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# City South Tram Line Replacement Project

Presentation to City of Adelaide

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DPTI  
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City South Tram Line Replacement Project  
#13508771

The Committee Meeting - Minutes - 22 January 2019



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

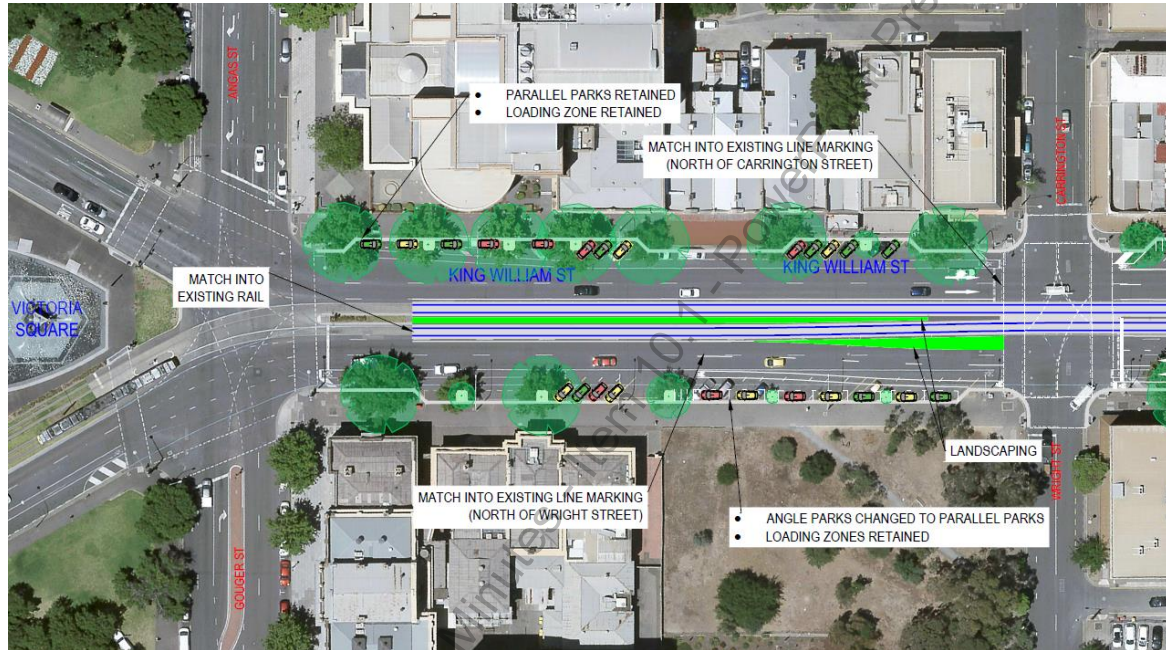
# Background

- The existing tracks on King William Street between Victoria Square (at the intersection of Angas Street and Gouger Street) and South Terrace were built in the late 1980s, are reaching the end of their useful life.
- The existing City South tram stop platforms do not comply with *Disability Discrimination Act 1992* (DDA) requirements.
- Trams operating in the existing shared corridor experience delays, due to traffic congestion and right turning vehicles.
- This section of track experiences the greatest frequency of vehicle-tram collisions / near misses on the network.

