

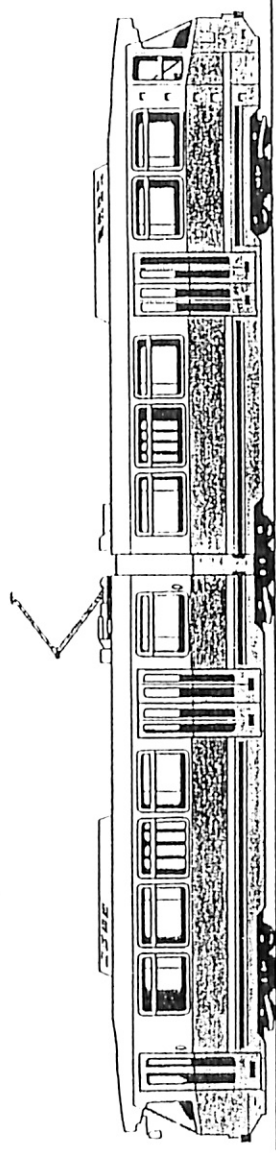


SWANSTON  
*trans*

FUTURE

PROJECTS PRESENTATION

1999 - 2000





**SWANSTON**  
*t r a m s*

*FUTURE PROJECTS PRESENTATION*

Thank you for attending today's presentation on projects that Swanston Trams intend to undertake during the next 12 months.

We are seeking assistance from consultants across a broad range of expertise to undertake feasibility studies

Copies of all projects briefs are attached and further information may be obtained from our project director Philip Purdy on 9619 1633.

Yours sincerely,

**Russell Nathan**  
Manager Director  
Swanston Trams

6 October, 1999



**SWANSTON**  
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## CONTENTS

- AT Machines @ CBD Locations
- City Sights Tram Services
- All Night Tram Service
- Deviation of Route 82
- Park Street Link
- Tram Maintenance Facilities
- Consolidation of Depots
- Tram Stop Improvements
- Traffic Management Initiatives

## PROJECT: INVESTIGATION INTO INSTALLATION OF AUTOMATIC TICKET MACHINES AT CBD LOCATIONS

### INTRODUCTION:

National Express Group Australia { Swanston Trams } Pty Ltd wishes to undertake a feasibility study into the viability of installing Automatic Ticket Machines [ATM 's ] at CBD locations and other desirable locations.

Since the introduction of Automatic Ticketing questions have been raised over ticket availability through the network of retail outlets and inability to purchase daily tickets on-board trams.

### PROJECT OBJECTIVE

The objectives of the project are:

- To determine the economic viability of installing ATM's at CBD and other desirable locations
- To provide costed options for the works.
- To determine the social and environmental impact of the options and determine if this will lead to improved level of ticket sales, validation and customer satisfaction levels.

### SCOPE OF WORKS

Tasks to be undertaken should include, but not be limited to the following:

1. Identify and evaluate suitable locations for ATM's.
2. Identify and evaluate cost of all system requirements and options.
3. Undertake an operational analysis of the impact ticket sales and existing timetables.
4. This project must work in parallel with the Improvements to Tram Stops Project and the Refurbishment of Safety Zones Project, and not compromise the output of these projects.
5. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
  - (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.



## PROJECT: INVESTIGATION INTO INSTALLATION OF AUTOMATIC TICKET MACHINES AT CBD LOCATIONS

### INTRODUCTION:

National Express Group Australia { Swanston Trams } Pty Ltd wishes to undertake a feasibility study into the viability of installing Automatic Ticket Machines [ATM 's ] at CBD locations and other desirable locations.

Since the introduction of Automatic Ticketing questions have been raised over ticket availability through the network of retail outlets and inability to purchase daily tickets on-board trams.

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Tasks to be undertaken should include, but not be limited to the following:

1. Identify and evaluate suitable locations for ATM's.
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4. This project must work in parallel with the Improvements to Tram Stops Project and the Refurbishment of Safety Zones Project, and not compromise the output of these projects.
5. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
  - (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.

