



# Consolidated Schedule of Actions

This chapter consolidates the actions, investment opportunities and investigations in the City Transport Plan and assigns priorities, lead agencies, supporting agencies, and indicative timing to them. The actions are designed to show in detail how the CTP objectives will be achieved.

## Lead and Support Agencies

The CTP uses the term “agency” to refer to government departments, local governments or other organisations that are responsible for parts of the CTP implementation.

Lead agencies have the overall responsibility for a particular action. Supporting agencies assist the lead agency in their areas of responsibility or expertise.

**Costings** are estimated in 1998 dollars. Unless otherwise specified, they are quoted over the period 1999-2030.

**Priority** is assigned by considering the urgency and importance of the action. “Very high” and “high” priorities will be addressed first. Priorities will change over time. Simply because an action is currently listed as a low priority, does not mean it is not important.

**Timing** is the suggested start and finish years for the action.

The following abbreviations are used for describing organisations.

<b>BSG</b>	Bicycle Support Groups
<b>CG</b>	Commonwealth Government
<b>CPC</b>	Car Pool Connection
<b>DLGP</b>	Department of Local Government and Planning
<b>DMR</b>	Department of Main Roads
<b>DOE</b>	Department of Environment
<b>DOH</b>	Department of Health
<b>DNR</b>	Department of Natural Resources
<b>EDUC</b>	Department of Education
<b>ES</b>	Emergency Services
<b>GCCC</b>	Gold Coast City Council
<b>PTSP</b>	Public Transport Service Providers
<b>QAL</b>	Queensland Airports Limited
<b>QPS</b>	Queensland Police Service
<b>QR</b>	Queensland Rail
<b>QT</b>	Queensland Transport
<b>SG</b>	State Government
<b>TSC</b>	Tweed Shire Council

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>A5 Improvements to Public Transport</b>					
<b>Line Haul Public Transport</b>					
A5.1 Complete necessary detail investigations and implementation arrangements for a major improvement to line haul public transport within the City over the next 30 years, including as major boost to funding prior to 2011.	QT	GCCC	\$300,000	Very High	1998/1999
A5.2 Establish a performance based "Expressions of Interest" process to determine the level of interest in the line haul project, and likely costs of operation. Subject to the outcomes of the EOI process, run a detailed proposals process with a shortlist of suitable consortia derived from the EOI process.	QT	GCCC	\$300,000	High	1999/2000
A5.3 Evaluate options for extending line haul services other than the existing heavy rail, to Coomera.	QT	GCCC	\$5,000	Low	2000/2005
A5.4 Plan and acquire land for new railway stations on the existing and proposed railway, as indicated on the "Public Transport System Concept Plan".	QT	GCCC	\$5 M	Medium	2000/2011
A5.5 Continue planning for the proposed extension of the Gold Coast Railway to Coolangatta. With the active support of the NSW authorities, investigate further extensions.	QR SG	GCCC	\$300,000	Medium	1999/2001
<b>General public transport system improvements</b>					
A5.6 Implement system improvements to passenger information, kerbside infrastructure and service co-ordination as identified in table 5.3 to provide an integrated high quality system across the City.	QT	GCCC DMR PTSP	\$5 M	High	1999/2005
A5.7 Review fare schemes so there is an easy to understand fare structure based on the cost of service, with group travel discounts and a simple, effective collection system.	QT	PTSP	\$5,000	Medium	2000/2005
A5.8 Establish clock face or memory timetabling based on multiples of the hour, and logical bus stop numbering where each stop is a uniquely identified point in the system.	GCCC	PTSP	\$5,000	Medium	2000/2005
A5.9 Continuously upgrade passenger interchange facilities so they are conveniently located, have high quality fittings and facilities, and improved access including high quality pedestrian and cycleway access.	GCCC	QT	\$10 M	N/A	On-going
A5.10 Provide extensive bus priority on the major road system, either as a precursor to providing an upgraded, dedicated line haul corridor, or as the end state solution where the other relevant criteria identified in the road network strategy are met. Consider the use of specially painted road seal in bus lanes to make the bus public transport more visible, and discourage the use of the lanes by motorists.	DMR QT	GCCC	\$20 M	High/Medium	1999/2030

