



# Local Government Infrastructure Plan

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## Extrinsic Material Report Transport Network

**Date: June 2018**

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## 1. Background

Council of the City of Gold Coast (Council) has prepared a Local Government Infrastructure Plan (LGIP) in accordance with the *Planning Act 2016* and associated guidelines. The LGIP identifies the type, scale, location and timing of development within the local government area for the period 2016-2031 as well as the realistic extent of development anticipated to be achieved when the area is fully developed. It also identifies trunk infrastructure to service that growth at the desired standard of service.

The following trunk infrastructure networks are included in the LGIP:

- (a) Water Supply network
- (b) Sewerage network
- (c) Transport network
- (d) Parks and land for community facilities network.

Council's LGIP is Part 4 and Schedule 3 of the City of Gold Coast Planning Scheme (City Plan, which commenced 2 February 2016).

### 1.1 Purpose of report

This extrinsic material report has been prepared to assist in the interpretation of Council's LGIP. The report summarises the methodology used to prepare the transport network component of the LGIP and references all background studies and reports relevant to its preparation.

## 2. Network planning

### 2.1 Planning assumptions

#### 2.1.1 Transport Model

Projections of population and employment for the Gold Coast local government area were undertaken in January 2010 and are documented in the report titled PIP Population and Employment General Report, RPS GeoQik Pty Ltd; January 2008. The projections were subsequently updated by Council in 2013. A summary of the methodology used to prepare the projections is provided in the report titled *Extrinsic Material Report LGIP Planning Assumptions, November 2016*.

Council's strategic transport model, the Gold Coast Strategic Transport Model-Multi Modal Version 2 (the model) used these demographic data sets (population, dwellings, employment etc) which are the typical inputs required by strategic transport models to produce the estimated transport demands on infrastructure and services. The demographic data was further tailored for use in an EMME transport modelling exercise.

This data was input for 1679 internal "zones" within the model. There are also 12 external zones which reflect transport demands to/from areas outside of the Gold Coast and Northern Tweed areas. The model uses calibrated trip generation formula to estimate the travel demand generated by each zone based on the demographic inputs provided. It then calculates the distribution of these trips between zones across the network and determines which modes of transport are used. Finally, the model assigns trips onto the transport network to provide traffic volumes on road links across the network. The traffic generated by specific zones on specific network infrastructure elements can be determined from the model and is usually expressed in vehicle trips per day (vtpd). For the LGIP, the traffic generated by Gold Coast zones is aggregated into 12 internal charging precincts or "service catchments", which are detailed in Table 2.1-1 below.

## 2.1.2 Traffic Demands

The model has been created to calculate traffic demands for 2016, 2021, 2026 and 2031. In the absence of a transport model for the ultimate year, the “ultimate” development transport demand was calculated using the growth between 2031 and ultimate development year based on population and employment data sourced from Council’s *Extrinsic Material Report LGIP Planning Assumption, April 2017*. Table 2.1-1 below provides a summary of existing and expected future traffic demands by service catchment as output from the model.

**Table 2.1-1 Existing and projected demand (VTPD) for planning catchment**

Column 1 Service Catchment	Column 2 Existing and future traffic demand (VTPD)				
	2016 (base date)	2021	2026	2031	Ultimate development
Yatala	79,984	104,220	127,177	146,935	146,935
Jacobs Well	14,178	22,918	24,858	24,904	24,904
Coomera	99,040	200,010	215,922	250,538	250,538
Hinterland West	36,177	45,221	48,598	48,656	48,656
Pacific Pines - Hope Island	126,852	141,734	153,549	172,941	182,626
Coastal North	210,218	220,665	237,246	249,428	261,899
Central	182,854	191,609	201,851	206,764	224,752
Nerang	105,433	108,479	109,969	117,289	132,302
Coastal Core	213,163	224,659	250,465	264,160	291,104
Hinterland South	79,032	83,041	85,031	87,424	87,686
Carrara - Burleigh	276,545	302,109	315,981	336,362	365,962
South	109,323	122,004	127,771	130,717	133,593

## 2.1.3 Demand generation rates

The transport network differs from other infrastructure networks in the way that the existing and projected demand for the transport network is actually an output from the network modelling process. The development and growth projections are the inputs to this modelling process. However, the demand generation rates stated in Table 2.1.2 approximate the conversions made by the model from projections of residential and non-residential development into demand for the transport network.

