Appendix A

Key Signature Projects

Line Haul Public Transport Improvements

Transit 21 - Advanced Public Transport System Initiative

Public Ferry Transport

Gold Coast Veloway - Helensvale to Robina

Southport Bridge Widening for Bicycle Improvement

Yatala Freight Spur

Gold Coast City Transport Plan Signature Project

Line Haul Public Transport Improvements

Opportunity

A major investigation of line haul public transport options for Gold Coast City was undertaken by Queensland Transport and Gold Coast City Council. Six potential corridors covering a total length of 81km were investigated. The evaluation included:

- the suitability of particular line haul technologies (light rail, busway, heavy rail, automated guided systems and others) for particular corridors on the Gold Coast;
- the ability to integrate with the existing public transport system; and
- the financial feasibility of particular options.

Key Findings

- In most locations, there is sufficient land available to introduce a line haul system with minimal land acquisition. Service roads or median strips would be used in some locations, while limited tunnelling would be needed in some key choke points.
- To attract sufficient patronage, the present service frequency in some corridors would need to be trebled, while overall travel speeds would need to be doubled. Vehicles will need to operate in their own corridors wherever practicable, have priority access to major centres, and be fully accessible to people with mobility difficulties.
- The most attractive location for demand would be the coastal corridor from Labrador to Coolangatta, where up to 3,500 passengers per hour per direction are predicted in peak periods. The other corridors would carry 1,000 to 1,500 passengers per hour per direction in peak periods.
- A new line haul system would attract passengers off slower bus services currently operating, but increase bus patronage overall because people would use feeder buses for part of their journey.
- Apart from being essential to the achievement of increased public transport targets in the City Transport Plan, a major new public transport system would provide the impetus for urban development which supports reduced dependence on cars. Such a system would also make a major contribution to making Gold Coast City a quality place to live work and play in the 21st century.

Implementation

- The most attractive options recommended in the study were light rail, or a dramatically improved bus priority system with bus lanes and bus only roads, and major transit stations.
- A light rail system supported by an extensive feeder bus system was suggested as possibly the best way to achieve the objectives of the City Transport Plan, if it can be afforded.
- A bus priority system would be less expensive, but with less passenger appeal, than light rail.
- A suitable light rail project would cost about $410 million to establish over the most important 33km of potential corridors. This should be done over the next 10 years.
- A further extension of the system for remaining major movement corridors by 2020 would cost about 200 million and complete the needs of the City for a major line haul urban public transport system.

Proposed Actions

- Conduct a more detailed study of the engineering feasibility and location of major light rail and busway routes in the 33km of high priority public transport corridors.
- Establish a performance based "Expressions of Interest" process to determine the level of interest in the 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.

'Transit 21' Advanced Public Transport System Initiative

Opportunity

Public transport services can benefit from the use of technology to speed their progress through the traffic, to advise intending passengers of actual arrival time of the next service, and to improve the ability of fleet managers to track vehicles and detect problems.

At the same time, the ability to track and communicate with vehicles allows a more efficient use of the vehicle through continuous multi-hiring. Technology is used to match the otherwise lone travelers with other riders wishing to make the same journey. This means on-demand public transport can operate more like the car than a public transport service, providing flexibility and convenience.

The Gold Coast *Transit 21* Advanced Public Transport System Project aims to use electronic technology to develop major elements of a future high quality, seamless public transport system for Gold Coast City.

The specific objectives of the project are:

- to improve public transport information for intending passengers on public transport services.
- to reduce running time for buses by providing for priority at traffic signals in key corridors.
- to improve the ability of fleet managers to schedule and route buses, based on improved data on passenger demands.
- to trial new service options which enable new public transport markets to be tapped, thereby providing a more responsive overall service to reduce reliance on private vehicle travel.
- to integrate all of the above elements into a seamless public transport system which offers the user a full range of service options, depending on their travel needs and budget.

On-board Mobile Data Terminal

Global Positioning System (GPS)

Real Time Passenger Information

Traffic Signal Priority

Integrated Fare Collection and Automatic Passenger

Improvements to Scheduled Services

- "smart buses" with on board computers able to communicate with GPS tracking system; (existing buses fitted out).
- traffic signal co-ordination and priority for buses, to allow priority through congestion.
- real time information signs at major bus stops.
- co-ordination of buses with bus control centre for monitoring of on-time running, scheduling of extra vehicles and continuous review of time tables, including timetable revisions to account for bus priority time savings.