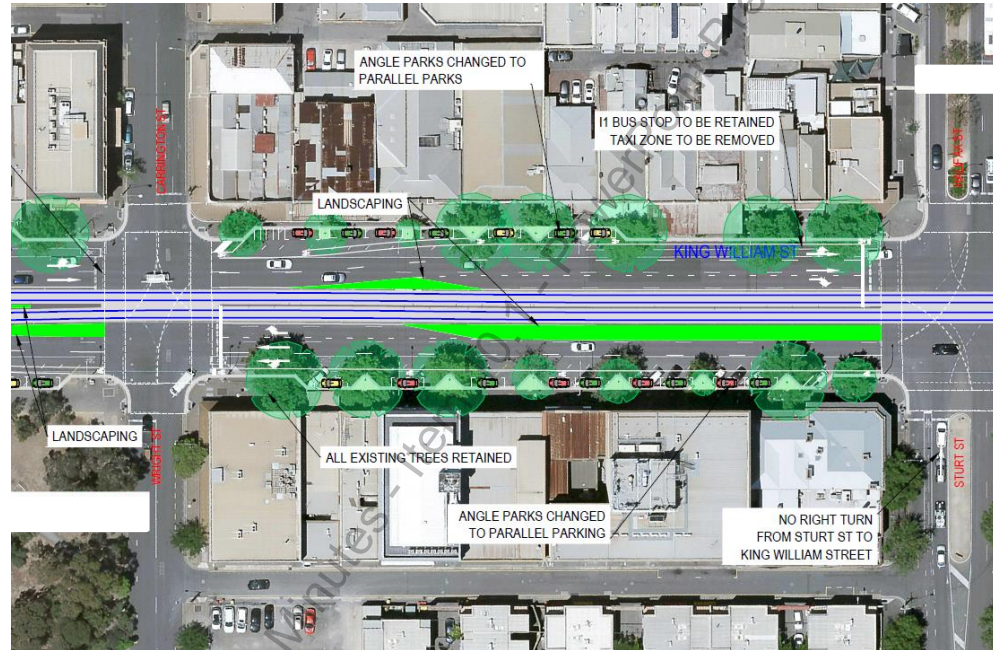
# Key project details

- Installation of new tram tracks, converting the current shared corridor, to create a dedicated tram corridor, improving operational efficiency and safety for road users.
- Upgrade existing City South platforms to comply with DDA requirements (design based on platforms constructed recently on North Terrace).
- Two lanes of traffic in both directions along King William Street.
- Rationalise vehicle right turns to accommodate dedicated tram corridor.
- Maintaining cycling facilities along both sides of King William Street.
- Retain all trees along King William Street.
- Minimise impacts to current kerb and gutter alignment.
- Modifications to car parking along King William Street (reduction).

