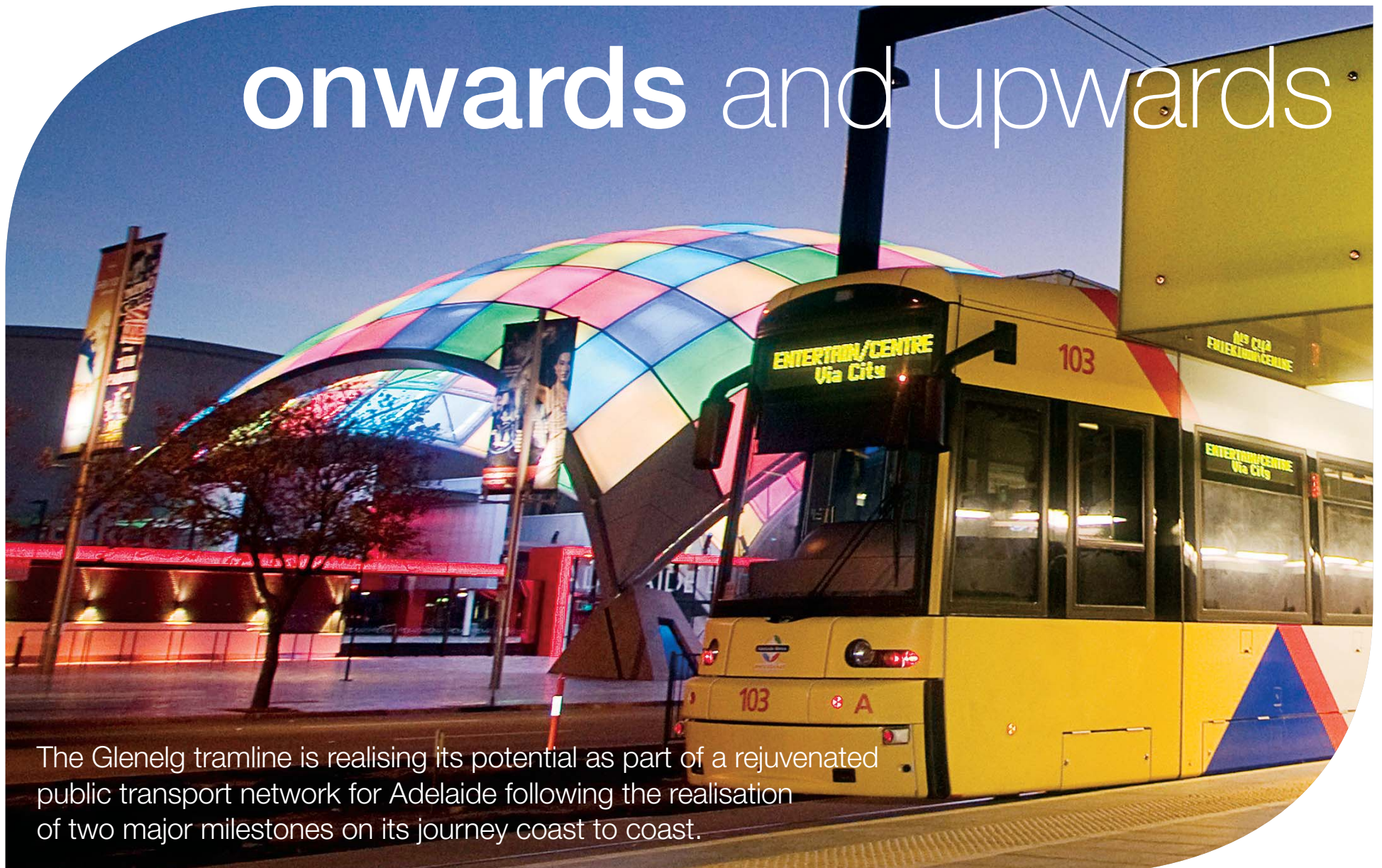




new connections

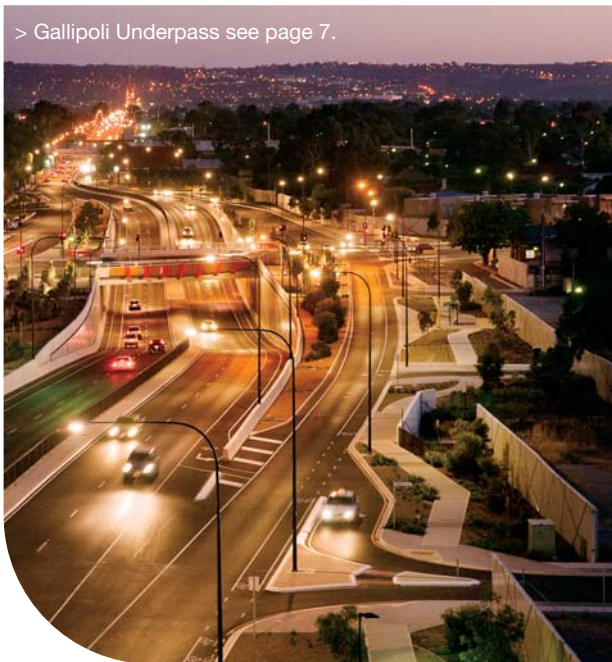
DELIVERING OUR TRANSPORT FUTURE NOW

onwards and upwards



The Glenelg tramline is realising its potential as part of a rejuvenated public transport network for Adelaide following the realisation of two major milestones on its journey coast to coast.