Trials of New On-Demand "Services"

- "smart buses" used to provide semi-on demand shuttle services to feed rail, especially off-peak, charging a 15% premium on the standard bus fare.
- continuous multi-hire services providing a service at around 75% single hire taxi fare; (existing taxi fleet utilised).

System Integration and Ride Despatch

- linking of real time bus arrival information to bus control centre for "smart bus" call.
- linking of taxi despatch and bus information systems to provide a total system with a range of choices.
- access by telephone, internet or passenger information services.

Proposed Actions

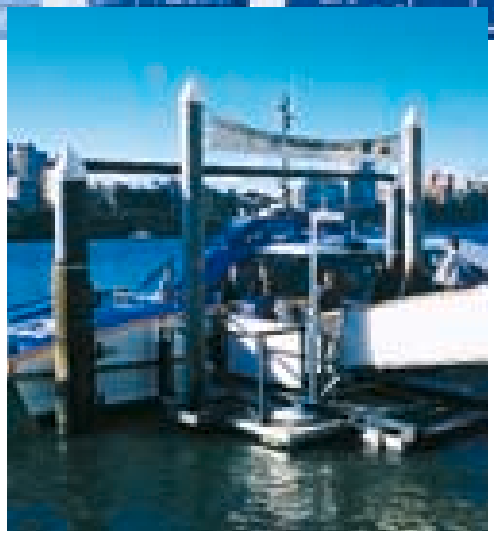
- with the co-operation of existing operators, implement a pilot project to trial "smart buses" and continuous multi-hire services
- establish real time passenger information at major public transport stops, and provision for signal co-ordination and priority on major line haul bus routes.

Gold Coast City Transport Plan Signature Project

Public Ferry Transport

Opportunity

- A fast, environmentally friendly ferry system can be established on the Gold Coast's major waterways for under $10 million and can operate within acceptable safety and environmental parameters.
- Two routes, Surfers Paradise to Pacific Fair/Casino (15 seaters) and Surfers Paradise to Southport/Spit (55 seaters) appear the most promising.



Key Issues

- The vessels will be low noise, low wash catamarans to reduce impact and ensure there is no damage to waterfront property. Environmental impact assessment will be undertaken before establishment.
- The length of vessels would be about 12 to 28 metres, carrying between 15 and 55 passengers. To be viable and provide realistic travel times, an operational speed of 18 knots will need to be maintained. This would require speed exemptions, as vessels in excess of 12 metres are restricted to 6 knots in many locations.
- All vessels and pontoons will need to be fully accessible to people with mobility difficulties.

Implementation

- There is reason to believe private sector consortia will be interested in establishing ferry operations. Some funding may be required from State Government and Council for strategically located pontoon facilities (which would remain in public ownership).

Proposed Actions

- Establish a performance based "Expressions of Interest" process to determine the level of interest in the 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.

Gold Coast City Transport Plan Signature Project

Gold Coast Veloway Helensvale to Robina

Opportunity

Longer distance cycling can be a more attractive transport mode if dedicated bicycle paths are provided. A Council feasibility study has confirmed a high speed "Veloway" 4 metres wide and 17km in length can be located parallel to the Gold Coast Railway from Helensvale to Robina. A Veloway is essentially a highway for bicycles and other wheel-borne, non-motorised vehicles. The Gold Coast Veloway would take advantage of the railway earthworks and have gentle vertical gradients, and be fully separated from roads.

The Gold Coast Veloway would be used by commuter cyclists, cyclists training for road racing, as well as for training by wheelchair athletes.

