



In reply please quote 2018/22511/01

**PEOPLE AND BUSINESS
DIVISION**

77 Grenfell Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Telephone: 08 8343 2222
Facsimile: 08 8204 8740

ABN 92 366 288 135

Hon Tom Koutsantonis MP
Member for West Torrens
229 Henley Beach Road
TORRENSVILLE SA 5031

Dear Mr Koutsantonis,

**NOTICE OF DETERMINATION - REQUEST FOR ACCESS TO DOCUMENTS
UNDER THE FREEDOM OF INFORMATION ACT 1991**

I refer to your application made under the *Freedom of Information Act 1991* (the Act) which was received by the Department of Planning, Transport and Infrastructure on 20 November 2018.

You have requested access to:

"Copies of any and all documents (including but not limited to hard copy or electronic briefings, reports, text messages, emails, letters, meeting agendas, notes arising from meetings, diary entries and any other correspondence) relating to the Aurecon report or the King William St/North Tce tram right-hand turn between the Department of Planning, Transport and Infrastructure and Minister Knoll's office between the 17th of September 2018 and the 20th of November 2018."

I advise that following extensive searches conducted throughout the agency, this agency holds five documents within the scope of your application.

I have determined to release to you documents one and two within the scope of your request. I have refused access to documents three, four and five in accordance with section 20(1)(a) and Schedule 1-Exempt documents, Clauses 1(1)(a) and 1(1)(f) of the FOI Act which states;

20—Refusal of access

- (1) An agency may refuse access to a document—
(a) if it is an exempt document

1—Cabinet documents

- (1) A document is an exempt document—
(a) if it is a document that has been specifically prepared for submission to Cabinet (whether or not it has been so submitted); or
(f) if it is a briefing paper specifically prepared for the use of a Minister in relation to a matter submitted, or proposed to be submitted to Cabinet.

- (f) *if it is a briefing paper specifically prepared for the use of a Minister in relation to a matter submitted, or proposed to be submitted to Cabinet.*

Documents numbered 003 and 005 documents prepared for submission to Cabinet. Accordingly, and pursuant to Clause 1(1)(a) of the FOI Act these documents are exempt and cannot be released.

Document number 004 is a document prepared for briefing the Minister about the submission to Cabinet. Accordingly, and pursuant to Clause 1(1)(f) of the FOI Act this document is exempt and cannot be released.

Attached is an explanation of the provisions of the Act which details your rights to review and appeal this determination, and the process to be followed.

In accordance with Premier and Cabinet Circular PC045, if you are given access to documents as a result of this FOI application, details of your application, and the documents to which access is given, will be published in the agency's disclosure log within 90 days from the date of this determination. Any private information will be removed. A copy of PC045 can be found at <http://dpc.sa.gov.au/what-we-do/services-for-government/premier-and-cabinet-circulars>. If you have any objection to this publication, please contact us within 30 days of receiving this determination.

Should you have any enquiries concerning your application please contact [REDACTED] Freedom of Information Officer, on telephone [REDACTED]

Yours sincerely

Sam Rodrigues
Accredited Freedom of Information Officer

3 January 2019

YOUR RIGHTS TO REVIEW

INTERNAL REVIEW

If you are dissatisfied or concerned with the decision of this Agency regarding access to documents or the request for amendment to your personal records, you can apply for an Internal Review of that decision.

To apply for an Internal Review you must write a letter addressed to the Principal Officer or lodge an Internal Review application form with the Principal Officer of this Agency. The legislated application fee must accompany all applications, unless the fee was waived in the original Freedom of Information application, in which case there would be no fee payable for the application. The application must be lodged within 30 days after being notified of the decision.

The Agency will undertake the Internal Review and advise you of its decision within 14 days of receipt of the application.

Where the decision was made by the Minister or Principal Officer of the Agency, you are unable to request an Internal Review but you can apply for an External Review by the Ombudsman, or the South Australian Civil and Administrative Tribunal.

You are unable to apply for an Internal Review regarding a decision to extend the time limit for dealing with an application but you can apply for an External Review.

EXTERNAL REVIEW BY THE OMBUDSMAN

If the Agency does not deal with your Internal Review application within 14 calendar days (or you remain unhappy with the outcome of the Internal Review) you are entitled to an External Review by the Ombudsman SA.

You may also request an External Review by the Ombudsman if you have no right to an Internal Review.

The application for review by the Ombudsman should be lodged within 30 days after the date of a determination. The Ombudsman's Office, at their discretion, may extend this time limit.

Investigations by the Ombudsman are free. Further information is available from the Office of the Ombudsman by telephone on 8226 8699 or toll free 1800 182 150 (within SA).

APPEAL TO THE SOUTH AUSTRALIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (SACAT)

If you are still dissatisfied with the decision made by this Agency after an Internal Review or after a review by the Ombudsman, you can request a review from SACAT.

