Gold Coast
Road Network Plan
2018–2028

Creating a reliable, resilient and sustainable road network
The City of Gold Coast (City) recognises that keeping the city’s road network flowing is a social and economic driver.

As our population continues to grow it’s vital that the City has a plan to identify ways to improve its extensive road network and bust congestion. The Road Network Plan (2018–2028) will be used as an important guide when planning for future development and road infrastructure.

This plan supports the implementation of the Gold Coast City Transport Strategy 2031 and complements the Gold Coast 2022 Corporate Plan and Gold Coast City Plan (City Plan).

During the consultation process the Road Network Plan received valuable input from key stakeholders including the Department of Transport and Main Roads and RACQ. It also recognises the State and Federal governments for their financial commitment to upgrade the increasingly busy M1.

The delivery of this plan is guided by a very simple principle – that the City delivers road projects that are cost effective and represent value for money. We will achieve this by focusing on optimising existing road infrastructure, increasing capacity and building new roads where needed.

The Road Network Plan has four priority actions to plan for the future:

1. Develop a targeted pinch-point strategy to reduce delays, manage congestion and improve safety while maintaining reliable travel times during peak periods.

2. Undertake a targeted major road upgrade program across the network.

3. Optimise the transport network to ensure the right transport modes are provided in the right places and that people can make informed decisions prior to commencing a journey.

4. Strengthening the one network approach to planning, managing and upgrading the city’s road network.

In addition to these priorities this plan focuses on more reliable travel time on the City’s road network, and working collaboratively with the State government (including progressing joint planning for the Coomera Connector, formerly known as the Intra Regional Transport Corridor).

Our focus is on ensuring we keep the city moving, and this plan will help us to get there.

TOM TATE
MAYOR
The Gold Coast is a vibrant, global city, inspired by lifestyle and driven by opportunity. With an expected population of nearly 870,000 people by 2036, it’s important that the City of Gold Coast (City) has a plan to identify ways to improve its road network.

With over 1.5 million daily private vehicle trips on 4000 kilometres of road per day, the transport system relies heavily on the road network to keep people, goods and services connected and ensure continued economic growth.

The City recognises the need to work in partnership with the Queensland State Government (State) to deliver a high-quality road network that meets the needs of the community.

The City is determined to develop a road network that supports the safe and efficient movement of people and goods, which includes a road classification system to ensure appropriate use of the network.

The Road Network Plan 2018–2028 (Road Network Plan) vision is to create a network that supports the safe and efficient movement of people and goods around our city.

The plan has four priority strategies.

**P1 Priority 1: Targeted pinch-point strategy**
A pinch-point strategy to get the best out of existing infrastructure. This includes focusing on improvements at intersections and short lengths of road prone to congestion and delay.

**P2 Priority 2: Road upgrade program**
A major road upgrade program to keep arterial roads flowing. This includes more substantial road corridor upgrades to improve corridors that are reaching or at capacity.

**P3 Priority 3: Optimising the network**
Optimising the network to ensure the right transport modes are provided for in the right places and that people can make informed decisions prior to commencing a journey.

**P4 Priority 4: One network approach**
A one network approach to ensure integration between the City and State. By working together we can focus on delivering an efficient, effective and safe road network.

The Road Network Plan identifies 28 actions and initiatives across the four priority strategies that will assist the City to achieve the safe movement of people and goods.

The outcomes for the Gold Coast will include:
- upgrade of network pinch-points
- major road upgrades that keep the city’s transport arterial roads flowing
- supporting the State with the Pacific Motorway (M1) upgrade initiatives
- more reliable travel time on the city’s road network
- reduction in road trauma
- facilities provided for all road users including pedestrians, cyclists and public transport users
- greater integration across the various transport modes
- roads that move more people and goods more efficiently
- a management plan to reduce traffic congestion
- network design changes to support the efficient movement of freight
- progressing joint planning with the State for the Coomera Connector (previously known as the Intra Regional Transport Corridor (IRTC)).
Purpose

The City of Gold Coast (City) is determined to provide high-quality city roads by guiding the planning and delivery of effective road upgrades.

The Road Network Plan 2018–2028 (Road Network Plan) recognises the importance of roads in shaping the transport network and identifies the City’s priority to deliver road projects that are cost effective and represent value for money. This will be achieved by focusing on optimising existing road infrastructure, increasing capacity and building new roads where appropriate.

The Road Network Plan supports the implementation of the Gold Coast City Transport Strategy 2031 (Transport Strategy).
Our context

A growing, multi-centred, international city

The Gold Coast is a vibrant, internationally-renowned city with a population of more than 577,000 residents\(^1\). It is Australia’s sixth-largest city stretching along 57 kilometres of coastline.

With access to two international airports, the Gold Coast is perfectly positioned as a destination for business, investment, study, sports, events, tourism and recreation.

By 2041, the population is expected to grow by an extra 370,000 people adding more than one million new trips to the city’s transport network every day. Currently 85 per cent of travel in the city is made by private vehicle\(^2\), and should this trend continue, even more vehicles will utilise our already busy roads. How we travel in the Gold Coast is illustrated in Figure 1.

The Road Network Plan supports the implementation of the Gold Coast City Transport Strategy 2031 (Transport Strategy).
A network that evolves with a changing city

An efficient road transport network capable of supporting continued growth is an essential element of a successful city. As transport significantly influences the economic growth and social wellbeing of communities, optimising the current road network and providing ongoing investment in the future road network is vital.

People are becoming increasingly mobile in the way they conduct business and leisure activities. As flexible work arrangements become more common, the City must strive to reduce car dependence whilst keeping people connected and goods and services available, accessible and moving.

Roads matter to everyone

Local roads matter to the community. They generate, support and enable employment, improve access to schools, medical and recreational facilities and encourage tourism by providing easy access to airports and visitor experiences. Roads also provide corridors for essential services and infrastructure such as power, water and telecommunications.

Drivers of motor vehicles are not the sole users of our roads. Roads need to accommodate a variety of users including pedestrians, cyclists, public transport, trucks and cars.

Why a road network plan?

The Road Network Plan will be used as a guide when planning for future development and when generating road-based infrastructure programs. The Road Network Plan will assist in evaluation, prioritising and decision-making processes and will aim to ensure:

- transparent decision-making on road management issues based on the function of the road and the agreed priority of transport modes
- funds are used efficiently
- a structured approach to congestion management
- improved road safety
- increased reliability of travel times to move more people and goods
- optimisation and efficient use of available road space
- provision of traveller information
- more targeted road upgrades and new road investment which aligns with the Transport Strategy objectives.

