now flowing under ANZAC Highway through the Gallipoli Underpass.
hive of activity at future rail HQ

The future site of Adelaide’s new rail car depot at Dry Creek is now clear with major construction starting and continuing through to late next year.

Already some 10,000 concrete sleepers have been delivered to the site and a new TransAdelaide storage area, relocated from the depot site, is well underway on Churchill Road North.

Progress is being overseen by Project Director, Glyn Edwards who is looking forward to building the infrastructure on this 10 hectare site to support new and existing rolling stock for the revitalised rail network.

“Demolition and clearing works are all but complete now and we have awarded the majority of contracts to a range of local construction companies,” he said.

“Over the next three or four months we’ll see a real rise in activity here with the size of the workforce effectively tripling as we get into full construction. A 3.5 kilometre perimeter fence will also be installed shortly.”

Nine thousand soldiers died at the battle where seven Victoria Crosses were subsequently awarded.

This August, some 94 years later, a ceremony will be held to unveil the garden and plant a lone pine in memory and recognition of those who have and do serve Australia and New Zealand in theatres of war.

Members of the Veterans’ Affairs Council will be invited to participate in the unveiling along with representatives of the New Zealand Defence Force. The commemorative theme will also permeate through landscaping on each of the four sides of the Gallipoli Underpass. It will include the installation of four feature walls honouring the Australian Army, Navy and Air Force and the New Zealand Defence Force.

An interpretation of the Australian Army’s Rising Sun badge has been incorporated into the underpass’ bridge design.

The badge’s bayonets are represented on the bridge and coloured red to recognise the eternal flame – a perpetual symbol of the gratitude Australians have for the sacrifices their soldiers have made.

An Oasis of green will soon rise amid the asphalt and concrete on site when the ANZAC Memorial Garden takes shape in the south-western corner of the Gallipoli Underpass intersection.

An integral part of the Gallipoli Underpass urban design, planting has begun to create the garden in recognition of the Battle of Lone Pine which took place at Gallipoli in August 1915.

Nine thousand soldiers died at the battle where seven Victoria Crosses were subsequently awarded.

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duplication extends to stage 4

A $25 million federally-funded contract has been awarded to extend duplication of the Sturt Highway from Seppeltsfield Road to Greenock Road.

The project will widen this 3.5 kilometre section of the Sturt Highway to four lanes.

The works are scheduled for 12 - 15 months (weather permitting) with construction now underway. The carriageway will be widened to four lanes between Seppeltsfield Road and Greenock Road and tapered to two just east of Greenock Road. A median with wire rope safety separation will contribute towards reducing crashes, particularly head-on crashes.

The $159m Sturt Highway upgrade is in keeping with South Australia’s priority – to develop and maintain regional freight networks. Stages one and two of the Sturt Highway duplication are now complete and work is ahead of schedule on the remaining stages.
Adelaide’s newest dedicated public transport corridor has begun taking shape with work now well underway to take the tramline from City West to the Adelaide Entertainment Centre. A workforce that will steadily grow to more than 150 is making good progress in widening sections of North Terrace and Port Road in preparation for laying track.

Trams will be running on the extended line early next year.

The successful 2007 extension of the tramline from Victoria Square has provided valuable ‘hands on’ experience to tackle the challenges of the latest tram extension, as Project Director Manuel Delgado explains.

“The first tramline extension has given us not only the experience, but also the confidence to plan a construction program that will allow us to do the work quickly and with minimum disruption to the public, but without compromising on safety.

“While the works will cause minor inconveniences at certain times, we will be looking to maintain, as much as possible, the current traffic capacity of North Terrace and Port Road.”

Widening of the road on the northern side of North Terrace and sections of Port Road is an important first step in taking trams to the Adelaide Entertainment Centre.

Once the road corridor has been widened sufficiently, the installation of the rail tracks and overhead poles will begin.

“We have ongoing communication with local businesses and adjacent property owners. We value their time and support to help us resolve any issues during the construction program. We will continue to keep the general public very well informed about our progress and what it means for them,” Manuel Delgado said.

The vast majority of construction works are being undertaken during business hours with any exceptions being communicated to property owners and businesses well in advance.

Major intersection works will require traffic movement restrictions to make sure inconvenience is minimised. These works will be scheduled over weekends.

