

Gold Coast Light Rail Stage 4 (Burleigh Heads to Coolangatta)

July 2021

# Why light rail?

## Factsheet



Artist's impression: Palm Beach Avenue.

The vision and purpose of Gold Coast Light Rail Stage 4 is to create a single integrated and accessible transport network that will meet the current and future needs of the southern Gold Coast.

The Gold Coast Light Rail has proven to be a public transport system that has transformed the Gold Coast into a modern, accessible city. With the success of Stages 1 and 2, construction is now underway on Stage 3 which will expand the tram network from Helensvale to Burleigh Heads. The key to ensuring an integrated and sustainable transport network now, and into the future, is to connect communities to jobs, businesses, hospitals, medical facilities, education, shopping, dining, entertainment and sporting centres.

Stage 4 is an essential link in the transport network and will further connect communities to essential services as well as cultural and urban attractions.

Gold Coast Light Rail Stage 4 will deliver a 13km extension south of the Gold Coast Light Rail Stage 3, linking Burleigh Heads to Coolangatta, via the Gold Coast Airport. The Queensland Government has committed \$1.5 million to undertake the *Gold Coast Highway (Tugun to Coolangatta) Multi-modal Corridor Study*. A further \$5 million jointly funded by Queensland Government and City of Gold Coast has been committed to undertake a Preliminary Business Case for Gold Coast Light Rail Stage 4 from Burleigh Heads to Coolangatta, via the Gold Coast Airport.

## Integrated transport system



The Gold Coast is home to more than 620,000 people and is predicted to grow to more than 900,000 by 2041



This means increasing pressure on housing, public infrastructure and the road network



Light rail provides opportunities to change how we move around our city

**55 million**

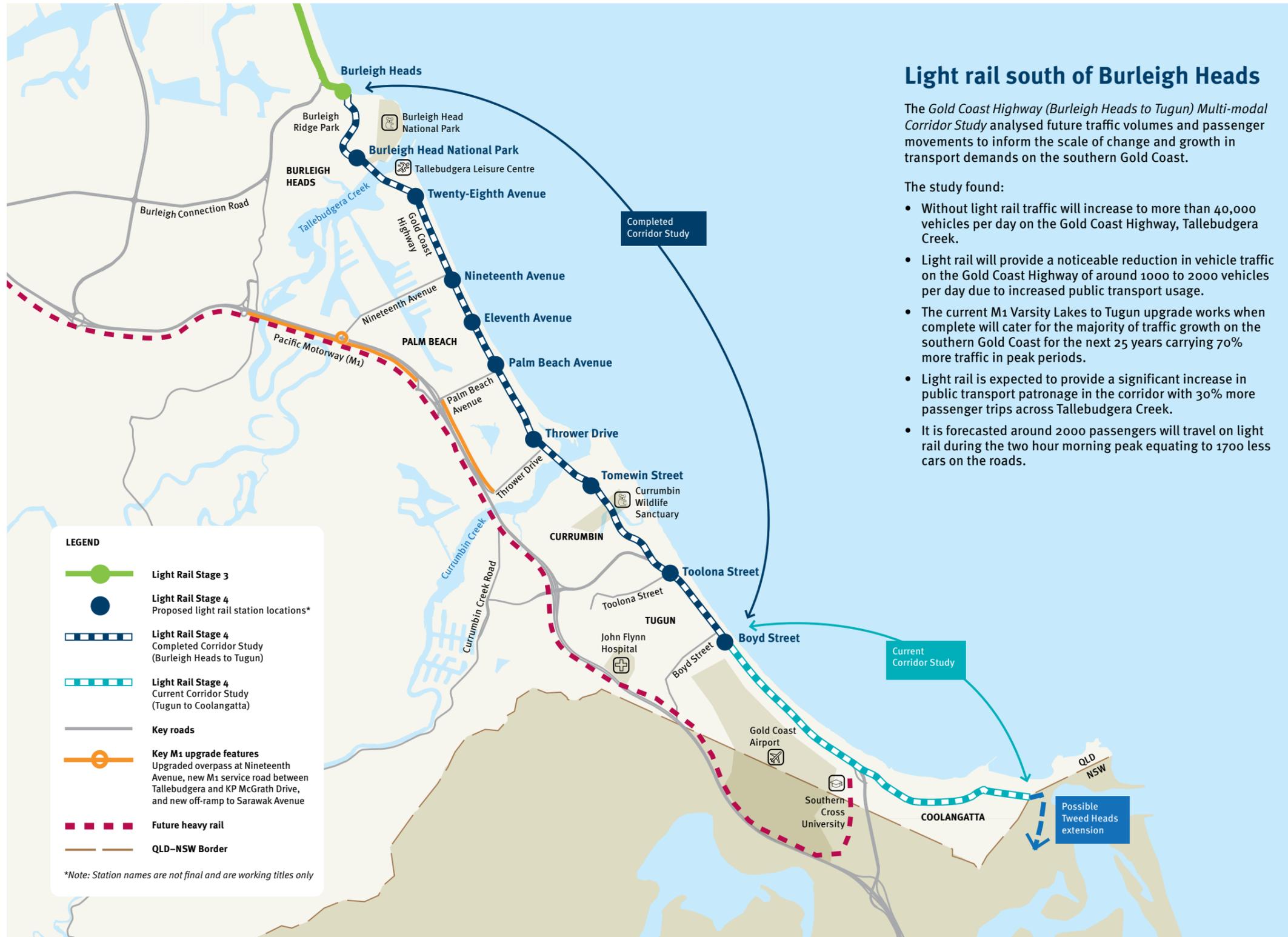
Since 2014, Gold Coast light rail has moved more than 55 million passengers (as at May 2021)



