



Gold Coast City Transport Strategy 2031.



Foreword



As Mayor, improving our transport system is one of my top priorities. Getting transport right is essential for economic growth and to protect our Gold Coast lifestyle.

I want the Gold Coast to be a connected community, where families can live close to work, minutes from schools and have easy access to our incredible beaches and parks. By investing in public transport and getting the infrastructure priorities right, this strategy will see locals spend less time in traffic and more time enjoying our fantastic city. It will help to reduce congestion and lay the foundations for a more liveable, affordable and prosperous city.

While the car will continue to play an important role in the way we move around the Gold Coast, all growing cities reach a point where relying solely on the car is not the best option to meet the growing transport task.

The Gold Coast has reached that point. We are no longer a small, regional city. We are growing into a mature, world-class city and our transport system needs to grow and change accordingly.

This strategy outlines the things Council can do to improve the city's transport network. It also highlights how we will work together with the state and federal governments to improve public transport, roads, and walking and cycling facilities.

We know that funding will be tight over the next few years. That is why our strategy contains a balance of low-cost actions that get the most out of our existing infrastructure in the short-term, and major infrastructure projects that can be delivered once funding becomes available in the longer-term.

This strategy will make it quick and easy to get around the Gold Coast and deliver a truly integrated transport network. It will give residents certainty about their transport options for decades to come and developers the confidence to begin investing again.

Thank you to the hundreds of local residents and businesses who have helped shape this strategy. This strategy provides the overarching framework for the city's 10-year transport implementation plan and annual investment programs.

I look forward to working with you in the years ahead to bring this transport vision to life. Together, we can create a better transport future for the Gold Coast.

A handwritten signature in white ink that reads "Tom Tate". The signature is stylized and cursive.

TOM TATE
Mayor, Gold Coast City



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1. Context

Strategy background

The Gold Coast has grown rapidly over the past fifty years to become the sixth largest city in Australia. In addition, the Gold Coast hosts more than 10 million visitors per annum, putting increased pressure on the city's infrastructure.

As the city grows, we must plan for the future to protect our lifestyle. We need to change our ways, or traffic congestion will significantly affect our economy, lifestyle and environment.

Purpose of this document

The *Gold Coast City Transport Strategy 2031* is Council's blueprint for the city's transport network over the next 20 years, with a focus on the years leading up to the 2018 Commonwealth Games. This strategy will guide transport policy and future investment decisions. It will ensure transport funding is allocated to deliver maximum benefits for our city, protect our lifestyle and keep our economy strong.

Community consultation

Council has worked closely with the Gold Coast community to develop this strategy. In late 2012, we released the draft transport strategy for community consultation. More than 2500 Gold Coast residents, businesses and organisations took part.

What people talked to us about:

- Public transport – 46% of comments
- Walking and cycling – 14.4% of comments
- Road network – 10.2% of comments
- Parking – 3.9% of comments
- Travel behaviour change – 2.1% of comments
- Other – 22.6% of comments (including general support for the strategy, personal mobility vehicles and support to commence implementation)

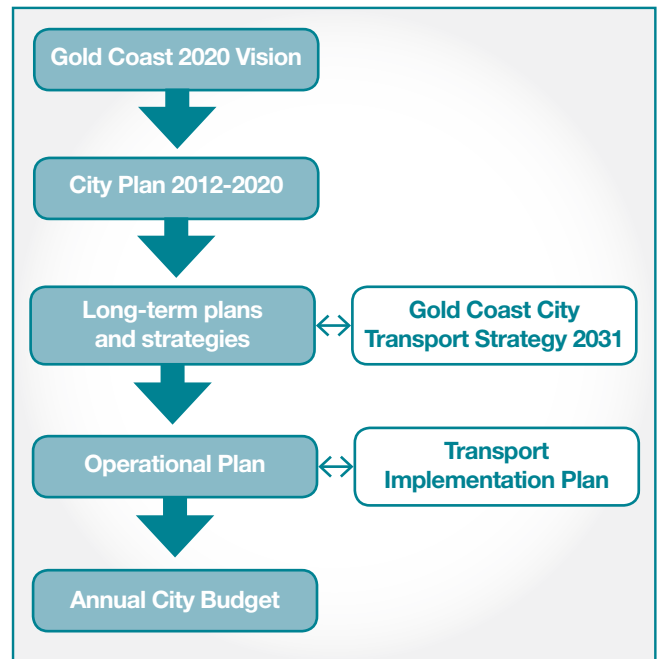


Figure 1 – How the strategy fits within Council's planning framework

Consultation showed us that public transport is clearly the community's biggest transport concern. Of all comments received, 46 per cent were about the need for better public transport, whereas 10.2% were about roads and traffic. This strategy sets out a plan for significant improvements to the public and active transport network, as well as targeted road upgrades to ensure the Gold Coast keeps moving into the future.

Key transport challenges

The Gold Coast is unlike other cities. Our growing population, vibrant tourism industry and multiple centres make our transport challenges unique.

A growing and multi-centred city

789,000 people will call the Gold Coast home by 2031 – up from 514,000 in 2011¹. Our transport system needs to cater for an ageing and culturally diverse population and increasing levels of disability. Further, the Gold Coast is made up of a large number of centres, with no dominant central business district. This city structure makes it challenging to provide high-quality public transport across multiple centres.

Car dependence

88 per cent of trips on the Gold Coast are made in cars and public transport use is low². As we grow, high levels of car dependence will mean more traffic in the busy parts of the city. People who are unable to access a car could find their transport choices limited. Transport is one of the biggest household expenses in Australia (after housing and food), representing 16 per cent of total household expenses³.

Energy, oil and climate change

22 per cent of carbon emissions in South East Queensland are from transport activity⁴. In the future, energy from all sources is likely to become more expensive. Petrol prices have risen sharply since the previous transport plan in 1998, from around 60 cents per litre to around \$1.45 per litre today⁵. We need to reduce carbon emissions and develop a resilient transport network to respond to climate change and energy risks.

Congestion

\$20b will be the avoidable cost of congestion in Australian cities in 2020⁶. If not addressed, congestion will cost the Gold Coast in lost productivity, poorer health and a greater imbalance of work/family life. Increasing congestion levels will undermine the attractive lifestyle enjoyed by our city's residents and visitors.

Funding availability

\$\$\$ Around the world, governments at all levels are finding it difficult to keep pace with demands for funding to provide new infrastructure and maintain existing facilities and services. Competing demands from other government sectors could mean less funding is available for transport.

A thriving tourism industry

10.5 million tourists visit the city each year⁷ and roughly half of all trips made by visitors are by car⁸. Tourism is a key driver in the local economy, contributing almost one dollar in every five generated within the city. The Gold Coast needs appropriate air, sea and land-based transport infrastructure and services to support tourism.

Cross-border transport issues

120,000 people will call the Tweed Shire home in 2020 – up from 74,000 in 2011⁹. Logan City will grow from 290,000 people in 2011 to 351,000 in 2021¹⁰. Cross-border issues include the need for better integrated road networks and land use, more extensive cycle paths and the need to extend the coverage of the go card system to the Tweed.

An event city

61 major events were held on the Gold Coast in 2012, attracting hundreds of thousands of tourists and day trippers. Events play a significant role in the life, economy and overall image of the Gold Coast. Events have specific transport needs, requiring high numbers of people to be moved, often to a single location, within a small window of time.