“People will probably notice the works more and more as we step up towards laying track in about two months time,” Manuel Delgado notes.

“But right through the process we’ll be doing our very best to make sure we don’t interrupt people, whether they are travelling to or from the city or if they’re conducting business in the area.

“We have spoken to many people through our consultation program and interestingly the most common response we hear is to ‘get on with it’!”

“We interpret this to be strong public support for light rail in Adelaide and confidence in our ability to do the work.”

A renewed and reflective space to honour the generosity of organ donors and families will soon be provided through the relocation of the Gift of Life Garden.

Bonython Park will be the new home of the garden, which has been developed through consultation between the Coast to Coast Light Rail project team, South Australian Organ Donor Agency and donor family representatives.

It will be nestled behind the stand of carob trees on the corner of James Congdon Drive and Port Road and will provide a peaceful, welcoming, safe and accessible location for reflection.

Each year a rose is planted in the honour of organ donors and donor families at a ceremony held between the Coast to Coast Light Rail project team, South Australian Organ Donor Agency and donor family representatives.

“A concept image of the re-located Gift of Life Garden

These roses will be carefully relocated, with the new garden expected to be in place in time for the 2010 thanksgiving rose planting ceremony.

National Chairman of Transplant Australia, Bernie Morellini believes the relocation of the Gift of Life Garden has been a positive experience.

“Working with the team who are responsible for the moving of the Gift of Life Rose Garden has been a very productive, cooperative experience,” said Bernie Morellini.

“The professionalism, empathetic understanding, commitment to meeting deadlines and the support given was exemplary.”

In 2008, there were 119 organ and tissue donors in South Australia who gave a second chance to 196 recipients across Australia. For more information on organ donation visit www.organdonation.sa.gov.au •

Fast facts

> A one kilometre long commuter cycleway and pedestrian path will be constructed in Bonython Park parallel to Port Road and will link into existing cycle/pedestrian paths.

> A double platform will be provided at the new West Terrace platform.

> The existing city shuttle service will be extended to incorporate the new West Terrace stop.
Two of the Northern Expressway’s bridges are nearing completion and will soon be ready for opening to the community. The remainder are ahead of schedule in the biggest civil construction program ever in the northern suburbs.

Bridges across the expressway corridor at Angle Vale Road and Curtis Road will soon allow non-stop community connection as part of a plan to minimise construction impacts.

Other bridges at Heaslip Road and Penfield Road will be opened in coming months to further minimise disruptions during construction.

Following extensive consultation with local communities and road user groups, the project team committed to an early construction of main overpass bridges to reduce traffic disruption on these important local roads during the ongoing roadway construction.

This strategy will benefit everyday commuters and agricultural transporters in this important primary produce region of Adelaide.

Bridges are being constructed at:
- Two Wells Road
- Angle Vale Road
- Curtis Road
- Heaslip Road
- Taylors Road railway crossing
- Gawler River crossing
- Gawler Bypass access
- Port Wakefield Road access.

A new Curtis Road asphalt plant is already setting records having recently laid the most asphalt ever in South Australia on a single day.

To meet the timetable for completion next year, the plant will generate the 450,000 tonnes of asphalt required for the expressway at a rate of 2,000 tonnes of ‘black top’ every day.

The plant on Curtis Road near the expressway corridor is a world-leading facility in volume and clean environmental controls are used within the process.

It can manufacture asphalt incorporating up to 20% recycled material.

All emissions from the plant are extracted and filtered with any impurities collected in storage systems and treated prior to being re-cycled in the next batch of asphalt itself.

Savings to the project and the environment were achieved by setting up the plant close to quarry materials and the expressway worksite.

A $1 million investment to provide natural gas to the site has removed the need for diesel heating and resulted in a more environmentally friendly way to manufacture asphalt.

The plant can continue to operate after the expressway is constructed and could serve other local construction projects.

> Work has commenced on all bridge structures.
> A site office has been established in Munno Para West.
> On-site asphalt plant opened and in production.

> Opening of the Angle Vale and Curtis Road bridges.
> Work begins on connections with the Gawler Bypass and Port Wakefield Road.
> Work begins on new Port Wakefield Road interchange.

