

5. Route vision and service requirements

5.1 Route vision process and stakeholder input

The process of developing a vision for the corridor that could be used to guide the future option development and option assessment involved inputs from the technical working group at workshop 1 held on 24th March 2021. Subject matter experts from Jacobs, TMR, City of Gold Coast and the wider working group including planning, traffic, environment, cultural heritage and design/ engineering specialists contributed. Participants identified the key opportunities and constraints in the corridor throughout the workshop, and finally developed key vision elements and ideas of what they saw as the potential for the corridor. These key vision elements and vision statement ideas are shown in Figure 5-1 and Figure 5-2.



Figure 5-1 Key vision elements



Figure 5-2: Ideas for vision statement

5.2 Corridor-wide vision

Building on the first workshop and the stakeholder inputs, the project team developed a draft overarching vision statement for this project's study corridor capturing these themes. This draft vision was circulated as part of Working Paper 1 with feedback incorporated into a revised vision statement read as follows:

"The Tugun to Coolangatta corridor will connect the southern Gold Coast and its collection of distinct and unique places, with their varied character, density and scale. The corridor and communities along it will connect seamlessly through cross-corridor connections and to the wider city and region with enhanced public and active transport facilities as alternatives to private vehicle travel. Light Rail stations served by frequent, reliable G:link services, will integrate with and further activate key precincts, villages and centres (including the airport precinct). Appropriate and diverse land uses will establish within a comfortable walking distance of the stations, contributing to more vibrant and affordable communities. High quality active transport infrastructure will complement major public transport investment to help in sustainably accommodating more people as the corridor becomes a more desirable place in which to live, work, learn and play."

This vision statement was then broken down into key (transport) service requirements or priorities per corridor segment.

5.3 Service requirements

5.3.1 Bilinga:

- Maintain efficient through movement for traffic on the Gold Coast Highway – a higher order arterial road
- Improve cross corridor pedestrian connectivity (improve safety, convenience and reduce pedestrian delays)
- Improve cycle facilities along the Gold Coast Highway corridor, focussing on Golden Four Drive for safe, attractive cycle facilities serving longer distance cycle trips and commuters to complement the already completed Oceanway shared path which better serves local and recreational trips.
- Maintain local traffic access between GCH and service roads – but potentially reconfigure and relocate where providing all current movements at existing location is not feasible or desirable (due to other impacts)
- Develop a trunk LRT spine along the Gold Coast Highway corridor, replacing current frequent bus routes 700 and 777. This is a regional mass transit spine that should have competitive journey times with expected walk catchments in the order of 400-800m allowing for station spacing >1km. LRT will have priority over general traffic at intersections delivering a high level of reliability
- Maintain bus stops for local bus services along Golden Four Drive such as those that access John Flynn Hospital/ The Pines/ Robina (760/ 768). Such bus services will help fill any catchment gaps left by LRT.

5.3.2 Airport

- Maintain efficient through movement for traffic on the Gold Coast Highway – a higher order arterial road
- Maintain efficient vehicle access in and out of the airport – a regionally significant destination
- Maximise opportunities related to a new southern entrance to redistribute traffic away from the Gold Coast Highway/ Terminal Drive intersection
- Improve cross corridor pedestrian connectivity (improve safety, improve convenient and reduce delays) particularly in the vicinity of Terminal Drive where a strong desire line will develop between PT/ airport/ university of one side of GCH and residential apartments/ tourist accommodation/ beach on the other
- Improve cycle facilities along the Gold Coast Highway corridor focussing on Golden Four Drive for safe, attractive cycle facilities serving longer distance cycle trips and commuters to complement the already completed Oceanway shared path which better serves local and recreational trips.
- Maintain local traffic access between GCH and service roads – but potentially reconfigure and relocate where providing all current movements at existing location is not feasible or desirable (due to other impacts)
- Develop a trunk LRT spine that leaves the Gold Coast Highway corridor to serve the airport before crossing the highway again to head south east as efficiently as possible – minimising journey time while optimising stop location (relative to airport terminal/ university/ multi-modal interchange)