> Gallipoli Underpass see page 7.



Project Director, Manuel Delgado said a sense of history came with seeing the first trams run between the city and the Adelaide Entertainment Centre.

"We had a great response during the Adelaide Entertainment Centre's open day earlier this year when more than 2,500 people took the chance to ride on the extended tramline for the first time.

"Since the start of timetabled services, on the 22nd of March this year, we've had a steady increase in patronage and usage of the Park and Ride facility.

"We've also seen the trams service a big concert like Lady GaGa and Asian Champions League football at Hindmarsh Stadium, which is great."

see page 6

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Government of South Australia

Department for Transport,
Energy and Infrastructure



Australian Government

Nation Building

by Hook



We've all been horrified by deaths and serious injuries on our roads in the first half of 2010 and we all have a responsibility to address the issue.

Delivering a road safety benefit is a key strategy behind all of the major projects underway in and around Adelaide.

Often road safety is among the primary motivators for building new or improved roads.

Whether it's removing large trucks from suburban Angle Vale, through construction of the Northern Expressway, or the upgrading of level crossings along our metropolitan rail network, safer transport infrastructure is quickly moving from priority to reality.

On several of our projects, teams are providing dedicated paths for pedestrians and cyclists to reduce their interaction with cars, trucks, trams or trains.

Recently, I had the pleasure of participating in the opening of the Mike Turtur Bikeway and the dedicated cycle path over South Road adjacent to the Glenelg Tram Overpass.

The opening was the culmination of a lot of hard work the project team did in conjunction with the local community generally and the cycling fraternity specifically.

There is of course no substitute for being as careful as we can on and around our road and rail networks, but rest assured we're working hard to deliver the safest possible transport future now.

Rod Hook
Executive Director
Office of Major Projects and Infrastructure

contents



strategic infrastructure plan

- > Develop and deepen Outer Harbor and substantially improve infrastructure at the Port of Adelaide.
- > Improve the north-south corridor.
- > Develop and maintain regional freight networks.
- > Increase use of public transport.

a planning odyssey

Adelaide is set for three decades of economic growth and prosperity following the adoption of an all-inclusive planning and land use strategy.

The 30-Year Plan for Greater Adelaide, launched in February, is one of the most comprehensive planning and land-use strategies ever adopted in South Australia.

It maximises opportunities resulting from estimated population growth during the next three decades and provides the catalyst for energising developments that will make Adelaide one of the world's great liveable, competitive and climate resilient cities.

All levels of government will work with councils, industry and community groups to enable projects that will revitalise our city and surrounds, making the most of our record investment in public transport infrastructure.

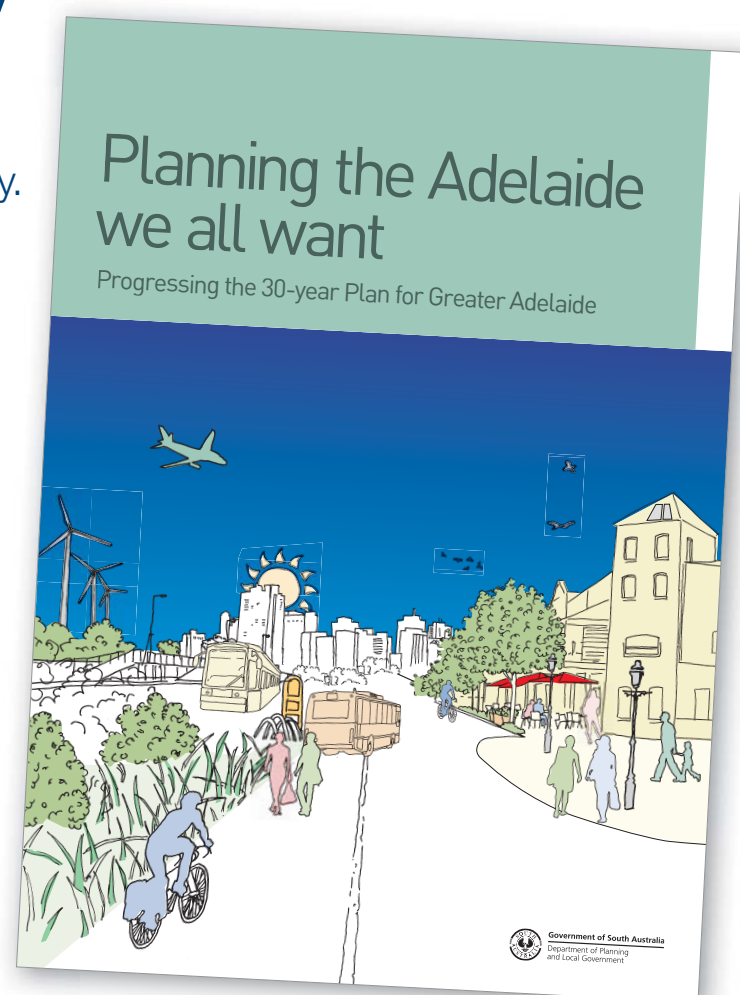
It focuses on creating mixed-use precincts where there are greater housing choices, from houses on a single block to town houses and apartment style living, all established close to jobs, recreation and