- (iii) (iii) undertake supplementary work such as engineering costing, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.
- (iv) conduct financial and economic evaluation using discounted cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
- (v) include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
- (vi) conduct sensitivity and scenario analysis
- (vii) determine whether any infrastructure or other capital investments can be completed by 30 June 2001.

5. Conduct the study in conjunction with the local councils.

## **PROJECT MANAGEMENT**

The project will be managed by the National Express Group Australia [ Swanston Trams ] Pty. Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Russell Coffey of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## **PROJECT TIME FRAME**

A status report, including a detailed works schedule is to be completed by 31 December, 1999.

The draft final report is to be completed by 28 / 2 / 2000

The final report is to be completed by 31 / 3 / 2000

No date for project completion has been set.

## **PROPOSAL**

Consultants are invited to submit proposals to undertake this investigation and economic analysis.

For contractual reasons, all dealings with the PTC ticketing contractor Onelink, must be directed through our Project Director, Philip Purdy.

Successful tenders will need to sign confidentiality agreements with Swanston Trams and Onelink.

## **SPECIFIC OUTPUTS**

The consultants will supply:

- Clear documentation of the analysis undertaken and the estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.

## **SUBMISSION REQUIREMENTS**

Submissions are to illustrate :

- An understanding of the project requirements.
- A succinct methodology and time lines for completion of the tasks.
- A list of key outputs to be produced.
- An itemised study budget.
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict.

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633 Facsimile Number 03 9619 1402

All submissions will be treated confidentially.

Two copies and the original submission document should be supplied.

## PROJECT: CITY SIGHTS TRAM SERVICE

### INTRODUCTION

National Express Group (Australia) Pty Ltd wishes to undertake a feasibility study into the possible operation of a City Sights tram Service along a new route to encompass the areas of interest in the City of Melbourne.

National Express is committed to building patronage by improving services.

This brief describes the work to be done to assess the likely economic impacts of introducing such a service.

### PROJECT OBJECTIVE

The objective of the project is to determine the viability of operating a City Sights Tram Service.

### SCOPE OF WORK

The tasks to be undertaken are summarised as follows:

1. Evaluate the sights that would/could be part of such a service and route the service would take. Such sights could include but not limited to:-
  - Victoria Market
  - New Melbourne Museum
  - Crown Casino
  - St Kilda Road
  - St Kilda Beach
  - Chapel Street & Toorak Road
  - Melbourne Park
  - Melbourne Cricket Ground
  - Docklands
  - Federation Square
  - Melbourne Aquarium

The service should interact with the existing City Circle Service and the City of Melbourne tourist information kiosk.

2. Identify and specify any additional track curves or other infrastructure work necessary to operate the service and the associated costs.
3. Investigate options for joint ticketing arrangements with different venues serviced by the route.
4. Undertake an operational analysis of the impact on the existing timetable, rosters and service network and options to obtain access to the infrastructure of the other Tram Operator to operate the service.
5. Evaluate the use of 'W' Class Trams for the service.

6. Evaluate the options of making light refreshments available on the service.
7. Undertake a demand – forecasting analysis to assess the potential patronage and revenue growth from introducing such a service. This would include assessments on
  - Various services scenarios by day of week and weekends
  - Number of trips per day/per week
  - Passenger trips by fare category
  - Sensitivity analysis
8. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
  - (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
  - (iii) Undertake supplementary work such as engineering costings, impact evaluation, market research, patronage, modelling and risk simulation to provide inputs to the analysis.
  - (iv) Conduct financial and economic evaluation using discounted cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
  - (v) Include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
  - (vi) Conduct sensitivity and scenario analysis
9. Conduct the study in conjunction with the local councils.

## PROJECT MANAGEMENT

The project will be managed by Swanston Trams.

The Project Director is P Purdy who will be responsible for the co-ordination of the above tasks as well as all community consultation and preparation of the final report.

## INFORMATION SOURCES

All information deemed necessary to conduct the tasks will be made available.

## PROJECT TIMING

The project is planned to start from 4<sup>th</sup> October 1999, a final report is to be completed by 31<sup>st</sup> March 2000.