Physical inactivity

1 in 2 Gold Coast adults are overweight or obese and obesity in our children is increasing¹¹. A lack of walkable urban environments, increased dependency on cars, and concerns about safety mean Gold Coast residents are moving less.

1. ABS and Office of Economic and Statistical Research (2012) Estimate Resident Population

2. Department of Transport and Main Roads (2011) Gold Coast Southern and Central Area Transport Study

3. ABS (2011) Household Expenditure Survey, Australia: Summary of Results, 2009-10

4. ICLEI Local Government for Sustainability (2009) South East Queensland Regional Plan Climate Change Project: Phase 2 Emissions Analysis

5. Australian Automobile Association (2012) Pricing Summary Unleaded Petrol

6. Bureau of Transport and Regional Economics (2007) Estimating Urban Traffic Congestion Cost Trends for Australian Cities, Working Paper 71

7. Tourism Queensland (2012) Gold Coast Regional Snapshot Year Ended March 2012

8. Department of Transport and Main Roads (2011) Gold Coast Southern and Central Area Transport Study

9. Tweed Shire Council Annual Report 2010-11

10. Logan City Council Corporate Plan 2009-14 (revised 2012)

11. Queensland Health (2010) The Health of Queenslanders 2010: Third Report of the Chief Health Officer of Queensland

2. Strategy overview

Challenges

- A growing and multi-centred city
- Car dependency
- Physical inactivity
- Tourism and major events (including the 2018 Commonwealth Games)
- Energy, oil and climate change
- Congestion
- Scarce funding

The Vision

Our transport vision is that in 2031, the Gold Coast:

- **enjoys smart growth** - The majority of new development is based on compact, mixed-use centres that are focused on high-quality public transport.
- **is a connected city** - People and places are connected by an integrated, safe and efficient transport network.
- **makes sustainable travel choices** - A significant proportion of Gold Coast residents and visitors choose to walk, cycle and take public transport as part of their daily travel.

Objectives

Integrated transport and land use

To support well-designed urban development that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.

Car parking

To manage car parking in a way that supports the economic vitality of the city and boosts sustainable transport use.

Public transport

To improve the quality of the public transport system so it provides an attractive alternative to the car.

Active transport

To provide a safe active transport network that helps make walking and cycling attractive alternatives to the car.

Roads and freight

To develop and manage an efficient road network that meets the city's needs for the movement of people and goods, and can be safely shared by all users.

Travel behaviour change

To reduce car dependency and significantly increase levels of walking, cycling, carpooling and public transport use.

Themes

Develop new communities around sustainable transport.

Encourage the development of strong centres.

Prioritise future urban development in centres and along public transport corridors.

Protect land close to freight routes for use by freight-generating businesses.

Manage the supply and location of parking within centres.

Improve parking efficiency through new technology.

Simplify bus routes. Deliver a city-wide, multi-modal, high-frequency public transport network.

Support new park-and-rides.

Extend community transport options in areas of weak demand.

Integrate requirements to support public transport within other policy areas.

Develop a safe, connected and accessible active transport network.

Coordinate planning and funding.

Provide for mid-trip and end-of-trip facilities at key locations.

Improve safety, standards and personal security.

Integrate the active transport network into the broader transport system.

Take 'one network' approach to road planning and management.

Plan, invest in and manage roads according to a Road Development and Management Framework.

Make the most of existing roads, with greater public and active transport use.

Improve road network legibility.

Provide adequate loading zone and off-street loading facilities.

Maintain the local road network to a high standard.

Expand Council's Active Travel initiatives, targeting schools, workplaces and communities.

Outcomes

Our quality of life is protected.

Our city is more equitable.

Our economy is strengthened.

Our natural environment is protected.

Our residents are healthier.

Our transport system is resilient.

What is your transport vision for the Gold Coast?

“For me, it’s about lifestyle. I don’t want a car-choked city. I want a city that’s easy to get around, with reliable public transport, good footpaths and more people on bikes.”

Fiona Austen with Byron and Amelie, Palm Beach



Targets

The *Gold Coast City Transport Strategy 2031* aims to change the way we move around our city.

By 2031 we aim for:

- public transport to be 12 per cent of all daily trips across the city (up from 3.1% in 2011)
- cycling to be 6 per cent of all daily trips across the city (up from 1.9% in 2011)
- walking to be 8 per cent of all daily trips across the city (up from 7.1% in 2011)
- car travel to be 74 per cent of all daily trips across the city (down from 87.9% in 2011).

Huge growth in trips

The number of trips made on the Gold Coast will increase by 44 per cent between 2011 and 2031 (up from 2.6 million trips in 2011 to 3.7 million trips in 2031). This means greater pressure and increased demands on our transport network.

A balanced transport system is the key

To achieve these targets, we need to provide enough capacity to carry an extra 485,000 daily car trips, 370,000 daily public transport trips, 115,000 daily walking trips and 175,000 daily cycle trips in 2031. To achieve this, we need to manage road space better, eliminate bottlenecks, invest in cycling and walking, extend the light rail network, improve bus services and improve the frequency and capacity of the Gold Coast railway.

Figure 4 on page 6 illustrates the key infrastructure projects and Table 1 on page 7 lists the key actions required to achieve our transport vision. These actions are described in more detail in the following chapters.

