

GOLD COAST CITY TRANSPORT STRATEGY 2031

MID-LIFE REVIEW SUMMARY

MAY 2019

CITY OF
GOLDCOAST.TM

STRATEGY



Mayor's Foreword

Just as it was in 2013 when I released the Gold Coast City Transport Strategy 2031, improving our transport system remains one of my top priorities. That's why we have undertaken a mid-life review of the strategy to ensure we are on track to deliver our transport vision for the city and protect our Gold Coast lifestyle.

This mid-life review, with input from across our organisation as well as key industry and government stakeholders, has shown that we are on track with delivering our 2031 transport commitments and are adapting well to changes in the transport landscape by considering emerging technologies. We have achieved much in the last five years, and are well prepared to deliver even more in the next five years.

The Transport Strategy priorities remain highly relevant and an enhanced focus on congestion management is necessary to consolidate and prioritise actions that address both the cause and effects of congestion. We all know we can't build our way out of congestion and building more roads in isolation is not the solution. Our integrated approach delivers supporting measures to reduce the growth in traffic and provide alternative, sustainable modes of transport that will deliver our transport vision.

Given there are many causes of congestion, there needs to be a mix of solutions to combat it. That is why the City's Transport Strategy has an integrated plan in place to manage congestion and protect our unique lifestyle. This includes critical road projects, 'pinch points' and active transport projects for maximum benefit to the city. As outlined in this Mid-life Review Summary, we will roll out 54 projects that focus on managing congestion over the next four years. Some of these will be delivered in partnership with the State Government, especially around the state-controlled roads of the Gold Coast and enhanced public transport services.

Through the great work of our City staff, we remain committed to keeping at the forefront of transport technologies and trends. We will continue to work with our partners in the private sector, Australian and Queensland Governments, and our community to shape our transport vision. Please take the time to read this Mid-life Review Summary and consider your role in our transport system. Let's continue working together to create a better transport future for the Gold Coast.



TOM TATE
MAYOR



The City of Gold Coast (City) has undertaken a review of the Gold Coast City Transport Strategy 2031 to ensure we are on track with delivering our 2031 transport commitments and best placed to adapt to emerging technologies and trends.

1. Transport and the Gold Coast

The Gold Coast is unlike other cities. Our growing population, vibrant tourism industry and multiple centres make our transport challenges unique.

The Gold Coast has grown rapidly over the past 50 years to become the sixth largest city in Australia. We also host more than 13 million visitors each year, putting increased pressure on the city's infrastructure.

Why is transport so important to the Gold Coast? Our city is still growing. By 2041, the Queensland Government forecasts the Gold Coast's population will reach 943,700 people, an increase of 64 per cent on the 2016 population of 575,303. More people means higher demand on the transport system. Getting transport right is essential to protecting our Gold Coast lifestyle.

We need to easily access employment, education and services. Transport is the lifeline of many businesses; for customers, goods and services. Cars are important to our transport needs and will remain so in the future. However, with the growth pressures we are facing, we need better transport system balance. Increasing walking, cycling and public transport will help manage traffic congestion and protect our economy, lifestyle and environment.

In 2013, following extensive community consultation, the City released the Gold Coast City Transport Strategy 2031 (Transport Strategy). The Transport Strategy aims to change the way we move around our city. It is our blueprint for the Gold Coast's transport network over the next 20 years, guiding decisions and funding to ensure we deliver maximum benefits for our city, protect our lifestyle and keep our economy strong.

We are constantly tracking our progress with improving the transport system and are continually listening to the Gold Coast community.

The Gold Coast has seen significant changes and major events since 2013, including successfully hosting the Gold Coast 2018 Commonwealth Games (GC2018). We have also developed seven transport implementation plans to work toward achieving the objectives of the Transport Strategy. Each of these implementation plans focus on a particular part of the city's transport system and identifies priority actions to ensure we keep the city moving.

This means everything we do in transport in the city is part of our plan to ensure the Gold Coast enjoys smart growth and is a connected city where people regularly make sustainable travel choices.



The Transport Strategy and associated implementation plans.

2. Achievements so far

The Transport Strategy sets out 30 key actions required to achieve our transport vision for the city.