## PREFERRED ROUTE AND SIGHTS

Scope as per 1 above to be completed prior to end 1999.

## INFRASTRUCTURE EVALUATION

Scope as per 2 above to be completed prior to end 1999.

## PROPOSAL

Consultants are invited to submit proposals to undertake all the tasks in respect of this project.

## SPECIFIC OUTPUTS

The consultant will supply

- Viability of introducing such a service
- Preferred rate and sites it covers.
- Clear documentation on the analyses undertaken and the estimates produced
- Confidence levels for each estimate
- Comment on key issues of the option

## SUBMISSION REQUIREMENTS

Submissions are to include:

- An understanding of the project requirements
- A succinct methodology and timelines for completion of the tasks
- A list of key outputs to be produced
- An itemised budget
- A list of proposed personnel, their role and time allocation

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street, Melbourne 3000, by 3pm on 15 October 1999, and are to be marked – City Sights Tram Service Feasibility Study.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to Government or the private sector, in particular, other passenger services operations in Victoria, and define steps that would be taken to overcome this conflict.

Further information may be obtained by contacting Philip Purdy on Tele. (03) 9619 1633, Fax (03) 9619 1402, or e-mail [p.purdv@ptc.vic.gov.au](mailto:p.purdv@ptc.vic.gov.au)

All submissions will be treated confidentially.

Three copies of posted/delivered submissions should be supplied.

## PREFERRED ROUTE AND SIGHTS

Scope as per 1 above to be completed prior to end 1999.

## INFRASTRUCTURE EVALUATION

Scope as per 2 above to be completed prior to end 1999.

## PROPOSAL

Consultants are invited to submit proposals to undertake all the tasks in respect of this project.

## SPECIFIC OUTPUTS

The consultant will supply

- Viability of introducing such a service
- Preferred rate and sites it covers.
- Clear documentation on the analyses undertaken and the estimates produced
- Confidence levels for each estimate
- Comment on key issues of the option

## SUBMISSION REQUIREMENTS

Submissions are to include:

- An understanding of the project requirements
- A succinct methodology and timelines for completion of the tasks
- A list of key outputs to be produced
- An itemised budget
- A list of proposed personnel, their role and time allocation

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street, Melbourne 3000, by 3pm on 15 October 1999, and are to be marked – City Sights Tram Service Feasibility Study.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to Government or the private sector, in particular, other passenger services operations in Victoria, and define steps that would be taken to overcome this conflict.

Further information may be obtained by contacting Philip Purdy on Tele. (03) 9619 1633, Fax (03) 9619 1402, or e-mail [p.purdy@ptc.vic.gov.au](mailto:p.purdy@ptc.vic.gov.au)

All submissions will be treated confidentially.

Three copies of posted/delivered submissions should be supplied.

## PROJECT: ALL NIGHT SERVICES

### INTRODUCTION

National Express Group (Australia) Pty Ltd wishes to undertake a Feasibility study into the possible operation of new Services throughout the night on a route or various routes.

National Express is committed to building patronage by improving services.

This brief describes the work to be done to assess the likely economic impacts on introducing such a service.

### PROJECT OBJECTIVE:

The objective of the project is to determine the viability of operating an all-night tram service.

### SCOPE OF WORK

The tasks to be undertaken are summarized as follows

1. Evaluate whether existing services are suitable for an all night service.
2. Evaluate whether an alternative route is preferable and if so investigate the need for the options to obtain access to the infrastructure of another Tram operator to operate the new Service.
3. Undertake an operational analysis of the impacts of introducing such a service on the existing timetable, rosters and service networks and the need to have facilities (ie depots etc) and staff to support such a service.
4. Undertake a demand forecasting analysis to assess the potential patronage and revenue growth from introducing such a service over the Franchise period. This work would include assessments on
  - Various service scenarios by days of week and weekends
  - Number of trips per day/per week
  - Passenger trips by fare category
  - Sensitivity analysis
5. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
  - (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
  - (iii) undertake supplementary work such as engineering costings, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.