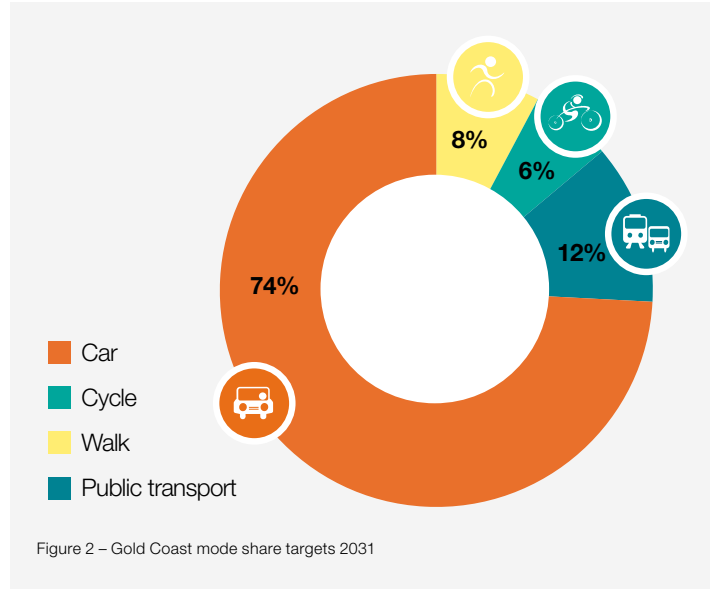


Figure 2 – Gold Coast mode share targets 2031

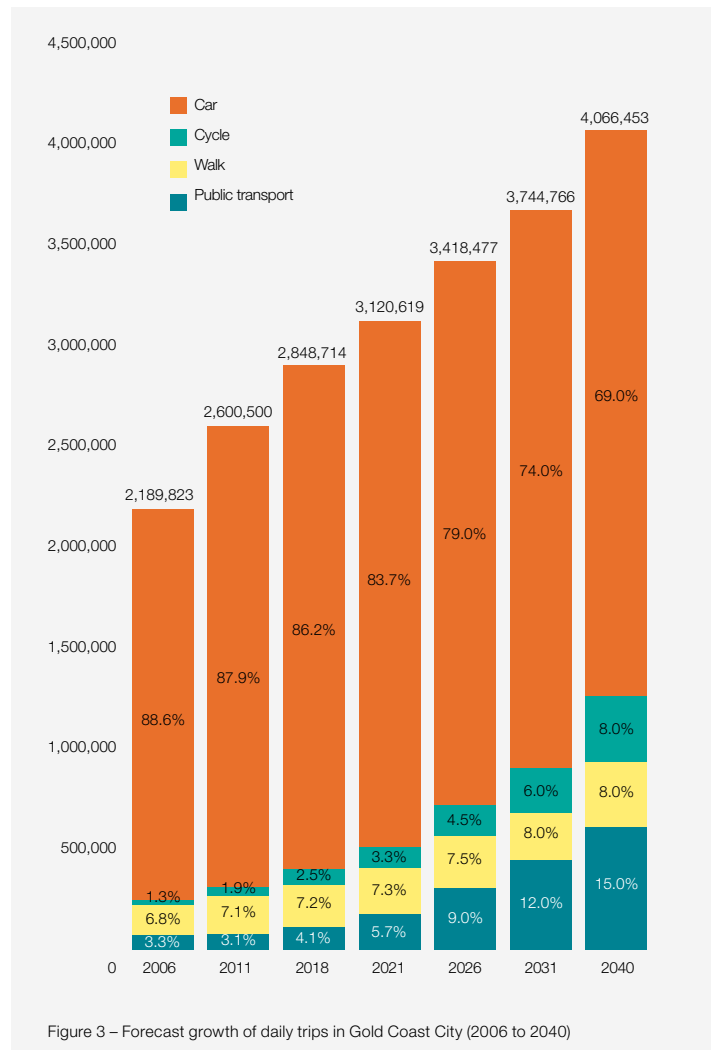


Figure 3 – Forecast growth of daily trips in Gold Coast City (2006 to 2040)