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>A5.11</b> Plan and provide strategically located park and ride stations, especially on the west of the intensive development areas of the city, to intercept trips from the less intensively developed western residential areas.	GCCC	QR QT PTSP	\$20 M	Medium	2002/2015
<b>Service Growth Area</b>					
<b>A5.12</b> Expand the service contract area for Gold Coast bus services to new growth areas such as Coomera at an early stage of development. This may require less frequent services in the first instance, until demand builds up.	QT	GCCC PTSP	N/A	Medium	2000/2005
<b>A5.13</b> Establish regular liaison between local government planners and local bus operators, to ensure major new development proposals are known in advance, and enable planning for service expansion to take place in an orderly manner. Involve Queensland Transport officials as appropriate.	GCCC	QT PTSP	N/A	N/A	On-going
<b>Area Specific Plans</b>					
<b>A5.14</b> Implement the specific initiatives detailed on the Local Area Public Transport Maps in this City Transport Plan in a staged fashion to ensure progressive improvements in services and facilities across the Gold Coast Region.	GCCC	QT	Not Known	N/A	On-going
<b>On-demand public transport</b>					
<b>A5.15</b> Finalise the parameters and implement a "Transit 21" pilot project to develop and test new service options and infrastructure elements.	GCCC QT	PTSP	\$6 M	High	1999/2002
<b>A5 Ferry Transport</b>					
<b>A5.16</b> Establish a performance based "Expressions of Interest" process to determine the level of interest in the project and likely costs of operation.	GCCC	QT	\$30,000	Very High	1998/1999
<b>A5.17</b> Subject to the outcomes of the EOI process, run a detailed proposals process with a shortlist of suitable consortia derived from the EOI process. Implement the successful scheme	GCCC	QT	\$10 M	High	1999/2000
<b>A6 Integrated Transport and Land Use Planning</b>					
<b>A6.1</b> Incorporate the City Transport Plan Targets for increased use of public transport and non-motorised transport and reduction of private car travel into the Planning Scheme, and ensure major development applications and planning scheme amendment processes take account of a transport impact investigation showing how the targets will be attained.	GCCC	DMR	N/A	High	1998/1999

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<p><b>A6.2</b> Designate “public transport precincts” through the Planning Scheme and use these as a basis for revising planning requirements to provide options for better public transport, including:</p> <ul style="list-style-type: none"> <li>• developers can provide less parking in areas well served by public transport, in return for contribution to public transport improvements;</li> <li>• parking contribution funds can be used for either public transport or local parking; and</li> <li>• parking levies can be collected from existing long stay parking areas and used to improve public transport.</li> </ul>	GCCC	DMR	N/A	High	1998/1999
<p><b>A6.3</b> Incorporate the City Transport Plan policies with land use planning to reduce car dependency into the Strategic Plan and relevant statutory planning instruments.</p>	GCCC		N/A	High	1998/1999
<h2>A7 Travel Demand Management</h2>					
<p><b>A7.1</b> Support the Gold Coast Corridor Travel Management Agency “Car Pool Connection” in establishing car pooling arrangements within the City.</p>	GCCC	QT CPC	N/A	Medium	1999/2000
<p><b>A7.2</b> Publish travel option bulletins and information on the environmental impact of transport modes.</p>	GCCC	DOE QT	\$30,000	N/A	On-going
<p><b>A7.3</b> Trial measures in major businesses to reduce trips through telecommuting and better utilisation of vehicle fleets during working hours.</p>	GCCC	SG QT	N/A	N/A	On-going
<p><b>A7.4</b> Consider staging of working hours and support moves to vary trading hours so they do not clash with school and commuter travel.</p>	GCCC	SG QT	N/A	N/A	On-going
<h2>A8 Walking</h2>					
<h3>Planning</h3>					
<p><b>A8.1</b> Audit and improve pedestrian networks within the catchment areas of town centres, schools and major public transport nodes.</p>	GCCC	QT DMR	\$40,000	N/A	On-going
<p><b>A8.2</b> Provide for recreational and commuter walking paths along safe and aesthetically pleasing routes.</p>	GCCC		\$30 M	N/A	On-going
<p><b>A8.3</b> Design local road and pedestrian networks to ensure permeability for pedestrians and cyclists.</p>	GCCC	BSG	N/A	N/A	On-going
<p><b>A8.4</b> Establish and classify walking trails to provide a range of choices matched to physical abilities and social needs.</p>	GCCC	DOE DNR	\$30,000	Medium	1999/2001
<h3>Urban design</h3>					
<p><b>A8.5</b> Encourage development of town centres on a human scale, with concentration of related activities within an easy walk of each other, as well as public transport stops.</p>	GCCC		N/A	N/A	On-going
<p><b>A8.6</b> Encourage provision of connected boardwalks, verandahs and footways which contribute to physical continuity of walking paths.</p>	GCCC		N/A	N/A	On-going