transport services such as trains, trams, buses and the O-Bahn.

To be successful, the plan recognises that mixed-use precincts must be at the cutting edge of urban design, ensuring land is allocated for residential, retail, transport and public space, helping to make these areas sought-after and vibrant places to live.

The plan will assist Adelaide to grow while maintaining the benefits of our unique and enviable lifestyle, locking in the city's quintessential charms created through our existing urban character.

Copies of the plan are available by visiting www.dplg.sa.gov.au



treading carefully

Construction of South Australia's first purpose built electric railway will be underway by the end of the year and as preparations continue, absolutely nothing will be left to chance.



> Concept image of the Seaford Rail Extension for illustrative purposes only.

Planning for the 5.5 kilometre extension from Noarlunga to Seaford has been a complex undertaking and according to Project Director, David Bartlett, the process will continue long after the first sections of track are laid.

While early works are underway around Goldsmith Drive, behind the scenes more than 50 meetings, forums and individual consultations have been held with various groups interested in the project.

Project Reference and Community Advisory Groups have been established to ensure the effective implementation of the community consultation program.

“Establishing relationships with key groups in the early stages makes planning the project that much easier and ensures we understand community issues and tell everyone everything in a timely manner,” David Bartlett said.

“Take for example the construction of bridges and underpasses for the project. At certain times we are going to need to close roads for short periods of time and by having the relationships in place now we can make sure of a smooth process later on.

“We will be able to stage the road closures to minimise the disruption.

“It’s a similar situation where the stations are concerned. We will be in contact with bus operators, pedestrian and cycling groups and property developers to make sure we maximise the useability of the stations and provide fully integrated transport when we are ready for trains to run.

“We have also worked with emergency services to discuss future access arrangements to the corridor and square away arrangements for a permanent fire track along the length of the corridor in the adjacent park.

“In around about three years we will see brand new electric trains, but until then we have plenty of work to do. While we have only just begun early works action on site, believe me we have come along way.”

For further information about the project call the project team on 1800 791 883.

working closely

The Seaford Rail Extension project team has worked closely with the Kurna Aboriginal community over the last 11 months to ensure effective consultation on Aboriginal heritage matters.

Design work and subsequent construction is only proceeding following a detailed Aboriginal cultural heritage assessment to investigate archaeological and anthropological issues and the development of an Aboriginal Heritage Management Plan.

The project team will continue to work closely with the local Kurna community to identify opportunities to pay due respect to the traditional owners and recognise their connection with the Onkaparinga Estuary.

40 years in the making

Initial planning work on a rail extension to Seaford began in the mid 1970s during construction of the line from Lonsdale to Noarlunga.

But it wasn’t for another decade that the most direct route for a railway line from Noarlunga through to Seaford was identified, purchased and reserved.

Almost 20 more years passed before the State Infrastructure Plan (see page 3) recommended the extension of the line. A feasibility study followed and in 2007 the evidence had been gathered and the scene set for a railway extension that would ease pressure on the road network and encourage more people to use public transport in the south.

Three years later all is in readiness to turn this long term vision into reality.



what's happened

- > Planning and environmental assessment complete.
- > Concept designs for stations and railcar stabling depot complete.
- > Started early works.
- > Started service relocations.

what's next

- > Tender phase – tenders due in late June, assessment to follow.
- > Award major design and construction contract.
- > Development of detailed design.
- > Start major construction work on site.