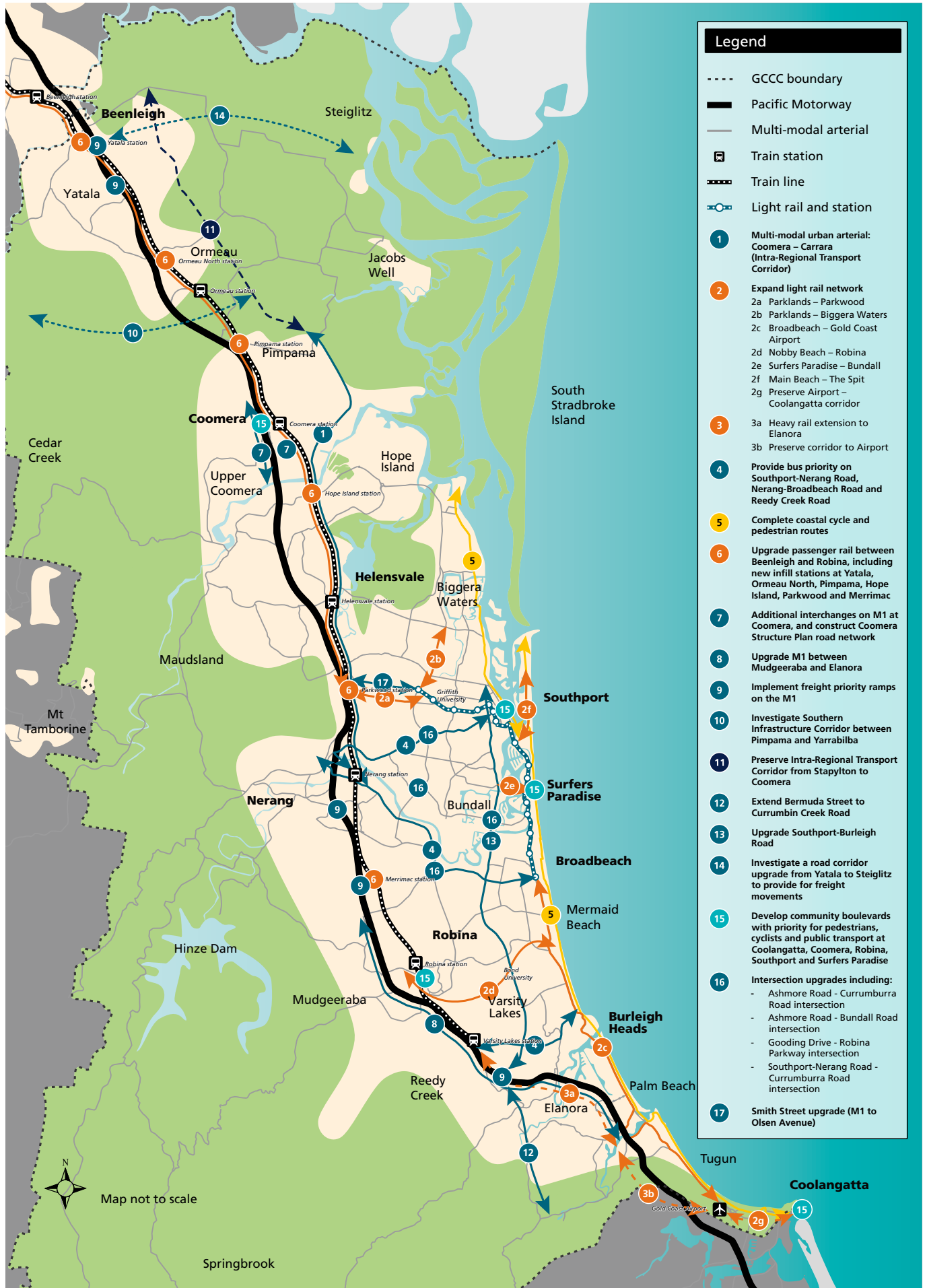


Figure 4 – Overview of proposed key projects

Overview of key actions

Key actions	Lead	Timeframe
1. Creating liveable places		
1.1 Protect our coastal strip from worsening congestion	Council	Ongoing
1.2 Prepare local area transport schemes for activity centres	Council	2014-2026
1.3 Undertake corridor planning studies along public transport corridors	Council	2014-2026
1.4 Protect land near freight routes for freight-generating businesses	Council	Ongoing
1.5 Develop new communities around sustainable transport	Council/Private sector	Ongoing
2. Providing better local parking management		
2.1 Develop a city-wide parking plan	Council	2013-2016
2.2 Develop local parking plans for individual areas	Council	2013-2016
2.3 Trial new parking technology	Council	2014-2016
2.4 Review parking rates along the coastal strip	Council	2013
2.5 Build new park-and-rides	TMR	By 2018
3. Delivering the next generation of public transport		
3.1 Deliver a rapid bus network	TMR	2018
3.2 Reduce the cost of public transport and develop tourist-friendly ticketing products	TMR	2014
3.3 Extend the light rail network across the city with support from the private sector	TMR/CG/Council/ Private sector	Ongoing
3.4 Extend the heavy rail line to Elanora and build new stations	TMR	2031
3.5 Deliver flexible public transport services in areas of low demand	Council	Ongoing
4. Boosting walking and cycling		
4.1 Complete coastal cycle and pedestrian routes	Council	2013-2031
4.2 Build green bridges in key locations	Council/TMR	2014-2031
4.3 Implement 'community boulevards' and pedestrian priority zones in key locations	Council/TMR	2013-2026
4.4 Develop and implement a cycle plan for the city	Council	2013-2031
4.5 Develop and implement a pedestrian plan for the city	Council	2013-2031
5. Maximising road performance		
5.1 Deliver an integrated traffic management centre	TMR/Council	2013-2018
5.2 Develop and implement a road network master plan, including a 'pinch points' upgrade program, 'turn left on red' trial and removal of inefficient transit lanes	Council/TMR	2013-2031
5.3 Build the Intra-Regional Transport Corridor in stages from Coomera to Carrara	TMR	By 2031
5.4 Upgrade the Pacific Motorway, including widening from Mudgeeraba to Elanora	TMR/CG	By 2031
5.5 Upgrade Southport-Burleigh Road	TMR	By 2031
6. Changing our travel behaviour		
6.1 Expand the Active School Travel program	Council	2013-2031
6.2 Deliver a travel behaviour change program for workplaces and introduce 'workplace travel plans'	Council	2014-2031
6.3 Develop a cycling economy	Council/TMR	Ongoing
6.4 Support car-sharing schemes	Council	Ongoing
6.5 Deliver a travel behaviour change program for communities	Council	Ongoing

Table 1 Key actions of the Gold Coast City Transport Strategy 2031 NOTE TMR = Department of Transport and Main Roads, CG = Commonwealth Government



3. Creating liveable places

Objective:

To support well-designed urban development that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.

Context

Transport planning and land use planning strongly influence where and how people travel. Land use policy affects the demand for transport, while transport policy often determines the location and distribution of different land uses. An integrated approach to transport and land use planning is essential to achieving our transport vision.

By shaping the pattern of development and influencing the location, scale, design and mix of land uses, integrated transport and land use planning can help deliver social, economic and environmental sustainability.

Themes

Theme 1 Develop new communities around sustainable transport.

Theme 2 Encourage the development of strong centres.

Theme 3 Prioritise future urban development as 'transit oriented development' in centres and along public transport corridors.

Theme 4 Protect land close to freight routes for use by freight-generating businesses.

What are our key actions?

Protect our coastal strip from worsening congestion

We will protect the coastal strip between Southport and Coolangatta from worsening congestion by making it a people-focused transit precinct. We will achieve this by:

- redesignating the Gold Coast Highway as 'Gold Coast Boulevard', giving priority to public transport, walking and cycling, with a focus on light rail and bus
- limiting expansion of road capacity along the coastal strip, but upgrading Southport-Burleigh Road to provide a viable alternative route for cars. Under this plan, Southport-Burleigh Road will be for traffic while the Gold Coast Boulevard will be for people
- tailoring parking policies to reflect local conditions, limiting off-street parking supply where appropriate.

Prepare local area transport schemes for activity centres

We will develop local area transport schemes for the city's principal, major and specialist activity centres. This will coordinate public and private investments in walking, cycling, public transport, road networks and parking. A package of integrated initiatives will help create high-quality places that support economic development, social interaction and more sustainable travel.

Why do you love living in Southport?

“Everything we need is close by and I can walk or cycle to get to most places. When the light rail starts, moving around will be even easier.”

Arnold Wolthers, Southport



Undertake corridor planning studies along public transport corridors

We will undertake corridor planning studies for the following high-frequency public transport corridors:

- Parklands to Parkwood
- Parklands to Biggera Waters
- Broadbeach to Coolangatta
- Nerang to Southport
- Nerang to Surfers Paradise
- Nerang to Broadbeach
- Nobby Beach to Robina
- along rapid bus routes in Upper Coomera and Coomera.

These studies will give us a proactive framework for guiding and managing growth within these corridors. This will promote transit-oriented development – encouraging large developments to be located where they have easy access to high-frequency public transport, walking and cycling.

Protect land near freight routes for freight-generating businesses

Freight and local deliveries need to have guaranteed 24-hour movement to meet the needs of a modern economy. To help achieve this, we will identify future strategic freight routes in the planning scheme and protect nearby land for freight-generating businesses. This will reduce freight traffic on suburban streets and improve freight efficiency.

Develop new communities around sustainable transport

We will work with the private sector and the State Government to ensure that new communities (such as parts of Coomera and Upper Coomera) are built around sustainable transport principles. This will give new communities real transport choices, as they will have good bus and train services from the outset, and safe and connected pathways that encourage sustainable travel.

What does this mean for me?

- **New homes and employment will be located close to public transport** wherever possible.
- There will be **less need to travel**, especially by car, because services will be nearby.
- **Journey lengths will be reduced**, because people can live, shop, play and do business all in the same precinct.
- **Public transport will be more frequent and reliable** and new development will be concentrated along key routes.
- **Walking and cycling** to local services like shops and schools **will be easy and safe**.
- The **dominance of the car will be reduced** along the coastal strip, protecting the amenity of this world-famous stretch of coastline.



4. Providing better local parking management

Objective:

To manage car parking in a way that supports the economic vitality of the city and boosts sustainable transport use.

Context

Car parking policies strongly influence the way cities evolve and function. They affect the look and feel of local streets, public transport use, active transport use, levels of congestion and car dependence.

Council is responsible for regulating parking on the Gold Coast and is currently reviewing its policy with a view to a more strategic approach to parking management and pricing. Parking policy needs to recognise how important car parking is to the economic sustainability of many of the Gold Coast's small businesses and activity centres.

Themes

- Theme 5** Manage the supply and location of parking within centres.
- Theme 6** Improve parking efficiency through new technology.

What are our key actions?

Develop a city-wide parking plan

We will develop a city-wide parking plan, addressing park-and-ride, on-street parking, off-street parking, parking supply in developments and pricing. A key principle of the plan will

be to return the revenue raised from parking meters into centre improvement schemes and better public transport services.

Develop local parking plans for individual areas

Council recognises that the management of parking is a complex and sensitive issue, particularly for businesses. We will consult extensively with the community and local businesses to tailor parking policies to the needs of local areas. To achieve this, we will develop local area parking plans for individual centres throughout the city.

Trial new parking technology

We will trial new parking technology in conjunction with local parking plans. The new tools include smart phone applications for sharing real-time parking information, automatic vehicle recognition and guidance in car parks, parking overstay detection systems and wireless parking sensors for vehicle detection.

This technology can benefit drivers by making it easier to find available car parks. They can also benefit car-parking regulators by providing more frequent and better data on car park usage to inform the nature of regulation and appropriate pricing in centres.

What can Council do to improve transport on the Gold Coast?

“ I don't want the Gold Coast to become a giant car park. We need a better balance. ”

Angelina Broer, Burleigh



Review parking rates along the coastal strip

As light rail is introduced, centres such as Southport, Surfers Paradise and Broadbeach will be transformed from car-dependent centres to public transport-oriented centres. This will revolutionise how the public perceives public transport and provide a real transport choice. In activity centres, parking policy must be well-managed to embrace the transition and encourage travel behaviour change. We will review parking rates for new development along the coastal strip to reflect local parking needs. Revenue raised from parking meters will be used to improve local centres and public transport services.