- (iv) conduct financial and economic evaluation using discounting cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
  - (v) include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
  - (vi) conduct sensitivity and scenario analysis
6. Conduct the study in conjunction with the local councils.

#### INFORMATION SERVICES

All information deemed necessary to conduct the tasks will be made available.

#### PROJECT TIMING

The project is planned to start 1 January 2000 a final report is to be completed by 30 April 2000.

#### PREFERRED ROUTE

Scope as per 1 and 2 above to be completed by end February 2000.

#### PROPOSAL

Consultants are invited to submit proposals to undertake all the work in respect to this project.

#### SPECIFIC OUTPUTS

- Viability of introducing such a service
- Preferred route for all night services
- Clear documentation on the analysis undertaken and estimates produced
- Confidence levels for each estimate
- Comments on key issues

## SUBMISSION REQUIREMENTS

Submissions are to include:

- An understanding of the project requirements
- A succinct methodology and timelines for completion of the tasks.
- A list of key outputs to be produced.
- An itemised budget.
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street, Melbourne 3000, by 3pm on 15 November 1999, and are to be marked – All Night Services.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to Government or the private sector, in particular, other passenger services operations in Victoria, and define steps that would be taken to overcome this conflict.

Further information may be obtained by contacting Philip Purdy on Tele. (03) 9619 1633, Fax (03) 9619 1402, or email [p.purdv@ptc.vic.gov.au](mailto:p.purdv@ptc.vic.gov.au).

All submissions will be treated confidentially.

Three copies of posted/delivered submissions should be supplied.

# PROJECT : INVESTIGATION INTO THE DEVIATION OF TRAM ROUTE 82 TO HIGHPOINT SHOPPING CENTRE

## INTRODUCTION

National Express Group Australia (Swanston Trams) Pty Ltd wishes to undertake a feasibility study into the viability of changing route 82 so that services operate closer to Highpoint Shopping Centre.

Route 82 runs from Footscray to Moonee Ponds and circumvents the Highpoint Shopping Centre via Williamson Rd, West Rd and Raleigh Rd.

National Express is committed to building patronage by improving services.

This brief describes the work to be done to assess the likely economic impacts of deviating Route 82 towards Highpoint Shopping Centre.

## PROJECT OBJECTIVE

The objectives of this project are :

- to determine the economic viability of changing route 82 so that services operate closer to Highpoint Shopping Centre.
- to provide costed options for tram access to Highpoint Shopping Centre.
- to determine the social and environmental impact of the options.

## SCOPE OF WORK

The tasks to be undertaken should include , but not be limited to the following:

1. Undertake demand-forecasting analysis to assess potential patronage and revenue growth. This analysis is to include assessments based on :
  - Various service scenarios by days of the week and weekends
  - Number of trips per day/per week
  - Passenger trips by fare category
  - Sensitivity analysis
2. Identify and evaluate cost of all infrastructure requirements.
3. Undertake an operational analysis of the impact on the existing timetable, rosters and service network.

4. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
- (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
  - (iii) undertake supplementary work such as engineering costings, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.
  - (iv) conduct financial and economic evaluation using discounted cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
  - (v) include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
  - (vi) conduct sensitivity and scenario analysis.
  - (vii) determine whether any infrastructure or other capital investments can be completed by 31 December 2001.
5. Conduct the study in conjunction with the owner or operator of the Highpoint Shopping Centre.

## PROJECT MANAGEMENT

The project will be managed by National Express Group Australia (Swanston Trams) Pty Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Anthony Fakhry of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

A status report, including a detailed works schedule, is to be completed by 31 December 1999.

The draft final report is to be completed by 2 October 2000.

The final report is to be completed by 16 October 2000.

If construction proceeds it is to be completed by 31 December 2001.

4. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
- (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
  - (iii) undertake supplementary work such as engineering costings, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.
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  - (vi) conduct sensitivity and scenario analysis.
  - (vii) determine whether any infrastructure or other capital investments can be completed by 31 December 2001.
5. Conduct the study in conjunction with the owner or operator of the Highpoint Shopping Centre.