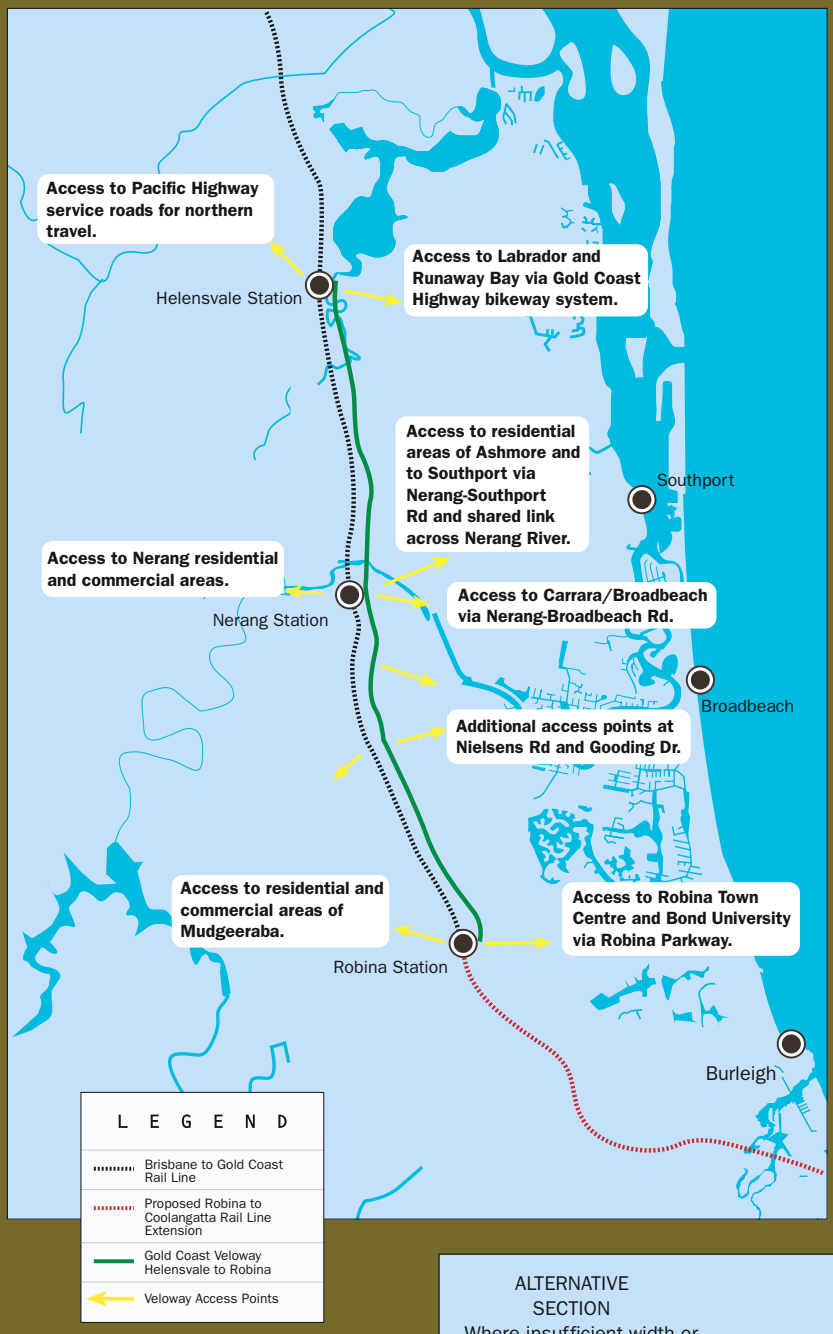
Portions of the Veloway would also be used for pedestrian and local bikeway links, especially across the Nerang River to link the Nerang Railway Station to passenger catchments in Ashmore.

Key Issues

- Connections to the local cycling network of on and off road facilities are vital to the success of the Veloway, and 14 access points are proposed.
- Specially designed security fencing, to provide visual and physical separation from the high speed railway line is required.
- Telephone help points and safety lighting are needed to ensure personal safety and security.
- The cost of this major facility is beyond the scope of normal bikeway funding by Council.
- Separation of pedestrians and cyclists will need to be ensured over the high speed sections.