Light rail is frequent, reliable and can move large volumes of passengers



Light rail supports passengers with accessibility needs and continues to work with the sector to identify improvements



## Light rail south of Burleigh Heads

The *Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Corridor Study* analysed future traffic volumes and passenger movements to inform the scale of change and growth in transport demands on the southern Gold Coast.

The study found:

- Without light rail traffic will increase to more than 40,000 vehicles per day on the Gold Coast Highway, Tallebudgera Creek.
- Light rail will provide a noticeable reduction in vehicle traffic on the Gold Coast Highway of around 1000 to 2000 vehicles per day due to increased public transport usage.
- The current M1 Varsity Lakes to Tugun upgrade works when complete will cater for the majority of traffic growth on the southern Gold Coast for the next 25 years carrying 70% more traffic in peak periods.
- Light rail is expected to provide a significant increase in public transport patronage in the corridor with 30% more passenger trips across Tallebudgera Creek.
- It is forecasted around 2000 passengers will travel on light rail during the two hour morning peak equating to 1700 less cars on the roads.

## Buses

Unlike buses, trams travel down their own dedicated corridor and carry 300 people compared to buses which can carry 65 people.

In 2012, the *Gold Coast Southern and Central Area Transport Strategy* assessed the specific transport benefits of light rail on the Gold Coast Highway relative to continuing frequent bus services and found that:

- light rail between Broadbeach and Coolangatta was shown to increase daily public transport trips by 22% relative to buses
- light rail between Broadbeach and Burleigh Heads was shown to increase daily public transport trips by 12% relative to buses.

Buses will continue to play a very important role in the movement of people along and beyond the Gold Coast Highway corridor to a wide range of destinations. Consistent with the approach adopted in the previous stages of the light rail, some bus routes will be changed or replaced (such as the current route 700 and 777 buses along the Gold Coast Highway), while other services will be maintained and potentially enhanced to offer better connectivity overall.

The *Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Study* identified the need for buses to continue to connect communities to the west of the Gold Coast Highway with light rail. Bus services will be designed to ensure the community maintains access to existing heavy rail services and other key attractors such as The Pines Shopping Centre. Connections between bus and light rail will be designed to be safe, convenient and accessible.