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>Safety and security</b>					
A8.7 Utilise Crime Prevention through Environmental Design (CPTED) in design of public spaces and major pedestrian destinations.	GCCC		N/A	N/A	On-going
A8.8 Provide lighting on major pedestrian routes and at key intersections.	GCCC	DMR	N/A	N/A	On-going
<b>Training and skills</b>					
A8.9 Ensure transport and urban planning staff in government agencies have sufficient skills and understanding of pedestrian needs to be able to effectively improve pedestrian facilities.	SG	GCCC	N/A	N/A	On-going
<b>Education and support</b>					
A8.10 Support the establishment of community walking groups.	GCCC	DOH	\$20,000	N/A	On-going
A8.11 Publish a consolidated pocket guide of all walking opportunities similar to the Gold Coast Cycling Guide.	GCCC	DOE	\$20,000	Medium	1999
A8.12 Implement an ongoing media campaign to promote walking benefits and opportunities.	GCCC	DOH	\$30,000	N/A	On-going
A8.13 Develop and publish a guide to self evaluation of risk assessment and walking activity needs to ensure participants exercise within their target heart range.	DOH	GCCC	\$20,000	Medium	1999
<b>A8 Cycling</b>					
<b>The bikeway network</b>					
A8.14 Provide an on-going program of bikeway construction consistent with the local area bikeway plans.	GCCC	QT DMR QR	\$48 M	N/A	On-going
A8.15 Ensure connectivity of on-road facilities.	GCCC	QT DMR	N/A	N/A	On-going
A8.16 Provide bike lanes on main roads.	GCCC DMR	QT	Part of A8.14	N/A	On-going
A8.17 Provide facilities for safe access to schools as part of the network.	GCCC	QT EDUC	Part of A8.14	N/A	On-going
A8.18 Utilise existing and proposed transport corridors for commuter cycling facilities (e.g. railway service roads).	GCCC	QR QT DMR	N/A	N/A	On-going
A8.19 Construct the Helensvale to Robina veloway.	GCCC	QT QR	\$9.2 M	Medium	1999/2011
A8.20 Provide a cycling bridge across the Nerang River at Southport.	GCCC	SG QT DMR	\$5 M	Very High	1999/2001
<b>Inter-modal and end of trip facilities</b>					
A8.21 Install secure bike parking facilities, showers and lockers at major centres and places of employment.	GCCC		Part of A8.14	N/A	On-going