1 Australian Bureau of Statistics Gold Coast Strategic transport model
2 Gold Coast Strategic transport model
On the road

Travelling for work and leisure
Gold Coast residents generate more than 1.8 million weekday daily person trips, with 85 per cent made by private car. By 2036, this number is expected to increase by almost one million, resulting in even more vehicles on our roads. Upgrades to the network enable us to cater for more cars, while incorporating active and public transport measures to encourage alternative means of transport.

Transporting freight
Freight generates considerable road traffic on the Gold Coast with 10 per cent of Pacific Motorway (M1) traffic being freight vehicles. The City recognises the economic importance of transporting freight and the need for an efficient road network for the industry, as noted in the City Freight Plan 2018–2028. Freight is important for the city as:

- 6200 people are directly employed in freight related services
- nearly four per cent of the workforce is employed in freight transport
- the GVA (gross value added) by freight is $1.47 billion or 7.2% of our GDP (gross domestic product).

Upgrades to city roads enable freight to reach more destinations more efficiently with decreased traffic congestion and delays.

Using public transport
The public transport system relies on roads. Fast, frequent and reliable public transport services offer a more attractive alternative to using private vehicles. For public transport to have the capacity to meet the Transport Strategy mode share target of 12 per cent by 2031, the network will need to expand and increase service frequency.

For the high-frequency public transport network to operate effectively, services need to provide a journey time and level of reliability that provides a genuine alternative to private car use. Upgrades to city roads foster opportunities to improve our public transport system, by the installation of priority measures at traffic signals and along corridors. These measures can improve travel time reliability.

The Gold Coast Light Rail System provides a right-of-way to trams with priority at intersections over general road traffic. The Road Network Plan acknowledges that the function and form of roads requires change as the light rail system expands.

Walking and cycling
Walking and cycling are important elements of the overall integrated transport system. The Gold Coast Active Transport Plan 2017–2027 (Active Transport Plan) aims to boost walking and cycling across the city. A key priority in the Active Transport Plan is to deliver quality infrastructure that prioritises safety in the design of pathways and bikeway facilities. This will include off-road paths and on-road bike lanes near key activity centres.

The City has significantly increased its commitment to active transport in recent years and continues to work with the Queensland State Government (State) to deliver infrastructure projects through cost-sharing arrangements under the Cycle Network Local Government Grant funding program. There are also opportunities to incorporate additional active transport measures into new roads and other transport upgrade projects.

Figure 1: How the Gold Coast travelled in 2016, (Source: Australian Bureau of Statistics and Gold Coast Strategic Transport Model)

<table>
<thead>
<tr>
<th>1.8 million weekday daily person trips</th>
<th>3.1 daily trips per person on average</th>
<th>MAIN TRAVEL MODES:</th>
</tr>
</thead>
<tbody>
<tr>
<td>577,000 residents</td>
<td></td>
<td>Private vehicle 84.7%</td>
</tr>
<tr>
<td>Total daily travel distance: 19.9 million km</td>
<td>Average daily travel distance: 34.5 km per person</td>
<td>Public transport 4.7%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walk 9.2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cycle 1.3%</td>
</tr>
</tbody>
</table>

3 Draft City of Gold Coast Freight Services – Scale and Policy (Macroplan Dimasi, 2017)
Safety first

Between 2008 and 2015 there was a progressive decrease in the number of recorded injuries and fatalities on Gold Coast roads. Figure 2, however, shows an increase in serious crashes in 2016 and 2017 emphasising the need to continue to deliver actions from the Gold Coast Road Safety Plan 2015–2020 (Road Safety Plan). The Road Safety Plan is based on a localised safe systems approach to provide a safer road network with four road safety themes: our people, our transport system, our places and our shared responsibility.

The Road Safety Plan provides a local framework to enable the City, key stakeholders and the wider community to each play a part in improving road safety. Since the Road Safety Plan was introduced we have been working diligently on a range of behavioural safety initiatives and education programs.

What we are currently doing for safety:

- implementing the Road Safety Plan initiatives
- installing speed awareness devices to support a reduction in the number of speeding motorists by 15 per cent
- undertaking over 21 Black Spot projects in the past four years totalling $11.4 million in value
- undertaking an annual audit of crash data which allows the City to keep ahead of emerging safety issues
- supporting initiatives to reduce fatalities and injuries.

Figure 2: Gold Coast annual injury trend and road safety target (Source: Webcrash, QLD)

Speed awareness program

The ‘drive safe’ – community speed awareness program uses portable speed awareness devices. These are rotated to locations across the city, where speeding is an issue.

When drivers travel past the awareness device, at or below the speed limit, it will return a ‘smiley face’ to thank drivers for their compliance. If drivers are travelling above the speed limit, the device will display a ‘SLOW DOWN’ message to remind motorists to reduce their speed and drive safely on our roads.
Driving change

The Gold Coast’s road network needs to easily adapt to social and economic growth. The following challenges need to be addressed to alter network operations and change the way people view the network:

- **Car dependence**: Approximately 85 per cent of people use private vehicles to move around. As the city grows, car dependence will increase traffic volumes in densely populated areas and limit alternative transport options.

- **Congestion**: By 2031, congestion will cost Australian cities approximately $53 billion per year\(^4\). If not addressed, the Gold Coast will be impacted by lower productivity, poor health and work-life balance, and reduced lifestyle attractiveness for residents and visitors. The City’s road network currently experiences significant congestion on many key arterial roads during morning and afternoon peaks. On weekends, congestion is typically confined to coastal precincts and the M1. The City and Transport and Main Roads (TMR) will continue to work together to identify efficiencies and improvement opportunities to keep the Gold Coast moving. Smart planning and investment by the City and TMR is required to ensure that future congestion levels (as shown in Figure 4) are managed between now and 2031. Beyond this timeframe, ongoing investment will be required to continually improve the safety and reliability of the road network.

- **Location of mixed use centres**: In addition to the Southport Central Business District (CBD), the city has a key regional centre in Robina and principal centres in Broadbeach and Coomera. Brisbane continues to be a major employment location for workers requiring them to commute to and from the Gold Coast, relying heavily on the M1.

- **Funding**: Securing funding for new infrastructure and maintaining existing facilities and services will continue to be challenging. Competing demands from other government sectors are also a factor limiting funding for transport.

- **Population and employment**: The Gold Coast has a population of approximately 577,000\(^5\). By 2036, the population is expected to grow to nearly 860,000 residents, with 92,000 of these additional residents expected to be housed north of the Coomera River\(^6\). While an additional 40,000 new jobs are expected to be created in the city’s north, the difference between population and employment figures will place significant travel demands on the network between the Gold Coast and Brisbane.