These were grouped under the following categories to ensure that we are:

1. creating liveable places
2. providing better local parking management
3. delivering the next generation of public transport
4. boosting walking and cycling
5. maximising road and freight performance
6. changing our travel behaviour



Delivered

Since the Transport Strategy was published, we have delivered or partnered on many transport projects that have made getting around the city easier than ever, including:

- City-changing transport infrastructure has been delivered with Gold Coast Light Rail Stage 1 (Gold Coast University Hospital to Broadbeach South) and Stage 2 (Helensvale to Gold Coast University Hospital) both delivered in partnership with the Australian and Queensland Governments.
- Upgraded and new infrastructure, integrated transport operations and a significant travel demand management program contributed to the success of GC2018, providing a lasting legacy for the transport network.
- Improvements have been made to 50 pathways and cycleways across the city to support walking and cycling for short trips and to provide better connection to beaches, public transport, activity centres, schools and community venues.
- Around 1500 bus stops have been upgraded to meet disability standards and make public transport even more accessible.
- 48 major road upgrade projects have been completed including on Burnside Road, Stanmore Road and Eden View Drive.
- Major intersection choke points have been eliminated including Christine Avenue/Scottsdale Drive, University Drive/Cottesloe Way, Napper Road/Arundel Drive, High Street/Scarborough Street, Margaret Avenue/Surf Parade, Robina Parkway/Cheltenham Drive and Binstead Way/M1.
- 17 CCTV cameras have been installed on the road network to assist with traffic management.
- Enhanced wayfinding signage has been installed in Southport, Surfers Paradise and Broadbeach.
- The Oceanway was upgraded at Narrowneck and Currumbin including a new footbridge over Flat Rock Creek.
- An off-road shared pathway was constructed linking Nerang rail station to Gold Coast Sport and Leisure Centre.
- Road surface innovations have been trialled, including high-strength binders to increase the life of road surfaces, and using recycled tyres, glass and plastic within asphalt.
- Innovative demand-responsive parking schemes have been rolled out in Broadbeach and Burleigh Heads.
- 21 Black Spot funded projects have been delivered across the city to improve road safety.
- The Gold Coast's first dockless bike share scheme was introduced which added 4200 bike trips on the network each day.
- Permanent variable message signage for real-time traffic information has been installed at Ada Bell Way and Tedder Avenue.
- 74 speed awareness devices have been deployed throughout the city to help manage speeds on the local road network.
- The 1.7 kilometre missing link of Oceanway shared path between Tugun and Billunga has been delivered.
- The Australian and Queensland Governments have delivered major upgrades to the M1 and a package of upgrades on the urban arterial network within the Gold Coast.
- The Queensland Government has completed the duplication of the Gold Coast rail line between Coomera and Helensvale.
- Ongoing investment of Traffic Response Units operating on the arterial network.



Under construction

- Green Bridge between Home of the Arts (HOTA) and Chevron Island, due for completion late 2019.
- Old Coach Road upgrade (Stage 1), Reedy Creek.
- Shared path on Gooding Drive, Merrimac to encourage walking and cycling and improve safety for students.
- Days Road/Old Coach Road intersection upgrade at Upper Coomera.
- Golden Four Drive, Tugun shared path and road reconstruction.
- Thrower Drive, Palm Beach active transport improvements.
- Currumbin Creek Road safety improvements.
- Public transport infrastructure upgrades.
- Road safety barrier upgrades.
- Narrowneck Oceanway (Ferny Avenue to Ocean Avenue).
- Gold Coast Highway shared path (Nerang Street to Stevens Street).
- Miami High School carpark and set-down.

Planning ahead

We are doing well, but transport demand will continue to grow. We are always planning for the future with these transport projects in varied stages of planning and design.

- Isle of Capri bridge duplication and associated works.
- Sundale Bridge additional lane and associated works.
- Old Coach Road upgrade (Stage 2), Reedy Creek.
- Investigation of a Gold Coast ferry service, with a trial planned to start in December 2019.
- Development of a cloud-based platform for enhanced transport data collection, storage and sharing.
- Roll out of new technology to improve the convenience and availability of parking within the city.
- Progressive delivery of wayfinding signage to make it easy for pedestrians and cyclists to get to destinations within city centres.
- The City will continue to assist the Queensland and Australian Governments to:
 - expand the Gold Coast's northern transport system including new rail stations, bus services and major road upgrades
 - construct the next stage of Gold Coast Light Rail between Broadbeach South and Burleigh Heads
 - plan for future stages of light rail to Coolangatta and Robina
 - increase park 'n' ride facilities at Gold Coast rail stations
 - plan for future heavy rail extension
 - plan for the Coomera Connector.





Does light rail really make a difference?

With more people than ever before using public transport on the Gold Coast, we know that investing in the right projects will see a shift from private car use to sustainable transport choices.

