Heads through Palm Beach and Tugun.

to a Business Case for the extension of light rail south of Burleigh

Business Case. There is currently no funding allocated to progress

rail extension would be the subject of a feasibility study and a

As for other light rail projects, any funding decision on a light

direction for the Gold Coast Highway Corridor from Burleigh

The purpose of this study is to confirm the long-term strategic

demands on the motorway itself.

Traffic analysis

A detailed traffic analysis process was undertaken to determine

the number of traffic lanes, intersection configuration and

performance of the Gold Coast Highway now and into the future.

The analysis confirmed that the nearby Ms (Varsity Lakes to Tugun)

upgrade will perform a critical transport function on the southern

Gold Coast providing the opportunity to:

• accommodate a significant increase in vehicle demands

including both local demands on service roads and regional

demands on the motorway itself.

• improve local connections to the Ms and service roads including

a new connection between the Ms and 59th Avenue.

This significant increase in capacity will provide through traffic

with a viable alternative, reducing demand on the Gold Coast

Highway. This provides an opportunity to redesign the Gold

Coast Highway as a more multi-modal bike riding and pedestrian

friendly corridor.

Through careful analysis of travel demands and traffic

movements throughout the network, this study has identified the

opportunity for some sections of the Gold Coast Highway to be

reduced from four lanes to two lanes, in parts of Palm Beach and

Currumbin without detrimental impacts on travel time and traffic

capacity. This will involve a review of the number of intersections

and the relocation of some right turns to ensure that traffic flow

and property access is maintained. This will be further explored

through consultation with the local community.

Property impacts

TMR has been protecting the corridor over time for future

upgrades. Setbacks are the distance between the kerb and

the building. They are intended to be wide enough to

accommodate a corridor that allows for pedestrians paths,

landscaping, traffic lanes and light rail.

This study has confirmed the current planning is generally

adequate for future requirements, however it will need further

refinement as the level of design gets more detailed.

Study findings

Buses

Buses currently play an important role in the movement of people

along and beyond the Gold Coast Highway corridor to a wide

range of destinations. Consistent with the approach adopted in

the previous stages of the light rail, some bus routes would

be shortened or replaced (such as the current route 700 and

777 buses along the Gold Coast Highway), while other services

would be maintained and potentially enhanced to offer better

connectivity overall.

This study has identified the need for buses to continue to connect

communities to the west of the Gold Coast Highway to key centres

and interchanges with light rail. Connections between bus and

light rail will be designed to be safe, convenient and accessible.

Further work between TMR, TransLink and City of Gold Coast will

confirm the design of transport interchanges and the network of

services that use them to ensure it aligns with future planning.

Timeframes

The purpose of this study is to confirm the long-term strategic
direction for the Gold Coast Highway Corridor from Burleigh

Heads to Tugun.

As for other light rail projects, any funding decision on a light

rail extension would be the subject of a feasibility study and a
Business Case. There is currently no funding allocated to progress

to a Business Case for the extension of light rail south of Burleigh

Heads through Palm Beach and Tugun.

The study investigated several alternate routes parallel to the Gold

Coast Highway and concluded a future southern extension of the

light rail should follow the existing highway alignment. This would

allow the light rail to service important cultural and urban attractions

including the Burleigh Heads Village Centre, Palm Beach Village Centre,

Currumbin Wildlife Sanctuary, Southern Cross University and

importantly the Gold Coast Airport.

The Gold Coast Highway route was found to be the most direct and

efficient of the corridors investigated. It also has the greatest potential

for mode shift to public transport as it is close to where people already live, follows the alignment of the existing frequent bus route (200),

and provides the potential to transform the Gold Coast Highway into the Gold Coast Boulevard through careful design and treatment.

The existing Gold Coast Highway alignment and current property setbacks along the corridor are adequate for future requirements and

property impacts will be limited.

Providing a light rail extension down the Gold Coast Highway also means the heavy rail corridor adjacent to the Ms will remain protected

for a future extension of the heavy rail which is intended to fulfil a longer distance regional transport function.

Planning for the future

Gold Coast Highway (Burleigh Heads to Tugun)
Multi-modal Corridor Study

March 2020

Contact us

If you would like further information,
please contact the project team:

Phone: 07 5563 6600
(select option 3)

8.30am—5pm, Monday—Friday

Email: southcoast@tmr.qld.gov.au


Light rail along the Gold Coast Highway

The study investigated several alternate routes parallel to the Gold Coast Highway and concluded a future southern extension of the

light rail should follow the existing highway alignment. This would allow the light rail to service important cultural and urban attractions

including the Burleigh Heads Village Centre, Palm Beach Village Centre, Currumbin Wildlife Sanctuary, Southern Cross University and

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The existing Gold Coast Highway alignment and current property setbacks along the corridor are adequate for future requirements and

property impacts will be limited.

Providing a light rail extension down the Gold Coast Highway also means the heavy rail corridor adjacent to the Ms will remain protected

for a future extension of the heavy rail which is intended to fulfil a longer distance regional transport function.
The Gold Coast Highway from Burleigh Heads to Tugun could be transformed into a high amenity community boulevard with priority given to walking, bike riding and a world class light rail system that enhances the liveability and character of the southern coastal suburbs.

Future opportunities
This study has identified the following opportunities that could be considered in future upgrade projects:

1. **Burleigh Heads National Park**
   The existing Burleigh Heads National Park would be preserved, and access improved to the southern entrance via active travel, light rail, bus and car.

2. **Oceanway**
   To develop a beachfront Oceanway path along the full length of Palm Beach to provide high standard bicycle and walking tracks.

3. **Ms connectivity**
   The improved connectivity for northern Palm Beach to the Ms and its new service roads through a widened Ms overpass at 19th Avenue proposed as part of the Ms (Varsity Lakes to Tugun) Upgrade significantly improves accessibility to and from Palm Beach.

4. **Palm Beach Avenue**
   To provide alternatives for through traffic so the intersection of Palm Beach Avenue, Gold Coast Highway and Cypress Avenue can be transformed into a pedestrian friendly precinct with the opportunity for street front dining, shopping and urban renewal.

5. **Active transport**
   To provide new dedicated bridges for bikes and pedestrians across Tallebudgera and Currimbin Creeks.

6. **Toolona Street**
   Associated projects could improve the safety and efficiency of the Gold Coast Highway and Toolona Street intersection by providing alternative access points and reducing the number of movements.

Future multi-modal transport studies will be undertaken to confirm requirements south of Tugun to the airport and beyond to Coolangatta.

For more information on the VL2T upgrade, contact the project team on 1800 799 824 or visit VL2T@tmr.qld.gov.au

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**M1 Varsity Lakes to Tugun Upgrade**
The M1 Varsity Lakes to Tugun (VL2T) project has considered possible future network changes along the Gold Coast Highway, and has subsequently included a two-way service road on the western side of the Ms between Palm Beach interchange and Tallebudgera interchange. Auxiliary lanes between these interchanges are also proposed along the Ms. These inclusions will provide additional north-south traffic capacity for local traffic movements. The VL2T upgrade is on-track to start construction in mid-2020 and expected to be complete by end 2023.

For more information on the VL2T upgrade, contact the project team on 1800 799 824 or visit VL2T@tmr.qld.gov.au