Build new park-and-rides

We will work closely with the State Government to encourage new and expanded park-and-ride sites on the Gold Coast. Park-and-rides provide access to the public transport network for people living in low density or hinterland areas not supported by well-connected or frequent public transport services. Council will work with the State Government to ensure any new park-and-rides required for the 2018 Commonwealth Games are located to provide long-term benefits for the city.

What does this mean for me?

- Adequate on-street and off-street parking will be maintained to ensure **centres remain vibrant** places to visit, shop, eat or play.
- New technology can significantly improve parking efficiency, making it **easier to find a car park** and providing a **better balance of visitor parking and staff parking**.
- New policy ideas and technology that are available could provide **new revenue to improve centres**, which will encourage more people to visit and help grow our economy.



5. Delivering the next generation of public transport

Objective:

To improve the quality of the public transport system so it provides an attractive alternative to the car.

Context

The transport strategy proposes major new public transport projects for our city. It is time for the Gold Coast to take the next step in its public transport journey; to deliver the next generation of high-quality public transport that befits a city of our size and stature. Our low public transport mode share is putting increased pressure on the road network, increasing congestion and threatening the Gold Coast's environmental, social and economic wellbeing. Low public transport patronage on the Gold Coast is indicative of a system that is not meeting local needs or providing a value-for-money alternative to cars.

This strategy establishes a target of increasing the market share of public transport from 3.1% in 2011 to 12 per cent of

all trips by 2031. To achieve this, the actual number of daily trips taken on public transport must increase from just over 80,000 to almost 450,000 by 2031. If public transport is to have the capacity and attractiveness to meet this target, the system will need considerable expansion and improvement.

The Queensland Government is the lead agency with overall responsibility for planning and providing bus and rail services. Council's role is to inform and work with the Department of Transport and Main Roads in the development, expansion and upgrade of public transport services and infrastructure throughout the city.

Public transport that is ready to go when you are

Under our strategy, 80 per cent of Gold Coast residents will be within a 10-minute walk of frequent, all-day services.

To achieve this, we need to more than double public transport kilometres across the city.

Frequency and reliability are vital for successful public transport. Under our strategy, public transport services will be ready to go when you are. Public transport will be an attractive transport option, making it quick and easy to get around.



How important is public transport to our city?

“Frequent and properly integrated public transport will give ultimate economic and social freedom to people on the Gold Coast when they can choose whether they actually need a car for their daily travel.”

Steven Jamieson, Carrara



Themes

Theme 7 Work with the Department of Transport and Main Roads to simplify the bus route network.

Theme 8 Work with the Department of Transport and Main Roads to progressively deliver a city-wide, integrated, high-frequency public transport network, consisting of light rail, heavy rail and rapid bus.

Theme 9 Support the development of new park-and-rides for bus and rail passengers.

Theme 10 Extend community transport options in areas of weak demand.

Theme 11 Integrate requirements to support public transport within other policy areas.

What are our key actions?

Deliver a rapid bus network

We support the introduction of rapid bus services on the following routes by 2018:

- Broadbeach – Coolangatta
- Broadbeach – Airport
- Broadbeach – Burleigh Heads
- Broadbeach – Elanora
- Helensvale – Southport – Robina
- Helensvale – Sea World
- Parklands – Coomera
- Nerang – Southport
- Nerang – Surfers Paradise
- Nerang – Broadbeach
- Mudgeeraba – Robina – Bond Uni – The Spit
- Coolangatta – Robina
- Elanora – Robina

This will extend the coverage of the high-frequency public transport network right across the urban area. Where appropriate, we support bus priority measures to ensure bus trips are fast, frequent and reliable. The high-frequency network will be supported by local buses that extend service coverage to all urban areas of the Gold Coast.

The branding, signage, stations and fleet livery of the light rail network could be applied to the rapid bus routes, which would largely follow the routes of the long-term light rail network. The rapid bus routes would progressively be replaced by light rail as patronage warrants.

Reduce the cost of public transport and develop tourist-friendly ticketing products

Fare zone boundaries on the Gold Coast mean travellers are generally charged more per distance than travellers in Brisbane. Council will work with the Department of Transport and Main Roads to investigate a more equitable distance-based pricing system, making the best use of the go card system currently in place.

Council supports the provision of family and tourist-friendly public transport ticketing products. These initiatives will make the public transport system fairer and encourage more residents and visitors to use it.



Extend the light rail network across the city with support from the private sector

We support significant expansion of light rail, with a network of four lines by 2031.

- **Line A** is extended west from Parklands to Parkwood. It connects with a new regional rail station and park-and-ride site at Parkwood. It would be highly desirable to have this connection and park-and-ride in place for the 2018 Commonwealth Games. Line A is also extended in stages to the south by 2031. Extension stages include Broadbeach to Nobby Beach; Nobby Beach to Burleigh Heads; Burleigh Heads to the Gold Coast Airport via Elanora. A corridor will be protected for a future extension of light rail to Coolangatta.
- **Line B** is introduced on the main line between Broadbeach and Parklands, and is extended north on a new branch line to Biggera Waters (a branch line is a secondary line that branches off the main line).
- **Line C** service is introduced on the main line between Surfers Paradise and Nobby Beach, and operates on a new western branch line between Surfers Paradise and Bundall as well as a southern branch line between Nobby Beach and Robina.
- **Line D** service is introduced on the main line between Palm Beach and Main Beach, with new branch lines between Main Beach and The Spit, and Palm Beach and Elanora.

Light rail extensions are subject to further technical investigation and the availability of state and federal funding. Council will play a key role with the Department of Transport and Main Roads in the planning and delivery of the future light rail network.

There is potential for significant private sector involvement in the funding and construction of future light rail links.

Extend the heavy rail line to Elanora and build new stations

We support extending the heavy rail line to Elanora and building new rail stations at Yatala, Ormeau North, Pimpama, Hope Island, Parkwood and Merrimac. This would allow for the introduction of an all-stops suburban rail service between Beenleigh and Elanora to support the Brisbane to Gold Coast regional rail service. It is also important to preserve the heavy rail corridor to the Gold Coast Airport for construction beyond 2031.