> The project is on schedule to be completed by the opening date of December 2010.
> Some 20,000 cubic metres of dirt is being moved everyday.
> Several sections of the alignment have already been laid with asphalt.
delivering our transport future now

South Australia was recognised for its bold transport and infrastructure agenda when the Federal Government shared its vision for making Adelaide a more sustainable and liveable city.

The State’s successful submission for Federal funding will see a triple treat of public transport projects rolled out over the next five years.

The metropolitan rail network will be extended from Noarlunga to Seaford with work to begin later this year and electric train services to be operating in 2013. Accelerated to start this year is work to re-sleeper and electrify the Gawler rail line. This project will now proceed in parallel with the same work being done on the Noarlunga line.

The third project is a dedicated bus corridor for the very popular O-Bahn bus services. Scheduled to start later this year, the project is designed to reduce travel times into the city by up to 10 minutes. Initial survey work and planning is already underway.

The O-Bahn project will involve a dedicated bus corridor on Hackney Road and into the CBD. Executive Director of the Office of Major Projects, Rod Hook believes committing to these projects demonstrates South Australia’s clear set of transport infrastructure priorities.

“We did a lot of careful planning and knew what we needed to do to make improvements to our public transport network. We have been rewarded for that,” Rod Hook said.

“These three significant projects cover the full range of developments for the network.

“At Seaford we are extending the network, at Gawler we are dramatically upgrading it and in the city and its outskirts we are adapting and improving the O-Bahn route.

“Together these initiatives delivering a substantial element of the broader $2 billion investment in public transport.”

New Connections will provide all the news, developments and regular updates about the progress of these projects in coming editions.

for further information please contact:

northern connector 1300 739 458
sturt highway upgrade 8343 2966
northern expressway 1300 858 621
rail revitalisation 1300 782 454

www.infrastructure.sa.gov.au  Printed on carbon-neutral accredited paper
seniors travel free

To recognise the contribution made by senior citizens from July 1 this year all public transport during off-peak periods will be free for holders of a State Senior’s Card.

The new scheme will apply to all bus, train and tram travel in the metropolitan area from 9:01 am to 3 pm on weekdays, plus all weekend and on public holidays.

There will be no change to current 50 per cent ticket concession for peak-hour travel.

To travel free, when catching a bus, seniors need only show their Senior’s Card to the driver – who will issue a free ticket to validate.

When travelling by train or tram, seniors can present their Senior’s Card when requested by TransAdelaide staff.

This new initiative builds on the unprecedented levels of investment in public transport that will provide more buses, trains and trams and an electrified rail network.

It’s all part of making Adelaide’s trains, trams and buses more efficient and reliable.

For more information about free public transport call Toll Free: 1800 182 160.

Or to find out more about Seniors’ Cards call Toll Free: 1800 819 961 (hotline). •

back to the future

Much has been made of the renaissance of trams in Adelaide and their links to the city’s public transport past.

So it’s fitting work to extend the city’s tram network from City West to the Adelaide Entertainment Centre began a century after the first electric tram line was opened in Adelaide.

It was March 9, 1909 when the line from Adelaide to Kensington was opened.

The electric tramway system was officially opened at 2.30 pm that day when Mrs Thomas Price, wife of the then Premier of South Australia, drove car No. 1 to Gurr’s Road, Kensington under the guidance of Tramways General Manager, Mr Goodman. The Premier was ill and unable to attend.

Thirteen other cars followed and the procession travelled from Hackney Depot via North Terrace, Pulteney Street and Grenfell Street to Kensington.

It then returned to King William Street where the cars reversed direction to return to Hackney Depot for afternoon tea. Six hundred guests rode in the cars.

That evening, Norwood Corporation commemorated the occasion with a banquet held at the Norwood Town Hall. A special car returned late diners to Victoria Square in seven minutes to catch the last Glenelg train.

The Kensington service started for the general public the following day. A service at five minute intervals was provided in the morning, a three minute service in the afternoon, and a nine minute service in the late evening. The fares were one penny for each of the three sections that ended at Dequetteville Terrace, Kent Town, Edward Street, Norwood and the terminus.

The South Australian wine making firm B. Seppelt and Sons offered a prize of two guineas for the first tickets issued – now held by the History Trust of South Australia.

The prize was claimed by an enterprising tramway inspector who purchased the tickets as the first car left the depot, there being no evident concerns about conflict of interest! Revenue on the first day of operation of the Kensington line alone was £229.15.