fast facts

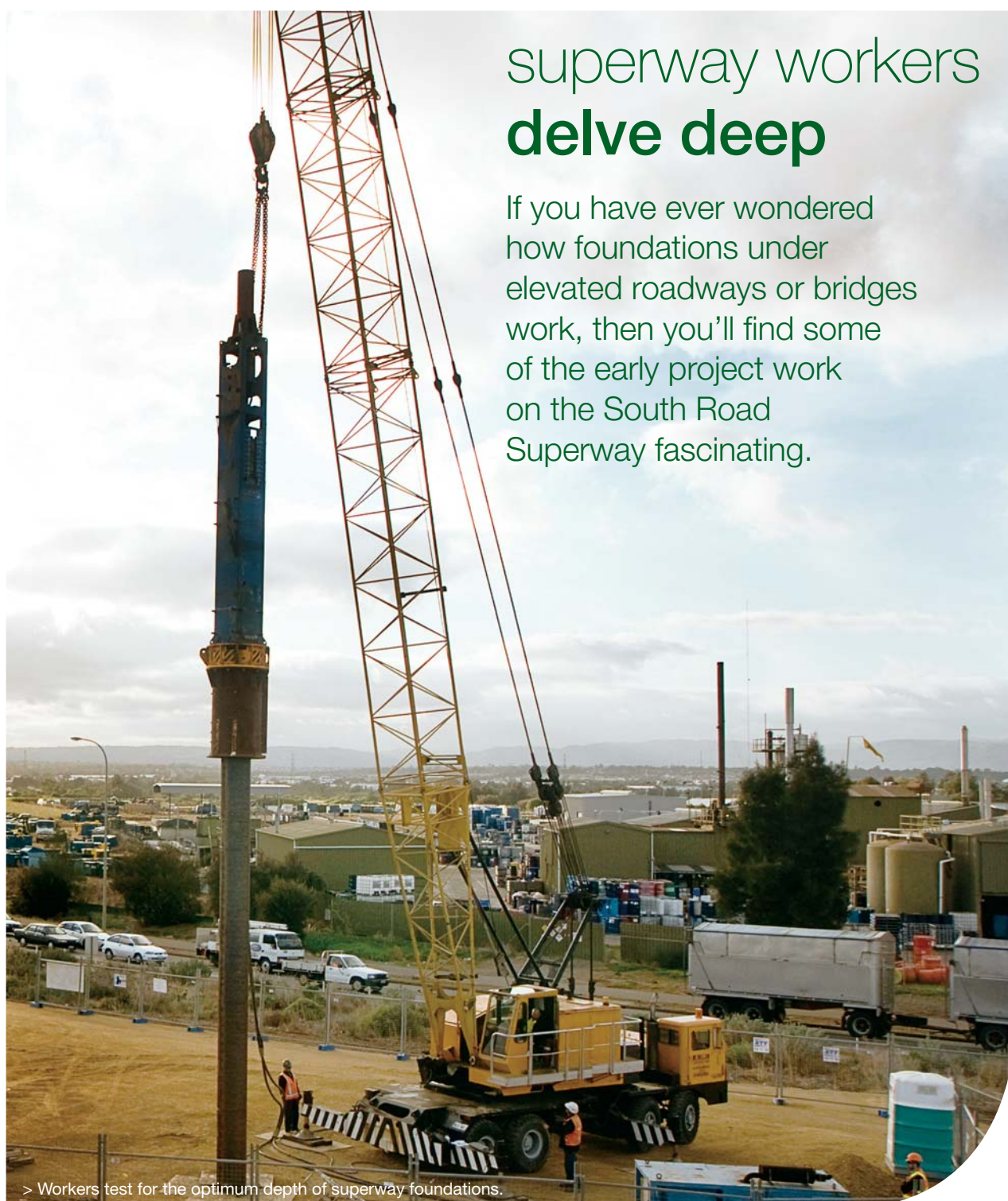
- > The extended rail line will be constructed in a vacant corridor reserved in the early 1990s.
- > The rail line will extend under Goldsmith Drive, over Old Honey Pot Road and under both Seaford Road and Lynton Terrace.
- > The Seaford Rail Extension was one of only four public transport projects around Australia to receive Federal Government funding in 2009 as part of the Building Australia Fund.

south road superway



superway workers delve deep

If you have ever wondered how foundations under elevated roadways or bridges work, then you'll find some of the early project work on the South Road Superway fascinating.



> Workers test for the optimum depth of superway foundations.

Project Director Luigi Rossi explains the superway will be a heavy structure requiring deep foundations in clays below our sandy soil layers.

"We've been testing to find the optimum depth for the superway foundations," he said.

"The strength of soil layers varies along the superway corridor, making it imperative to gather specific, accurate soil strength information."

A variety of methods to gauge the strength of deeper soils have been used, including:

- desktop geology review
- test bore holes
- cone penetration tests
- dilation/pressure meter tests
- pile testing
- seismic testing.

"We've undertaken testing at three test sites along the corridor by installing a range of different pile types to a depth of around 30 metres," Luigi Rossi said.

The most economical method to reach deep load bearing soil layers is piles. These are relatively slender structural elements designed and installed to support the entire load from the bridge, including its own weight, traffic and other forces like wind and earthquakes.