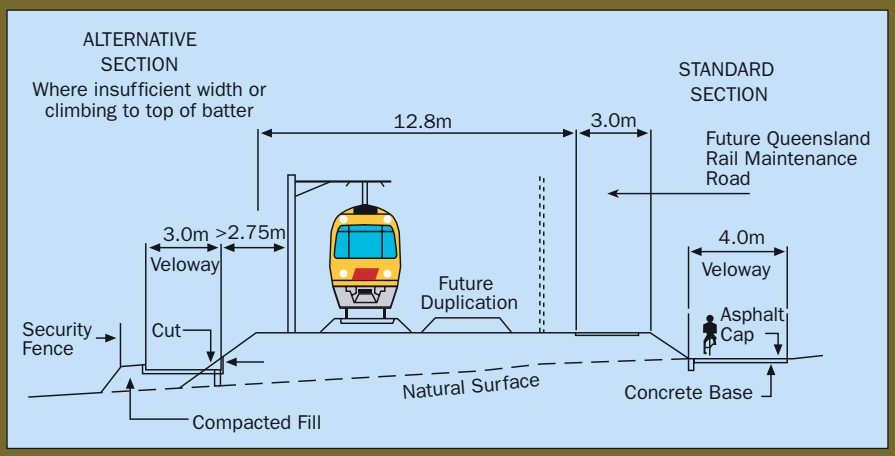
Implementation

- The Veloway would be constructed in six stages.
- The estimated cost is $9.2 million.



Proposed Actions

- Consider the Gold Coast Veloway as part of a major regional cycling plan, with appropriate funding support from State Government.
- Implement the first stages of the Veloway as part of ongoing cycling improvements

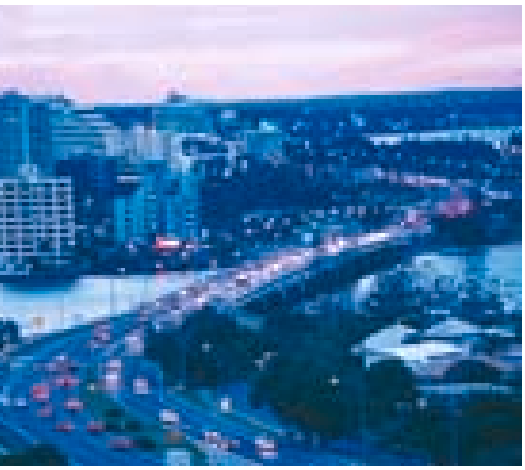


Gold Coast City Transport Plan Signature Project

Southport Bridge Widening for Bicycle Improvement

Opportunity

- A safer link between Southport and Surfers Paradise would encourage cycling without the fear for on-road cycling at this known pinch point in the Gold Coast Highway. It would also eliminate pedestrian/cyclist conflict occurring on the narrow shared footway.
- Encouraging safer and longer distance cycling will make cycling a more attractive transport mode. Preliminary investigation has confirmed that widening of the eastern side of the road bridge will create an on-road bike provision and improved shared footway widths for pedestrian and vulnerable bike riders. This scheme would essentially provide a high standard on-road bikeway for experienced cyclists while still providing improved off-road provision for children, recreational cyclists and wheelchair users.
- The building of a wide pedestrian friendly facility at this scenic coastal location would significantly promote the image of the Gold Coast and the City's drive for the use of non-motorised transport.