One hundred years on and a new generation of South Australians eagerly await the next maiden voyage on their beloved tram network. •

nothing stationary at hallet cove

Two of the southern suburbs busiest train stations will receive multi-million dollar makeovers with work to start later this year.

Concept plans have been released for the $8 million upgrade of the Hallett Cove and Hallett Cove Beach stations.

Contractors are expected to be appointed soon to undertake the works on these stations as soon as possible - allowing for the upgrades to be completed by the end of the year.

The first component of track upgrade works on the Noarlunga line will be initiated with some weekend and night works during the same period.

Hallett Cove and Hallett Cove Beach are two of the busiest stations on the Noarlunga line and the upgrades will provide great improvements to the comfort, safety, amenity, security and accessibility of the facilities.

Both have seen a significant increase in patronage over recent years.

Based on the successful recent upgrade of the Oaklands Station, the upgrade of Hallett Cove and Hallett Cove Beach will include:

> an architecturally designed canopy shelter
> a platform realignment (to reduce height and distance gaps between platform and trains)
> access ramps and handrails
> improved lighting and CCTV
> improved walking and cycling links with the stations.

The provision of additional car parking at the stations is being investigated. •
Master planning has begun to transform the former Clipsal site at Bowden into an inner-city, medium and high density, mixed-use village.

In time the 10-hectare site will become one of Australia’s leading TODs - to be known as ‘Bowden Village’.

The Coast to Coast tramline extension to the Adelaide Entertainment Centre and ultimately beyond is expected to play a positive role in stimulating urban regeneration.

Land Management Corporation Chief Executive, Wayne Gibbings, believes the Clipsal site provides a unique opportunity to set new standards in urban revitalisation and integrated transit planning for Australian cities.

“This development will pioneer new approaches to sustainable, mixed-use development. The master plan process for Bowden Village comprises four defined stages that started last month and are expected to conclude in October 2009.

Stage three will see the preparation of the master plan and urban design guidelines. It will explore what the new development will look like and how it will function in terms of housing, employment, community and retail facilities, pedestrian and cycle networks, public transport, and open space.

The fourth and final stage of the master planning process will assess implementation options. To register your interest in receiving updates on the master plan, visit www.lmc.sa.gov.au/bowden.

For general project enquiries call Land Management Corporation on 1800 993 439.

‘TOD’ from buzz word to benchmark

It’s a term slowly making its way into the South Australian vernacular and unprecedented investment in the State’s transport infrastructure looks certain to cement its place.

Transit Oriented Development – or the abbreviated version – TOD.

So what are they? In simple terms a TOD is a purpose built neighbourhood with public transport as its centrepiece.

They are a blend of high density residential developments, schools, cafés and a range of retail and commercial operations serviced by one or more integrated modes of public transport.

Since Roman times communities have been built along trade routes, while the modern day transit oriented development is generally accepted to have arisen from the ashes of European capitals left in ruins after World War II.

In their first incarnation, Adelaide’s trams brought inner city suburbs like Norwood and Unley to life. But a love affair with the car and bus has driven urban sprawl and the earliest TODs are now the regular suburbs we know today.

The renewed focus on public transport – especially the second coming of Adelaide’s tram network – and the improved services to be delivered will drive a new wave of development. It will be centred around our major corridors – namely the six metropolitan railway lines, the Coast to Coast tramline and the O-Bahn busway.

Several sites along these corridors have potential as TODs and indeed a number have already been identified. They include Castle Plaza, Noarlunga, Mawson Lakes, Playford North, Glenelg and Woodville/Cheltenham.

In time they will be assessed for their suitability for high or medium density housing complemented by improved public transport. The environmental benefits are there for all to see.

Transit Oriented Development may not yet roll off the tongue, but we shouldn’t be worried if delivering our transport future now goes a little of track.

A community workshop will be held in mid-July to discuss options. Stage three will see the preparation of the master plan and urban design guidelines. It will explore what the new development will look like and how it will function in terms of housing, employment, community and retail facilities, pedestrian and cycle networks, public transport, and open space.

The draft master plan will be presented at an open day in mid-September for community feedback.

For general project enquiries call Land Management Corporation on 1800 993 439. •