Since the first trams started in 2014, Gold Coast Light Rail has carried more than 34 million passengers. Throughout 2017–18 we saw a year of record growth for light rail with more than 9.4 million trips taken. This figure does not include the number of trips during GC2018 when travel was free for one million ticketed spectators. Light rail gets people out of cars and off the road, with the capacity to move 309 people in each tram.

The transport legacy of GC2018

Transport infrastructure delivered for GC2018 is already benefitting the city's residents and visitors and will do so for years to come. Permanent legacies include 12.3 kilometres of new footpaths, 127 cyclist wayfinding signs, 234 bicycle racks, bike share scheme, six major intersection upgrades and extensive road surface improvements.

The City is actively applying GC2018 transport learnings through a focus on long-term travel behaviour change and proactive traffic network optimisation.

Intelligent transport systems in action

Travel time on our roads can be improved when traffic signals are coordinated.

The City, working with the Queensland Government, is continually monitoring and adjusting signal coordination in response to changes in demand. Recently the Gold Coast Highway at Surfers Paradise between Via Roma and Ocean Avenue was adjusted and coordination of eight signalised intersections resulted in a travel time saving of 61 seconds for northbound traffic.



3. The changing transport landscape

The challenge of keeping the city moving remains as relevant today as it was in 2013.

How we respond to these challenges in delivering our Transport Strategy is influenced by new trends and emerging technologies.

There have been game-changing innovations in services and technology since the release of the Transport Strategy. Worldwide, we are seeing shifts in how people access transport.

Booked hire services have been operating legally in Queensland since 2016, and have already gained a major foothold in the Gold Coast's passenger transport system. Other innovations with even bigger potential are not too far off.

We are keeping track of new technologies that could disrupt the way people, goods and services move around the Gold Coast.



Here are some of the things that will change the transport landscape in the next 20 years.

	What's changing?	How we are responding
Now	The sharing economy is disrupting the way we do business, take holidays and get around. There has been an accelerated uptake of car and ride share schemes, house share, bike share and freight share.	We are working with service providers to allocate kerbside areas for car share. We introduced a bike share scheme and are actively looking at other personal mobility share schemes.
	Parking technologies like in-ground sensors, ticketless parking meters, electronic signs and phone apps provide real-time data on availability of parking spaces in busy centres.	We are harnessing new technologies to improve the convenience and availability of parking for everyone.
	Big data and digital interconnectivity More of our devices, vehicles and the home are connected, interact and exchange data.	We are creating intelligent transport systems that talk to each other to improve traffic flow, safety and real-time travel information.
	Mobility as a Service (MaaS) is a shift away from personally-owned transport to a personalised mobility solution. MaaS is in use in many cities around the world, providing travellers with the broadest available range of travel choices. For some people, this could make owning a private car unnecessary.	We are working with the Queensland Government and private sector on how personalised mobility options can help achieve our transport network outcomes.
	Electric vehicles are expected to be more widely used in Australia and the Gold Coast in coming years and more fast-charging infrastructure is being built. Micro-electric vehicles like e-scooters and bicycles are likely to become more popular.	We are planning solar plug-in fast-charge points in the city and in new developments. We are looking ahead to progressively convert our City light vehicle fleet to electric vehicles. We are investigating future micro-electric share schemes for the city.
	The rapid growth in the city's northern suburbs has put pressure on the transport network in the area.	We are working with the Queensland Government to accelerate their provision of improved public transport services in the north, the M1 upgrade, infill rail stations and planning for the Coomera Connector. We are consolidating growth in urban areas already well serviced by transport networks.
In the future	Climate change impacts present a major risk to our coastal community. Transport is a major contributor to greenhouse gas pollution and transport infrastructure is vulnerable to major weather events.	We are delivering sustainable travel alternatives to the private car, like more footpaths and cycleways, and we are working with Australian and Queensland Governments to provide more public transport infrastructure, more buses and trams.
	Artificial Intelligence (AI) is being used in transport operations to manage travel routes and traffic flows.	We will use AI to process traffic data and predict traffic outcomes, which will help us more effectively manage and optimise the movement of traffic.
	Connected and Autonomous Vehicles (CAVs) are those that connect with infrastructure and other vehicles and that could eventually eliminate the need for a driver. In the long term, CAVs could revolutionise land-based movements of people and freight.	We are closely monitoring the development and rollout of CAVs with the private sector and Queensland Government, to ensure infrastructure and policy keep up with the new technology.

4. Traffic congestion on the Gold Coast

The answer to congestion is not just building more roads. We need a coordinated response that manages the effects of congestion while addressing its causes.

The solution will involve a variety of road projects, upgraded intersections, more efficient systems and operations, taking a 'one network' approach with Queensland Government and changing the way we travel.