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>A8.22</b> Consider options for taking bicycles on buses, for example bike racks on buses.	PTSP	GCCC QT	N/A	Low	1999/2005
<b>A8.23</b> Progressively upgrade inter-modal transfer opportunities between bikeways and public transport.	GCCC	QT QR PTSP	Part of A8.14	N/A	On-going
<b>Quality of Facilities</b>					
<b>A8.24</b> Construct new facilities to current standards and guidelines.	GCCC		N/A	N/A	On-going
<b>A8.25</b> Upgrade and maintain existing facilities regularly.	GCCC	DMR	N/A	N/A	On-going
<b>A8.26</b> Incorporate the needs of people with mobility difficulties into bikeways, so they are wheelchair accessible.	GCCC	DMR	N/A	N/A	On-going
<b>A8.27</b> Provide improved signage so the bikeway system is easy to find and use.	GCCC		N/A	N/A	On-going
<b>Provision of Resources</b>					
<b>A8.28</b> Provide sufficient funding and specialised staff to facilitate cycling projects.	GCCC	QT DMR	Salary Budget	N/A	On-going
<b>Education &amp; Awareness</b>					
<b>A8.29</b> Undertake education projects focusing on: <ul style="list-style-type: none"> <li>• development of cycling skills;</li> <li>• safe cyclist / motorist / pedestrian interaction; and</li> <li>• Produce current publication of bicycle network.</li> </ul>	GCCC	QPS QT SG EDUC	\$40,000	Medium	1999/2005
<b>Encouragement</b>					
<b>A8.30</b> Stage regular encouragement cycling events such as Bike Week.	GCCC	QPS QT SG EDUC BSG	N/A	N/A	On-going
<b>A9 Road Network Planning</b>					
<b>Road network development</b>					
<b>A9.1</b> Undertake the capital works development program generally as identified in the table 9.5	DMR GCCC		As per tables	N/A	Ongoing
<b>A9.2</b> Develop local strategies for the Pacific Motorway service roads, so access, speed and adjoining land uses and visual impact of development can be managed within a consistent framework.	GCCC DMR	QT	\$80,000	High	1999
<b>High occupancy vehicles</b>					
<b>A9.3</b> Consistent with the line haul planning for the public transport operations, provide bus priority on major public transport routes. Appropriate bus priority facilities will include: <ul style="list-style-type: none"> <li>• corridors identified for the future high capacity line haul system;</li> <li>• rapid transit bus ways;</li> <li>• bus only lanes;</li> <li>• queue bypass lanes at bottlenecks and traffic signals; and</li> <li>• traffic signal priority and coordination for buses</li> </ul>	QT DMR	GCCC	Public Transport Action	N/A	Ongoing

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>A9.4</b> Evaluate bus lanes and other priority measures to ensure safety and correct use are maintained, and incorporate recommendations from the evaluation into new facilities.	GCCC	DMR QT	\$30,000	Medium	1999
<b>A9.5</b> Identify opportunities to demonstrate and test transit lanes on roads where criteria for application bus priority are not met. This will include: <ul style="list-style-type: none"> <li>transit lanes for 2 (T2) and 3 (T3) minimum occupancy vehicles;</li> <li>use of road space in planning and design of future roads and widenings;</li> <li>adaptation of current plans for new general traffic lanes (unconstructed); and</li> <li>conversion of existing lanes to peak hour HOV lanes on roads of six lanes or greater.</li> </ul>	QT DMR	GCCC	N/A	Low	1999/2011
<b>A9.6</b> Undertake regular enforcement of bus and transit lane breaches by private motor vehicles.	QPS	GCCC DMR QT	N/A	N/A	On-going
<b>Traffic signal co-ordination</b> <b>A9.7</b> Consistent with the road hierarchy, coordinate signals with priority for higher order traffic movements, especially cross-town travel along the north-south arterial roads, followed by the east-west arterial roads.	GCCC DMR		\$80,000	High	1999/2005
<b>Traffic incident management</b> <b>A9.8</b> Consistent with the road hierarchy, introduce reliable responses to traffic accidents and other road incidents, including: <ul style="list-style-type: none"> <li>surveillance of major arterial roads;</li> <li>rapid response incident management units; and</li> <li>training of police, emergency services personnel and tow truck operators in the latest incident management techniques.</li> </ul>	DMR QPS	GCCC	N/A	High	1999/2005
<b>A9.9</b> Consistent with the road hierarchy, provide design features on new and existing roads to facilitate better incident management and diversion of traffic in emergencies including: <ul style="list-style-type: none"> <li>continuous service roads on major highways and arterial roads</li> <li>gated crossover facilities to allow diversion of traffic to opposite carriageway in emergencies.</li> </ul>	DMR ES	GCCC	N/A	N/A	On-going
<b>Local area strategies</b> <b>A9.10</b> Undertake improvements and instigate management controls consistent with the local area	GCCC DMR	QT	As per tables	Medium	1999/2011