**Table 2.1-2 Demand generation rates**

Column 1 GCCC Planning Scheme Land Use	Column 2 Demand conversion rate (VTPD)	Column 3 Demand conversion unit
<b>Residential Development</b>		
Dwelling house - Detached	9.0	Per dwelling
Multiple dwelling - Attached		
1 bedroom	4.5	Per dwelling
2 bedrooms	4.5	Per dwelling
3 bedrooms	6.0	Per dwelling
Residential care facility - Attached	2.1	Per dwelling

Column 1 GCCC Planning Scheme Land Use	Column 2 Demand conversion rate (VTPD)	Column 3 Demand conversion unit
Hostel - Attached	3.0	Room
Hotel - Attached	3.0	Per unit
Short-term accommodation - Attached	3.0	Per unit
<b>Non-residential Development – Retail</b>		
Food and drink outlet	0.6	per m <sup>2</sup> Total Use Area
Garden centre	0.4	per m <sup>2</sup> Total Use Area
Nightclub	0.6	per m <sup>2</sup> Total Use Area
Outdoor sales	0.05	per m <sup>2</sup> Total Use Area
Showroom	0.25	per m <sup>2</sup> GFA
Service station (not incl carwash or food and drink outlet)	0.2	per m <sup>2</sup> Total Use Area
Shop	0.6	per m <sup>2</sup> Total Use Area
Shopping centre	0.6	per m <sup>2</sup> Total Use Area
Theatre	2	Seat
<b>Non-residential Development – Other</b>		
Funeral parlour	0.5	per m <sup>2</sup> GFA
Function facility	0.2	per m <sup>2</sup> GFA
Office	0.2	per m <sup>2</sup> GFA
<b>Non-residential Development – Industry</b>		
Concrete batching plant	0.05	per m <sup>2</sup> Total Use Area
Low impact industry / Service industry	0.05	per m <sup>2</sup> GFA
Medium impact industry	0.05	per m <sup>2</sup> GFA
High impact industry (not incl concrete batching plant)	0.05	per m <sup>2</sup> GFA
Noxious and hazardous industries	0.05	per m <sup>2</sup> GFA
Transport depot	0.05	per m <sup>2</sup> GFA
Warehouse	0.04	per m <sup>2</sup> GFA
<b>Non-residential Development – Community Purpose</b>		
Child care centre	5	Enrolment
Club	0.2	per m <sup>2</sup> GFA
Educational establishment	2.4	Enrolment
Emergency services	0.2	per m <sup>2</sup> GFA
Hospital	0.2	per m <sup>2</sup> GFA
Place of worship	0.04	per m <sup>2</sup> GLA

## 2.2 Desired standards of service (DSS)

### 2.2.1 Purpose

The Desired Standard of Service (DSS) for the transport network provides the performance standards required to deliver an acceptable level of service to the community. The performance of the transport network will vary over time and DSS are used to decide when to upgrade a network element. That is, when a service level falls below the DSS, the most cost-effective means of raising the performance level to the threshold value may be included as an item of work in the trunk infrastructure schedule.