## PROJECT MANAGEMENT

The project will be managed by National Express Group Australia (Swanston Trams) Pty Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Anthony Fakhry of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

A status report, including a detailed works schedule, is to be completed by 31 December 1999.

The draft final report is to be completed by 2 October 2000.

The final report is to be completed by 16 October 2000.

If construction proceeds it is to be completed by 31 December 2001.

## PROPOSAL

Consultants are invited to submit proposals to undertake this investigation and economic analysis.

## SPECIFIC OUTPUTS

The consultants will supply:

- Clear documentation of the analysis undertaken and the estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate :

- An understanding of the project requirements.
- A succinct methodology and time lines for completion of the tasks.
- A list of key outputs to be produced.
- An itemised study budget.
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict.

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633 Facsimile Number 03 9619 1402

E-mail [p.purdy@ptc.vic.gov.au](mailto:p.purdy@ptc.vic.gov.au)

All submissions will be treated confidentially.

Three copies and the original submission document should be supplied.

# PROJECT : INVESTIGATION INTO THE PARK STREET LINKING TRACK

## INTRODUCTION

National Express Group Australia (Swanston Trams) Pty Ltd wishes to undertake a feasibility study into the viability of constructing new tramway infrastructure in Park Street South Melbourne, creating a direct connection with St Kilda Road and operating new services between South Melbourne and Toorak.

Currently there exists a 300m length of roadway in Park Street which has no tramway infrastructure. Route 1 travels an easterly direction long Park Street and deviates northward along Sturt Street to access St Kilda Rd and the CBD. Route 55 runs along Park Street in a westerly direction and deviates northward along Kings Way to access the CBD.

National Express is committed to building patronage by improving services.

This brief describes the work to be done to assess the likely economic impacts of constructing new infrastructure and operating new services in Park Street South Melbourne.

## PROJECT OBJECTIVE

The objectives of this project are :

- to determine the economic viability of constructing new infrastructure and operating new services in Park Street South Melbourne
- to provide costed options for infrastructure works.
- to determine the social and environmental impact of the options.

## SCOPE OF WORK

The tasks to be undertaken should include , but not be limited to the following:

1. Undertake demand-forecasting analysis to assess potential patronage and revenue growth. This analysis is to include assessments based on :
  - Various service scenarios by days of the week and weekends
  - Number of trips per day/per week
  - Passenger trips by fare category
  - Sensitivity analysis
2. Identify and evaluate cost of all infrastructure requirements and options.
3. Undertake an operational analysis of the impact on the existing timetable, rosters and service network.

4. Prepare a full economic evaluation of each proposal. The financial net present value of the proposal over the Franchise period is to be identified. In undertaking the investigation the consultant must:
- (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
  - (iii) undertake supplementary work such as engineering costings, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.
  - (iv) conduct financial and economic evaluation using discounted cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
  - (v) include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
  - (vi) conduct sensitivity and scenario analysis
  - (vii) determine whether any infrastructure or other capital investments can be completed by 30 June 2001.
5. Conduct the study in conjunction with the local councils.

## PROJECT MANAGEMENT

The project will be managed by National Express Group Australia (Swanston Trams) Pty Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Anthony Fakhry of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

A status report, including a detailed works schedule, is to be completed by 31 December 1999.

The draft final report is to be completed by 29 May 2000.

The final report is to be completed by 12 June 2000.

If construction proceeds it is to be completed by 30 June 2001.



## PROPOSAL

Consultants are invited to submit proposals to undertake this investigation and economic analysis.

## SPECIFIC OUTPUTS

The consultants will supply:

- Clear documentation of the analysis undertaken and the estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate :

- An understanding of the project requirements.
- A succinct methodology and time lines for completion of the tasks.
- A list of key outputs to be produced.
- An itemised study budget.
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict.

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633                      Facsimile Number 03 9619 1402

E-mail                      p.purdy@ptc.vic.gov.au

All submissions will be treated confidentially.

Three copies and the original submission document should be supplied.

## PROPOSAL

Consultants are invited to submit proposals to undertake this investigation and economic analysis.