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>A9 Safety on the Road System</b>					
<p><b>A9.11</b> Improve safety on rural and semi rural and semi rural roads</p> <ul style="list-style-type: none"> <li>• extend the safety audit program to ensure all roads above collector level have been audited over the next three years;</li> <li>• increase funding for road safety improvements, for example by considering a road safety levy for 3 years to bring the City's road system up to acceptable standard;</li> <li>• widen rural roads by shoulder construction or sealing shoulders;</li> <li>• improve intersections by providing passing lanes or turn protection slots;</li> <li>• enhance signage and the use of electronic technology to advise drivers of unsafe traffic conditions or advisory speed zones;</li> <li>• provide overtaking lanes, especially where there are higher traffic volumes combined with mixed traffic and hilly terrain.</li> </ul>	GCCC	QPS DMR QT	\$10 M	High	1999/2005
<p><b>A9.12</b> Continue the urban speed management program including posting of 50 km/h speed limits in those residential streets which the management priority is for access to local housing or businesses.</p>	SG	GCCC QT QPS	N/A	Medium	1999/2001
<p><b>A9.13</b> Make road safety an explicit priority in planning for new land use development:</p> <ul style="list-style-type: none"> <li>• ensure roads in development areas are planned and developed to adequate standard as part of development approval processes;</li> <li>• include safe access to alternative modes of transport including public transport, walking and cycling in planning for new urban development.</li> </ul>	GCCC	DMR	N/A	N/A	On-going
<p><b>A9.14</b> Provide appropriate delineation between local roads and the major highways for heavy vehicles:</p> <ul style="list-style-type: none"> <li>• ensure heavy interstate transports using the Pacific highway are not brought into regular conflict with local, domestic traffic by providing a hierarchy of supporting local urban arterial roads to cater for local trips;</li> <li>• remove heavy interstate vehicles from the urban area by providing high quality bypasses for the Pacific Highway, especially at Tugun.</li> </ul>	DMR	QT GCCC	N/A	N/A	On-going
<b>A10 Freight Transport</b>					
<p><b>A10.1</b> Identify areas where existing infrastructure may be modified or enhanced to facilitate improved freight vehicle efficiency (e.g. coordinating signals to suit trucks, providing new links and improving existing links to increase capacity).</p>	GCCC DMR QT		N/A	Medium	1999/2005
<p><b>A10.2</b> Identify opportunities for incorporating "freightways" into proposed bus lanes/HOV lanes at certain times of the day.</p>	DMR	GCCC	N/A	Low	2001/2005