The purpose of the DSS for the trunk road network is to:

1. Provide a functional hierarchy of roads that supports settlement patterns, commercial and economic activities and freight movements whilst fulfilling amenity and environmental objectives.
2. Ensure delays at intersections are maintained at acceptable levels.
3. Ensure that traffic safety risks are reduced at the highest risk locations.
4. Design the trunk road network to comply with:
  - a. SC6.9 City Plan Policy – Land Development Guidelines of City Plan version 3, City of Gold Coast
  - b. Austroads Guidelines
  - c. Road Planning and Design Manual, Department of Transport and Main Roads
  - d. The design standards stated in:
    - i. Table 2.2-2 Speed Environment and Nominal Lane Widths for Trunk Roads
    - ii. Table 2.2-3 Edge Treatments and Minimum Intersection Spacing for Trunk Roads
    - iii. Table 2.2-4 Desirable Access Management and Preferred Intersections Controls for Trunk Roads
    - iv. Table 2.2-5 Turning Traffic Provisions and Parking Provisions for Trunk Roads

The DSS for the Transport Network is provided for the following three elements:

1. Road capacity threshold
2. Intersection capacity threshold
3. Traffic safety limit

### 2.2.2 Road capacity threshold

The DSS has been defined based on average speed thresholds as a measure for the Level of Service (LOS) “D”/” E” threshold point. The LOS D/E threshold is a commonly adopted planning threshold for urban road networks. Traffic speed is the primary measurable upon which LOS is based. The threshold speeds for each road’s posted speed limit, are shown in Table 2.2-1 below. These values align with the thresholds stated in Table 5.1 of the *Austroads Guide to Traffic Management Part 3: Traffic Studies and Analysis*. In particular, Austroads identifies for urban streets a LOS D/E threshold occurring where the average vehicle speed is 40% of the free flow speed, taken here as the posted speed for DSS calculations. The posted speed is used as a proxy for the free flow speed as it is readily available without extensive speed surveys and has been shown in the past to be a good proxy in urban road networks.

**Table 2.2-1 Trunk Road Average Speed at the Level of Service D/E Threshold**

Posted Speed	DSS minimum link speed
100kph	40kph
80kph	32kph
70kph	28kph
60kph	24kph
50kph	20kph

When interpreting Table 2.2-1, where the link speed from the model drops below the DSS minimum link speed, then the link is identified as being below the threshold and nominated as a candidate for an upgrade or for a new road to improve its LOS.

### 2.2.3 Intersection capacity threshold

The DSS for intersections of two or more trunk roads are as follows:

- For roundabout intersections: a maximum degree of saturation (volume capacity ratio) of 0.8 for any hour.
- For signalised intersections: a maximum degree of saturation (volume capacity ratio) 1.0 for any hour.

The intersection degrees of saturation (volume capacity ratios) are calculated based on the high level traffic volume forecast from the transport model.

When the intersection degree of saturation from the model exceeds the DSS threshold, then the intersection is nominated as a candidate for an upgrade to improve its LOS.

## 2.2.4 Traffic safety limit

Council currently has a number of roads in the rural/industrial areas that were previously designed and constructed to carry low traffic volumes based on superseded design standards. With the population and employment continuing to grow on the Gold Coast, these roads will begin to pose higher safety risks to the road users in the area. As such there is a need for the City to bring these roads up to the current design standards and reduce safety risks for all road users.

Tables 2.2-2 to 2.2-5 identify the design standards desired to reduce traffic safety risks.

**Table 2.2-2 Speed Environment and Nominal Lane Widths for Trunk Roads**

Road Type	Desirable Speed Environment	Nominal lane width
Urban Sub-Arterial (Two Lane)	70 kph.	3.5m
Rural Sub-Arterial (Two Lane)	up to 100 kph.	3.5m
Urban Arterial (Four Lane)	80 kph.	3.5m
Rural Arterial (Four Lane)	up to 100 kph.	3.5m
Major Commercial Collector Street	60 kph / 50 kph.	3.5m

**Table 2.2-3 Edge Treatments and Minimum Intersection Spacing for Trunk Roads**

Road Type	Edge Treatment	Minimum intersection spacing	Direct Access
Urban Sub-Arterial (Two Lane)	Kerb & Channel	300m	No – except for major development
Rural Sub-Arterial (Two Lane)	Shoulder	300m	Yes (rural allotments)
Urban Arterial (Four Lane)	Kerb & Channel	500m	No – except for major development
Rural Arterial (Four Lane)	Shoulder	500m	Yes (rural allotments)
Major Commercial Collector Street	Kerb & Channel	N/A	Yes



