

Together we will create our...



BOLD FUTURE – Trends and issues



Our transport future

Transport, including all modes of transport infrastructure and services, is one of the most important features that determines how cities function, their environmental quality, how they serve the needs of their residents and visitors, and of how they look. 'Our Transport Future' includes consideration of public and private transport, motorised and non-motorised transport, and the movement of people and goods, for residents and visitors to the Gold Coast.

Trends and issues

Other cities of the world such as Portland and San Francisco in the US have recognised that building more roads is not the answer to their city's transport need and have "ripped up" freeways and invested in high quality public transport. In Gold Coast City more and bigger roads will not solve the transportation challenges that we will face in the future.

In Australia, household expenditure on transport ranks third after housing and food, and increases as people live further from the major activity centres. Nationally, households spent just under \$140 per week on transport in 2003/04.

The Queensland government will spend about \$278m and Gold Coast City Council will spend about \$158m on roads and transport within Gold Coast City in 2007/08. In addition, Gold Coast City Council will accept responsibility for roads valued at millions of dollars, contributed by developers as city assets.

The Gold Coast places a very heavy reliance on the private motor car to meet its transport needs. About 90% of journeys are by car, with public transport meeting only about 3% to 4% of travel needs.

Gold Coast City contains about 400 km of roads controlled by the State Department of Main Roads, as well as about 3,000 km of Council roads.

Bus services within the city are operated by Surfside Buslines Pty Ltd, operating under contract to TransLink, the State's public transport agency. Council and TransLink have entered into a partnership arrangement under which Council assists with funding for new bus routes and additional bus services in growing areas and areas without adequate bus services. Council spends about \$5m per annum on this, and is the only Council in Queensland apart from Brisbane City Council, that provides funding for regular public transport services.

Council and the Queensland government have commenced the preparation of a Concept Design & Impact Management Plan, and a Business Case, for a Rapid Transit system, to link from Helensvale to Broadbeach by 2012, and to Coolangatta by 2015. This will take the form of a Light Rail or Rapid Bus system. Funding for the Rapid Transit will be provided by the State and Gold Coast City, with \$600m available under the SEQ Infrastructure Program.

The Gold Coast Airport catered for more than 3.7M passengers in 2006/07. Passenger numbers doubled in the past six years, and major growth is expected in future, particularly for international operations. The recent runway extension will permit direct services to many Asian and Pacific destinations.

The Gold Coast Railway, from Brisbane to Robina, caters for high speed passenger train operations. The railway line is being progressively improved, with duplication of the line and an extension to the south (to Varsity Lakes) under construction. It is planned by the Queensland government that the railway will extend to a new terminus at the Gold Coast Airport by 2026.



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Gold Coast City and a private company, Solar Coast Cats Pty Ltd, have reached agreement on a plan for ferry operations on the Nerang River and Broadwater, possibly commencing in 2008.

Gold Coast City is almost totally reliant on the road system for freight movements to and within the city, for all food, fuel, building materials and other goods that the city requires.

Transport is a major source of greenhouse gas emissions, accounting for 13.5% of national greenhouse emissions in 2004. Within Gold Coast City, the proportion is likely to be higher, due to the absence of heavy industry from the city.

Transport is a major component of Australia's economy. Transport specific businesses contributed 4.54% of total GDP in 2005–06. This amounted to \$41.9 billion in 2004–05 constant prices.

Here are some questions for you to think about...

- How can the Gold Coast continue to develop without facing unacceptable levels of congestion, pollution and other negative impacts from motor vehicles?
- Are there other mechanisms such as monetary fees or charges that might be required to assist in improving the quality and performance of public transport as a transport option for the community?

- With the growth of the city and the increasing diversity of the community, with more older and younger people, and with increasing problems with housing affordability and energy use, does the city need to make a significant switch to other forms of transport, such as various types of public transport?
- How might the community fund and operate new and improved forms of public transport and services?

'Divine nature gave us fields, human skill built our cities.
-Divina natura dedit agros, ars humana aedificavit urbes'

Marcus Terentius Varro Reatinus

(116 - 27 BC)

The car has become the carapace, the protective and aggressive shell, of urban and suburban man.

Marshall McLuhan

The forces that are in play on climate change essentially revolve around the generation of power, the transportation of goods and services and people, and the sorts of materials that we use to fuel the whole of our civilisation.

Peter Garrett