- **Travel patterns and demand**: There is a continuing trend of people travelling to work by private car, taking up 90 per cent of 185,000 daily work commutes. Work trips place a significant impact on city roads, with over 85 per cent starting and finishing within the Gold Coast. People are travelling more frequently with the number of daily trips taken by residents expected to increase by 56 per cent over the next 20 years\(^7\).

- **Visitors**: Domestic interstate visitors tend to account for most of the overnight visits to the Gold Coast (40 per cent of all visitors). Gold Coast day trippers comprise a further 27 per cent of those staying overnight. Visitor numbers are projected to continue to increase which will result in increased pressure on the network.

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\(^1\) Bureau of Transport and Regional Economics (2007)
\(^2\) idCommunity demographics resources from Australian Bureau of Statistics
\(^3\) Queensland Government Statistics Office
\(^4\) Gold Coast Strategic Transport Model
Figure 4: Combined 2031 AM and PM projected peak congestion for typical weekday – strategic overview individual links subject to further analysis.
A structured approach

City of Gold Coast (City) plans

The Road Network Plan will be used in conjunction with Gold Coast 2022 Corporate Plan (Corporate Plan), the Transport Strategy (and associated implementation plans) and the Gold Coast City Plan (City Plan) to provide the best overall outcome for the city.

Gold Coast 2022 (Corporate Plan)

The Gold Coast 2022 Corporate Plan is underpinned by the themes of ‘People, Place, Prosperity’ – reflecting the advantage of where we live, our opportunities as a city and the importance of a strong community. It identifies the City’s vision as being ‘Inspired by lifestyle, driven by opportunity’, which reflects a commitment to transformational change to ensure the Gold Coast continues to be a great place to live and work.

Providing reliable and high-quality city roads, including active transport improvements, is part of the City’s vision in the Corporate Plan.

Gold Coast City Transport Strategy 2031 (Transport Strategy)

The Transport Strategy builds on the themes adopted by the Corporate Plan to ensure the transport system positively influences our economy and provides easy access to opportunities.

Our transport vision aims to ensure the Gold Coast:

• enjoys smart growth – where most new development is based on compact, mixed-use centres near high-quality public transport
• is a connected city – where people and places are connected by an integrated, safe and efficient transport network
• makes sustainable travel choices – where a significant proportion of Gold Coast residents and visitors choose to walk, cycle or take public transport as part of their daily travel.

The Transport Strategy aims to reduce car dependency and increase the uptake of walking, cycling and public transport. It also aims to develop and manage an efficient road network that meets the city’s needs for the movement of people and goods.

As shown in Figure 5, the Road Network Plan is one of seven transport implementation plans that work toward achieving the objectives of the Transport Strategy.
Gold Coast – City Plan (City Plan)

The City Plan sets out the City’s approach to managing and supporting long-term growth that will transform the Gold Coast into a mature, world-class city. The regulation of new development by the City Plan aims to address the forecast growth by creating a highly connected, compact city with vibrant centres, specialist precincts and renewed urban corridors.

The City Plan provides design and accessibility standards for transport infrastructure for new developments (such as where the facilities should be located) and requirements for improved connectivity, permeability, public transport, pedestrian and cyclist access. The City supports delivery of these transport outcomes through the Local Government Infrastructure Plan (LGIP) and conditions of development.

Figure 5: Where the Road Network Plan sits within the City’s plans and strategies

Gold Coast 2022

Gold Coast City Transport Strategy 2031

Gold Coast City Plan

Transport implementation plans

Active Transport Plan
Travel Behaviour Change Plan
City Parking Plan
Road Safety Plan
Public Transport Plan
Road Network Plan
City Freight Plan
Government responsibilities

What is the City responsible for?
The City is responsible for planning and delivering local road network infrastructure to provide safe, connected and accessible places for residents and visitors to live, work and play.

What is the State responsible for?
The State is responsible for the development, operation and maintenance of some arterials and motorways.

One network approach
The community views the road network as an interconnected system of highways, roads and streets working together to service vehicles, people and active transport.

To ensure community expectations are met, the City operates in collaboration and partnership with TMR in a one network approach.

This approach ensures the road network operates seamlessly as one coordinated system.

Major events
The City has the opportunity to use major events to change the way people travel. During major events the transport network is often challenged with road closures and restrictions. These changes provide an opportunity to travel differently.

Major events generate more visitors to the city and increased demand for goods and services like food, beverage, fuel and waste collection. To address these challenges, initiatives can be trialled to manage the transport network differently.

The Gold Coast Commonwealth games (GC2018) provided us with a once-in-a-lifetime opportunity to leverage the positive and sustainable benefits of being the host city. Significant planning for the transport network was undertaken in preparation for GC2018. This planning created a legacy for the City’s road network and provided opportunities to test initiatives for large-scale events.

During GC2018, the local road network was challenged by significantly reduced road capacity due to road closures and the introduction of the Games Route Network (GRN). Access was restricted to local roads around venues and key event destinations. Local Area Traffic and Transport Plans (LATTP) changed how transport operated around venues. The changes affected how all vehicles serviced and accessed the city centres and precinct areas. Visitors, residents and business during the games had to respond by changing the way they moved around the city.

The Travel Behaviour Change measures trialled for GC2018 can be used for other large-scale events and on an ongoing basis.

Initiatives trialled include:
- reducing the number of freight movements by encouraging changes to deliveries
- a Pacific Motorway Management Plan where trucks over 4.5 tonnes were restricted to the two left lanes of the Pacific Motorway from Logan Road, Springwood (Exit 20) to Robina Parkway/Somerset Drive, Robina (Exit 82)
- provision of real-time transport network information and advice for planning deliveries
- travel behaviour change strategies providing spectators, residents, businesses, visitors and workforce with the information, tools and resources to encourage the use of public and active transport
- the timely communication of road network changes and public transport service changes associated with the event
- advising businesses of the changes to the GC2018 transport system to support their operations throughout the event.
Planning is key

The effective movement of vehicles on the road network requires various road users to coexist. The Transport Strategy is supported by seven plans to help achieve this.

**Gold Coast Public Transport Plan 2018–2028 (Public Transport Plan)**

The road network across the city has finite capacity. It is essential that the presence of private motor vehicles on Gold Coast roads, which currently accounts for 85 per cent of road usage, is reduced. Increased use of public transport will reduce congestion on the M1, key arterials and sub-arterials, and in our busy city centres.

Key elements of the Public Transport Plan include:
- extension of the Gold Coast Light Rail System
- development of the public transport network to provide fast, frequent and reliable services with better coverage
- connecting and coordinating regional rail, light rail and bus networks
- making public transport inclusive and equitable for all
- providing facilities and information that make public transport easy to use and understand.