What causes congestion?

Traffic congestion, where we experience longer or unreliable journeys, is caused by a number of factors.



Commuter peak

Monday to Friday
AM and PM all year

Work commute

The morning and afternoon commuter periods are when we experience the biggest delays on our transport network, especially when travelling by car, as these are the times when demand is higher than capacity on our road network.



School peak

Monday to Friday AM and early afternoon, 40 weeks per year

School trips

Over one hundred schools on the Gold Coast start and finish at similar times, making queues and delays around schools at drop-off and pick-up times felt all around the city.



Events

are held any time but typically weekends

Events and weekend leisure time

We are an event and tourism city, attracting many visitors. Hosting these events and guests places additional demand on our busy transport system.



3.1 trips/day

generated by each new person

1.1 million new trips

on the network expected by 2041

Population growth

The Queensland Government forecasts the population of the Gold Coast will grow from 575,303 in 2016 to at least 943,700 in 2041. This 64 per cent increase would add 368,000 residents to the city, putting further pressure on the road network. Travel patterns are complex on the Gold Coast due to the city's linear nature and decentralised precincts.



Incidents

can happen anywhere and at any time

Incidents and accidents

When weather events or unplanned incidents and accidents happen on our roads, we experience unexpected and often lengthy delays. Construction works, especially during peak times, can also add to traffic congestion.



Single occupant vehicles

are an inefficient use of road space

Single occupant car travel – more cars moving less people

We are a city that loves to drive to our destination. Our car ownership rates are growing. Often we choose to drive rather than take public transport, walk or cycle because there are limited alternatives that meet our travel needs.

Most cars on our roads in peak periods have only one occupant, resulting in inefficient use of road space.



“Traffic congestion is a multi-headed beast fuelled mainly by the space inefficiencies of single-occupant cars. All prosperous cities have it.

Big infrastructure projects are needed, but the City’s many other actions make the difference. Better management of the road network. Targeted improvements to public transport and cycling infrastructure. Working with schools, employers and big events to reduce congestion headaches. Council’s actions show they understand this.”

– Associate Professor Matthew Burke,
Cities Research Institute, Griffith University

Places like Southport and Surfers Paradise were never designed for large volumes of traffic and our state-owned motorways are often congested.

Research suggests congestion across the city adds 25 minutes to an average vehicle's total travel times each day, compared to travel in the least congested conditions. 25 minutes or more is common for cities of our size.



Extra travel time

 **25 mins** per day

 **95 hr** per year

Congestion myths busted

1. Building more roads will bust congestion.

We can't build our way out of congestion. Building more roads is not the single solution to congestion because induced demand will see new roads fill quickly, and we do not want a city filled with concrete and asphalt, vehicle noise and emissions. Using our roads more efficiently and providing more sustainable transport alternatives is the key to reducing congestion long-term.

2. The City of Gold Coast (City) is responsible for all Gold Coast roads.

The vast majority of roads on the Gold Coast are managed by the City, but these are typically less trafficked routes. The majority of traffic uses major roads managed by Queensland Government. In the case of the M1, the Australian Government also currently funds a portion of upgrades. Funding for road network improvements is a responsibility currently shared by all three levels of government.