Foundation piles for the South Road Superway will comprise steel and concrete with the exact size, shape and method to be determined following consideration of safety, access, cost, noise, vibration, durability, speed and structural strength.

The early soil testing provides invaluable information to the team and arms it with knowledge about the project's construction start point: the foundations.

This is just one step in the journey to transform the northern end of South Road into a high speed freight transport corridor of the future.



raising the bar for SA

> Concept image of the South Road Superway for illustrative purposes only.



what's happened

- > Planning study complete.
- > Environmental, social, economic investigations.
- > Started local road upgrades.
- > Started service relocation works.

what's next

- > Complete local road upgrades.
- > Award contract for design and construction of South Road Superway.
- > Start major construction.

fast facts

- > \$30 million will be spent upgrading local roads.
- > The quantity of freight moved around Adelaide has increased by 70% since 1990 and is anticipated to double again by 2020.
- > The South Road Superway is the first road project of its kind outside the eastern states.

It's an undertaking the likes of which South Australia has never seen before and promises to live up to every bit of its 'super' billing.

Not only will the South Road Superway be the most ambitious road project ever undertaken in South Australia, but it will also be one of the most technically complex.

It's a case of déjà vu for Project Director Luigi Rossi who has spent the last three years delivering the biggest project in the state to date, the Northern Expressway, and prior to that the Heysen Tunnels and Adelaide-Crafers Highway.

"I love a challenge and this project is certainly that," he said.

"What makes this project unique is that the high-speed corridor will be ten metres above the existing South Road, and engineering that is a massive undertaking.

"There has not been a project of this scale in South Australia before, and the engineering complexity our preparatory work like planning, design and consultation are critical. That's why we have focussed our effort on this to date.

"We're working very closely with the local community and industry, particularly freight haulage, to make sure there is a shared understanding about what we will be doing every step of the way.

"The South Road Superway will be constructed in stages with the foundation piles the first elements of the new structure to be installed, followed by the piers and deck of the future elevated roadway.

"Construction of the elevated roadway will be spectacular, as will the finished product we deliver in around three years time.

"Working about ten metres up in the air will be a challenge, but one we are planning for with the safety of the travelling public and every worker our paramount consideration."

The staged construction of the superway will make sure alternative routes are available, so that work impacts are minimised and access is maintained to commercial premises.

Construction work at night and on weekends will be maximised to reduce impacts for local businesses and commuters.

The rigorous assessment to determine the best concept for this area saw consideration of many forms of road upgrades – including overpasses and underpasses.

However, an elevated roadway requires less land for construction, better east west accessibility, improved road safety and better environmental outcomes.

But the South Road Superway is more than an elevated roadway; it is a total redesign of the existing local road network and creation of a new transport corridor – with a focus on large trucks.

The project begins at the Port River Expressway and Salisbury Highway junction and extends to Regency Road – a distance of around five kilometres.

When complete it will create a high-speed elevated corridor above the major intersections of South Terrace, the Wingfield rail line, Cormack Road, Grand Junction Road, Kateena Street and Days Road.

The South Road Superway will have three lanes in each direction north of Grand Junction Road and two lanes in each direction to the south with provision for expansion in the future if required.



An excellent award

The new Glenelg Tram Overpass has won an Institute of Public Works Engineering Australia Excellence Award.

Project Director, Paul Gelston said he is thrilled the Glenelg Tram Overpass was recognised at these prestigious awards.

“This Excellence Award is a terrific acknowledgement of the hard work and dedication of all involved, as well as the support from the surrounding community,” Paul Gelston said.

“It is particularly gratifying that projects like this are recognised both for the benefits they provide the community and the foresight that goes into their design and construction.

“The elevation of the tram platform above South Road to create the Glenelg Tram Overpass has achieved free-flowing traffic for all – an excellent result for the wider community.”

South Road provides the only continuous link between the northern and southern suburbs and is a crucial link for business and industry catering for up to 60,000 vehicles per day.

Trams began operating on the new tram overpass across South Road on Tuesday 8 December 2009. The new tram stop 6 and the shared-use pedestrian and bicycle path were opened on 15 March 2010 and 19 March 2010 respectively.

onwards and upwards

continued from page 1

“We managed to keep the traffic flowing throughout the project and I really can’t thank motorists, local businesses and the residents along the track enough for their contribution and understanding.

“We simply couldn’t have done it without them.”

Meantime, tram overpass Project Director, Paul Gelston said the task of taking trams over South Road is now complete with customers, pedestrians and cyclists alike reaping the benefits.

“We’ve celebrated with the community the completion of the overpass itself, the brand new stop 6 up on top and this section of the new Mike Turtur Bikeway,” he said.

“We had around 700 people come down for a BBQ to mark the opening of stop 6 and be the first to have a look at the finished product.

> The completed Glenelg Tram Overpass is an award winner.