## SPECIFIC OUTPUTS

The consultants will supply:

- Clear documentation of the analysis undertaken and the estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate :

- An understanding of the project requirements.
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Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict.

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633      Facsimile Number 03 9619 1402

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All submissions will be treated confidentially.

Three copies and the original submission document should be supplied.

# PROJECT : INVESTIGATION INTO PROVIDING TRAM MAINTENANCE FACILITIES AT EITHER BRUNSWICK OR GLENHUNTLY

## INTRODUCTION

National Express Group Australia (Swanston Trams) Pty Ltd wishes to undertake a feasibility study into the viability of providing additional tram maintenance facilities at either the Brunswick Tram Depot or the Glenhuntly Tram Depot to enable it to undertake its own tram maintenance works at one of these facilities.

Currently major tram maintenance is carried out at Southbank Tram Depot under a subcontracting arrangement with Yarra Trams, and at Preston Workshops under a subcontracting arrangement with the PTC.

This brief describes the work to be done to assess the likely economic impacts of constructing a tram maintenance facility at either the Brunswick Tram Depot or the Glenhuntly Tram Depot.

## PROJECT OBJECTIVE

The objectives of this project are :

- to determine the economic viability of providing additional tram maintenance facilities at either the Brunswick Tram Depot or the Glenhuntly Tram Depot to enable complete tram maintenance works at one of these facilities.
- to provide costed options for infrastructure works.
- to determine the social and environmental impact of the options.

## SCOPE OF WORK

The tasks to be undertaken should include , but not be limited to the following:

1. Consultation with Adtrans Pty Ltd who have been contracted to maintain Swanston's tram fleet for the Franchise period.
2. Identify and evaluate cost of all infrastructure requirements and options. The option of continuing the existing subcontracting arrangements is to be evaluated. Allowance for the maintenance requirements of the new fleet of low floor trams must be made.
3. Undertake an operational analysis of the impact on the existing timetable, rosters and service network.
4. Prepare a full economic evaluation of each proposal. The financial net present value of the proposals over the Franchise period is to be identified. In undertaking the investigation the consultant must:

- (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
- (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
- (iii) undertake supplementary work such as engineering costings, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.
- (iv) conduct financial and economic evaluation using discounted cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
- (v) include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
- (vi) conduct sensitivity and scenario analysis
- (vii) determine whether any infrastructure or other capital investments can be completed by 30 June 2002.

## PROJECT MANAGEMENT

The project will be managed by National Express Group Australia (Swanston Trams) Pty Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Shane James of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

A status report, including a detailed works schedule, is to be completed by 31 December 1999.

The draft final report is to be completed by 29 May 2000.

The final report is to be completed by 12 June 2000.

If construction proceeds it is to be completed by 30 June 2002.

## PROPOSAL

Consultants are invited to submit proposals to undertake this investigation and economic analysis.

## SPECIFIC OUTPUTS

The consultants will supply:

- Clear documentation of the analysis undertaken and the estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate :

- An understanding of the project requirements.
- A succinct methodology and time lines for completion of the tasks
- A list of key outputs to be produced
- An itemised study budget
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633  
Facsimile Number 03 9619 1402

E-mail [p.purdy@ptc.vic.gov.au](mailto:p.purdy@ptc.vic.gov.au)

All submissions will be treated confidentially.

Three copies and the original submission document should be supplied.

# PROJECT : INVESTIGATION INTO THE CONSOLIDATION OF TRAM DEPOTS

## INTRODUCTION

National Express Group Australia (Swanston Trams) Pty Ltd wishes to undertake a feasibility study into the viability of reducing the number of tram depots currently in operation.

Currently operational depots exist at Glenhuntly, Malvern, Brunswick and Essendon.

This brief describes the work to be done to assess the likely economic impacts of reducing the number of Tram Depots.

## PROJECT OBJECTIVE

The objectives of this project are :

- to determine the economic viability of reducing the number of tram depots.
- to provide costed options for infrastructure works.
- to determine the social and environmental impact of the options.