# Concept design

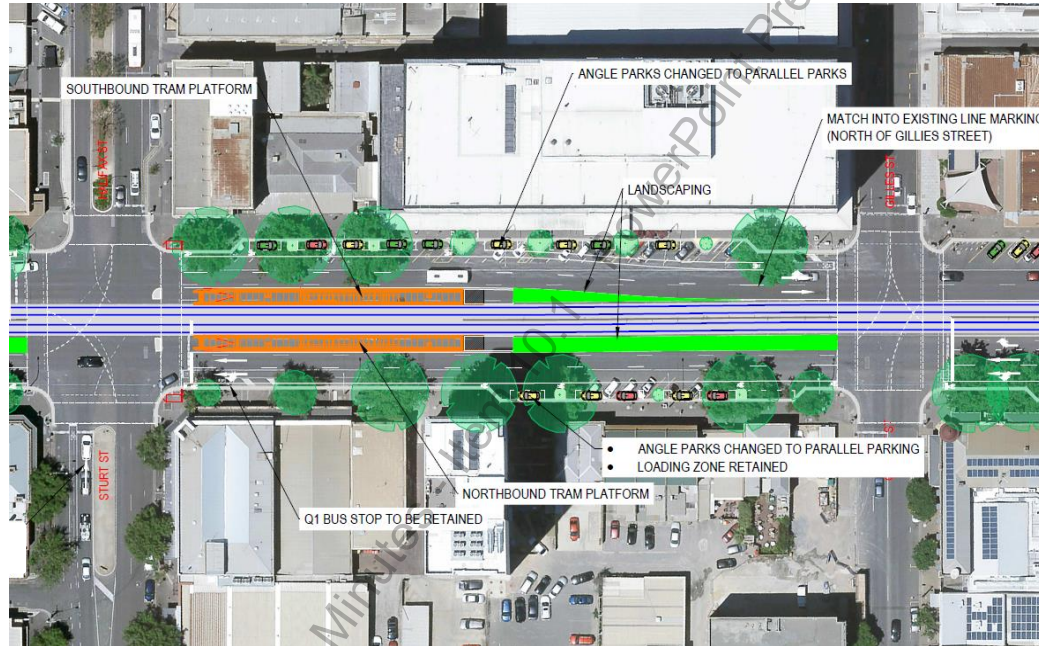


# Concept design

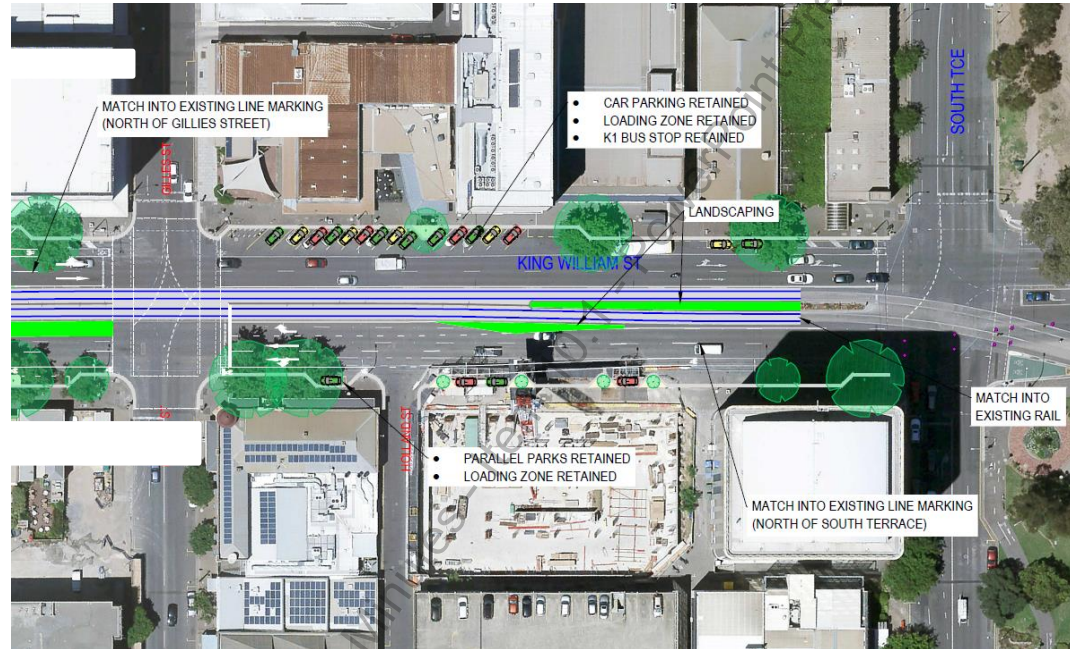




# Concept design

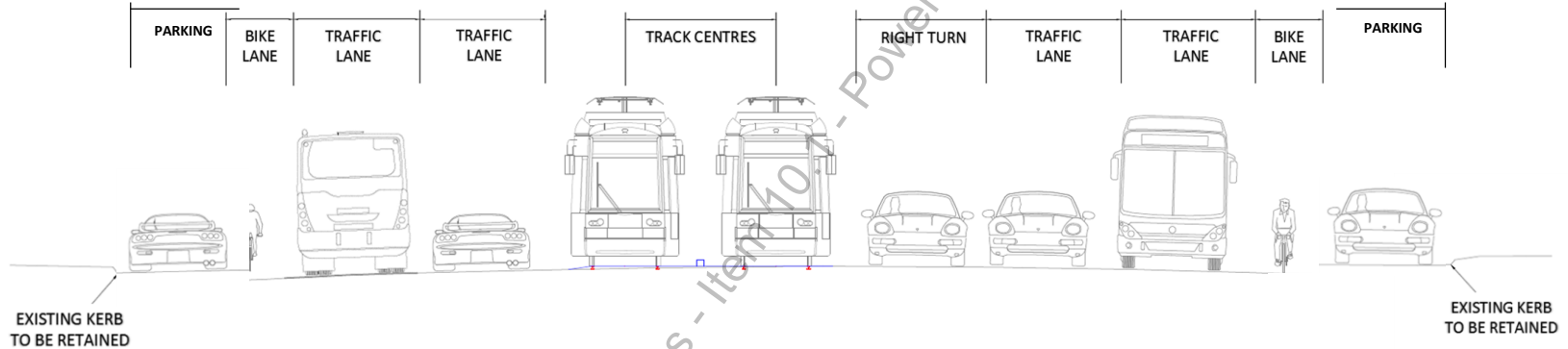


# Concept design

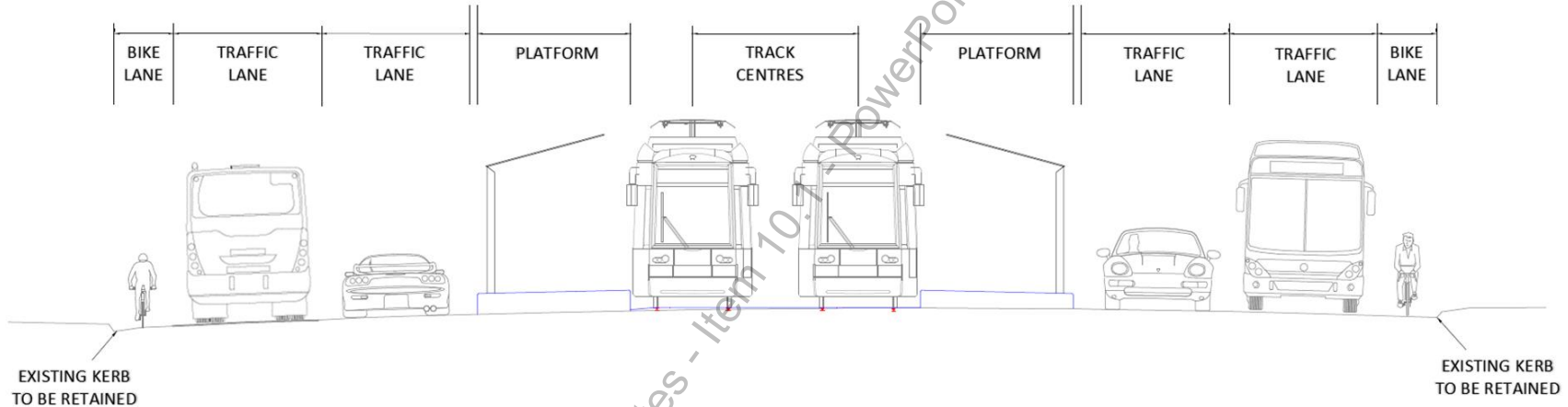




# Indicative cross sections *(where right turns are permitted)*



# Indicative cross sections *(through City South platform section)*



# Indicative concept image

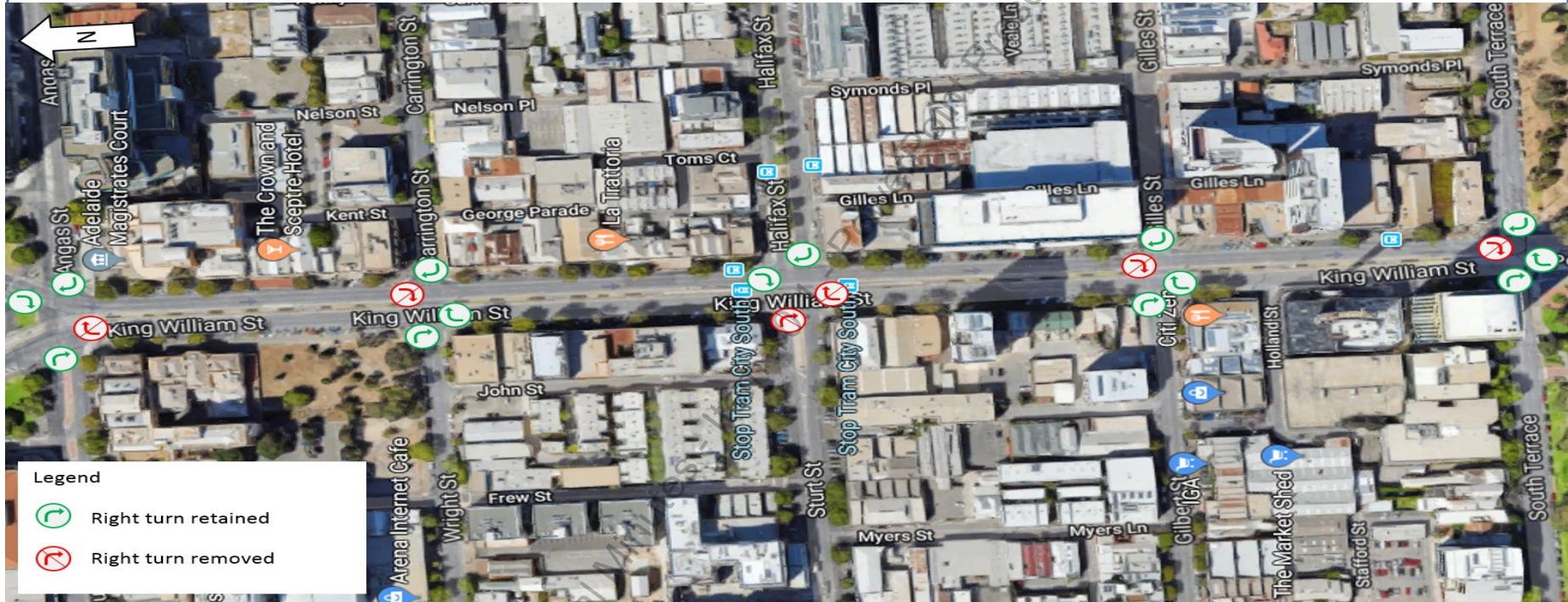


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# Indicative right turn impacts *(all retained vehicle right turns will be controlled (signalised))*



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# Car parking impacts

- The project will retain approximately 60% of car parks along King William Street (final number subject to detailed design).
- Car parking survey undertaken in 2018, shows approximately 45% utilisation of parking during the day, increasing to almost 90% after 6pm on Friday and Saturday nights, when parking is unrestricted and free.