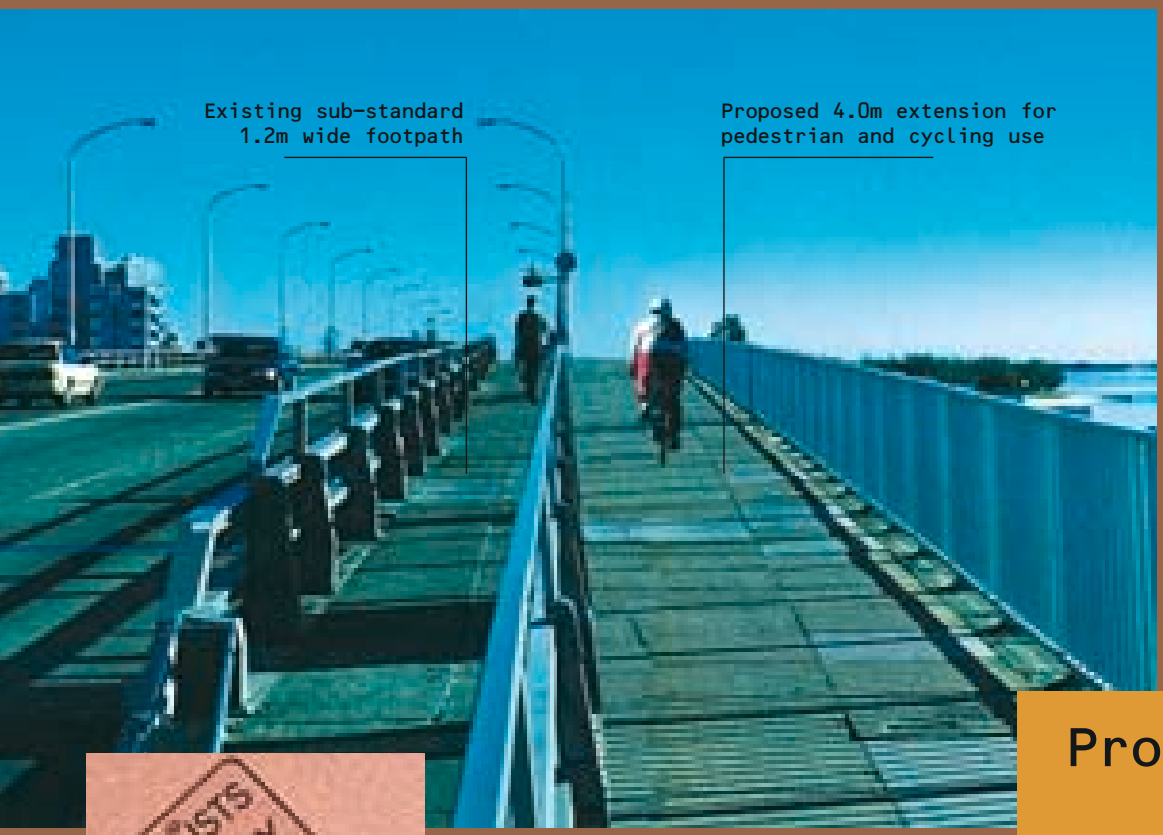


Key Issues

- Connecting the on road bike facility to the local cycling network and catering for all types of bicycle users is vital to the success of the project.
- The cost of this major facility is beyond the scope of normal bikeway funding by Council. Without funding, on-road cyclists will continue to cross the bridge at great risk.
- The safe crossing of pedestrians across proposed bikeway connections will need careful and further detail design consideration.

Implementation

- The bridge widening would have to be constructed under traffic.
- The estimated cost of the bridge widening for improved bicycle and pedestrian use is $5 million.



Proposed Actions

- Consider the Gold Coast Bridge Bicycle Improvements project as part of a major regional cycling plan, with appropriate funding support from State Government.
- Upon funding agreement, commence detailed planning and design.