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
A10.3 Introduce Intelligent Transport Systems (ITS) to aid the management and control of transportation system.	QT DMR	GCCC	N/A	Low	1999/2011
A10.4 Regulate development to ensure an appropriate standard of parking and loading facilities is included in new commercial and industrial developments.	GCCC	DMR	N/A	N/A	On-going
A10.5 Ensure adequate on-street and off-street loading zones are provided to service commercial precincts.	GCCC		N/A	N/A	On-going
A10.6 Reduce freight movements through residential areas by providing a network of high quality local arterial roads throughout the City.	QT DMR	GCCC	As per tables	N/A	On-going
A10.7 Construct the Pacific Highway bypass of Tugun as a high priority.	FG SG QT	GCCC DMR	\$80 M	Very High	2000/2002
A10.8 Negotiate support for an agreed option for a freight rail spur at Yatala.	QT QR SG	GCCC	\$7-10 M	High	2001/2004
<b>A10 Air Transport</b>					
A10.9 Council will play an ongoing advisory role to the airport operators, by participating on an advisory board of business and government interests.	QAL	GCCC	N/A	N/A	On-going
A10.10 Implement State Planning Policy 2/92 to avoid approval of noise sensitive land uses in the areas affected by high exposures to aircraft noise.	SG	GCCC	N/A	N/A	On-going
A10.11 Undertake a joint study with Tweed Shire Council to identify opportunities and infrastructure needs to maximise the economic benefits of the airport to the region.	TSC GCCC	SG	\$70,000	Medium	1999/2000
<b>A11 Protecting the Environment</b>					
A11.1 As part of a concerted campaign to make people aware of the different fuel consumption levels of cars and the pollution they cause, provide local government resources for public education on the impacts of motor vehicle use.	GCCC	QT DMR	\$20,000	High	1999/2000
A11.2 Support increasing limits on vehicle emissions, and increased enforcement of emissions from vehicle operations.	CG SG	GCCC	N/A	N/A	On-going
A11.3 Develop noise exposure forecasts and noise footprint maps for all major transport facilities, to ensure new development is not located near transport facilities where a noise level in excess of the recommended level is likely to be experienced. Incorporate these footprint maps in the City Planning Scheme.	DMR	GCCC	\$60,000	Medium	1999/2002

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
<b>A11.4</b> Continue the Main Roads program of progressively providing noise control measures on existing major roads where the recommended exposure level for existing roads is exceeded.	DMR	GCCC	Not known	N/A	On-going
<b>A11.5</b> Consider the need to use low noise surfacing, especially open-graded asphalt, on new and rehabilitated roads.	GCCC	DMR	Component of construction cost	N/A	On-going
<b>A11 Maintaining Social Justice</b>					
<b>A11.6</b> Ensure local infrastructure and public transport facilities meet national requirements for making public transport accessible to people with mobility difficulties.	GCCC	SG QT PTSP	Not known	High	by 2015
<b>A11.7</b> Establish equitable and reasonable funding arrangements and fare structures for public transport, which recognise the role of public transport in maintaining social justice.	QT	GCCC SG PTSP	N/A	Medium	2000/2005
<b>A11.8</b> Establish the TRASCORD COMMUNITY TRANSPORT INC. 'one stop shop' for co-ordinating community transport needs, and evaluate its success in meeting the needs of people who require assistance to access transport services.	TRASCORD	GCCC PTSP QT	\$60,000	Very High	1999
<b>A11 Consultation</b>					
<b>A11.9</b> Follow adopted guidelines in respect of all major transport proposals, utilising cost-effective means to ensure citizen inputs to improve the quality and acceptance of transport decisions.	QT	GCCC PTSP	N/A	N/A	On-going
<b>A13 Funding and Investment</b>					
<b>A13.1</b> Make the best use of available transport funding by pursuing efficiency in planning, design, construction, operations and maintenance: <ul style="list-style-type: none"> <li>• give priority to those investments in the City Transport which promise the greatest benefits in achieving an integrated and sustainable transport system;</li> <li>• use life cycle costing and value management approaches to optimise construction and maintenance activities;</li> <li>• ensure transport operations and service delivery are run as business operations;</li> <li>• ensure public transport operations are run as commercial business attracting maximum patronage.</li> </ul>	QT GCCC	DMR	N/A	N/A	On-going
<b>A13.2</b> Bring forward investments in roads and public transport to the period before 2011, to ensure appropriate transport facilities are in place early enough to influence development and travel patterns.	GCCC DMR	QT	As per tables	High	1999/2011
<b>A13.3</b> Prepare a detailed 5 year capital works program for bikeways, including program parameters which can be used to efficiently and equitably allocate increased funding for bikeways.	GCCC		\$20,000	High	1999