**Gold Coast Active Transport Plan 2017–2027 (Active Transport Plan)**

An increase in walking and cycling should see a decrease in the number of motorised trips on our roads.

Key elements of the Active Transport Plan include:
- completion of the city-wide active transport network
- investment in major destinations and public transport nodes
- design and delivery of quality facilities that maximise safety
- provision of supporting facilities that make it more attractive and convenient to walk and cycle
- promoting use of bicycles for short trips.

**Gold Coast Road Safety Plan 2015–2020 (Road Safety Plan)**

The safe coexistence of heavy vehicles, private vehicles, cyclists and pedestrians on our roads is every road user’s responsibility. The Road Safety Plan provides a local framework to enable the City, key stakeholders and the community, to each play their part in improving road safety. The Road Safety Plan acknowledges that by government, communities and businesses working together, we can achieve better outcomes.

A safer road network that reduces the frequency and severity of road crashes will also minimise disruptions on the road network.

**Gold Coast City Parking Plan 2015 (City Parking Plan)**

The City Parking Plan outlines five programs to enhance parking in city centres. They are:
- ParkInCentre Scheme
- Parking Technology Program
- Demand Responsive Pricing Policy
- Parking Investment Policy
- Parking Assets Strategic Plan.

The ParkInCentre Scheme and Parking Technology Program will benefit the road network through better management of parking in centres for private vehicles and freight vehicles. The Parking Technology Program realises a ‘smarter’ approach to parking through smart parking meters and sensors that provide real-time and place data to ensure the efficient use of finite kerbside parking spaces.

**Gold Coast City Freight Plan 2018–2028 (City Freight Plan)**

The City Freight Plan aims to improve the efficiency, safety and long-term sustainability of road and air freight movements in and around the Gold Coast. The City recognises the importance of freight on our road network for economic growth.

The City Freight Plan identifies Gold Coast roads that carry significant volumes of freight and which need special consideration in road management planning.

The key elements of the City Freight Plan that will increase efficiencies for the freight network include:
- working collaboratively with State on upgrades and enhancements to the State-controlled road network
- developing and implementing a program of freight road upgrades for Yatala and other industrial areas
- utilising lessons learnt from the GC2018 freight re-timing and consolidation trials and activities
- investigating opportunities to partner with industry.

**Gold Coast Travel Behaviour Change Plan 2017–2022 (Travel Behaviour Change Plan)**

The Travel Behaviour Change Plan encourages sustainable travel by residents and visitors to reduce car dependency and significantly increase levels of walking, cycling, carpooling and public transport.

The Travel Behaviour Change Plan proposes transport solutions that move beyond the use of a car as the main mode of travel. In doing so, improvements will be seen in the congestion on city roads, the health and wellbeing of city residents and visitors and the quality of our environment.
Our
opportunity
Our vision

Our vision is to create a network that satisfies the city’s needs regarding the safe and efficient movement of people and goods.

Implementation of the Road Network Plan will result in:

- upgrade of network pinch-points
- major road upgrades that keep the city’s transport arterials flowing
- supporting the State with M1 upgrade initiatives
- more reliable travel time on the city’s road network
- reduction in road trauma
- facilities provided for all road users including pedestrians, cyclists and public transport users
- greater integration across the various transport modes
- roads that move more people and goods more efficiently
- a management plan to reduce traffic congestion
- network design changes to support the efficient movement of freight
- progressing joint planning with the State for the Coomera Connector.
Road network approach

The focus of the Road Network Plan is to provide a balanced investment in road infrastructure that meets growth challenges, and ensures the best use of existing infrastructure while encouraging a multi-modal approach.

By 2031, the City aims to transform the busiest sections of roads to improve the reliability and predictability of the network.

Our vision aims to increase the network’s reliability, resilience and sustainability.

Reliability

We will connect people and businesses efficiently, safely and seamlessly under a one network approach by:

- reducing fatalities on City-controlled roads by 30 per cent over five years
- providing a reliable network for high priority corridors
- achieving road user satisfaction levels of more than 90 per cent.

Resilience

We will apply best practice to traffic management and utilise technology by:

- being at the forefront of intelligent transport systems
- using the concept of ‘big data’ to provide real-time information for operations and users
- providing a supportive environment for innovation.

Sustainability

We will support the transition to sustainable outcomes and provide an environment where road space is shared by:

- understanding community impacts and accessibility
- being supportive of different transport modes
- adopting a road program that provides certainty to the community on the location of priority freight corridors.

Our targets

The Transport Strategy targets are shown in Figure 6. The Road Network Plan will align with these targets to reach the following by 2031:

- public transport to be 12% of all daily trips across the city (up from 4.7% in 2016)
- cycling to be 6% of all daily trips across the city (up from 1.3% in 2016)
- walking to be 8% of all daily trips across the city (at 9.2% in 2016)
- car travel to be 74% of all daily trips across the city (down from 84.7% in 2016).

While each of the implementation plans share the same targets as those stipulated in the Transport Strategy, the Road Safety Plan contains an additional target:

- a five-year plan to reduce the annual numbers of deaths and serious injuries on the city’s roads by at least 30 per cent.

![Figure 6: Gold Coast City Transport Strategy 2031 targets (Source: City of Gold Coast)]
The strategic road network

The strategic road network (SRN) is a critical piece of infrastructure.

A network comprising 400 kilometres of City roads and 350 kilometres of State routes ensures the Gold Coast remains accessible, productive and connected.

Public or active transport is not always a viable option. As a consequence, most people use private vehicles for transport. Motorways are the most heavily used part of this critical road network.

A network that supports a growing city

The role of the SRN is to allow the movement of goods, services and people. The network is made up of road corridors that perform distinct functions, known as the road hierarchy. Although each road has a different purpose, they support each other in the overall function of the network. Figure 7 shown below details this hierarchy.

- Motorway links are in major inter-city and regional areas and are usually primary freight routes. The roads are mostly used for longer distance trips at high speeds rather than ‘local’ trips.
- Arterial routes connect major centres and motorways and form important links for freight and line haul public transport.
- Sub-arterial routes provide a supportive role to arterial routes.
- Distributor/collector roads connect the local road system to the arterial and sub-arterial road system and provide important links for public transport and local freight networks.
- Local roads provide access to local streets and allow for local trip movements within a neighbourhood.

The road hierarchy has a level framework that is used to direct funding to maximise benefits to the city. This framework has been updated to include a fifth layer that supports multi-modal road space which will be integrated within the Land Development Guidelines as part of the City Plan.