- Develop a regionally significant (premium/ iconic) multi-modal passenger transport hub serving the airport/ university/ North Kirra precinct accommodating LRT, local public buses and future heavy rail. This interchange will provide the highest level of customer experience and amenities and be seamlessly connected to the surrounding destinations (including weather protected and activated walkway links).
- Enhance efficiency of access in and out of the airport precinct for buses including to/ from Golden Four Drive as buses will still need to access local destinations such as John Flynn Hospital/ The Pines/ Robina (prior to heavy rail extension) and potentially to/ from Gold Coast Highway south (new access) should there be new local services to Tweed Shire in the future

5.3.3 Kirra

- Musgrave Street and Coolangatta remain relatively low order distributor type roads providing general vehicle access to Coolangatta/ Tweed Heads from the north – Musgrave Street continuing to serve more tourist and recreational trips (beach/ park/ cafes) with Coolangatta Road serving more local residential trips in southern Coolangatta.
- Improve road safety outcomes on Musgrave Street (currently 50 km/h) where there are higher levels of pedestrian activity greater levels of side friction and distraction (parking/ side roads etc)
- Develop a trunk LRT spine between the Airport and Coolangatta sections through Kirra in a way that provides an attractive mass rapid transit service with good travel times and high reliability replacing the route 700.
- The location of a station serving Kirra would need to balance access to the current dominant land uses and trip destinations along the beach with the wider catchment to the south including community facilities and more affordable housing opportunities.
- Enhance cross corridor pedestrian connections on Coolangatta Road and Musgrave Street particularly in the vicinity of a potential Kirra LRT station to provide excellent pedestrian linkages both north (to the beach) and south (to the residential and community catchment)
- Develop safe attractive cycle facilities on or parallel to the Coolangatta Road corridor, linking to Golden Four Drive and/ or Oceanway cycle facilities to provide onward connections for longer distance cycle trips and commuters
- Develop safe, attractive cycle facilities on Miles Street a key north-south connector to both Coolangatta Rd and Oceanway cycle facilities.
- Maintain access for local buses including the service to / from Tweed Shire (route 601 via Miles St) and local services between Coolangatta/ Tweed and John Flynn hospital/ The Pines / Robina (760/ 768) – these bus services may use a different corridor to Light Rail to maintain coverage for those area more distant from LRT stations

5.3.4 Coolangatta

- Marine Parade, Griffith Street and Lanham Street remain relatively low order distributor type roads providing general vehicle access to Coolangatta/ Tweed Heads from the north/ west and through the town centre– Marine Parade caters more for beach and parkland access, Griffith Street performing a 'high street' function with high levels of pedestrian activity, with Lanham Street providing access to parking and southern residential catchments.
- Improve road safety outcomes for vulnerable road users throughout the town centre, including consideration of reduction in posted travel speeds such as on Griffith Street (currently 50km/h).
- Develop a trunk LRT spine between the Airport and Coolangatta in a way that provides an attractive mass rapid transit service with good travel times and high reliability replacing the route 700. Develop the LRT alignment in a way that allows for an efficient and simple onward extension towards Tweed Heads
- The location of a station serving Coolangatta will balance access to the current dominant land uses and trip destinations between the beach and Griffith Street with the wider catchment to the south including parks, community facilities and more affordable housing opportunities.
- Enhance north-south pedestrian connections to better connect the southern residential catchments to the town centre and beach, leveraging of existing links particularly in the vicinity of the future LRT station

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- Develop safe attractive cycle facilities that connect Coolangatta Road (Kirra) to the west, with Tweed Heads to the east via Coolangatta, providing a facility that better serves longer distance cycle trips and commuters to compliment the already completed Oceanway shared path which better serves local and recreational trips
- Maintain efficient access to and through Coolangatta for local buses including the service to / from Tweed Shire (route 601) and local services between Coolangatta/ Tweed and John Flynn hospital/ The Pines / Robina (760/ 768) – these bus services may use a different corridor to Light Rail to maintain coverage but will be designed to provide efficient transfer opportunities at the Coolangatta LRT station.