Description	Lead Agency	Supporting Agency	Costing	Priority	Timing
A13.4 Increase allocations for bikeway infrastructure.	GCCC QT		As per tables	Medium	1999-2030
A13.5 Establish appropriate project arrangements which rely on alternative means of funding transport projects, especially relating to private sector investment including: <ul style="list-style-type: none"> <li>• private/public sector partnerships;</li> <li>• build own and operate schemes (BOO);</li> <li>• build own operate and transfer schemes (BOOT);</li> <li>• BOOT negative subsidised schemes;</li> <li>• land value capture schemes.</li> </ul>	QT	GCCC	N/A	N/A	On-going
A13.6 Explore new sources for revenue which are consistent with national competition policy including: <ul style="list-style-type: none"> <li>• service user fees;</li> <li>• increased parking charges in congested areas;</li> <li>• area licensing scheme for congested centres;</li> <li>• fuel taxation.</li> </ul>	QT CG	GCCC	N/A	High	1999/2001
A13.7 Prepare infrastructure charges codes for all major growth areas of the City which cover roads, public transport, pedestrian and bicycle facilities adopting appropriate levels of service as a basis for planning and charging for provision	GCCC	DMR QT	Not known	High	1999/2002
A13.8 Change town planning requirements so parking contributions in lieu of providing on-site parking can be used for public transport improvements.	GCCC		N/A	High	1999
A13.9 Ensure project evaluation processes adopt full consideration of the impacts on crucial quality of life factors including: <ul style="list-style-type: none"> <li>• the economy;</li> <li>• social conditions;</li> <li>• natural environment;</li> <li>• greatest benefits to the achievement of a sustainable transport system.</li> </ul>	GCCC DMR	QT	N/A	N/A	On-going

Implementation of Major Actions

		Year															
		1998	1999	2000		2006		2011		2015		2020		2025		2030	
<b>A5</b>	<b>Improvements to Line Haul Public Transport</b>																
A5.1	Complete detail investigations and implementation arrangements for improvement to line haul public transport.	•	•														\$0.3 M
	Stage 1: Helensvale / Southport / Broadbeach / Nerang			•	•	•	•	•	•	•	•	•	•	•	•		\$410 M
	Stage 2: Labrador to Southport , Broadbeach to Coolangatta					•		•	•	•	•	•	•	•	•		\$225 M
	Stage 3: Nerang to Southport , Robina to Burleigh , Coolangatta / Tweed											•	•	•	•	•	\$180 M
A5.2	Establish "Expressions of Interest" process to determine interest and likely costs of operation.	•	•														\$0.3 M
A5.4	Plan and acquire land for new railway stations.		•	•	•	•	•	•	•	•	•	•	•	•	•		\$5 M
A5.6	Implement system improvements.	•	•	•	•	•	•										\$5 M
A5.9	Continuously upgrade passenger interchange facilities.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	\$10 M
A5.10	Provide extensive bus priority on the major road system.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	\$20 M
A5.12	Expand the service contract area for bus services to include new growth areas.	•	•	•	•	•											N/A
A5.15	Implement a "Transit 21" pilot project.	•	•	•	•												\$6 M
<b>A5</b>	<b>Ferry Transport</b>																
A5.17	Implement a ferry transport scheme following a detailed EOI and selection process.	•	•														\$10 M
<b>A6</b>	<b>Integrated Transport and Land Use Planning</b>																
A6.2	Designate "public transport precincts" through the Planning Scheme.	•	•														N/A
A6.3	Incorporate the CTP policies with land use planning into the Strategic Plan.	•	•														N/A
<b>A7</b>	<b>Travel Demand Management</b>																
A7.1	Support the "Car Pool Connection" initiative within the City.	•	•														N/A
A7.2	Publish travel option bulletins and information on the environmental impact of transport modes.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	\$0.03 M
<b>A8</b>	<b>Walking</b>																
A8.1	Audit and improve pedestrian networks within the major catchment areas.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	\$0.04 M
A8.4	Establish and classify walking trails to provide arrange of choices.	•	•	•	•												\$0.03 M
A8.6	Encourage provision of connected footways to provide continuity of walking paths.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	N/A
<b>A8</b>	<b>Cycling</b>																
A8.14	Provide an ongoing program of bikeway construction consistent with the Local Area Bikeway Plans.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	\$48 M
A8.17	Provide facilities for safe access to schools as part of the network.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	Part of A8.14
A8.19	Construct the Helensvale to Robina Veloway.	•	•	•	•	•	•	•	•	•	•	•	•	•	•		\$9.2 M
A8.20	Provide a cycling bridge across the Nerang River at Southport.	•	•	•													\$5 M
A8.21	Install secure bike parking facilities, showers and lockers at major destinations.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	Part of A8.14
A8.25	Upgrade and maintain existing facilities regularly.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	N/A
A8.29	Undertake education projects.	•	•	•	•	•											\$0.04 M