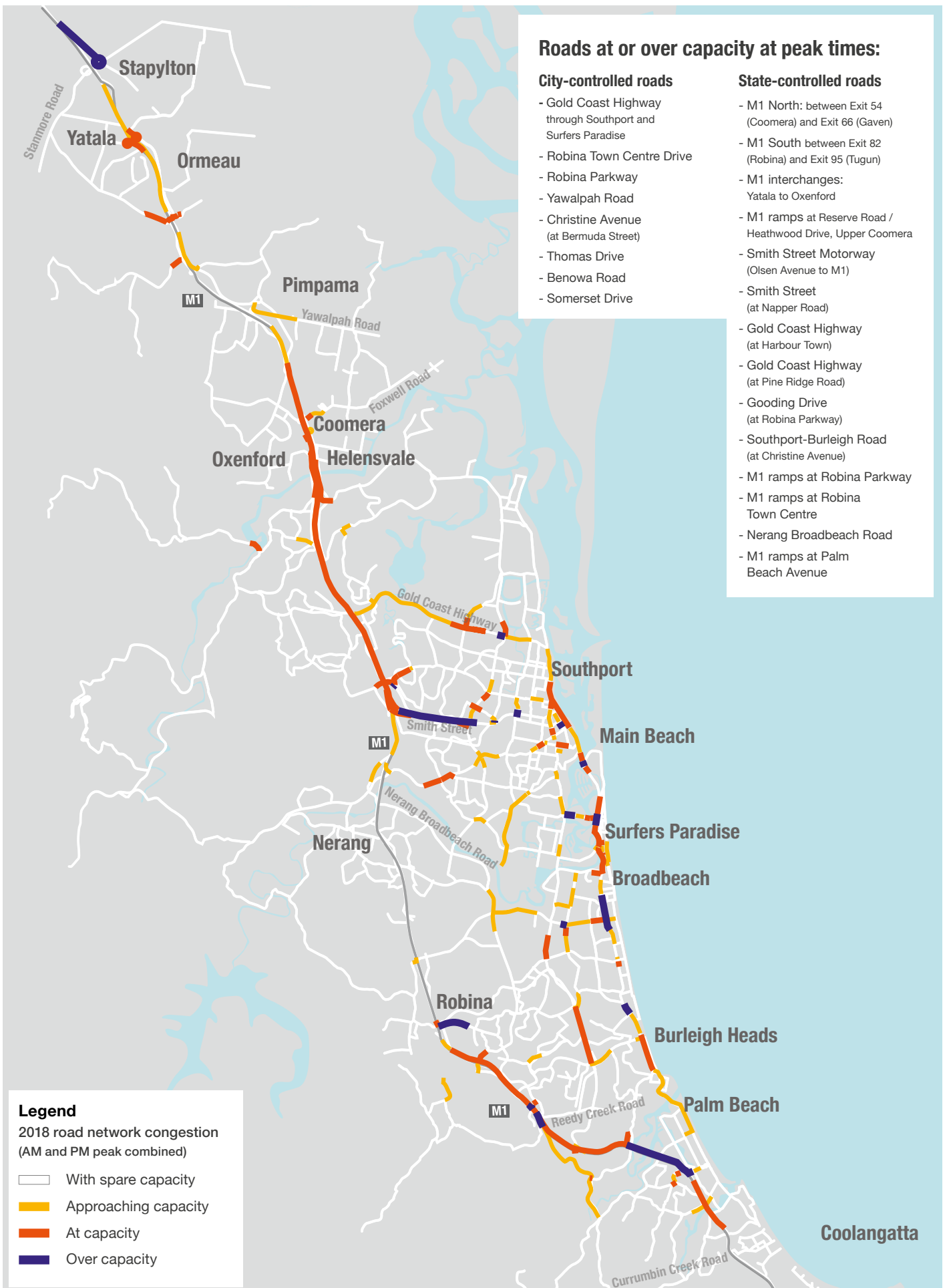
3. Roads are funded from motor vehicle registration and fuel tax, so the more traffic there is, the more money there should be for building new roads.

Road funding sources in Australia do include State vehicle registration and Commonwealth fuel tax, but these are heavily supplemented by allocations from general taxes and charges. The majority of roads on the Gold Coast (more than 80 per cent) are maintained by the City, and these are largely funded from local rates and charges. If we want to keep taxes and rates low, we have to carefully allocate scarce funding across all of society's needs.

4. It's cheaper to drive than catch public transport.

The cost of owning a medium-sized car in Australia, according to a RACQ 2018 study, is around \$200 per week or about \$10,000 per year. Compare this with public transport and you may be surprised with how cheap it actually is. TransLink is responsible for setting fares and works hard to keep fares affordable, especially if you use a go card. Go card fares are 30 per cent cheaper than cash fares and 20 per cent off-peak discounts are offered on top of that. A person can travel for half price after they have made more than eight paid journeys in a seven day period. Half price concession fares are offered for seniors and full-time students, defence force veterans and children. Infants under five are free and children under 14 years travel free on weekends.

The City has fully funded the Free Seniors Bus Travel Initiative which enables eligible seniors to travel for free within the City of Gold Coast on TransLink buses from 8.30am to 3.30pm, Monday to Friday until 30 June 2020. The City will work with TransLink on next generation ticketing and opportunities to incorporate Free Seniors Travel on other modes. The City also provides a Council Cab service to assist older people and those with a disability with travel to their local shopping centre for just \$2 each way.



What are we doing to manage congestion?

Given there are many causes of congestion, there needs to be a mix of solutions to combat it. There is no single way to beat congestion. That is why the City has an integrated plan in place to manage congestion and protect our unique lifestyle.

Congestion Management

Major road projects



Intersection upgrades



Systems and operations



Active and public transport initiatives



Travel demand management



Our solution

How it helps manage congestion



Major road projects

Upgrades to existing roads increase capacity and improve the flow on major arterials. New road projects are planned for new areas of development and high growth.



