

Frequently asked questions

Process

What is this consultation about?

The City is currently consulting on a proposed extension to provide Stage 3A of the Gold Coast Light Rail on a corridor extending from the present terminus at Broadbeach South station to Burleigh Heads.

The consultation is being undertaken to support a preliminary business case and reference design. This will help us to make a case for funding from the Queensland and Commonwealth governments.

Feedback from the community will help us to confirm the preferred station location in Burleigh Heads centre.

Community consultation has been extended to 7 July 2017.

What will happen with my feedback?

The primary purpose of conducting consultation at this early stage along the project planning path is to ensure future detailed planning takes on board community expectations and issues right from the start.

Feedback and opinions expressed as part of the consultation process on Stage 3A will be considered alongside other matters including accessibility, community impacts, environmental impacts and economic factors including costs and benefits. This will guide decisions on more detailed route design and station locations, as we progress further down the project planning path.

What am I being asked to choose from and why?

The City is seeking feedback from the Gold Coast community about which route and station option you would prefer through Burleigh. You have two options to choose from:

- Station Option A (Gold Coast Highway); or
- Station Option B (Park Avenue).

This feedback will be considered alongside a range of other relevant matters in making decisions on preferred options.

Project - General

What is the Gold Coast Light Rail – Stage 3 Project?

The project involves all the planning necessary to establish an engineering design and business case report to address the benefits and costs of extending light rail from the present terminus at Broadbeach South to Coolangatta via Burleigh Heads and the Gold Coast Airport.

Due to the length of the Stage 3 light rail route, planning and consultation has been separated into two stages:

- Stage 3A: Broadbeach to Burleigh Heads – about 7 km.
- Stage 3B: Burleigh Heads to Coolangatta via Gold Coast Airport – about 15 km.

It's only about light rail to Burleigh. Are we being asked to comment on the whole route to Coolangatta?

No. Our priority is to provide the next logical stage of the highly successful Gold Coast Light Rail. This takes account of the obvious benefits of connecting Burleigh Heads and Miami to the major employment and tourism destinations already served by the Gold Coast Light Rail.

The City is currently consulting on Stage 3A to obtain feedback from the community to confirm the route along the Gold Coast Highway and a preferred station location in Burleigh Heads centre.

Investigations and consultation on Stage 3B from Burleigh Heads to Coolangatta are not expected to occur before 2019 at the earliest. The Gold Coast community will be kept informed when further information is available.

Why do we need to do this extension?

The Gold Coast is growing. We expect our city to grow by 67% in the next 25 years, reaching 928,000 people by 2041. For every three people living in the city now, there will be another two in 2041.

The Council's *City Plan* and the State Government's draft Regional Plan, *Shaping SEQ* both anticipate a modest level of urban renewal and transformation or "infill" development along the southern Gold Coast corridor containing the planned light rail extension to Coolangatta.

Further growth will considerably increase the demand for land transport. Since over 90% of current travel in the corridor is by car, there could be congestion and shortages of car parking.....unless a "game changer" is provided to support growth.

The light rail is that game changer. It will act as a catalyst for ensuring forecast growth happens in a way that reduces the need for car transport and enhances, not detracts from the lifestyle benefits already enjoyed by residents and visitors.

That's why we need to keep moving forward on planning where and when the light rail is extended.

What are the benefits of the light rail extension project?

The light rail aims to help ensure the southern Gold Coast of the future a great place to live visit and work in as it continues to grow. It will do this by:

- Providing improved mobility and accessibility options, thereby reducing traffic congestion and the need for expanded car parking facilities.
- Providing fast connections to employment, lifestyle, shopping and entertainment hubs along the corridor, including the Gold Coast Airport precinct.
- Supporting economic growth along the corridor, linking Helensvale to Coolangatta making it easy to move through the corridor.

What should I do if I want to object to light rail going along The Esplanade at Burleigh Heads?

You don't need to do anything. There is no option under consideration for a route along the Esplanade.

An option for a route along The Esplanade was considered early in the route options analysis but was ruled out on operational grounds.

What if I am concerned about some aspects or some options?

If, after reviewing the project information provided, you are concerned about any particular aspect of the proposal, you may decide to put in a survey response conveying this and the reasons for your concern.

Project – Specific details

What are the features of the light rail extension to Burleigh Heads?

The project entails an extension of almost 7 km, using the same technology as the present stages 1 and 2 of the Gold Coast Light Rail. This will include:

- Dual track light rail system at standard gauge (1435 mm).
- Overhead electric traction power system including new substations
- About seven new stations similar in look to the present stations including bicycle storage facilities.
- About four new light rail vehicles or “trams” similar in length and performance to the present 14 vehicles.
- A number of new signalised intersections to improve safety for traffic and pedestrians as the light rail operates.
- Upgraded pedestrian and bicycle facilities.