Implementation of Major Actions

		Year															
		1998	1999	2000		2006		2011		2015		2020		2025		2030	
<b>A9</b>	<b>Road Network Planning</b>																
A9.1	Undertake the capital works development program as identified in the Table 9.5	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	As per Table 9.5
A9.2	Develop local strategies for the Pacific Motorway service roads.	•															\$0.08 M
A9.3	Consistent with the line haul planning, provide bus priority on major public transport routes.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	As per A5.10
A9.4	Evaluate bus lanes and other priority measures to ensure safety and correct use are maintained.	•															\$0.03 M
A9.7	Consistent with the road hierarchy, coordinate signals with priority for higher order traffic movements.	•	•	•	•	•	•										\$0.08 M
A9.8	Consistent with the road hierarchy, introduce reliable responses to traffic accidents and other road incidents.	•	•	•	•	•	•										N/A
A9.11	Improve safety on rural and semi-rural roads.	•	•	•	•	•	•										\$10 M
A9.12	Continue the Urban Speed Management Program.	•	•	•													N/A
<b>A10</b>	<b>Freight Transport</b>																
A10.1	Identify areas where existing infrastructure may be modified or enhanced to facilitate improved freight efficiency.	•	•	•	•	•	•										N/A
A10.3	Introduce Intelligent Transport Systems (ITS) to aid the management and control of transportation systems.	•	•	•	•	•	•	•	•	•	•						N/A
A10.7	Construct the Tugun Bypass as a high priority.	•	•	•													\$80 M
A10.8	Negotiate support for an agreed option for a freight rail spur at Yatala.	•	•	•	•												\$7-10 M
<b>A10</b>	<b>Air Transport</b>																
A10.11	Undertake a joint study with Tweed Shire Council to maximise the economic benefits of the airport to the region.	•	•														\$0.07 M
<b>A11</b>	<b>Protecting the Environment</b>																
A11.1	Provide Local Government resources for public education on the impacts of motor vehicle use.	•	•														\$0.02 M
A11.3	Develop noise exposure forecasts and noise footprint maps for all major transport facilities.	•	•	•	•												\$0.06 M
<b>A11</b>	<b>Maintaining Social Justice</b>																
A11.6	Ensure that national requirements are met for making PT accessible to people with mobility difficulties.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	N/A
A11.8	Establish the Transcend community Transport "one stop shop" for coordinating community transport needs.	•															\$0.06 M
<b>A13</b>	<b>Funding and Investment</b>																
A13.2	Bring funding investments forward to the period before 2011, to ensure transport facilities are in place early to influence development and travel patterns.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	As per Tables
A13.3	Prepare a detailed 5 year capital works program for bikeways, to efficiently and equitably allocate increased funding for bikeways.	•															\$0.02 M
A13.4	Increase allocations for bikeway infrastructure.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	As per Tables
A13.7	Prepare infrastructure charges codes for all major growth areas of the City which cover roads, PT, pedestrian and bicycle facilities.	•	•	•	•												N/A
A13.8	Change town planning requirements so parking in lieu of providing on-site parking can be used for public transport improvements.	•															N/A