You must exercise your right of review to SACAT within 30 calendar days after being advised of the determination or the results of any other Internal or Ombudsman Review. Any costs will be determined by SACAT, where applicable. For more information, contact;

South Australian Civil and Administrative Tribunal (SACAT)

Phone: 1800 723 767

Email: sacat@sacat.sa.gov.au

SCHEDULE OF DOCUMENTS - FREEDOM OF INFORMATION APPLICATION NUMBER 2018/22511/01					
Document Number	Description of Document	Date of Document	Author	Determination Release / Refuse Access	Schedule Clause Applied
1	signed briefing - implementation of a tram right turn at the intersection of North Terrace & King William Street	07-November-2018	DPTI	Release	
2	Partially signed briefing - implementation of a tram right turn at the intersection of North Terrace & King William Street	16-November-2018	DPTI	Release	
3	Cabinet Office re Submission	15-November-2018	DPTI	Refuse Access	1(1)(a) prepared for Cabinet
4	Minute to Minister re Cabinet Submission	15-November-2018		Refuse Access	1(1)(f) Briefing for Minister for Cabinet
5	Cabinet Submission	15-November-2018	DPTI	Refuse Access	1(1)(a) prepared for Cabinet

MINUTE

Government of South Australia

Department of Planning,
Transport and Infrastructure*MINUTES forming ENCLOSURE to*

2018/21516

TO: MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**RE: IMPLEMENTATION OF A TRAM RIGHT TURN AT THE INTERSECTION OF
NORTH TERRACE AND KING WILLIAM STREET****BACKGROUND**

An election commitment was made earlier in 2018, to implement a tram right turn at the intersection of North Terrace and King William Street. In the 2018-19 State Budget, the State Government allocated \$37 million to the project.

DPTI has completed an investigation into the feasibility of implementing a tram right turn to enable Government to assess the costs, benefits and impacts.

DISCUSSION**Technical Feasibility**

A technical study commissioned by an external qualified engineering firm (Aurecon) has identified a number of complexities with the original design of the rail infrastructure geometry and the topography of the intersection where the turn would be built.

Three broad options were developed and assessed:

- Option 1 – install additional track to the current arrangement, keeping as much of the existing track in place as possible;
- Option 2 – full redesign of the intersection with no cut into the existing surface so as not to impact underground services; and
- Option 3 – full redesign of the intersection with no limitations on impact to underground services.

Option 1 was determined as not feasible, as the existing rail geometry does not physically allow installation of the turn. Options 2 and 3 have been assessed as technically feasible, but with major impacts on the tram fleet, tram network, road network performance and surrounding infrastructure, discussed in more detail in the next section.

Initial Cost Estimate

An independent external quantity surveyor (Sempac) was engaged in October 2018, to estimate the cost of Option 2 (see Attachment 2 for details). This is the lower cost solution as there is no cut into the existing surface so as not to impact underground services.

Total (excluding GST, P90, delivered 19/20)	\$44.9 million
Total (excluding GST, P90, delivered 20/21)	\$47.1 million

It is noted that the intersection would be closed to general traffic for 8 weeks, and closed to trams for 10 weeks. The above cost estimate does not include any potential business compensation as a result of the disruption.

Consequential Impacts

The independent study sets out in detail the analysis of the design requirements and the impacts that would arise out of the implementation of Option 2 or Option 3.

Tram Fleet

In all options there is an unacceptable risk of derailment for Citadis trams, which make up more than half the existing tram fleet. This would require a reconfiguration of the fleet, and necessitate procurement of additional trams to operate the services. This has not been modelled or quantified at this stage, but would require a significant unavoidable additional cost to maintain the current service frequency.

Overall Tram Network Performance

With the right turn implemented, queuing of trams is expected at the intersection, degrading the existing tram network performance, reducing network reliability and resulting in longer journey times for services on the network that pass through this intersection. The customer impact of this in lost travel time is likely to be greater than the travel time savings for those customers who benefit from it.

Road Network Performance

Traffic modelling indicates there would be significant increases in traffic congestion (up to 15% in AM peak) at the intersection; and with major flow-on effects past the inner ring-route. The model predicts that travel times from the east (Magill Road) into the city would increase by up to four times in the morning peak (from 3 minutes plus to 13 minutes plus) to travel a 1.2 km section of road. A solution to treat this impact has not been modelled, but would be required given the nature and magnitude of traffic impact.

Infrastructure Impacts

Implementation of the right turn will require removal of recently constructed union track, including overhead wiring, and removal of some of the adjacent track in King William Street and North Terrace. This would result in a significant amount of redundant infrastructure and cost, associated with the recent City Tramline Extension along North Terrace.

There will be negative impact on road levels, road drainage, sighting distances, and pedestrian crossings at the King William/North Terrace intersection. It is also likely that removal of mature plane trees will be necessary.

SUMMARY AND RECOMMENDATION

Whilst technically feasible, proceeding with the right turn proposal would cost well in excess of the funding allocated for the infrastructure works, and lead to a further substantial unavoidable cost to reconfigure the fleet. In addition there will be increased journey times across the tram network, a material adverse impact on the road network performance, and poor infrastructure, safety and environmental outcomes. These costs and impacts far outweigh the benefits that could be delivered from this modification.