The five-level framework guides the planning process by clearly outlining the purpose, transport priority, function and management of each road, ensuring major traffic flows are directed to suitable infrastructure.

- Level 1 – The purpose or primary use of the road (movement or access)
- Level 2 – The modal priority (the modes of transport that will use the road and who has priority)
- Level 3 – The function (how the road serves surrounding roads and land)
- Level 4 – The management (how to achieve the planned function of the road)
- Level 5 – The typology (how the road will operate)

The existing SRN is shown in Figure 8 on the following page.

Figure 7: Functional road hierarchy

<table>
<thead>
<tr>
<th>LEVEL ONE</th>
<th>Purpose</th>
</tr>
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<tbody>
<tr>
<td>Movement</td>
<td>Access</td>
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<table>
<thead>
<tr>
<th>LEVEL TWO</th>
<th>Modal priority</th>
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<tbody>
<tr>
<td>Freight</td>
<td>Traffic</td>
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</table>

<table>
<thead>
<tr>
<th>LEVEL THREE</th>
<th>Function</th>
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</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>Sub-arterial</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>LEVEL FOUR</th>
<th>Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway</td>
<td>Arterial</td>
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<tr>
<td>Trunk</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LEVEL FIVE</th>
<th>Major traffic routes</th>
<th>Collector streets</th>
<th>Access streets</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban sub-arterial (two lane)</td>
<td>Residential collector street</td>
<td>Residential laneway</td>
</tr>
<tr>
<td></td>
<td>Rural sub-arterial (two lane)</td>
<td>Residential collector street with bus route</td>
<td>Residential access street</td>
</tr>
<tr>
<td></td>
<td>Urban arterial (four lane)</td>
<td>Industrial collector street</td>
<td>Rural residential access street</td>
</tr>
<tr>
<td></td>
<td>Urban arterial (six lane)</td>
<td>Rural residential collector street</td>
<td>Industrial access</td>
</tr>
<tr>
<td></td>
<td>Rural arterial (four lane)</td>
<td>Rural collector street</td>
<td>Rural access street</td>
</tr>
</tbody>
</table>
Figure 8: Existing strategic road network

Legend
- State strategic road (TMR)
- State district road (TMR)
- State regional road (TMR)
- Arterial road (City)
- Sub-arterial road (City)
- Distributor road (City)
- Other non strategic road (City)

Map not to scale
The City will improve the road network through partnering with the State to target the following four priorities:

**Priority 1:** Develop a targeted pinch-point strategy to reduce delays, manage congestion and improve safety while maintaining reliable travel times during peak periods.

**Priority 2:** Undertake a targeted major road upgrade program across the network.

**Priority 3:** Optimise the transport network to ensure the right transport modes are provided in the right places and that people can make informed decisions prior to commencing a journey.

**Priority 4:** Strengthening the one network approach to planning, managing and upgrading the city’s road network.
Priority 1: Targeted pinch-point strategy

Develop a targeted pinch-point strategy to reduce delays, manage congestion and improve safety while maintaining reliable travel times during peak periods.

Localised congestion points on existing roads can cause multiple issues for motorists. The pinch-point strategy will focus on improving intersections and short lengths of road that are prone to traffic bottlenecks and cause congestion and delays.

**A cost-effective approach**

Pinch-point projects will focus on the city’s problem areas and alleviate congestion. This approach is cost-effective as it works with existing infrastructure to improve the operational efficiency of city roads.

**Focus on existing infrastructure to better manage City roads**

Large-scale projects continue to become more difficult and costly in built-up urban areas. This means existing infrastructure must be used as effectively as possible to ensure maximum capacity has been extracted from the network prior to committing to expensive infrastructure upgrades.

**How the pinch-point strategy will benefit road users**

Pinch-point projects will improve safety for all road users, including pedestrians. The projects identified will reduce delays by managing congestion and providing more reliable travel times for road users, particularly during peak periods. The projects will maximise the use of road space and improve the flow of traffic, helping to better manage the City’s response to incidents and planned events. Projects will focus on smaller scale upgrades including passing lanes, turning lanes, roundabouts and system upgrades including optimisation of traffic signal timings. If warranted, bus priority treatments can be provided as part of these upgrades.

Locations that will be considered for upgrades over the next 15 years are shown in Figure 9 (page 35).

**CASE STUDY**

Christine Avenue and Scottsdale Drive, Robina intersection upgrade

The Christine Avenue and Scottsdale Drive roundabout was upgraded in 2016 to alleviate congestion at the intersection. The existing roundabout carried approximately 3200 vehicles per day during peak periods, experiencing congestion with queues extending more than 300 metres.

The upgrade included replacement of the existing roundabout with a signalised intersection including road widening, the installation of additional turning lanes, pedestrian crossing facilities and on-road bike lanes at all approaches to improve safety for all modes of transport.

The new traffic signal will save drivers an estimated 100,000 hours a year in delays.
<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Purpose</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Develop and regularly review a prioritised pinch-point program to address capacity constraints where necessary to support network function.</td>
<td>To prepare and plan to address road capacity constraints where necessary to support network function and projected city growth.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>ACTION TYPE: Deliver</td>
<td></td>
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</tr>
<tr>
<td>1.2</td>
<td>Continue to identify emerging congestion ‘hot spots’ on the network as the city grows, and continually improve the targeted pinch-point upgrade program.</td>
<td>To improve the operational efficiency of city roads while being cost-effective.</td>
<td>2 years</td>
</tr>
<tr>
<td></td>
<td>ACTION TYPE: Deliver</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3</td>
<td>Undertake traffic management reviews to consider passing lanes, turning lanes, intersection signalisation and signal phasing.</td>
<td>Focus on traffic management for highlighted priority roads and other transport user improvements.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>ACTION TYPE: Manage</td>
<td></td>
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</tr>
<tr>
<td>1.4</td>
<td>Develop a one network traffic signal optimisation program to improve the efficient operation of traffic signals and signal timings on State and City-controlled roads along key north-south and east-west corridors.</td>
<td>Traffic signal optimisation will be undertaken to reduce congestion and ensure traffic flow.</td>
<td>0-5 years</td>
</tr>
<tr>
<td></td>
<td>ACTION TYPE: Deliver</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.5</td>
<td>Optimise traffic signal timings and phasing to facilitate through-movements on selected City roads.</td>
<td>To improve traffic flow with coordinated traffic signal phasing means traffic will flow without long queues.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>ACTION TYPE: Deliver</td>
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</tbody>
</table>
There will always be demand for new roads in a growing city. Typically, network constraints are at the intersections of major roads, which is addressed within the pinch-point upgrade program.