## SCOPE OF WORK

The tasks to be undertaken should include , but not be limited to the following:

1. Determine how many tram depots are required.
2. Identify and evaluate cost of all infrastructure requirements and options. Allowance for the stabling requirements of both the existing fleet and the new fleet of low floor trams must be made.
3. Undertake an operational analysis of the impact on the existing timetable, rosters and service network.
4. Prepare a full economic evaluation of each proposal. The financial net present value of the proposals over the Franchise period is to be identified. In undertaking the investigation the consultant must:
  - (i) adopt as a minimum, a cost benefit framework to assess the viability of the project.
  - (ii) identify and assess all material quantitative and qualitative costs and benefits over the remainder of the franchise term within this framework.
  - (iii) undertake supplementary work such as engineering costings, impact evaluation, market research, patronage modelling and risk simulation to provide inputs to the analysis.

- (iv) conduct financial and economic evaluation using discounted cash flow analysis. In discounting the cash flows a commercial rate of return is to be used.
- (v) include net present value and the internal rate of return in the evaluation criteria, together with variants such as benefit cost ratio, net present value per dollar of capital outlay, and payback period.
- (vi) conduct sensitivity and scenario analysis.
- (vii) determine whether any infrastructure or other capital investments can be completed by 31 December 2001.

## PROJECT MANAGEMENT

The project will be managed by National Express Group Australia (Swanston Trams) Pty Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Anthony Fakhry of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

A status report, including a detailed works schedule, is to be completed by 31 December 1999.

The draft final report is to be completed by 2 October 2000.

The final report is to be completed by 16 October 2000.

If construction proceeds, it is to be completed by 31 December 2001.

## PROPOSAL

Consultants are invited to submit proposals to undertake this investigation and economic analysis.

## SPECIFIC OUTPUTS

The consultants will supply:

- Clear documentation of the analysis undertaken and the estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate :

- An understanding of the project requirements.
- A succinct methodology and time lines for completion of the tasks.
- A list of key outputs to be produced.
- An itemised study budget.
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633      Facsimile Number 03 9619 1402

E-mail                      p.purdy@ptc.vic.gov.au

All submissions will be treated confidentially.

Three copies and the original submission document should be supplied.



## PROJECT: IMPROVEMENTS TO TRAM STOPS

### INTRODUCTION:

National Express Group Australia { Swanston Trams } Pty Ltd wishes to undertake enhancement works to improve the dissemination of passenger information to between 200 and 300 tram stops and safety zones.

Swanston Trams is committed to providing it's customers information at nominated stops. This information is to be in the form of announcements and/ or real time displays.

There are several key issues associated with the introduction of Real Time Displays at stops:

- The integration of the system to read and communicate with the AVM [ Automatic Vehicle Monitoring ] system so that the displays are updated and translate real data. The proposed system must be capable to communicate to passengers service delays and adjustments.
- The physical characteristics of the system need to cater for readability and clarity from a distance, yet not conflict with space restrictions at stops. Power to the site and location need to be considered. The units will need to be purpose built to withstand graffiti and vandalism.

### PROJECT OBJECTIVE

The objectives of the project are:

- To provide a design brief that will enable detail design and installation of the passenger information system into the existing network with minimal disruptions.
- To provide costed options for the works.
- To determine the social and environmental impact of the options and determine if this will lead to improved customer satisfaction levels.

### SCOPE OF WORKS

Tasks to be undertaken should include, but not be limited to the following:

1. Identify and evaluate what information is to be displayed and announced at stops.
2. Identify and evaluate suitable systems and real time displays that will integrate with the existing AVM system.
3. Identify and evaluate cost of all system requirements and options.
4. Undertake an operational analysis of such options

5. This project must work in parallel with the Refurbishment of Safety Zones Project and the Installation of New Automatic Ticket Machines Projects, and not compromise the output of these projects.
6. Provide a detailed design brief on the preferred option.

## PROJECT MANAGEMENT

The project will be managed by the National Express Group Australia [Swanston Trams ] Pty Ltd.