**Table 2.2-4 Desirable Access Management and Preferred Intersections Controls for Trunk Roads**

Road Type	Direct Access	Preferred intersection form
Urban Sub-Arterial (Two Lane)	No – except for major development	Roundabout / Traffic Signals
Rural Sub-Arterial (Two Lane)	Yes (rural allotments)	AUR & AUL turn treatments
Urban Arterial (Four Lane)	No – except for major development	Roundabout / Traffic Signals
Rural Arterial (Four Lane)	Yes (rural allotments)	CHR & AUL turn treatments
Major Commercial Collector Street	Yes	Roundabout / Traffic Signals / Priority Controlled

**Table 2.2-5 Turning Traffic Provisions and Parking Provisions for Trunk Roads**

Road Type	Turning traffic provision	Parking Provision
Urban Sub-Arterial (Two Lane)	CHR & AUL turn lanes	No
Rural Sub-Arterial (Two Lane)	AUR & AUL turn lanes	No
Urban Arterial (Four Lane)	CHR & AUL turn lanes	No
Rural Arterial (Four Lane)	CHR & AUL turn lanes	No
Major Commercial Collector Street	CHR & AUL turn lanes	Yes

### 2.2.5 Exclusions for road capacity and Intersection capacity thresholds

There are sections of trunk road network in the City of Gold Coast where it is neither desirable from a transport policy perspective nor economically feasible to upgrade road LOS or intersection capacity to achieve the DSS criteria. This area has been defined as the Gold Coast Highway corridor adjacent to the Gold Coast Light Rail system between Broadbeach and Southport. This is the corridor where some exceedance of Roads DSS and congestion is tolerated and increasing public and active transport usage is the preferred policy position.

## 2.3 Infrastructure Planning

The types of transport infrastructure listed in Table 2.3-1 may be identified as trunk transport infrastructure for LGIP planning.

**Table 2.3-1 Transport infrastructure types included within LGIP planning**

Transport infrastructure type
4-lane urban arterial roads
2-lane urban sub-arterial roads



Transport infrastructure type
2-lane rural roads
Major commercial collector street
Intersections on Trunk Roads
Standard items associated with the road profile of a Council owned trunk road specified above, including kerb and channelling, bus stops, lighting, signage, traffic lights, pedestrian and cycle paths and basic verge plantings

The list of future trunk transport projects included in the LGIP schedule of works identified in Section 4.0 have been prepared based on the recommendations from the following planning studies:

- *Gold Coast City Transport Strategy 2031 Technical Report, City of Gold Coast, March 2013*
- *Gold Coast Roads LGIP Technical Report, Bitzios Consulting, September 2015*
- Transport and Traffic Branch on-going review of transport network performance

*Gold Coast City Transport Strategy 2031* unveils a sustainable transport vision for the City towards 2031, creating a smart, connected and liveable city under a one network approach. It provides guidance for the City in prioritising investment in public transport, roads, active transport and freight, delivering the maximum benefit across the whole transport system. It identifies a number of key transport infrastructure projects required to achieve our transport vision.

Detailed road network planning for the LGIP is documented in the *Gold Coast Roads LGIP Technical Report*, Bitzios Consulting September 2015. This report identifies a draft road hierarchy which was developed taking into consideration the existing road network, future growth and the resulting demand, the adequacy of the existing road network hierarchy, and the existing and future constraints.

Apart from the major planning studies, the City also undertakes an annual review of the transport network's performance to identify emerging congestion and safety hot spots. Transport infrastructure upgrades identified in the annual review have been prioritised in the Council's Capital Works Program and have been included within the LGIP where appropriate.

### 3. Transport Network Schedule of Works

Based on the deficiency modelling and analysis, Council has identified road and intersection improvement programs to maintain the Desired Standard of Services (DSS) on the Council owned trunk road network between years 2016 and 2031. In addition to addressing capacity issues, several projects were justified on the grounds of reducing traffic safety risks and for maintaining a functional road hierarchy as well as considering consequential impacts on state-controlled roads and on public transport.