**It's about being connected**

The major road upgrade program will provide new connections between existing busy roads and new developments to support population growth and economic and social development of the city. The program will place a focus on investigating road access improvements for employment-generating areas of the city as well as linking to major city infrastructure.

**Moving people and goods rather than just cars**

A balanced road network will require a coordinated approach to traffic planning and management to focus on moving people, goods and services instead of cars. This means planning for new roads will be required around greenfield growth areas, such as Coomera and Pimpama and the City Plan investigation areas. This planning will create new links to support major road upgrades and build a resilient transport network to support employment-generating areas such as Yatala.

Management and design of transport corridors must address the needs of all transport users. This will include consideration of safe crossings, separated/on-road cycleways and fauna crossings for our most vulnerable users.

**Focus on planning, safety is our priority**

Planning will identify and prioritise road projects based on safety, capacity and value for money to benefit the most people. A safety strategy will be implemented ensuring projects reduce congestion and focus on improved safety for all road users, including public transport and active transport users. All projects will have improved network operations and intelligent transport system capabilities, where possible.

In addition to major network upgrades, projects will include improving known black spots, roads that carry vulnerable road users (cyclists and pedestrians) and signal phasing. Reducing congestion on city roads means better traffic flow and improved overall capacity.

**Proactive approach to funding**

The City will review funding levels against priorities and proactively secure all available external funding through sources including the Transport Infrastructure Development Scheme (TIDS), Roads to Recovery and the Australian Government Black Spot Program to assist with deliverability.

Locations that will be considered for major road upgrades over the next 15 years are shown in Figure 9 (page 35).

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**CASE STUDY**

**Burnside Road upgrade, Yatala**

Burnside Road between the railway corridor and Eastern Service Road was recently upgraded to improve traffic flow, road capacity and safety for all road users.

The upgrade included road widening, facilities for cyclists, installation of a shared concrete path on the northern side of the road and the construction of a roundabout at the entrances to the Aldi Supermarket distribution centre and Ritchie Brothers Auctions.

This was an important upgrade for the city as Burnside Road is the main access road servicing the Sandy Creek industrial estate and is frequently used by commercial vehicles transporting freight.

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Burnside Road upgrade. Photo courtesy of Metis Consultants
## Actions

Undertake a targeted major road upgrade program across the network.

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Purpose</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Ensure roads are provided to support population growth and economic and social development of the city by regularly monitoring development activity and growth patterns.</td>
<td>Support population and economic growth in planning.</td>
<td>Every 3 years in accordance with Local Government Infrastructure Plan (LGIP) update cycle.</td>
</tr>
<tr>
<td>2.2</td>
<td>Continue implementation of road safety initiatives consistent with the objectives of the City’s Road Safety Plan including targeting black spots, and vulnerable road users.</td>
<td>Ensuring people are safe while using roads including drivers, passengers and pedestrians.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2.3</td>
<td>Advocate for increases in funding to achieve desired and achievable levels of service for priority road network infrastructure and support increases in funding to maintain the required standard and safety of the network.</td>
<td>Ensuring cost-effective measures are undertaken where possible so further funding can be allocated to major road upgrades. Continuing to seek and source alternate funding through the Australian Government Black Spot Program and the State Transport Investment Development Scheme (TIDS).</td>
<td>Annual</td>
</tr>
<tr>
<td>2.4</td>
<td>Investigate and implement road access improvements for strategic industrial areas of the city and deliver on the City’s Freight Plan. Consider re-prioritisation of the 10 year road investment program to facilitate high priority freight initiatives.</td>
<td>Improving freight access to support a growing economy</td>
<td>0-10 years</td>
</tr>
<tr>
<td>2.5</td>
<td>Partner with the City’s Economy, Planning and Environment (EPE) Directorate to identify and plan for appropriate road upgrades to support the City Plan investigation areas.</td>
<td>Support future growth areas.</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
Priority 3: Optimising the network

Optimise the transport network to ensure the right transport modes are provided in the right places and that people can make informed decisions prior to commencing a journey.

To ensure our transport system is modern and world class, progressive implementation of new technologies to improve network operations will be required. This will involve more demand-responsive traffic signal technologies to support improved signal optimisation and facilitate through-movements on selected arterial roads.

Using available and emerging technologies will reduce congestion, ensure traffic flows more freely proving reliability to network users. This approach will also assist in building network resilience for daily operations, major events, incidents and unplanned events.

Demand: the information you need, when you need it

The City will proactively provide high-quality traffic information that allows customers to access personal journey details. Good information prior to commencing a journey allows commuters to determine the best transport option. Technological applications (such as QLD Traffic website and new mobile applications) are also able to provide real-time traffic updates and information, enabling commuters to change routes in response to conditions.

The QLD Traffic application provides live traffic and travel information so travellers can check the conditions on the network and plan their journey.

Use: getting the most out of the network

The City will aim to move more people and goods with the use of technology and innovation. Intelligent transport technology can make significant transport and capacity improvements on the network providing real-time travel advice to the public. For example, improved information on walking, cycling and public transport journeys can promote viable alternative transport options to residents and business.

Availability: keeping roads accessible

The City will reduce impacts of partial and full road closures of roads by smart planning of roadworks and events and providing information to customers. For example, road works are planned well in advance to ensure that disruptions to commuters are minimised and information regarding the purpose, importance and benefits of the works are effectively communicated to the community.

The City will also reduce the impacts of unplanned incidents on the road network. The City has invested in a network of closed circuit television (CCTV) cameras and in partnership with TMR has implemented bluetooth technology for real-time monitoring of the road network. Further investment in variable message signs (VMS) and the Traffic Response Unit will assist with mitigating the impacts of crashes and other unplanned incidents.

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**Case Study**

**Helensvale Road and Discovery Drive traffic signal metering**

Congestion was identified at the intersection of Helensvale Road and Discovery Drive during school drop off and pick up times.

In August 2015 roundabout metering was trialled at this roundabout using temporary traffic signals. These trials confirmed that the installation of a permanent metered signal would help alleviate the morning traffic congestion of parents dropping off their children to school. In early 2016 permanent metered signals were installed.

This infrastructure demonstrates a pragmatic approach to dealing with specific network congestion issues and has delivered a tailored and cost-effective solution using smart technology.
Planning for operations

In existing urban areas there are often competing needs for limited road space. This is a common occurrence in modern cities where the current needs of the transport network places pressure on networks that were established many decades prior.

It is often beneficial to prioritise some modes of travel ahead of others. This is an important consideration when alternative parts of the network can cater for other preferred modes.

A ‘planning for operations’ approach supports optimising the transport network by striking the right balance between modes on key parts of the network. This will be essential to maintain equitable access to the city’s key commercial centres in the future.

