

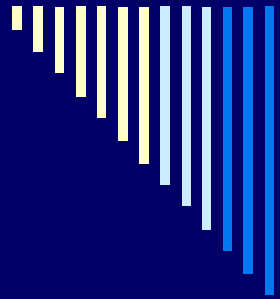

Connecting People & Places

Presented to

The St George Bank State of the Region Summit

**Peter Trathen,
President – Gold Coast Chapter of the Property Council**

Friday 15 October 2009

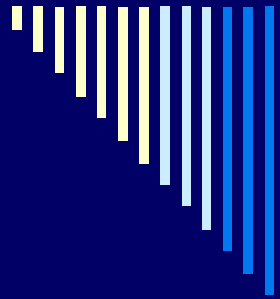


Connecting People & Places

- ❑ The Gold Coast is the 6th biggest city in Australia
- ❑ The Gold Coast has the lowest public transport usage of these cities 3.8%
- ❑ Traffic is increasing on the city's main roads at 4.3% pa

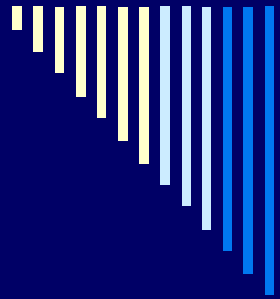
Public Transport

- ❑ Who wants it?
- ❑ Will it be used?
- ❑ Will Gold Coasters ever change?
- ❑ Is this just a social planning/infrastructure dream?



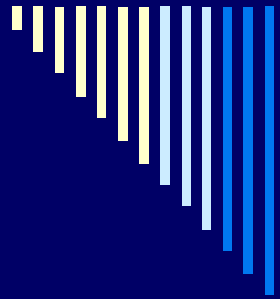
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- The key drivers of the Gold Coast
 - Tourist visitors
 - Immigrants
- About half of the local regional product comes from tourism and construction
- Split roughly 50:50
- The Gold Coast has consistently been the top growth city in Australia for 25 years
- Why?
- Will that change?



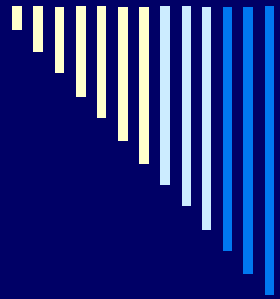
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- Forecast of growth for the next 30 years – total population of 1 million people
- Where will they live?
- Where will they work?
- What work will they do – new industries?
- How do they get around efficiently?



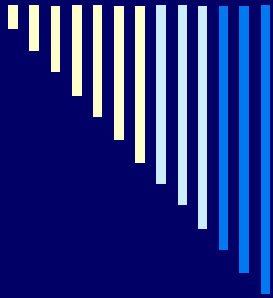
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- Gold Coast – the linear city
- Strong linear links
 - M1
 - Rail line
 - Gold Coast Highway
- Bounded by sea and the mountains
- Limited space to improve the roads

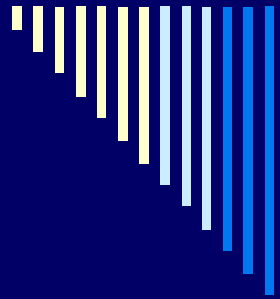


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- Characteristics of the Gold Coast
 - The small business capital of Australia
 - Low level funding for public transport
 - State
 - Council
 - High growth
 - Increasing focus on resolving current and future congestion
 - Decentralised yet linked

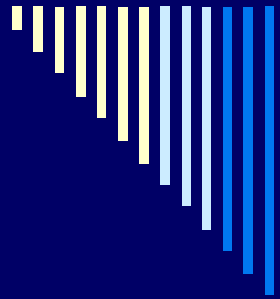


GOLD COAST BOLD FUTURE
Primary Precinct | Transport Plan



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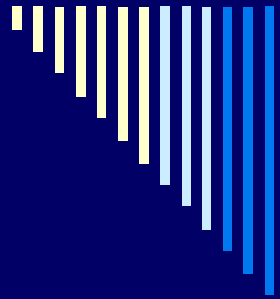
- ❑ Growth will be constrained by congestion
- ❑ Fuel costs and carbon taxes will require a different solution
- ❑ A credible and efficient public transport system is a MUST
- ❑ Buses
- ❑ Busways
- ❑ Light rail
- ❑ A mix
- ❑ Capital – who pays



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The Process so far:

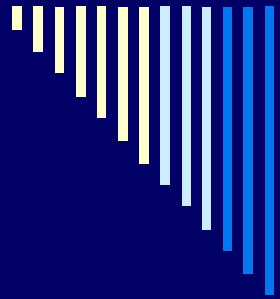
- ❑ Over 6 years of investigation
- ❑ Translink driven with strong Council involvement
- ❑ Initial consultation was a bit ragged
- ❑ Last 2 years very thorough
- ❑ General support but not universal



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Opportunities

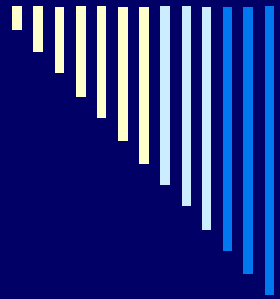
- ❑ GCRT is both crucial long term infrastructure and local stimulus
- ❑ Commercial opportunities will be created along the route
- ❑ Project involves an early works package \$200m+
- ❑ Focus of this must be small packages geared to local companies and jobs



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The Impacts

- Yes, there will be disruption
- The design does involve some reduction in road capacity
- We do not have a choice
- Light rail is not the panacea – it is the backbone of a credible, efficient system
- Initially – Griffith to Broadbeach
 - Extended to Helensvale and Burleigh
 - Bus linkages to the west are critical
 - Park and ride sites essential



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Conclusion

- ❑ This is a project of immense importance to the Gold Coast
- ❑ Achieving State and Federal funding of this scale is a massive accomplishment
- ❑ Councils support and financial commitment has been crucial and should be applauded
- ❑ The focus now is on delivery
 - Good communication
 - Focus on local jobs
 - Part one of a great public transport system