Intersection upgrades

Optimising and upgrading intersections is required to get the most from existing infrastructure and increase capacity at intersection 'pinch points'. Intersection upgrades often improve safety, resulting in fewer incidents that can cause delays.



Systems and operations

Applying the latest technology to maximise the use of our existing transport infrastructure. Better use of Intelligent Transport Systems (ITS) means we can manage congestion through real-time traffic information and incident monitoring and response. ITS also helps us better coordinate traffic signals and share information across state-controlled and City-controlled roads.



Active and public transport initiatives

Providing more transport alternatives to the car, like bicycle lanes, shared paths and improved accessibility to public transport will encourage more drivers to shift to more sustainable transport modes. We need more mass transit services, providing for busy areas more frequently so people have a viable alternative to the car.



Travel demand management

Managing the demand on busy parts of the road network by encouraging people to re-route to avoid congestion, re-time trips outside peak times, re-mode to public transport, cycling or walking or reduce the need to make some non-essential trips on the road network.

Congestion management action plan: 2019/20-2022/23

The City, together with Queensland Government, has an integrated plan to manage congestion through the delivery of 54 projects and initiatives which will be rolled out over the next four years, subject to appropriate community consultation.

Please note: the following is not an exhaustive list and other City initiatives contribute to managing congestion.

	Project	Responsibility
1. Major road projects	1.1 Sundale Bridge , additional lanes and upgraded intersections at Seaworld Drive / MacArthur Parade and Waterways Drive / Gold Coast Highway, Southport to Surfers Paradise	City
	1.2 Old Coach Road Stage 1, Kingsmore Blvd to Old Motocross Track, Reedy Creek	City
	1.3 Old Coach Road Stage 2, new link to M1 Exit 87 and Tallebudgera Creek Road, Reedy Creek	City/State
	1.4 Isle of Capri Decongestion Project on Via Roma and upgrade of intersection Via Roma / Remembrance Drive, Surfers Paradise	City
	1.5 Yawalpah Road , upgrade to four lanes and new bridge over rail, Pimpama	City
	1.6 Pimpama Western Service Road , new link between Pacific Springs Drive and Mirambeena Drive, Pimpama	City
	1.7 Christensen Road , Sandy Creek connection, Stapylton	City
	1.8 Goldmine Road upgrade to improve school access, Ormeau	City
	1.9 M1 interchange upgrade at Exit 57 (Oxenford)	State
	1.10 M1 upgrade Mudgeeraba to Varsity Lakes including interchanges	State
	1.11 M1 upgrade Varsity Lakes to Tugun including interchanges	State
	1.12 Planning, design and delivery of early stages of Coomera Connector	State
	1.13 Planning for M1 interchange upgrades at Yatala North (Exit 38), Yatala South (Exit 41) and Pimpama (Exit 49)	State

	Project	Responsibility
2. Intersection upgrades	2.1 Robina Town Centre Drive / Laver Drive , upgrade roundabout to traffic signals, Robina	City
	2.2 Robina Town Centre Drive / Scottsdale Drive , upgrade roundabout to traffic signals, Robina	City
	2.3 Ashmore Road / Upton Street , upgrade roundabout to traffic signals, Bundall	City
	2.4 Old Coach Road / Days Road , upgrade roundabout to traffic signals, Upper Coomera	City
	2.5 Thrower Drive / Sarawak Avenue intersection improvements, Palm Beach	City
	2.6 Gold Coast Highway / Pine Ridge Road intersection improvements, Coombabah	City/State
	2.7 Wardoo Street / Cotlew Street , upgrade roundabout to traffic signals, Southport	City
	2.8 Tillyroen Road / Upper Ormeau Road , new signals, Kingsholme	City
	2.9 Goldmine Road / Lahrs Road signal upgrade, Ormeau	City
	2.10 Sunshine Road / Surfers Avenue , new signals, Mermaid Waters	City
	2.11 Cassowary Drive / Christine Avenue , new signals, Burleigh Waters	City
	2.12 Rifle Range Road / Sports facility , new signals, Pimpama	City
	2.13 Days Road / Williamson Road , new signals, Upper Coomera	City