A pilot study has been undertaken for Southport to develop a methodology to manage different travel modes within a constrained network. The learnings from this study will now be considered for all of the city’s centres.

Movement versus place

There are two main roles of streets – movement and place. The strategic road network serves a movement function. These roads provide through movements for users to get from one place to another, typically carrying large volumes of vehicles at higher speeds. Public transport and active transport users are safely accommodated and provided for as part of the shared network.

Local streets serve a place function. These streets are often located in city centres and community places. People and pedestrians are given the highest priority, as they are active and dominant at street level. Vehicles in these places must concede priority to people. In these locations private vehicles will experience delay and lower priority.

Getting the right traffic on the right roads

Roads have many varying priorities which need to accommodate a variety of modes in a way that is safe and inviting for people of all ages and abilities. This is the challenge faced when optimising the network and providing for the:

- movement of people by walking and cycling to connect them to places, such as activity centres
- effective and efficient provision of public transport (bus and light rail)
- convenient movement of goods and services with a focus on areas where land uses require freight access
- movement of all vehicles (general traffic) in an efficient and safe manner.
## Actions

Optimise the transport network by implementing Intelligent Transport Systems (ITS) technology to provide network reliability and resilience. Plan and manage the network so that the right transport modes are provided for in the right places and that people can make informed decisions prior to commencing a journey.

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Purpose</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>3.1</td>
<td>Progressively implement new technologies such as more demand-responsive traffic signal technologies to support improved signal optimisation and facilitate through-movements on selected arterial roads to improve network operations.</td>
<td>Reduce congestion to ensure traffic will flow without long queues and provide reliability to network users. Build in network resilience for daily operations, major events and unplanned events including flooding.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3.2</td>
<td>Identify appropriate network operations and ITS capabilities in projects undertaken to support priorities.</td>
<td>Ensure our transport system is modern and world class.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3.3</td>
<td>Partner with the City’s Economy, Planning and Environment (EPE) Directorate to update the land development guidelines (LDG) to incorporate the road classification system, place and function.</td>
<td>Ensure the right traffic is on the right roads.</td>
<td>Every 5 years in accordance with LDG update cycle</td>
</tr>
<tr>
<td>3.4</td>
<td>Develop planning for operation modal network plans for business centres such as Southport, Surfers Paradise, Broadbeach and Burleigh and transport corridors to provide clearly defined long and short term user priorities.</td>
<td>To convey important road use information to the community to increase road efficiency.</td>
<td>0-5 years</td>
</tr>
<tr>
<td>3.5</td>
<td>Partner with the City’s EPE Directorate to review the City Plan to ensure that new developments positively contribute to improving the road network with infrastructure designed and constructed in accordance with future needs including maximising opportunities for walking, cycling, freight and public transport in planning for new development.</td>
<td>To ensure future developments include provision for appropriate transport infrastructure to support an integrated and efficient transport road network.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3.6</td>
<td>Work with the City’s EPE Directorate to ensure future amendments to the City Plan integrate transport, land use and infrastructure planning.</td>
<td>Ensure that future amendments to the City Plan have appropriate and sustainable transport options.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3.7</td>
<td>Develop a functional road design guideline to ensure fit-for-purpose road typology through design of new projects and management and operations of the network.</td>
<td>Ensure the correct use of the road network.</td>
<td>1–2 years</td>
</tr>
<tr>
<td>3.8</td>
<td>Establish a program of intelligent information systems, traffic management systems and signage systems using new technologies such as CCTV, VMS and bluetooth sensors.</td>
<td>To proactively manage the road network by ensuring latest technologies and tools are utilised effectively.</td>
<td>Within 2 years</td>
</tr>
<tr>
<td>3.9</td>
<td>Evaluate next generation, fully adaptive traffic systems to optimise intersections and the wider network for all modes of transport at all times.</td>
<td>Ensure modern, fully adaptive systems can significantly improve network capacity, accommodating years of additional traffic growth.</td>
<td>2–5 years</td>
</tr>
<tr>
<td>3.10</td>
<td>Continue establishing a network of technological devices to support network monitoring.</td>
<td>To use technology to support monitoring of travel speeds and identify emerging traffic signal, corridor and intersection issues.</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
The City is responsible for planning and delivering local road network infrastructure to provide safe, connected and accessible places for residents and visitors to live, work and play. Providing an efficient, effective and safe road network is a key part of our responsibility. To facilitate this role, the City operates and improves the road network in collaboration and partnership with TMR in a one network approach. We will continue to work together to deliver city-wide outcomes with a focus on:

- expansion of Gold Coast Light Rail to Burleigh Heads and beyond to Coolangatta
- supporting growth in Coomera, Pimpama and Ormeau by upgrades to M1 interchanges and construction of the Coomera Connector by TMR
- reducing dependency on the M1 and its interchanges by providing a quality service road network and investigating cross motorway overpasses at suitable locations
- future M1 widening between Varsity Lakes and Tugun.

The commitment to upgrade the M1 between Mudgeeraba (Exit 79) and Varsity Lakes (Exit 85) made by State and Federal governments has commenced. The state has committed to upgrade the M1 to six lanes between Varsity Lakes (Exit 85) and Stewart Road, Tugun (Exit 95). The City is working to support the operation of the M1 by developing a strategy to target local pinch-points, increase investment in our road infrastructure and improve access to the M1 by improving our roads adjoining interchanges.

**CASE STUDY**

**Supporting the M1 Pacific Motorway**

The State and Federal governments play a major role in the planning, development and delivery of upgrades to the M1. The City plays a supporting role through its responsibility for local area planning and the local road network, which provide the critical connections into the SRN.

As a key national route, the M1 provides a major interstate link between Queensland and the southern states, as well as linking the growing communities along its corridor, from Tweed Heads to Ormeau. Traffic volumes on the M1 are expected to reach 210,000 vehicles per day by 2031 between Coomera (Exit 54) and Smith Street (Exit 66).

**Continue to improve the local feeder network**

- Stanmore Road
- Binstead Way
- Yawalpah Road
- Days/Old Coach Road
- Robina Parkway/Laver Drive
- Gemvale Road/Somerset Drive

**Upgrade existing and provide additional capacity on service roads**

- Rifle Range Road
- Christensen Road
- Road G overpass at Coomera
- Bridgeman Drive/Old Coach Road
- Old Coach Road connector to Bermuda Street (Exit 87)

**Work closely with the State and other stakeholders**

- Plan and deliver Coomera Connector stage 1
- Implement managed motorways
- Implement VMS and CCTV
- Enhance public transport through light rail stage 3 and high-frequency buses
- Redirection of network load by providing high-quality information to avoid hot spots
- Promote re-timing and re-moding of journeys targeting schools, workplaces and the freight industry
## Actions

Strengthening the one network approach to planning, managing and upgrading our road network.