Deliver flexible public transport services in areas of low demand

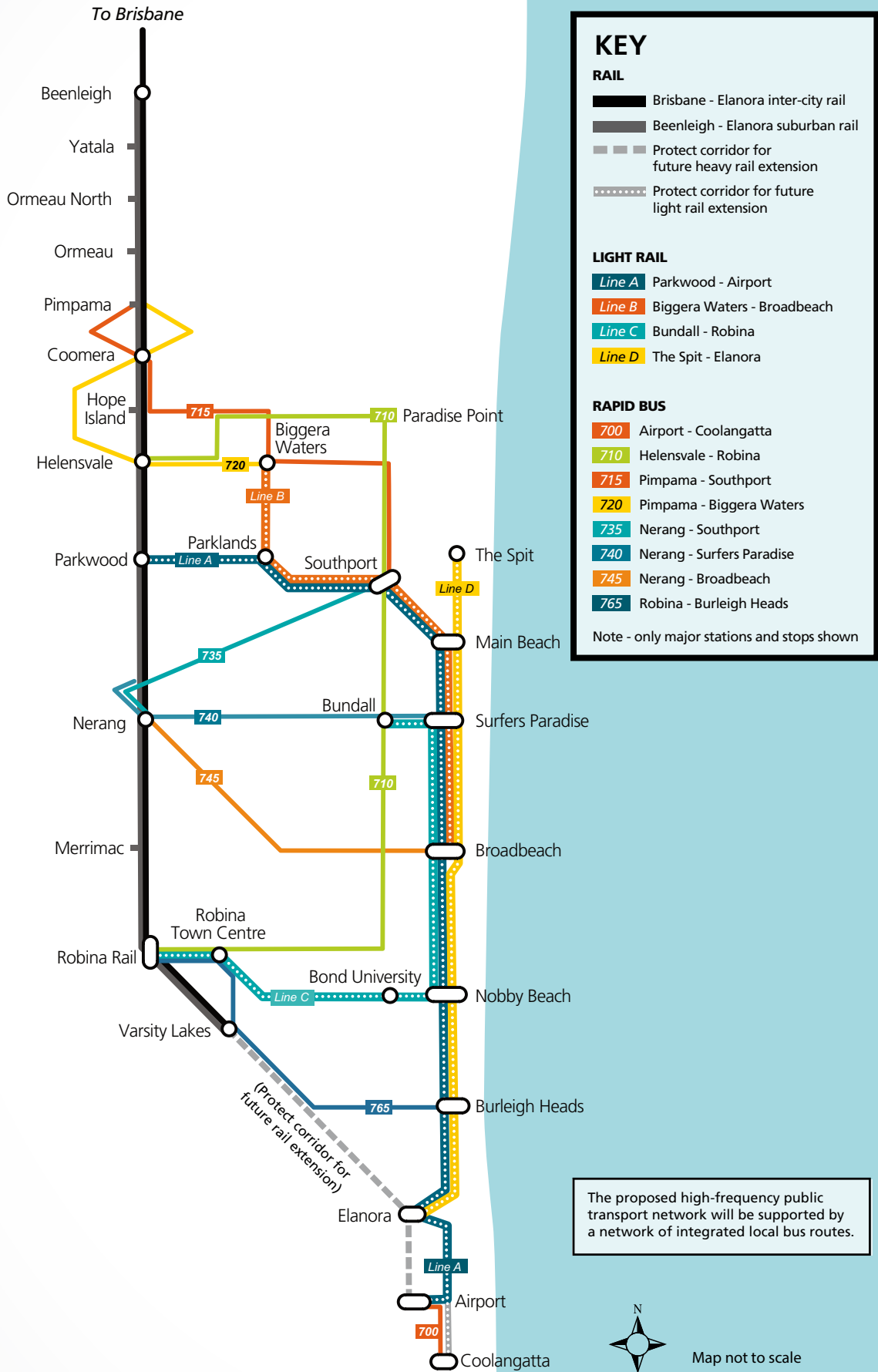
Not all areas of the Gold Coast are able to be serviced by regular public transport. To improve connections for more residents, we are currently trialling flexible bus services in low-density areas including Bonogin and Pacific Pines. These services are funded by Council's transport levy. The objective of the trial is to develop a model that will allow the delivery of flexible bus services to appropriate urban fringe and hinterland communities, linking them to the scheduled public transport network.

We also fund the Council Cab service to assist older people and those with a disability with affordable travel to their local shopping centre. This program will continue into the future.

What does this mean for me?

- **Fast, frequent and reliable public transport** services.
- More rail stations, bus stations and light rail stations means improved public transport network access and connectivity. This means **better access** to jobs, health services, education and leisure activities.
- By 2031, we aim to have **80 per cent of Gold Coast residents within a 10-minute walk of frequent, all-day services** – up from 60 per cent in 2012.
- The **northern suburbs are connected to the public transport system**, offering them a viable alternative to driving and reducing traffic on the Pacific Motorway.
- More **hinterland and low-density communities** have access to public transport.
- **Older people and people with a disability can remain connected** to their communities.

Proposed 2031 high-frequency public transport network*



The proposed high-frequency public transport network will be supported by a network of integrated local bus routes.



Map not to scale

* subject to further investigation and consultation

6. Boosting walking and cycling

Objective:

To provide a safe active transport network that helps make walking and cycling attractive alternatives to the car.

Context

The Gold Coast is ideal for active transport. It's relatively flat, sunny and has 54 kilometres of beautiful beaches for residents and visitors to enjoy.

The *Gold Coast City Transport Strategy 2031* seeks to increase the share of walking and cycling trips from 9 per cent in 2011 to 14 per cent in 2031. To achieve this will require collaboration between Council and other tiers of government to deliver quality walking and cycling environments across the Gold Coast. It will also take willingness from individuals to change the way they move around the city.

Themes

- Theme 12** Develop a connected and accessible active transport network.
- Theme 13** Coordinate active transport planning and funding.
- Theme 14** Provide for mid-trip and end-of-trip facilities at key locations.
- Theme 15** Improve safety, standards and personal security.
- Theme 16** Integrate active transport into the broader transport system.

What are our key actions?

Complete coastal cycle and pedestrian routes

We will complete the walking and cycling network along the coastal strip. This will encourage healthier and more sustainable transport choices from coastal residents and visitors.

Build green bridges in key locations

We will plan and deliver green bridges between:

- Chevron Island and the Gold Coast Arts Centre
- Surfers Paradise and Chevron Island
- Benowa and Carrara.

Other locations where waterways and infrastructure corridors create barriers to active transport will also be considered. These green bridges will make it easier and quicker for walkers, bike riders and all other active Gold Coast residents to get where they need to go.

Implement 'community boulevards' and pedestrian priority zones in key locations

We will develop or reinforce community boulevards at Coolangatta, Coomera, Robina, Southport and Surfers Paradise – and progressively along the coastal strip – to give priority to pedestrians, bike riders and public transport. The boulevards will be designed to cater for only low volumes of cars. Where necessary, bypass roads will be provided to ensure appropriate capacity for cars.

In addition, we will implement zones where pedestrians are given priority within areas of Broadbeach, Burleigh

Do you make walking or cycling part of your every day travel?

“ Any time of the day, nothing beats a blast on the bike. I find it an easy way to get from A to B. Plus, you can always find a park wherever you go. ”

Mike Dudley, Mermaid Waters



Heads, Coolangatta, Coomera, the Gold Coast Health and Knowledge Precinct, Main Beach, Robina, Southport and Surfers Paradise. Cars would continue to have access within these zones, but priority will be given to pedestrians. Traffic speeds would be lowered to achieve this aim.

Develop and implement a cycle plan for the city

There are a number of missing links for bike riders within and between major centres of activity. We will develop and implement a cycle plan that will make it easier to fill in missing bike path segments to create a safe and connected network. This will focus on providing 'local links' that give direct access from residential areas to major destinations such as schools, universities, public transport nodes and key centres for employment and local services.

Develop and implement a pedestrian plan for the city

We will develop and implement a city-wide pedestrian plan which identifies gaps and recommends new pathways for construction. This will provide a more strategic approach to providing footpaths across our city.

What does this mean for me?