A first draft Schedule of Works (SOW) was assessed to identify what Council's funding commitment would be between 2016 and 2031 compared to Council's available funding projections for trunk road infrastructure. Subsequent iterations of the SOW were undertaken to generate a closer match to Council's current funding expectations and without compromising individual project DSS.

Items included in the schedule of works can be categorised as follows:

- new trunk infrastructure required to cater for projected future development within the priority infrastructure area; and

- upgrades of existing trunk infrastructure required to meet the DSS.

Table 3-1 provides a list of projects planned for the transport network and identified in the LGIP.

**Table 3-1 Transport projects identified in the LGIP**

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost <sup>1</sup>
INT_001	Robina Parkway-Cheltenham Drive, Robina	2021	\$920,040
INT_002	Foxwell Road-George Alexander Way, Coomera	2021	\$1,230,000
INT_003	Foxwell Road-Coomera Station Road, Coomera	2021	\$1,230,000
INT_004	Robina Parkway-Markeri Street, Robina	2026	\$356,700
INT_005	Depot Road-Creek Street, Pimpama	2031	\$1,230,000
INT_006	Musgrave Avenue-Brooke Avenue-Turpin Road, Labrador	2031	\$169,256
INT_007	Kumbari Avenue-Wardoo Street-Johnson Street, Southport	2031	\$356,700
INT_008	Mirambeena Street-Creek Street, Pimpama	2031	\$688,800
INT_009	Pascoe Road-Peachey Road, Ormeau	2031	\$688,800
INT_010	Foxwell Road-Finnegan Way-Shipper Drive, Coomera	2026	\$6,152,038
INT_011	Old Coach Road-Reserve Road, Upper Coomera	2026	\$4,629,885
INT_012	Reserve Road-Rose Valley Drive, Upper Coomera	2031	\$2,214,000
INT_013	Old Coach Road-Days Road, Upper Coomera	2021	\$5,019,766
INT_014	Old Pacific Hwy-Michigan Drive-Service Road, Oxenford	2031	\$2,214,000
INT_015	Binstead Way-Pitcairn Way, Pacific Pines	2031	\$688,800
INT_016	Gilston Road-McLaren Drive-Alexander Drive, Nerang	2031	\$6,152,038
INT_017	Pitcairn Way-Santa Isobel Boulevard, Pacific Pines	2031	\$688,800
INT_018	Pacific Pines Boulevard-Pitcairn Way, Pacific Pines	2031	\$688,800
INT_019	Pacific Pines Boulevard-Santa Isobel Boulevard, Pacific Pines	2031	\$688,800
INT_020*	Robina Parkway-Laver Drive, Robina	2021	\$649,440
INT_021	Waterways Drive-SeaWorld Drive, Main Beach	2031	\$4,629,885
INT_022	Wardoo Street-Cotlew Street, Southport	2026	\$6,152,038