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
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<tbody>
<tr>
<td>4.1</td>
<td>Planning and delivery of the Coomera Connector (formerly the IRTC) by the State as a multi-modal arterial, to support the planned growth in Coomera, Pimpama and Ormeau and reduce the dependency on the M1 and its interchanges.* ACTION TYPE: Advocate and support</td>
</tr>
<tr>
<td>Purpose</td>
<td>Timeframe</td>
</tr>
<tr>
<td>To provide a relief valve to the operation of the M1 and support development north of the Coomera River. Establish a multidisciplinary team to address and identify solutions for all transport users, communities and fauna.</td>
<td></td>
</tr>
<tr>
<td>Ongoing</td>
<td></td>
</tr>
</tbody>
</table>

| 4.2 | Upgrade of M1 between Reedy Creek and Tugun to six lanes by the State.* ACTION TYPE: Advocate and support |
| Purpose | Timeframe |
| To deal with the biggest congestion issue that the city currently faces. |
| Within 5 years |

| 4.3 | Progressively upgrade M1 interchanges north of Smith Street to cater for increased traffic demand.* ACTION TYPE: Advocate and support |
| Purpose | Timeframe |
| To deal with the biggest congestion issue that the city currently faces. |
| Ongoing |

| 4.4 | Develop a supporting M1 program to inform investment in our roads. ACTION TYPE: Deliver |
| Purpose | Timeframe |
| To make informed decisions on road upgrade investment that will match the staged upgrade of the M1 by the State. |
| Ongoing |

| 4.5 | Partner with the State to develop a strategic one network approach including joint upgrade projects, diversion strategies, congestion and incident management.* ACTION TYPE: Partner |
| Purpose | Timeframe |
| To ensure that the best operation of existing infrastructure is being achieved. |
| Ongoing |

| 4.6 | Undertake detailed one network investigations: * # Northern Gold Coast transport study Robina Town Centre and M1 traffic study ACTION TYPE: Deliver |
| Purpose | Timeframe |
| To guide future road network investment by identifying specific infrastructure solutions. |
| 0–2 years |
| 3–5 years |

| 4.7 | Coordinate the configuration and management of road space with future light rail planning on the Gold Coast Highway to ensure integrated transport and land use outcomes.* ACTION TYPE: Advocate and support |
| Purpose | Timeframe |
| To ensure a consistent multi-modal approach to provision of transport. |
| Ongoing |

| 4.8 | Work with TMR to create bi-annual transport corridors and intersection performance reports using bluetooth and other data.* ACTION TYPE: Partner |
| Purpose | Timeframe |
| To monitor travel speeds and identify emerging traffic signal, corridor and intersection issues. |
| Ongoing |

* Subject to State planning and budgetary considerations

# Emerging locations as required
Implementing the plan

The Road Network Plan will be implemented by the City in partnership with the State, the private sector and the local community.

Monitoring

Monitoring activities will determine if the City is on track to meet the vision and intent of the Road Network Plan. A monitoring program will be established to track progress towards:

- implementation of high-priority actions
- achievement of specific targets

The following will be analysed to monitor progress against the Road Network Plan:

- road user satisfaction levels
- household travel pattern data from a sample of households
- traffic flows on primary routes
- origin/destination patterns of heavy vehicles
- traffic speeds on selected roads
- proportion of trips by mode of travel
- average vehicle occupancy
- number and length of bicycle trips/day
- vehicle emissions
- crash rates.

In alignment with the Transport Strategy, the following additional information will be analysed:

- average distance to work travelled by private motor vehicles
- average length of time taken to get to work by private vehicle
- households with more than one registered motor vehicle
- percentage of bus stops that comply with Disability Standards for Accessible Public Transport
- percentage of daily trips by cycling, public transport, walking and private motor vehicle
- percentage of people who live within 800 metres of public transport
- satisfaction rating for public transport.

The City relies on an effective partnership with TMR to deliver high-quality roads for our city.

The outcomes of this monitoring will be fed into the annual State of the Transport Network report prepared to track the Transport Strategy implementation progress.
Figure 9: Potential strategic road network upgrades – pinch-points and links (subject to annual review)
**Review**

The City will continually improve the way we plan, prioritise and implement upgrades to City-controlled roads. The Road Network Plan will undergo a review following the update of the Transport Strategy in 2019.

**Funding and delivery**

The Road Network Plan will be delivered through a range of City-led initiatives:

**Annual transport capital and operational programs**

The City’s Transport and Traffic Branch complete annual capital and operational delivery programs that contain both four and 10-year budget allocations to projects. Projects are subject to a prioritisation process to ensure that improvements are delivered to ‘in-need’ areas. The locations to be considered with indicative timings are noted in Figure 9 and Figure 10.

**Gold Coast City Plan**

The City Plan identifies new residential areas, promotes employment growth, improves transport connections and defines urban growth areas. It contains code provisions for certain types of developments to provide direct, safe and high-quality active transport networks. The identification of the road network within the City Plan will also ensure parts of the network are delivered through conditions of approval as trunk infrastructure contributions. Future trunk infrastructure upgrades are identified in the Local Government Infrastructure Plan (LGIP).

**Partnering on joint projects**

Through effective partnerships and communication, opportunities will be sought to collaborate on joint projects where benefits can be achieved across different organisations and functional areas.

**Continual improvement**

Continual improvement is important to ensure the road network remains appropriate in terms of accommodating the right modes of transport in the right places. The City will continue to monitor and review new and emerging best practice in upgrading and managing the network.

**Governance**

The City will champion the vision to achieve the transport directions contained within this plan, and will work to realise opportunities to achieve the goals and targets expressed in the Transport Strategy.

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**Figure 10: Indicative infrastructure timing guide**

- **Short term projects**
  - This category of project will address traffic issues that we see on the network right now. These projects are expected to be undertaken within the next five years and will generally appear on the City’s capital works program.

- **Medium term projects**
  - These are projects on parts of the network that are under pressure but still provide a reasonable level of operation at present. These parts of the network will only need a small increase in traffic to become a network hotspot. Projects will generally occur in the 5–10 year timeframe.

- **Long term projects**
  - These projects will address pressures we anticipate in future. The location of the projects currently do not present problems, however with anticipated population growth may need upgrades to address increased pressure. This category of project has a 10–15 year delivery timeframe.
For more information
P 1300 GOLDCOAST (1300 465 326)
W cityofgoldcoast.com.au