“We had a wonderful community feel eating sausages from the local butcher and bread from the local baker, while the Clarence Gardens Kindergarten’s cake stall raised a healthy sum toward its new outdoor play area.

“This community has lived with construction activity associated with the Gallipoli Underpass and the tram overpass for a couple of years now, so they were certainly entitled to celebrate the project’s completion.

“We’re very grateful for their patience and support throughout.”

Similar celebration scenes greeted Australian cycling great and Tour Down Under Race Director, Mike Turtur when he opened the South Road section of the Mike Turtur Bikeway.

The Olympic gold medallist led more than 100 cycling enthusiasts in the maiden journey across the shared-use path adjacent the tram overpass.



> A tram at Adelaide Entertainment Centre.

high five for the new Gallipoli Underpass

The first steps towards a free flowing South Road have already delivered significant time savings for motorists.

The combination of the completed tram overpass and Gallipoli Underpass projects has reduced travel times by around five minutes for northbound motorists in the morning peak period.

Traffic data was collected on the section of South Road between Edward Street and ANZAC Highway – and time savings were estimated by comparing data collected on the same section of road in previous years.

The convenience of travel around five minutes faster is a suitable reward for South Road users and local residents, who were patient and understanding while works to deliver these two major projects were underway.

Road safety has been improved with traffic no longer queuing at the old tram crossing or the ANZAC Highway intersection – reducing the potential for rear end crashes.

In addition, pedestrians and cyclists have a safer crossing over South Road via the Mike Turtur Bikeway that runs adjacent to the new tram overpass.





fast facts

- > The Northern Expressway, combined with the upgrade of Port Wakefield Road and Gawler Bypass, is a total investment of \$564 million.
- > Originally due for completion in December 2010, it is now expected to be open to traffic sooner.
- > In excess of 3,200 people have been employed on this project with around 50 per cent of these people residing north of Gepps Cross.

what's happened

- > All 15 bridges are opened or nearing completion.
- > The step-by-step opening of bridges across the expressway corridor has enabled non-stop community connection and minimised road traffic disruption during construction.

what's next

- > Planting more than 750,000 shrubs and other plants.
- > Installing intelligent transport systems including variable message signs and traffic detector loops.
- > Attaching a steel frame cycle path and footbridge to the Gawler River Bridge.

the northern expressway features

- > a new four-lane, divided roadway, expressway
- > full-speed connection linking with the Gawler Bypass
- > entry to the expressway via interchanges along the expressway
- > overpasses along the expressway
- > changes to the local road network
- > a recreational cycle and pedestrian pathway
- > an upgrade of Port Wakefield Road.



final countdown begins

Big things have been happening on the Northern Expressway as the project rolls towards an opening months ahead of schedule.

Two major bridge milestones were completed in April – the last of the bridge beams were placed on the Gawler River Bridge and the Port Wakefield Road Bridge was partially opened, minimising traffic delays over Easter.

Project Director Luigi Rossi said all bridges on the project are now open or near completion.

“We worked with the local community and road user groups to identify the busiest roadways and sought to open those bridges early – so that the community and local industry can go about their business with a minimum of disruption,” he said.

“Commuters and agricultural transporters in the Northern Adelaide Plains primary production region in particular benefit from early completion of these bridges.

“The early bridge openings have reduced overall construction time and provided safer conditions for workers and commuters by allowing us to move heavy equipment along the expressway corridor away from local traffic.

“With construction close to finishing, we can all look forward to it being open to traffic soon.”



> One of Australia's heaviest lift cranes helps to complete the last two bridges on the Northern Expressway.

Green planning comes to fruition

The planning stage of the expressway was used to consider and address many environmental and community concerns. The end result is a number of greening projects that are now blooming into reality as the project nears completion.

There will be planting on overpass embankments and at intersections situated near populated areas to help soften and screen the expressway from adjacent residential properties. All plants are being propagated at an onsite nursery.

Trees being planted include River Red Gums, River Boxes and Wattles, as well as various shrubs, grasses, reeds and sedges being planted to improve the biodiversity of this riparian zone. A seed orchard has also been established onsite as a significant community legacy.

Large areas of land near the interchange ramps are providing space for a storm water management and the opportunity to reintroduce native vegetation. In addition, one-in-100 years flood mitigation work is underway using structures that span the Gawler River.

biggest rig takes centre stage

One of Australia's heaviest lift cranes helped complete the last two bridges on the expressway spanning the Gawler River and a new flood diversion channel.

The Terex Demag CC2800i might be described as a 'mobile' crawler crane, but it requires up to twenty semi trailers and low loaders to deliver its main superstructure body. Extra ballast weights and lifting boom arm segments are then assembled on site.

Weighing around 350 tonnes and capable of lifting 600 tonne loads, it has crawler tracks nine metres across that require a special steel walking platform. This platform is placed on the ground piece-by-piece ahead of the crawlers by two smaller mobile cranes.