- **Walking and cycling will be safer.**
- **Reduced air pollution** and greenhouse gas emissions – active transport uses no fossil fuels.
- **Reduced road noise levels** which improves neighbourhood amenity.
- **Better health for more Gold Coast residents** as more people are active as part of their daily travel.
- Substituting some car journeys for walking and cycling will lead to **reduced congestion**.



7. Maximising road and freight performance

Objective:

To develop and manage an efficient road network that meets the city's needs for the movement of people and goods, and can be safely shared by all users.

Context

Using the road network wisely is vital to the success of the overall transport system and the economic, environmental and social wellbeing of our city. We need to better manage our roads to maximise capacity. Actions such as a joint State Government and Council traffic management centre and better signal coordination will help us get more out of the network.

Car travel has been the focus of the Gold Coast's transport system for the past 50 years, with residents making 88 per cent of trips in cars. This trend is not sustainable. Roads are for cars, commercial vehicles, buses, taxis, cycles, pedestrians and, from 2014, light rail vehicles. In some instances, we need to give priority to public transport, pedestrians, cyclists and freight on key parts of the road network to deliver a sustainable transport system.

There will always be a need for new roads in a growing city. However, on the Gold Coast there are limited opportunities for new major roads without undermining the quality of life that attracts people to live and holiday here. We can't just 'build more roads' in the urban areas as our city grows – that only leads to more cars and more congestion. We need a balanced road network and a coordinated approach to traffic management which focuses on moving people and goods.

The transport strategy provides for expansion of the road network where necessary. But it also has a strong focus on better managing roads and sharing road space to support a more sustainable transport system.

Themes

- Theme 17** Plan and manage the Gold Coast road network as 'one network' regardless of ownership.
- Theme 18** Plan, invest in and manage the road network to provide a match between the transport function of each road with the places it goes and the users who need priority.
- Theme 19** Make the most of existing infrastructure and promote greater use of public transport and active transport.
- Theme 20** Improve the legibility of the Gold Coast road network so motorists take preferred traffic routes and avoid unnecessary trips through activity centres, strip shopping areas and beachside areas.
- Theme 21** Provide adequate loading zones and off-street loading facilities for freight.
- Theme 22** Maintain the local road network to a high standard.

What effect do transport issues have on your business?

“ People like me rely on the roads for our livelihoods. We need public transport to be more reliable and frequent. That way, more people will use it and there’s more space on the road for people who really need to drive. ”

Lee Wager, Robina

What are our key actions?

Deliver an integrated traffic management centre

Council supports the delivery of an integrated traffic management centre for the Gold Coast, jointly managed with the Department of Transport and Main Roads. This will synchronise traffic signals and get more capacity out of the existing road network.

Develop and implement a road network master plan, including a 'pinch points' upgrade program, 'turn left on red' trial and removal of inefficient transit lanes

There are a number of locations where targeted intersection upgrades could significantly improve the operation of the network. Working with the Department of Transport and Main Roads, we will develop and implement a 'pinch points' program of intersection capacity improvements. This program will give priority to intersection upgrades along Southport – Burleigh Road including the Ashmore Road-Bundall Road intersection. Other priorities include the Ashmore Road – Currumburra Road intersection, the Gooding Drive – Robina Parkway intersection and the Southport-Nerang Road – Currumburra Road intersection.

The 'turn left on red' trial and removal of inefficient transit lanes are relatively low-cost changes that can make traffic flow faster and make it easier to get around our city. These changes will be made in cooperation with the State Government, which has overall responsibility for the operation of the state-controlled road network.

Build the Intra-Regional Transport Corridor in stages from Coomera to Carrara

Council supports the staged construction of a new multi-modal urban arterial road from Coomera to Carrara by 2031, and preserving the Coomera to Stapylton corridor for future construction. This will connect the growing northern suburbs with the central Gold Coast and keep local trips off the Pacific Motorway.

Upgrade the Pacific Motorway, including widening from Mudgeeraba to Elanora

As the Pacific Motorway will continue to be the principal north-south route for car and freight movements, we support the following improvements:

- widen the Mudgeeraba to Elanora section to six lanes
- construct additional interchanges at Coomera
- manage the Pacific Motorway using intelligent transport technology to improve reliability and allow freight vehicles to easily enter and exit the motorway
- capacity improvements at motorway interchanges.

Upgrade Southport-Burleigh Road

We support upgrading Southport-Burleigh Road, introducing clearways and extending it to Currumbin Creek Road. This will reinforce Southport-Burleigh Road as the main arterial road for the central Gold Coast.

What does this mean for me?

- Improved management of the road network means **smoother traffic flows**. Traffic lights will be better coordinated and we can respond to traffic incidents quickly.
- The Intra-Regional Transport Corridor will provide **better connections between the city's north and centre**.
- **Improved journey times for freight and deliveries**.

8. Changing our travel behaviour

Objective:

To reduce car dependency and significantly increase levels of walking, cycling, car pooling and public transport.

Context

The Commonwealth Government, State Government and Council are investing billions of dollars in the Gold Coast's transport system. However, in the current economic environment we need to make better use of our existing infrastructure and look at other ways to ease congestion.

Managing travel demand and getting people to change their travel behaviour – to walk more, cycle more, car pool and use public transport – is a cost-effective alternative to increasing road capacity. By taking a demand-management approach to transport on the Gold Coast, we can deliver better environmental outcomes, improve public health, and build a stronger, more prosperous and more liveable community. It's about protecting the Gold Coast lifestyle we all love and enjoy.

Council delivers an Active Travel program that encourages all Gold Coast residents and visitors to make active travel part of their every day lives. We will significantly expand this program over the coming years. The expansion of the light rail network and the introduction of a rapid bus network throughout the Gold Coast will generate an opportunity to bring about real and lasting travel behaviour change. The Active Travel program will be central to achieving this.

Themes

Theme 23 Expand Council's Active Travel initiatives, targeting schools, workplaces and communities.

What are our key actions?

Expand the Active School Travel program

We will significantly expand our Active School Travel program, targeting 5-10 schools each year. This program involves working with schools to reduce traffic during drop-off and pick-up times. The program will also help drive a cultural change among young people and tackle rising rates of childhood obesity.

Deliver a travel behaviour change program for workplaces and introduce 'workplace travel plans'

We will develop and deliver a travel behaviour change program for workplaces, targeting the city's top employers. This will involve developing travel plans to maximise the use of sustainable transport by employees.

We will also introduce 'workplace travel plans' as a condition of planning approval on significant developments. These plans are used as a development assessment tool by other local governments to minimise the negative effects of travel on the environment.

Develop a cycling economy

We will work with the private sector and Queensland Government to support the development of a cycling economy on the Gold Coast, including actions to support cycle tourism, the bicycle industry, and recreation and sports cycling. Cycle tourism (including regional and rural cycle touring) has the potential to provide a range of economic, social and environmental benefits to the Gold Coast.

“Cars will always play a role in the way we get around. But in a big city, it’s just not sustainable to use the car for every trip. As the Coast grows, better public transport, more footpaths, bikeways and bike lanes will give us a better balance.”

Scott Cook and Nathalie Taylor, Biggera Waters



Support car-sharing schemes

We will help promote privately-led car-sharing schemes to reduce the number of cars on Gold Coast roads. Car-sharing schemes allow members to use a car for short periods, which they book online or by phone and pick up from a parking space in their neighbourhood. Car-share schemes are great for people who only need a car (or a second car) occasionally. They can reduce the need for more car parking and increase the viability of a largely car-free lifestyle.

