



## **Environment, Resources and Development Committee**

### **TRANSPORT**

#### **TERMS OF REFERENCE**

Pursuant to section 16(1)(a) of the Parliamentary Committees Act 1991 the Committee is to conduct an inquiry; namely:

That the Environment, Resources and Development Committee inquire into and report into the current and future transport needs for South Australia and in particular -

- I. the development of an efficient and integrated public transport system incorporating all forms of public transport and necessary infrastructure improvements;
- II. the needs of metropolitan and outer metropolitan regions;
- III. the opportunities and impediments to increasing public transport patronage with a view to reducing greenhouse emissions and other relevant matters; and
- IV. an assessment and report of the feasibility and cost and benefits of the following proposals (to include the benefit to car users who remain on the road network, road crash cost savings, benefits to car drivers who shift to public transport, revenue, journey time savings, emission reductions, noise reductions, avoided car ownership) -
  - (a) the introduction of a high speed passenger train service between Adelaide and Angaston to service the Barossa tourist area, with a report on the feasibility of co-use leasing or of purchasing the current line from Gawler to Angaston from GWA to restore rail coverage to Lyndoch, Tanunda, Nuriootpa and Angaston;
  - (b) the introduction of a passenger train service between Adelaide and Mount Barker via either the duplication of a broad gauge line from Belair to Mount Barker or conversion of the Belair metropolitan train line to standard gauge during scheduled re-sleeper works in such a way that the metropolitan line can reconnect with the standard gauge ARTC line from Mount Barker to restore rail coverage to Mount Barker, Littlehampton, Balhannah, Bridgewater, Aldgate and Stirling;

- (c) the re-laying of the now defunct Northfield line to include “Park and Ride” stations at Port Wakefield Road and Main North Road, and to provide high-speed passenger rail coverage to the suburbs of Gepps Cross, Pooraka, Walkley Heights, Northfield, Gilles Plains, Ingle Farm and Valley View;
- (d) the relaying of the now defunct southern suburbs line from Reynella to Huntfield Heights (known as the “Willunga line”), with an investigation as to the feasibility of using either the old corridor from Hallett Cove station, or of alternatively linking viable portions of the old corridor to a new line extending from Tonsley station to provide high-speed rail coverage to Sheidow Park, Trott Park, Fountain Valley, Reynella, Woodcroft, Morphett Vale, Hackham, and Huntfield Heights (and provide new coverage to Flinders University and Medical Centre, Darlington, and O’Halloran Hill should the line extend from Tonsley station);
- (e) costs and feasibility of providing high-speed rail services from Adelaide to Aldinga via a restored Willunga rail line and the feasibility of re-using the existing but defunct Willunga line bridge over the Onkaparinga River as an alternative to a new extension and new bridge from Noarlunga to restore rail coverage to Seaford and provide new coverage to Aldinga; and
- (f) the re-instatement of regular regional passenger rail services, including services to Murray Bridge, Victor Harbor, Whyalla, Mt. Gambier and Broken Hill;

and such report to include any other factors or recommendations that the Committee deems appropriate, along with a summary of submissions provided in response to a request for community input regarding each proposal.