**22%**  
increase in public  
transport trips

## Trackless trams

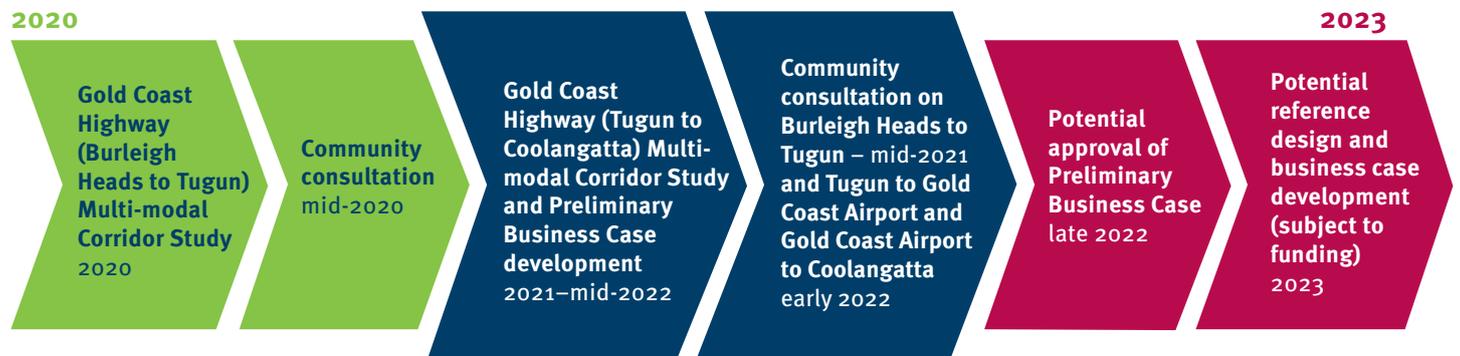
Trackless trams is a marketing term for an articulated, rubber tired electric bus system (ART) and it is not new technology. At this stage, ART remains under development and is not yet proven, particularly its ability to perform safely when presented with environmental constraints such as heavy rain.

A significant issue with ART is 'rutting' of the road caused by vehicles following the same path every trip. To install an ART system on the Gold Coast Highway is not as simple as painting new line markings on existing traffic lanes. It would require significant road re-construction and road widening to support the weight of vehicles and would require a dedicated corridor just like light rail. If it was feasible between Burleigh Heads and Tugun, it would also create an additional public transport mode change for people wishing to travel further north than Burleigh Heads which is a poor outcome for passengers.

## Heavy rail

Delivering a city-wide, integrated, high-frequency public transport network requires multiple forms of transport. This helps to keep our city moving safely and efficiently. Preserving the heavy rail corridor, adjacent to the M1, for a future extension will ensure longer regional trips are planned and catered for in years to come. The heavy rail corridor can only accommodate one form of rail.

## Project timeline



## Get involved and have your say

The Department of Transport and Main Roads will be consulting on the Gold Coast Light Rail Stage 4 planning from mid-2021 to mid-2022.

We would like to hear your views and find out what is important to you. You are invited to participate in our community consultation program to find out more about planning for the Gold Coast Light Rail Stage 4 and provide your input.

### Provide your feedback online



Visit the interactive community consultation website to find out more about the project and provide your feedback.

Visit: [www.tmr.qld.gov.au/gclr4](http://www.tmr.qld.gov.au/gclr4)



### Talk to us in person

The project team will be holding community drop-in sessions to enable you to ask questions and provide face-to-face feedback on Gold Coast Light Rail Stage 4 planning.

Visit the website to find out drop-in session locations and times for the first round of consultation for the Burleigh Heads to Tugun section.

Visit: [www.tmr.qld.gov.au/gclr4](http://www.tmr.qld.gov.au/gclr4)

## Contact us

If you would like further information about Gold Coast Light Rail Stage 4 or to register for updates, please contact the project team:

Phone: 1800 316 365\*

Email: [gclr4@tmr.qld.gov.au](mailto:gclr4@tmr.qld.gov.au)

\*Check with your service provider for call costs.