

# Gold Coast Light Rail Stage 2 Newsletter

April 2016

**Gold Coast Light Rail Stage 2 is on track to be delivered by early 2018 with the Queensland Government announcing the successful contractor for the 7.3 kilometre extension.**

In March 2016, the Queensland Government and GoldLinQ announced CPB Contractors (formerly Leighton Contractors Pty Ltd) were the preferred contractor to design and build the project in time for the Gold Coast 2018 Commonwealth Games.

The nation's sixth largest city, the Gold Coast is home to more than 546,000 people, with an estimated 12 million tourists visiting the region each year.

An efficient and integrated transport network is essential to maintaining liveability for residents of the Gold Coast and will ensure the region continues to attract millions of visitors each year.

Extending the existing light rail system will ease congestion, improve accessibility across the region and support economic growth.

The Stage 2 alignment (illustrated in **Figure 1**) uses existing road and rail corridors, reducing impacts on the community and the environment. It connects the existing light rail system to heavy rail at Helensvale station—linking tram to train, Broadbeach to Brisbane.

The alignment extends from Helensvale station adjacent to the Gold Coast Line, then adjacent to the Smith Street Motorway to connect with Stage 1 of the light rail at the Gold Coast University Hospital.

With the opening of Stage 2, public transport users will not only have a seamless, one-transfer journey between the Gold Coast and Brisbane, they will also have the option of stopping at any of the 19 light rail stations with bus connection at key activity centres along the corridor between Helensvale and Broadbeach.

## Stage 2 key features



**7.3 kms**  
of dual track



**3 new**  
stations



**11 minutes**  
journey time



**1400 spaces**  
at 2 park 'n' ride  
facilities



**Connects**  
light and heavy rail



**4 new**  
trams



**Will provide**  
access to  
**19**  
light rail stations



**Capacity for**  
**3000**  
passengers  
per hour

## Project status

In late 2015, the Queensland Government requested Stage 1 operator, GoldLinQ, to initiate a procurement process to appoint a contractor to design and build Stage 2.

In October 2015, GoldLinQ invited three proponents to tender for the project.

After an interactive tender process designed to maximise innovation and value for money, three bids were received in late December 2015.

In mid-March 2016, CPB Contractors was announced as the preferred contractor.

CPB Contractors are undertaking the detailed design for the system and early works ahead of major construction works which are planned to commence in the second half of the year.

Stage 2 of the project is expected up to generate up to 1000 direct and indirect jobs.

*Read more about the project's next steps later in this newsletter.*

## Funding commitment

The Queensland Government has confirmed that Stage 2 will cost \$420 million.

Like Stage 1, Stage 2 will be funded through a public-private-partnership between the Queensland Government, the Australian Government and the City of Gold Coast.

The project will be delivered with a \$270 million contribution from the Queensland Government, \$95 million from the Australian Government and up to \$55 million from the City of Gold Coast.

## Stage 2 trams ordered

GoldLinQ is in the process of procuring four additional trams. This will allow time for the manufacture, testing and delivery of the trams prior to operations commencing in early 2018.

The new trams will be built by Bombardier Transportation in Germany based on a design that is unique to the Gold Coast light rail system.

The Bombardier Flexity 2 trams can carry up to 309 passengers, with seating for 80. They are 43.5 metres in length, 2.65 metres wide and weigh 60 tonnes.

The new light rail vehicles are due to arrive by the end of 2017.

## Community feedback provides good insight

The Department of Transport and Main Roads and GoldLinQ jointly hosted two community information sessions in November 2015 to give residents the opportunity to meet the project team and view the reference design.

The sessions were well attended, with more than 250 residents meeting the team and providing some important local knowledge about the corridor.

Additionally, GoldLinQ hosted public displays at various locations including Gold Coast University Hospital light rail station and Helensvale station from December 2015 to February 2016. Further information sessions will be advertised on the project's website (visit: [www.gclrstage2.com.au](http://www.gclrstage2.com.au)).