1. The establishment cost is expressed in current cost terms as at June 2016.

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost <sup>1</sup>
INT_023	Benowa Road-Cotlew Street, Southport	2021	\$6,152,038
INT_024	TE Peters Drive-Rio Vista Boulevard, Broadbeach Waters	2031	\$2,952,000
INT_025	Rio Vista Boulevard-Rudd Street, Broadbeach Waters	2031	\$2,952,000
INT_026	Cottesloe Drive-Rio Vista Boulevard, Mermaid Waters	2031	\$2,952,000
INT_027	Old Coach Road-Kingsmore Boulevard, Reedy Creek	2026	\$688,800
INT_028	Helensvale Road-Discovery Drive, Helensvale	2031	\$4,629,885
INT_029	Eggersdorf Road-Jacobs Ridge Road, Ormeau	2031	\$2,214,000
INT_030	Abraham Road-Turnbull Drive, Upper Coomera	2031	\$688,800
INT_031	Marine Parade-Burrows Street, Biggera Waters	2031	\$2,952,000
INT_032	Bayview Street-Ocean Street, Runaway Bay	2031	\$2,952,000
INT_033	Napper Road-Daintree Drive, Arundel	2031	\$688,800
INT_034	Napper Road-Wardley Drive, Parkwood	2031	\$688,800
INT_035	Napper Road-Arundel Drive, Arundel	2021	\$3,455,726
INT_036	Ashmore Road-Upton Street, Bundall	2026	\$2,743,838
INT_037	Monaco Street-Savoy Drive, Broadbeach Waters	2031	\$688,800
INT_038*	Cheltenham Drive-Laver Drive, Robina	2031	\$688,800
INT_039	University Drive-Varsity Parade, Varsity Lakes	2026	\$2,952,000
INT_040	University Drive-Lake Street, Robina	2026	\$2,952,000
INT_041	Christine Avenue-Burleigh Street, Burleigh Waters	2026	\$2,952,000
INT_042	Christine Avenue-Joan Street, Burleigh Waters	2026	\$2,952,000
INT_043	Christine Avenue-Dunlin Drive, Burleigh Waters	2026	\$1,532,433
INT_044	Palm Beach Avenue-Tahiti Avenue, Palm Beach	2026	\$1,637,032
INT_045	Palm Beach Avenue-Philippine Avenue, Palm Beach	2031	\$2,952,000
INT_046	Ashmore Road-Harper Street, Molendinar	2031	\$688,800
INT_047	Ashmore Road-Heeb Street, Ashmore/Benowa	2031	\$130,996
INT_048	Bayview Street-Lae Drive, Runaway Bay	2026	\$1,770,708
INT_049	Bayview Street-Poinsettia Street, Runaway Bay	2021	\$211,068
INT_050	Beach Road-Ferny Avenue, Surfers Paradise	2031	\$356,700

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost <sup>1</sup>
INT_051	Coolangatta Road-Miles Street, Coolangatta	2031	\$1,230,000
INT_052	Gold Coast Highway-Musgrave Street, Kirra	2031	\$356,700
INT_053	Government Road-Central Street, Labrador	2031	\$356,700
INT_054	Guineas Creek Road-KP McGrath Drive, Currumbin Waters/Elanora	2031	\$1,230,000
INT_055	High Street-Scarborough Street, Southport	2021	\$4,738,773
INT_056	Hinkler Drive-Mortenson Road, Nerang	2031	\$191,741
INT_057	Hollywell Road-Parr Street, Biggera Waters	2021	\$2,952,000
INT_058	K P McGrath Drive and Angelica Street, Elanora	2021	\$2,367,985
INT_059	Main Beach Parade-Waterways Drive, Main Beach	2031	\$795,299
INT_060	Mortensen Road-Cayuga Street, Nerang	2031	\$1,308,315
INT_061	Musgrave Avenue-Turpin Road, Southport/Labrador	2031	\$356,700
INT_062	Napper Road-Captain Cook Drive, Parkwood/Arundel	2031	\$1,230,000
INT_063	Nielsens Road-Hickey Way, Carrara	2031	\$104,421
INT_064	Nielsens Road-Pappas Way, Carrara	2031	\$975,465
INT_065	Peachey Road-Ormeau Shopping Centre Access, Ormeau	2021	\$1,572,727
INT_066	Peachey Road-Sandy Creek Road	2031	\$6,152,038
INT_067	Reserve Road-Brygon Creek Drive, Upper Coomera	2031	\$243,921
INT_068*	Robina Town Centre Drive and Laver Drive, Robina	2021	\$2,952,000
INT_069	Somerset Drive-Bonogin Road, Mudgeeraba	2031	\$356,700
INT_070	Sunshine Blvd-Oceanic Drive, Mermaid Waters	2031	\$1,230,000
INT_071	Thrower Drive-Sarawak Avenue, Palm Beach	2021	\$2,952,000
INT_072	Waterways Drive-Gold Coast Highway, Main Beach	2021	\$339,843
INT_073*	Short Street extension, Southport	2031	\$3,101,024
INT_074	Smith Street-Hammond Drive, Gaven	2026	\$688,800
INT_075	Hinkler Drive-Explorer Way, Worongary	2031	\$1,537,500
RD_001	Helensvale Road Upgrade Stage 2	2026	\$26,878,329
RD_002	Old Coach Road Upgrade Tallebudgera Creek Rd to Kingsmore Blvd Stage 1	2021	\$16,485,000