Gold Coast City Transport Plan Signature Project

Yatala Freight Spur

Opportunity

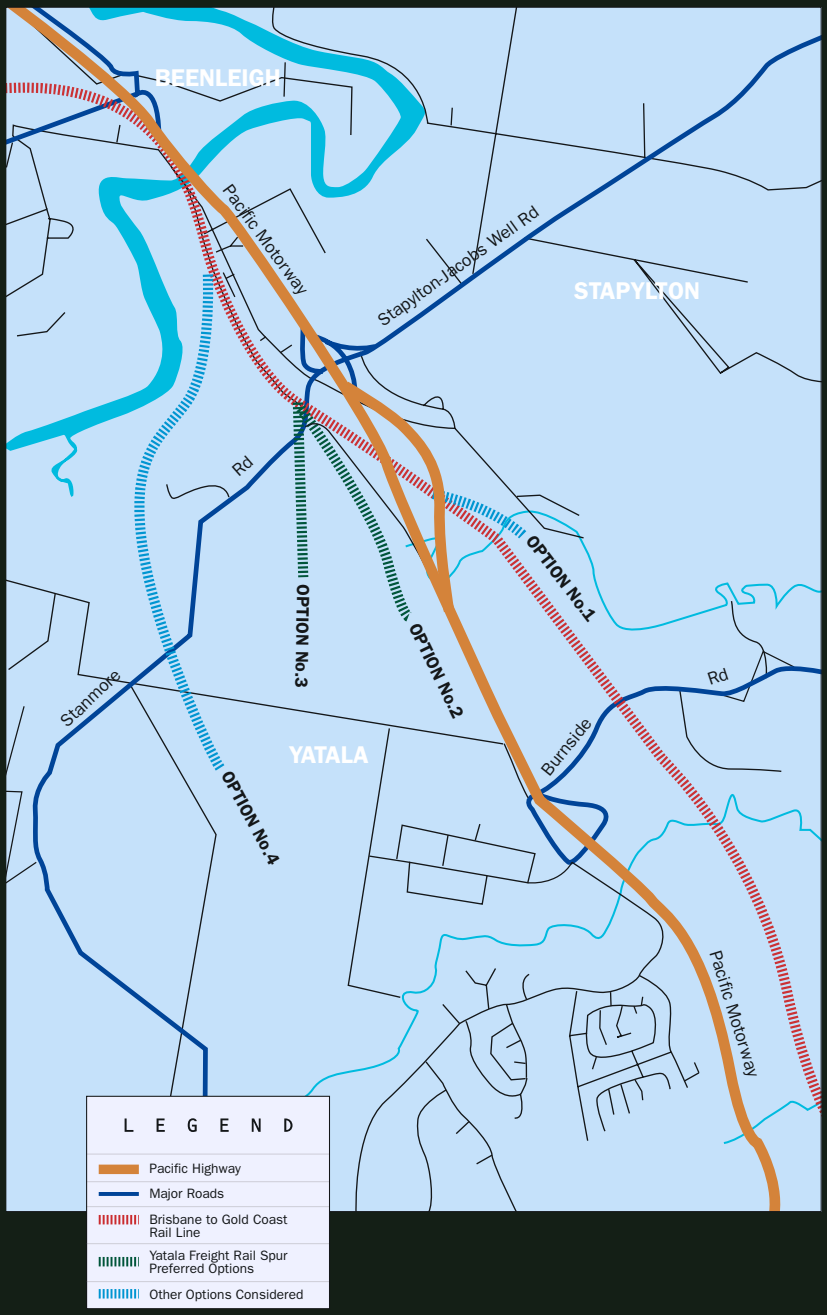
- A potential opportunity to provide rail freight facilities has been identified at the Yatala industrial precinct. A feasibility study indicates a freight rail spur can be viable and would attract additional industry to this major industrial growth site.
- Yatala industrial area has about 1500ha of land available for industrial development, and is strategically located in the Brisbane to Gold Coast Corridor, with direct access to the Pacific Motorway.
- A freight spur connection from Yatala to the nearby Gold Coast Railway, including a loading facility, would enable freight to be carried to the Port of Brisbane. Trains could also be sent to Acacia Ridge for onwards movement inter-state, or to Moolabin for making into trains to go though the Queensland system.
- A feasibility study undertaken for the City Transport Plan has found the freight rail spur is practical and can serve existing industries in the short term, at an estimated cost of $7 million.
- Several viable options were identified, all consisting of the rail spur and a freight handling facility.

Key Issues

- An approximate threshold 100,000 tonnes per annum is required to justify a freight rail investment. This could probably be captured with existing industries currently using road if the spur was built. With industries known to be establishing in the area over the next 10 years, this potential market for rail traffic could rise to over 200,000 tonnes per annum.
- With the spur in place, there would be additional attractions for industry requiring rail transport to locate in the Yatala area.
- Only one existing bridge would need to be upgraded on the line to Yerongpilly at Runcorn, at an estimated cost of $100,000.

Implementation

- A preferred option for the location of this facility in the industrial area needs to be decided, and negotiations with the State Government and Queensland Rail undertaken to obtain funding for the facility.



Proposed Actions

- Negotiate support for an agreed option for a freight rail spur at Yatala
- Incorporate the agreed option on the Yatala Development Control Plan.

City Transport Steering Committee

Cr. Peter Armstrong	Councillor • GCCC (Chair)
Cr. Sue Robbins	Councillor • GCCC (Chair Planning and Development-South Committee)
Cr. David Power	Councillor • GCCC (Chair Planning and Development-North Committee)
Mr. Warren Rowe	Director Planning Development and Transport • GCCC
Mr. Warren Day	Director Engineering Services • GCCC
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Mr. Noel Rumble	Manager Public Transport - South East Region • Queensland Transport
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