	Project	Responsibility
3. Systems and operations	3.1 Data collection and analysis to prepare for future transport disruptors and manage the transport network in real time	City
	3.2 New technology to support the efficient operation of traffic signals under a one-network approach with Queensland Government	City/State
	3.3 Additional Traffic Response Units on the arterial road network for faster incident response and clearance	City/State
	3.4 Event Management Plans for key events held on the Gold Coast to ensure travellers are informed of changes to the transport network and allowing them to plan their trip	City
	3.5 Roadworks Management Plan to ensure the community is informed of changes to the road network that could impact their trip as the City continues to maintain and upgrade the road network	City
	3.6 Ongoing maintenance of signals and equipment to ensure optimum operation and safety	City
	3.7 Improve coordination and management of private development construction sites that can affect traffic	City
	3.8 Install more flood warning systems that enable motorists to avoid flooded roads in real time	City
	3.9 Implement clearways in appropriate locations to increase road network capacity during busy times	City

	Project	Responsibility
4. Active and public transport initiatives	4.1 Deliver the next stage of Gold Coast Light Rail between Broadbeach South and Burleigh Heads	City/State/ Australian Government
	4.2 Increase bus services in areas of residential growth, especially in the northern suburbs	State
	4.3 Construct 20 kms of new on-road bike lanes	City
	4.4 Construct new Oceanway at Broadbeach (north), Surfers Paradise (south), Palm Beach (north) and Main Beach	City
	4.5 Upgrade existing Oceanway in Surfers Paradise and Currumbin	City
	4.6 Construct 26 kms of new and upgraded shared pathways across the city	City
	4.7 Construct a Green Bridge* between HOTA and Chevron Island	City
	4.8 Construct a Green Bridge* between Chevron Island and Surfers Paradise	City
	4.9 Construct a Green Bridge* across Reedy Creek adjacent to Old Coach Road	City
	4.10 Commence design for Green Bridges* from Gooding Park to Etna Street, Surfers Paradise and from Eady Avenue to Savoy Drive, Broadbeach Waters	City
	4.11 Improve walking and cycling infrastructure around schools	City
	4.12 Trial ferry services on Gold Coast waterways	City
	4.13 Make bus stops more accessible with new ramps, paths, shelters and seats	City
	4.14 Make light rail stations at Parkwood and Parkwood East more accessible with new / upgraded paths	City
	4.15 Continue partnering with Queensland Government to construct and upgrade pathways on State-controlled roads	City/State

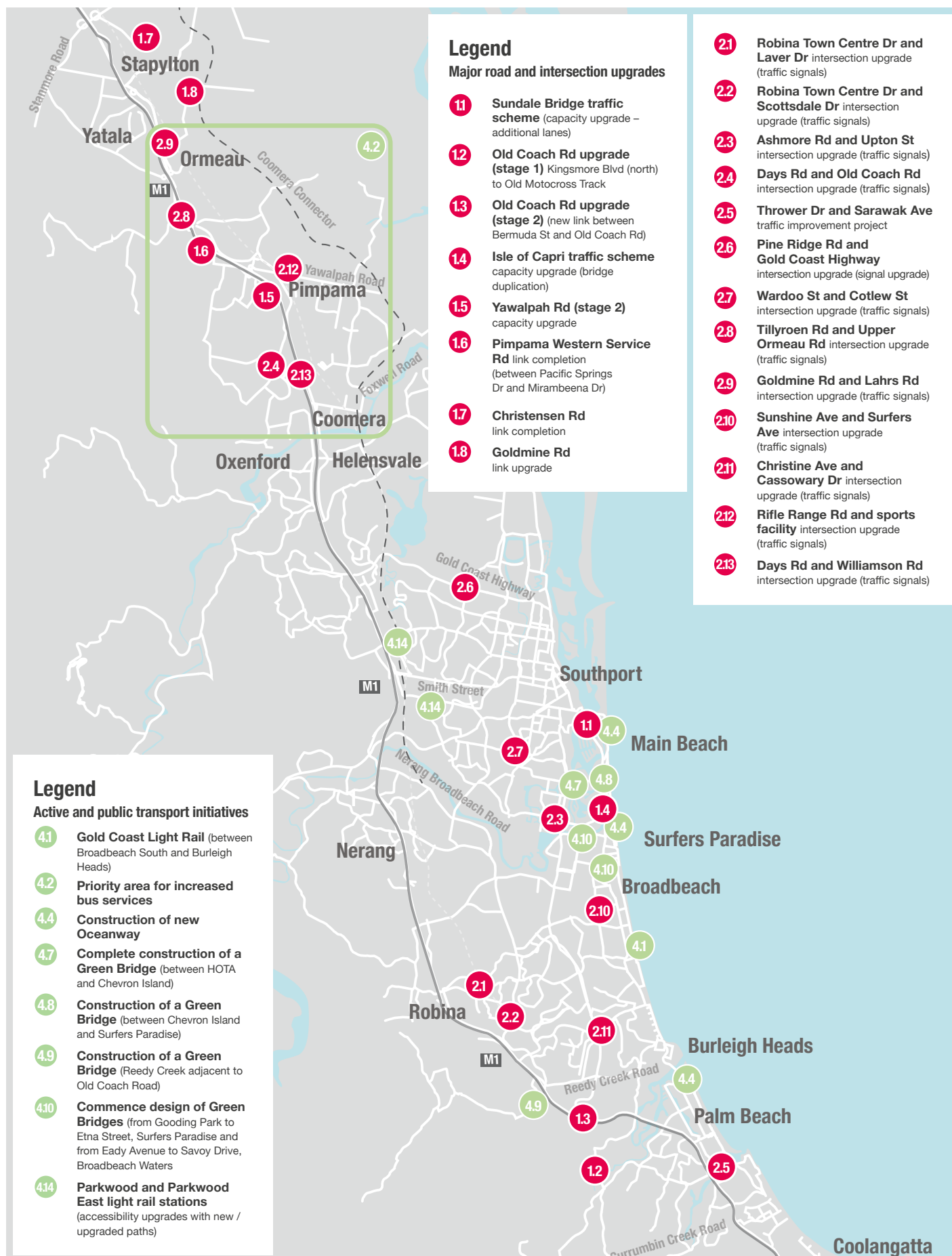
	Project	Responsibility
5. Travel demand management	5.1 Implement the Active School Travel Program with more primary and secondary schools each year to encourage more trips to school via sustainable modes	City
	5.2 Implement a Workplace Travel Program with more major employers to encourage more trips to work via sustainable modes	City
	5.3 Work with event organisers to reduce car travel to major events and increase travel by sustainable modes	City
	5.4 Improve real-time traveller information with additional variable message signs on the road network	City