You can view a time-lapse sequence of this massive bridge building task online at www.northernexpressway.com.au. It shows five days of construction activities in just a few minutes.

The creative time-lapse film sequence enhances an education package created around the Northern Expressway project to help people understand the complexity of engineering and the challenges construction teams encounter.

The time-lapse footage helps to make engineering and civil construction understandable, while at the same time demonstrating the considerable planning required ahead of works.

fast facts

The Diversion Channel Bridge comprises:

- > 16 precast concrete prestressed beams up to 56 tonne and 29 metres long
- > 950 cubic metres of concrete
- > 280 tonnes of reinforcing steel
- > 56 3.2 tonne precast concrete barriers
- > 60 reinforced concrete piles up to 20 metres deep
- > 65,000 construction hours.

In total, building the expressway's traffic bridges and underpass required:

- 128 precast concrete prestressed T-roff beams, up to 85 tonne and 37 metres long
- 10,000 cubic metres of concrete
- 12,000 metres squared of concrete decks
- 17,000 tonnes of reinforcing steel
- 1,050 3.2 tonne precast concrete barriers
- 1,750 metres of bridge barrier rails
- 344 reinforced concrete piles up to 24 metres deep
- 400,000 construction hours
- 4,000 metres squared of reinforced earth wall.

open for business



> A train crosses the upgraded Port Adelaide Viaduct.

The Port Adelaide Viaduct upgrade is complete and train services along the length of the Outer Harbor line recommenced on May 9.

Passengers catching trains on the Outer Harbor line are now enjoying a much smoother, more reliable train ride.

The upgrade of the viaduct was an essential step toward the electrification of the Outer Harbor line that services thousands of commuters every day.

In addition to the works on the viaduct, the temporary closure also provided the opportunity to upgrade six level crossings along the train line, as well as other minor rail works to extend the life of the railway track and road crossing.

The upgrade saw around 600 metres of railway track replaced, including new sleepers,

new rail and new base layer, repaired structural steelwork, the application of a new corrosion protection system and station maintenance and upgrades.

Substitute bus services saw high patronage numbers during the line closure and provided a similar level of service frequency to the train.

Services along the Grange line have also returned to normal timetables.

The Port Adelaide Viaduct project team sincerely thanks rail customers, residents and businesses in the area for their patience and cooperation during the upgrade.

station's key to revitalisation

Right across Adelaide a vastly improved network of railway stations and interchanges is emerging to complement the investment in tracks and trains.

From Gawler in the north to Hallett Cove in the south and Belair in between, railway stations are getting a serious facelift as part of the city's rail revolution.

Among the largest undertaking is the construction of two new northern stations to replace the existing Elizabeth and Munno Para stations.

The works are planned to begin this year and are designed to improve the amenity of the stations, provide improved security and accessibility and to allow better connections between train and bus services.

Improved car parking was the result of the recent upgrades at two other key Gawler line stations, Mawson Interchange and Gawler, where almost 500 extra parking spaces have been created for northern customers. Brand new CCTV has been installed in both car parks.

It's a similar story in the south where work is already well underway to upgrade Hallett Cove Station. When completed, the new station will feature architecturally designed canopy shelters, a realigned platform and improved accessibility and security.

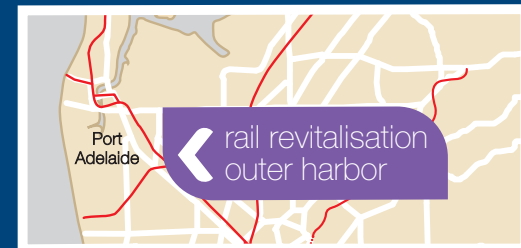
A similar upgrade will take place at the Hallett Cove Beach Station later this year.

Elsewhere, the Blackwood Station was recently refitted with improved CCTV and amenities along with improved connections to hills bus services.

Station and interchange upgrades will continue through the life of the decade long rail revitalisation program.



> Work at Hallett Cove Station is underway.



rail revitalisation what's happened

- > Belair line resleepered, stations and level crossings upgraded.
- > Port Adelaide Viaduct and level crossings upgraded.
- > Sections of Noarlunga line upgraded between Goodwood and Jetty Road, Brighton.
- > Car park upgrades at Gawler Station and Mawson Lakes Interchange.

what's next

- > Gawler line upgrade between Mawson Lakes and city.
- > Upgrade the remainder of Noarlunga line.
- > Purchase of new electric trains.

fast facts

- > The rail network in Adelaide consists of five lines and more than 80 stations, totalling around 130 kilometres.
- > The Outer Harbor line was the first built – in 1856 – followed by Gawler in 1857.
- > Work to design an electrified network will be underway later this year with major site works expected to begin next year.



> Concept image of a basic northern station upgrade for illustrative purposes only.