Deliver a travel behaviour change program for communities

We will develop and deliver a travel behaviour change program for communities. This will involve a range of initiatives including delivering information and awareness campaigns, delivering education programs, attending community events and ensuring sustainable travel information is available through a number of avenues.

What does this mean for me?

- Providing better information on sustainable travel will make journeys **easier to plan**. It will enable people to know when it is quicker or easier to walk, cycle or take public transport rather than use a car.
- More people walking, cycling and on public transport means **reduced traffic congestion and cleaner air**.
- **Reduced need for road widening**, which can negatively affect natural habitats and local amenity.
- **Better health for Gold Coast residents** as more people walk and cycle as part of their daily travel.



9. Preparing for the 2018 Commonwealth Games

Context

Hosting the Games is a fantastic opportunity to raise the profile of the Gold Coast, inspire the community and attract investment to the region. But the Games also bring a wealth of transport challenges that will require meticulous planning and targeted investment. We need to ensure that the Gold Coast transport network is well-prepared for the 2018 Commonwealth Games.

Every dollar spent on Games-related infrastructure and travel behaviour change campaigns must be optimised. Transport investments must be consistent with the long-term transport vision for the city. Investments in temporary transport infrastructure should be minimised so that, where possible, expenditure results in permanent benefits, creating a legacy for the city.

The transport experience of local residents and visitors during the Games will be very important. We must work together to show people how easy, accessible, convenient and inexpensive sustainable travel can be. We should be ready to capitalise on these positive experiences by having improved services in place before, during and after the Games to get people to leave their cars behind and walk, ride or catch public transport more often.

We will work with Commonwealth Games authorities to ensure that Games-specific transport investments contribute to achieving this transport strategy's vision. This means the Gold Coast will reap the benefits of the Games for years to come.

What are the key transport legacies of hosting the 2018 Commonwealth Games?

A new integrated traffic management centre

This project will keep traffic moving, better coordinate traffic signals and get more capacity out of the existing road network – before, during and after the Games.

New park-and-rides

Council will work with the State Government to ensure any new park-and-rides required for the 2018 Commonwealth Games are located to provide ongoing benefits for the city.

Potential for bus priority treatments

The State Government will provide for the priority movement of Games Family and spectator transport to key venues. Post Games, opportunities will be explored to retain priority on these routes.

New footpaths and bike paths

A number of new shared pathways will be built to accommodate increased active transport during the Games. These new pathways will be enjoyed by Gold Coast residents and visitors for years to come.

Permanent change in travel behaviour

In the lead-up to the Games, we will work with major employers to promote public transport, telecommuting and travelling outside of peaks to reduce pressure on the transport network during the Games. These changes, if permanently applied across the Coast, could deliver ongoing benefits in reduced congestion, better health and cleaner air.



The Gold Coast's Brittany Broben, silver medallist at the 2012 London Olympic Games for 10m platform diving event.

What does this mean for me?

- **Public transport is improved** because some bus priority measures may be retained permanently.
- **New and expanded park-and-ride sites** throughout the Gold Coast.
- Active transport is improved because **more footpaths and bike paths** are built to move people to and from venues.
- **Improved bus stations/transport interchanges** as transit malls used during the Games may be converted for permanent use.
- After the Games it is expected that more **Gold Coast residents will walk, ride or catch public transport** instead of using the car for every trip.

10. Implementing the strategy

The *Gold Coast City Transport Strategy 2031* will be implemented by Council in partnership with the Queensland Government, the Commonwealth Government and the various industry and community interests across the city. The strategy will underpin a 10-year implementation plan that focuses on:

- creating liveable places
- providing better local parking management
- delivering the next generation of public transport
- boosting walking and cycling
- maximising road performance
- changing our travel behaviour.

The implementation plan will match the 10-year financial plan continually updated by Council. It will be supported by a four-year forward program of transport projects that will be reviewed annually.

Monitoring progress

We will monitor the progress of the *Gold Coast City Transport Strategy 2031* between 2013 and 2031 in order to achieve the targets set out in the transport strategy. The targets will be monitored through regular system measurements, including the national census, accident reports, traffic counts, travel time surveys, annual public transport patronage, customer and user satisfaction surveys and other methods.

These performance measures will be used to prepare a 'State of the Network' report which will be prepared annually to monitor performance on implementation of the transport strategy.

It is intended that the *Gold Coast City Transport Strategy 2031* be reviewed in 2018.

Costs of implementing the strategy

The Queensland Government has estimated that the capital component for new and enhanced transport infrastructure for South-East Queensland could be in the order of \$125 billion¹

Preliminary costings estimate that implementation of the *Gold Coast City Transport Strategy 2031* would cost in the order of \$10.5 billion. Of this, Council's expenditure estimate would be \$1.3-\$2.1 billion, dependent upon Council's contribution to light rail projects.

The projects outlined in the strategy represent an achievable plan for our transport future. The strategy contains a balance of:

- low-cost, short-term actions (such as a major bus route restructure and an integrated traffic management centre) that get the most out of our existing infrastructure
- major infrastructure projects (such as new light rail lines and rail stations) that will require substantial investment from the State and Commonwealth governments once funding becomes available in the medium-to-long term.

Affordability analysis

Council's funding envelope is approximately \$83 million per annum, or \$1.5 billion over the life of the strategy. Considering the upper end of the cost range, this represents a funding shortfall of up to \$36.2 million per annum, or \$652 million over the life of the strategy.

Funding options

The *Gold Coast City Transport Strategy 2031* is not intended to be a fully-funded strategy. It is a vision to guide transport policy and prioritise investment in our transport network. The strategy will be used to assess funding needs and underpin bids for funding from all levels of government. New funding arrangements may be required to bridge the gap between available revenue and investment needs.

1. Department of Transport and Main Roads, Connecting SEQ 2031, p.138, 2011.

Economic appraisal

A preliminary cost benefit analysis of the transport strategy (relative to a 'do-minimum' scenario) suggests that the implementation of the transport strategy is expected to cost \$3.6 billion in present value terms to 2044. This in turn is estimated to generate travel-related benefits worth \$8.9 billion.

The net present value (NPV) is therefore estimated at \$5.3 billion, resulting in a benefit to cost ratio (BCR) of 2.49:1 and economic internal rate of return (EIRR) of 14.7%. Accordingly, the cost benefit metrics for the *Gold Coast City Transport Strategy 2031* underline that the program of works and activities indicate good policy direction.

Conclusions

The proposed investment in the transport network outlined in the *Gold Coast City Transport Strategy 2031* will support approximately 13,700 jobs across the city per annum. It will also increase the regional output by \$1.3 billion and gross regional product by \$479 million, strengthening the Gold Coast economy.

Initiatives defined within this strategy will contribute positively to delivering a resilient transport system that adequately caters for the projected 3.7 million daily trips in 2031. It will provide a fairer and more equitable transport system for all residents and visitors by protecting our quality of life, assist in making our residents healthier and protecting our natural environment.

By doing this we will make it easy for people to move around our city, now and into the future.

For more information please visit goldcoastcity.com.au



Published March 2013

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