Accordingly it is recommended that the tram right turn is not incorporated into the intersection of King William Street and North Terrace.



Jon Whelan
**GENERAL MANAGER
INFRASTRUCTURE DELIVERY**

7 November 2018



Julianne TePohe
CHIEF CORPORATE OFFICER

7 November 2018



Tony Braxton-Smith
CHIEF EXECUTIVE

7 November 2018

APPROVED / NOT APPROVED



HON STEPHAN KNOLL MP

MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT

7 November 2018

MINUTE**Government of South Australia**Department of Planning,
Transport and Infrastructure*MINUTES forming ENCLOSURE to*

2018/21516

TO: MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**RE: IMPLEMENTATION OF A TRAM RIGHT TURN AT THE INTERSECTION OF
NORTH TERRACE AND KING WILLIAM STREET****BACKGROUND**

An election commitment was made earlier in 2018, to implement a tram right turn at the intersection of North Terrace and King William Street. In the 2018-19 State Budget, the State Government allocated \$37 million to the project.

DPTI has completed an investigation into the feasibility of implementing a tram right turn to enable Government to assess the costs, benefits and impacts.

DISCUSSION**Technical Feasibility**

A technical study commissioned by an external qualified engineering firm (Aurecon) has identified a number of complexities with the original design of the rail infrastructure geometry and the topography of the intersection where the turn would be built.

Three broad options were developed and assessed:

- Option 1 – install additional track to the current arrangement, keeping as much of the existing track in place as possible;
- Option 2 – full redesign of the intersection with no cut into the existing surface so as not to impact underground services; and
- Option 3 – full redesign of the intersection with no limitations on impact to underground services.

Option 1 was determined as not feasible, as the existing rail geometry does not physically allow installation of the turn. Options 2 and 3 have been assessed as technically feasible, but with major impacts on the tram fleet, tram network, road network performance and surrounding infrastructure, discussed in more detail in the next section.

Initial Cost EstimateRail Infrastructure Modification

An independent external quantity surveyor (Sempac) was engaged in October 2018, to estimate the cost of Option 2 (see Attachment 2 for details). This is the lower cost solution as there is no cut into the existing surface so as not to impact underground services.

Total (excluding GST, P90, delivered 19/20)	\$44.9 million
Total (excluding GST, P90, delivered 20/21)	\$47.1 million

It is noted that the intersection would be closed to general traffic for 8 weeks, and closed to trams for 10 weeks. The above cost estimate does not include any potential business compensation as a result of the disruption.

Tram Fleet and Associated Enabling Works

In all options there is an unacceptable risk of derailment for Citadis trams, which make up more than half the existing tram fleet. A reconfiguration of the fleet, and procurement of 5 additional flexity trams to operate the services is required. Additional stabling facilities and upgrades to the power network are also required to cater for the additional trams. Costs are as follows:

- Procurement of five new Flexity trams: \$45 million
- New stabling facilities for five new Flexity trams: \$20 million
- Power upgrades to the existing network: \$6 million

Consequential Impacts

The independent study sets out in detail the analysis of the design requirements and the impacts that would arise out of the implementation of Option 2 or Option 3.

Overall Tram Network Performance

With the right turn implemented, queuing of trams is expected at the intersection, degrading the existing tram network performance, reducing network reliability and resulting in longer journey times for services on the network that pass through this intersection. The customer impact of this in lost travel time is likely to be greater than the travel time savings for those customers who benefit from it.

Road Network Performance

Traffic modelling indicates there would be significant increases in traffic congestion (up to 15% in AM peak) at the intersection; and with major flow-on effects past the inner ring-route. The model predicts that travel times from the east (Magill Road) into the city would increase by up to four times in the morning peak (from 3 minutes plus to 13 minutes plus) to travel a 1.2 km section of road. A solution to treat this impact has not been modelled, but would be required given the nature and magnitude of traffic impact.

Infrastructure Impacts

Implementation of the right turn will require removal of recently constructed union track, including overhead wiring, and removal of some of the adjacent track in King William Street and North Terrace. This would result in a significant amount of redundant infrastructure and cost, associated with the recent City Tramline Extension along North Terrace.

There will be negative impact on road levels, road drainage, sighting distances, and pedestrian crossings at the King William/North Terrace intersection. It is also likely that removal of mature plane trees will be necessary.

SUMMARY AND RECOMMENDATION

Whilst technically feasible, proceeding with the right turn proposal would cost in the range of \$115.9 million to \$118.1 million, which is well in excess of the funding allocated for the infrastructure works. In addition there will be increased journey times across the tram network, a material adverse impact on the road network performance, and poor infrastructure, safety and environmental outcomes. These costs and impacts far outweigh the benefits that could be delivered from this modification.

Accordingly it is recommended that the tram right turn is not incorporated into the intersection of King William Street and North Terrace.



Wayne Buckerfield
**GENERAL MANAGER
CAPITAL INITIATIVES**

16 November 2018



Tony Braxton-Smith
CHIEF EXECUTIVE

16 November 2018

APPROVED / NOT APPROVED

**HON STEPHAN KNOLL MP
MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**

November 2018