Why don't you extend light rail to Tweed Heads?

The City has no objection to this, however Tweed Heads is governed by the NSW State Government. If the NSW authorities are interested, the planning can look over the border as well.

What will happen to my bus service when the light rail starts operating?

TransLink, which is a Queensland Government entity, will determine the best response to bus service changes prior to the commencement of actual light rail operations, and the public will be consulted on the changes prior to implementation.

Consistent with the approach adopted in Stages One and Two of the light rail, the following changes may be anticipated:

- Bus services that currently duplicate the light rail would be redesigned to link with it at Burleigh Heads. These include in particular the route 700 and route 777 airport bus.
- The route 700 would continue to operate north of Burleigh Heads all through the night when light rail has ceased operating for that day.
- Other bus services that presently originate and terminate in Burleigh Heads but do not duplicate the light rail route would likely be maintained. Some of these may be restructured and if justified, may receive increased frequency or hours of operation.

Will extension of the light rail to Burleigh result in unlimited height and a corridor of high rise towers?

No.

City Plan sets out the City of Gold Coast's intention for the future development to 2031. It aims to retain the lifestyle benefits of the existing communities within the southern Gold Coast corridor, while accommodating forecast population growth and providing increased employment opportunities serviced by public transport.

If any changes to existing City Plan provisions were to be proposed, there would be comprehensive public consultation.

Will the light rail go through the Burleigh Hill via a tunnel?

No.

This is not part of the current stage 3A which considers only the route from Broadbeach South to Burleigh Heads. Stage 3B from Burleigh Heads to Coolangatta will be the subject of future investigations and public consultation.

However the preliminary planning work that has been completed for this later Stage 3B investigation has proposed a reference design route that follows the existing road corridor on Tweed Street (the Gold Coast Highway) through the Burleigh Ridge. Preliminary planning also shows this option will not impact the National Park.

What will happen to the Gold Coast Highway in the Stage 3A corridor from Broadbeach south to Burleigh Heads?

For the Gold Coast Highway the existing configuration of four traffic lanes can be maintained although there could be some impacts on car parking and turning facilities. We will work to minimise these in the future design phases.

The light rail aims to replace car trips that would otherwise have occurred due to considerable growth in land transport demands. By ensuring an increasing proportion of trips are made by efficient mass transit, not single occupant vehicles, the light rail can reduce traffic congestion and also lessen demands for more car parking.

Isn't the light rail only for tourists? How will it benefit locals?

According to TransLink surveys conducted in 2016, over 80% of the passengers on the current Stage One are Gold Coast locals.

Of course when Stage Two to Helensvale rail opens, we may anticipate a greater proportion of visitors to use the light rail, as they will be able to travel by train from Brisbane and beyond. However this will be good for the city's economy.

Will there be a need for the project to acquire any private property along the corridor?

This is possible however the details of any land requirements will be determined later in the design process. Land requirements will be kept to a minimum by careful design.

Will there be any changes to existing traffic movements?

There will be some changes to traffic movements to allow the light rail to operate safely and efficiently in a busy road environment, and to reduce property impacts. Traffic flow and movements will be carefully planned, and impacts will be minimised.

All stations will enable pedestrian access via traffic signals. Depending on where stations are eventually located, there may be some relocation of existing signalised pedestrian crossings to accommodate the new station locations.

Some changes to traffic movements in Burleigh Heads are associated with the two station options. For more details please consult gchaveyoursay.com.au/lightrailtoburleigh

Will we lose any on street parking?

There may be a loss of some on-street parking in some areas such as where the Gold Coast Highway is too narrow to accommodate the new light rail tracks and stations, two lanes of vehicle traffic and right or left turning lanes. Local parking in most of the surrounding streets will remain unaffected.

We understand the importance of car parking and as the design process proceeds we will seek to minimise loss of car parking along the light rail corridor by careful design.

Some changes to car parking in Burleigh Heads are associated with the two station options. For more details please consult gchaveyoursay.com.au/lightrailtoburleigh

Will any trees be removed and if so will they be replaced with similar trees?

In general the project will seek to improve the greening of the corridor by adding landscaping with species that can coexist with light rail equipment, road and pathway infrastructure and all forms of traffic.

In some sections trees may need to be removed however the net result in the corridor will be many more trees.

Some impacts on trees in Burleigh Heads are associated with the two station options. For more details please consult gchaveyoursay.com.au/lightrailtoburleigh