The Project Director is Philip Purdy, who will be responsible for the coordination of the above tasks, as well as all community consultation and preparation of the final report.

Russell Coffey of Swanston Trams will assist with the coordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

Options must be presented by 30 / 1 / 2000

A design brief must be completed by 28 / 2 / 2000.

Project to be completed by 30 / 6 / 2003

## PROPOSAL

Consultants are invited to submit proposals to provide the design brief.

## SPECIFIC OUTPUTS

The consultants will supply:

- Clear documentation of the analysis undertaken and the options and estimates produced.
- Confidence levels for each estimate.
- Comments on the key issues associated with each estimate.
- Recommendations on what option should be adopted.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate :

- An understanding of the project requirements.

- A succinct methodology and time lines for completion of the tasks.
- A list of key outputs to be produced.
- An itemised study budget.
- A list of proposed personnel, their role and time allocation.

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to government or the private sector, in particular, other passenger service operators in Victoria, and define steps that would be taken to overcome this conflict.

Further information can be obtained by contacting Philip Purdy on

Telephone Number 03 9619 1633 Facsimile Number 03 9619 1402

All submissions will be treated confidentially.

Two copies and the original submission document should be supplied.

## PROJECT: TRAFFIC MANAGEMENT INITIATIVES

### INTRODUCTION

National Express Group Australia (Swanston Trams) P/L wishes to use all reasonable endeavours, where it is within its power to do so, to remove or minimise delays to its Passenger Services by negotiating with local councils and Vic Roads to implement traffic management measures.

National Express is committed to building patronage by improving services.

The brief outlines the work that could be required under this project.

### PROJECT OBJECTIVES

The objectives of this project are:

- To improve the punctuality of the Tram service utilising better traffic management measures.
- To develop and implement traffic management solutions
- To determine the economic viability of all options at trouble spots
- Determine the impact of such options on all other stake holders

### SCOPE OF WORKS

The tasks to be undertaken should include, but not be limited to the following:-

1. To investigate, determine and implement traffic management measures for designated trouble spots with the system.
2. To undertake a detail study of designated routes to determine measures that will improve service punctuality.
3. Undertake an operation analysis of the impact of such measures on existing timetable, rosters and service network.
4. Undertake a traffic management analysis of the impact of such measures on all other stakeholders.
5. Consult and reach agreement with local councils, and Vic Roads on such measures.
6. Ensure implementation of traffic management recommendations.

## PROJECT MANAGEMENT

The project will be managed by National Express Group Australia (Swanston Trams) P/L.

The Project Director is Philip Purdy who will be responsible for the co-ordination of the above tasks, as well as all community consultation and preparation of the final reports.

Anthony Fakhry of Swanston Trams will assist with the co-ordination of the project and provide information, where available, on written request.

## PROJECT TIME FRAME

Swanston Trams over the next 6 months will determine the trouble spots and routes that will need to be investigated. Individual packages of work will be formulated and managed separately.

## EXPRESSIONS OF INTEREST

Consultants are invited to submit expressions of interest outlining their experience and capability to undertake the above work.

## SUBMISSION REQUIREMENTS

Submissions are to illustrate:

- An understanding of the project and the traffic management issues confronting trams
- Experience in such work
- Proposed personnel and their role
- Examples of the implementation of traffic management measures that have resulted in significant improvements
- Methodology adopted in tackling such issues

Written submissions are to be forwarded to the Tender Box, Level 14 Transport House, 589 Collins Street Melbourne 3000, by 1500 hr on 15 November 1999 and are to be marked with the project name.

Proposals should state clearly whether the consultant team presents a conflict of interest with other services provided to Government or the private sector, in particular, other passenger services operations in Victoria, and define steps that would be taken to overcome this conflict.

Further information may be obtained by contacting Philip Purdy on Tele. (03) 9619 1633, Fax (03) 9619 1402, or e-mail [p.purdy@ptc.vic.gov.au](mailto:p.purdy@ptc.vic.gov.au)

All submissions will be treated confidentially.

Three copies of posted/delivered submissions should be supplied.