- No impact to the number of loading zones or accessible car parks. Removal of taxi zone.



# Community engagement

- Identification of stakeholders has commenced (including local businesses and residents).
- Engagement of stakeholders is expected to commence in late January/early February 2019.
- Intention is to meet with every impacted business to understand key concerns, and develop tailored strategies for each business.
- Community will be kept informed via a project website, DPTI social media, and regular newsletters.

# Construction methodology



- Period of 4-6 weeks, occurring predominantly during the day (between peak times), with some night works (commencing May 2019)
- Works include track drainage installation, modifications to utility services, traffic signal modifications, works on overhead line equipment.
- Works will require some lane closures (outside of peak times only).

# Construction methodology



- Period of three weeks, with works occurring 24/7 (commencing July 2019).
- The centre of King William Street will be occupied, from South Terrace to the intersection of Gouger/Angas Street (South Terrace and Gouger/Angas Streets will remain open).
- Traffic will remain open on King William Street (one lane in each direction).
- Minimum of one controlled pedestrian crossing across King William Street within work zone.
- Limited east-west access for vehicles across King William Street.
- Trams will run to South Terrace, with substitute busses servicing remainder of CBD tram platforms.
- Works include removal of existing tracks and platforms, construction of new tracks, construction of new platform structure, completion of traffic signal modifications, road line marking.

# Construction methodology



- Period of 1-2 weeks, occurring predominantly during the day (between peak times), with some night works (August 2019).
- Trams will be running on new track, but City South tram platform will remain closed.
- Works include installation of platform handrails, glazing, furniture, lighting, landscaping.
- Works will require localised lane closures, but only outside of peak times.

# Thank you and questions