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost <sup>1</sup>
RD_003	Old Coach Road Upgrade Tallebudgera Creek Rd to Kingsmore Blvd Stage 2	2021	\$36,710,000
RD_004	Bermuda Street Extension Stage 1	2021	\$38,214,000
RD_005	Bermuda Street Extension Stage 2	2021	\$5,612,476
RD_006	Stanmore Road Upgrade Stage 5	2021	\$12,300,000
RD_007	Abraham Road Upgrade	2026	\$4,200,000
RD_008	Ashmore Road Extension	2031	\$22,485,000
RD_009	Highland Way	2031	\$8,180,000
RD_010	Pimpama Western Service Road between Pacific Springs Drive and Mirambeena Drive	2026	\$4,200,000
RD_011	Burnside Road Upgrade Stage 2	2021	\$9,393,432
RD_012	Stanmore Road Upgrade Stage 4	2021	\$8,386,993
RD_013	Gilston Road Upgrade Stage 1	2021	\$11,110,000
RD_014	Old Coach Road Upgrade between Bridgeman Drive and Kingsmore Boulevard	2031	\$13,200,000
RD_015	Goldmine Road Upgrade	2031	\$8,827,949
RD_016	Pappas Way West	2031	\$4,886,995
RD_017	Foxwell Road Upgrade between Pacific Motorway and the railway line	2021	\$4,209,357
RD_018	Pimpama Jacobs Well Road Upgrade between Wharf Road and Old Pacific Highway	2026	\$12,874,727
RD_019	Benowa Road Upgrade	2026	\$1,173,518
RD_020	Coomera Town Centre Road A (Celestial Way)	2031	\$8,019,263
RD_021	Coomera Town Centre Road B	2026	\$36,471,010
RD_022	Coomera Town Centre Road C	2021	\$3,711,185
RD_023	Coomera Town Centre Road D	2021	\$27,484,502
RD_024	Coomera Town Centre Road E	2021	\$11,143,486
RD_025	Coomera Town Centre Road F	2021	\$29,120,759
RD_026	Coomera Town Centre Road G	2026	\$27,039,458
RD_027	Coomera Town Centre Road H	2026	\$5,504,483
RD_028	Coomera Town Centre Road I (Sudbury Dr)	2026	\$5,256,583
RD_029	Bonogin Road Upgrade Stage 2	2021	\$1,200,000
RD_030	Currumbin Creek Road Upgrade	2021	\$919,433

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost <sup>1</sup>
RD_031	Kopps Road Upgrade	2021	\$747,040
RD_032	Upper Ormeau Road Upgrade	2021	\$459,716
RD_033	Pimpama Jacobs Well Road Upgrade between railway line and Jacobs Well	2026	\$1,436,614
RD_034	Old Coach Road Upgrade between Kingsmore Boulevard and Tallebudgera Creek Road	2021	\$8,430,470
RD_035	Isle of Capri Traffic Scheme	2021	\$35,500,000
RD_036	The Spit Traffic Scheme	2026	\$17,000,000
RD_037	Hinkler Drive Upgrade	2031	\$2,040,900
RD_038	Coomera Town Centre Road G overpass	2031	\$68,102,384
RD_039	Yawalpah Road Stage 1	2026	\$4,592,026
RD_040	Yawalpah Road Stage 2	2026	\$12,755,627
RD_041	Yawalpah Road bridge duplication - bridge work	2031	\$6,000,000
<b>Total</b>			<b>\$708,197,977</b>

\* **Please note:** This item is partially or wholly located within land affected by other development legislation as identified in Part 10 of the City Plan.



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For more information

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