Project delivery subject to funding.

*Subject to community consultation.

City-wide congestion management

We are rolling out our integrated congestion management plan across the whole city.





“The City of Gold Coast continues to be one of the nation’s leaders in how it is planning its transport systems, and the transition to a more balanced mix of transport options for residents and visitors. Across the US and in some Australian cities we are today seeing declines in public transport use and increases in traffic congestion to intolerable levels. The Gold Coast has avoided this fate, despite all its population growth, having wins with Australia’s best light rail system and its most successful bikeshare scheme.”

– Associate Professor Matthew Burke, Cities Research Institute, Griffith University

Beating congestion: we all have a role to play

Congestion affects everyone in the community, and we all can do something to make a difference.

City of Gold Coast

The City will continue to plan and deliver projects on the local road network, our active transport network, through our systems and operations, and our travel demand management programs to help reduce our time spent in traffic.

We will also continue to work with the Queensland Government through our 'one network' approach to see improvements to the state-controlled roads on the Gold Coast, and advocate for more public transport services and infrastructure.

Maintaining our roads is also part of the solution, which is why the City implements an extensive maintenance program each year to keep us moving and extend the life of our assets. Over the next four years, the City will spend over \$175 million on maintaining our transport network.

Through the City Plan, we will look to accommodate the right type of growth at the right locations, as the population grows.

Queensland Government

The City and the Department of Transport and Main Roads (TMR) are working together through the Congestion Management Joint Taskforce to manage an integrated Gold Coast road network of both local and state-controlled roads.

We will continue to work with TMR to see improvements to the state-controlled roads on the Gold Coast such as the M1 and interchanges, Smith Street Motorway, Gold Coast Highway and Southport-Burleigh Road.

TMR will provide better public transport services to support the growth areas of the city. That means more buses, more trains and the extension of light rail from Broadbeach to Burleigh Heads – eventually extending to the airport and Coolangatta.

You

You can make a difference to congestion in our city by changing how you move around the Gold Coast.

Next time you are going to work, school or the shops, try getting there by public transport, walking or cycling. Or try re-timing your trip to avoid the peak times and get to where you are going faster.

You don't have to change every trip to make a big difference.

5. The way forward

We remain as committed as ever to deliver our Strategy and the key actions within the seven implementation plans.

Working with our partners in the private sector, Australian and Queensland Governments, we will invest in transport infrastructure and services, as well as remaining at the forefront of transport technologies and trends. We will continue to work with our community to shape our transport vision. Together, we will ensure the Gold Coast remains the connected and liveable city it is.

We will continue managing congestion on the Gold Coast by spending \$544 million over the next four years on building and maintaining our transport system.

For more information on our plan for transport visit cityofgoldcoast.com.au/transport



FOR MORE INFORMATION

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