Gawler gets going **Sunday, June 6**

The revitalisation of the Gawler railway line begins on Sunday, June 6.

A comprehensive public information campaign has been underway to alert rail customers and the community of the impending closure of the line between Mawson Lakes and the city.

Substitute bus services will complete rail journeys while this section of the track is fully upgraded over the next four months.

Following the successful work on the Belair rail line, the Port Adelaide Viaduct and early works on the Noarlunga line, attention has turned to the first section of the 42 kilometre Gawler line.

Executive Director of the Office of Major Projects, and Rail Commissioner, Rod Hook is under no illusions that this will be the largest of the rail undertakings to date.

“I guess to an extent we have cut our teeth on the Belair line and Port Adelaide Viaduct projects, but both were done with a minimum of fuss and inconvenience to rail customers and local communities,” he said.

“Those are lessons and measures that can be practically applied to upgrading the Gawler line, the longest and busiest line in the rail system.

“The sheer length of this corridor means we will have to do this in a couple of stages, but I can assure everyone the short-term disruption will result in a far superior service for the four million or so passenger trips taken on the line every year.

“This work sets the scene for electrification of the line in 2013 and the arrival of brand new electric rail cars.

“In conjunction with upgraded stations, this will deliver a brand new travel experience that will see South Australians riding on one of the world’s best rail networks.”

Full details of the substitute bus services replacing trains between Mawson Lakes and the city are available at www.adelaidemetro.com.au or by calling 1300 311 108.

noarlunga is on track

The Noarlunga rail line upgrade is expected to resume in the near future.

Over the duration of the upgrade it’s expected works will use around 80,000 concrete sleepers and approximately 200,000 tonnes of ballast.

The Noarlunga line track upgrade is scheduled for completion in 2013.

For further information about the project call the project team on 1300 782 454 or visit www.infrastructure.sa.gov.au

trains get a new home

The current Rail Car Depot off North Terrace is making way for the new Royal Adelaide Hospital, so railcars will soon undergo maintenance, washing, stabling and refuelling at a new depot being built at Dry Creek.

This site will become the major maintenance and re-fuelling facility for the existing diesel rollingstock fleet. It has been designed with an eye to the future, so it can accommodate new electric trains and electrification of the network.



smarter ticketing on the way

A state-of-the-art smartcard ticketing system will service Adelaide's growing fleet of buses, trains and trams – making it simpler and faster to use public transport.

The new ticketing system is an integral part of the State Government's \$2 billion decade long investment in public transport infrastructure.

It will allow customers to board trains, trams and buses faster than ever, therefore improving the efficiency of the entire network, and replaces the current ticketing system that's been in place for nearly 24 years.

The new smartcard ticketing system will be in operation by 2013, in time for the start of electric rail services in Adelaide.

The technology works by simply touching the smartcard target on the validator until it indicates that a fare has been deducted.

Smartcards can be 'topped up' or reloaded with credit at stations, vending machines, retail outlets, on trains and trams and on secure internet sites.

US Fortune 500 company, Affiliated Computer Services is the supplier of the new ticketing system, a proven technology that is already in operation in cities such as Montreal, Houston and Toulouse.

Affiliated Computer Services also supplied Adelaide's existing ticketing system and has detailed knowledge of the Adelaide network and its requirements.

Adelaide's added advantage is the existing integrated fare and ticketing system can be transferred to the smartcard system with little or no disruption to passengers. The existing system will continue to operate until the new system is fully commissioned.

The new system combines contactless smartcards and magnetic tickets – enabling current tickets and new cards to operate on the same machines.

This means that the installation of the new system on buses, trams and trains can be undertaken progressively without major disturbance to the travelling public. Furthermore, current metro tickets will remain valid after the introduction of the new system for passenger convenience.

An extensive community education campaign will be undertaken prior to the introduction of the smartcard system to explain how to use it and ensure a smooth transition from old to new.



tram depot goes green

With trams planned to eventually go 'coast to coast' timely improvements are being made to the depot used to house and maintain Adelaide's tram fleet.

A \$23 million upgrade currently underway at the Glengowrie Tram Depot will increase stabling capacity, maintenance capability and staff accommodation on site.

With six extra trams on the tracks to service the newly opened tramline to the Adelaide Entertainment Centre, the growth of the tram fleet means additional resources are needed at Glengowrie.

The new operations building has a strong focus on minimising environmental impacts including stormwater harvesting, solar panels and energy-efficient lighting and air conditioning.

The upgrade is being rolled out in a staged manner to allow the depot to continue to operate while upgrade works are underway.

for further information please contact:

coast to coast light rail 1800 726 500

dry creek rail car depot 1300 782 454

glengowrie tram depot 1300 782 454

northern expressway 1300 658 621

rail revitalisation 1300 782 454

seaford rail extension 1800 791 883

south road superway 1300 638 789

www.infrastructure.sa.gov.au

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