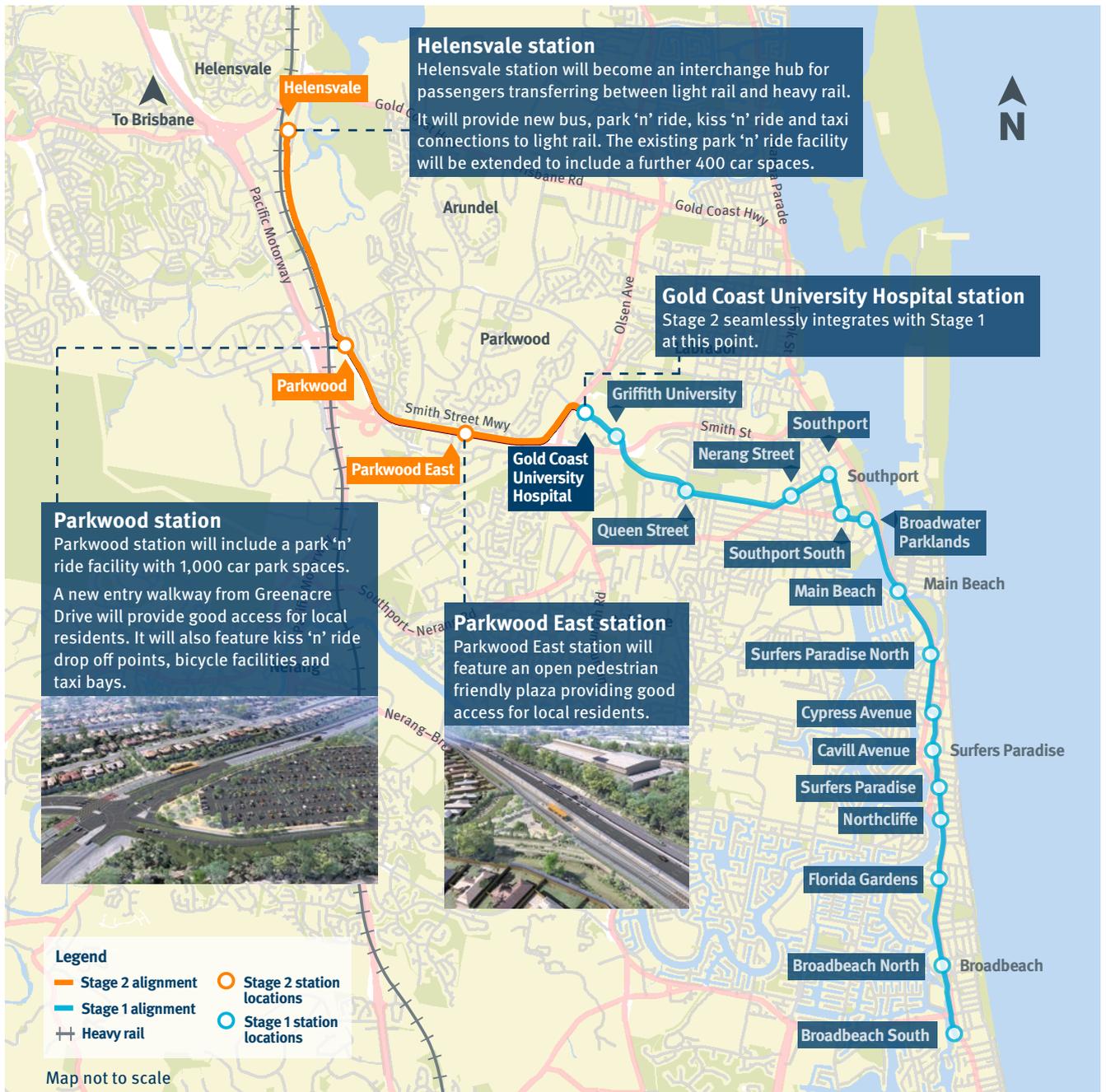
Feedback from residents was collated and provided to the three bidding contractors to inform their bids.

## What you told us

- **Traffic and access:** it is important to minimise construction and operational impacts on key intersections in Parkwood and Arundel.
- **Noise mitigation:** there is a need for appropriate noise mitigation along the Stage 2 corridor.
- **Parking:** it is important to ensure dedicated park 'n' ride facilities are attractive and easy to access.
- **Pedestrian and cyclist links:** opportunities to improve active transport connectivity should be identified and maximised.
- **Fauna:** it is important to minimise impacts to local flora and fauna.
- **Construction impacts:** suitable on-site parking should be provided for construction workers rather than using local streets; noise and dust from construction activities should be minimised.
- **Ongoing communication:** residents need to be kept up-to-date throughout construction.

Further information sessions will be held following the appointment of a successful contractor.





**Figure 1:** shows a map of the Gold Coast light rail network. Stage 1 extends 13 kilometres and includes 16 light rail stations (operational since July 2014). Stage 2 (highlighted in orange) extends 7.3 kilometres and includes three new light rail stations (yet to be constructed).

## Project timeline



## Next steps

The Queensland Government and GoldLinq have announced CPB Contractors as the preferred contractor to deliver Stage 2 of the Gold Coast Light Rail.

All parties are currently working towards finalising the contract and achieving Financial Close by the end of April 2016.

CPB Contractors will now refine their tender design and undertake further detailed design. This will include seeking independent verification and approval of designs prior to construction.

CPB Contractors will commence early works within the corridor from about mid-April. This will include survey works and site investigations.

Ongoing environmental investigations will continue to be undertaken including baseline surveys for existing noise and water quality.

Fauna specialists will commence monitoring for, and where necessary, relocating local wildlife and some plant species prior to any site works.

Once the contractor is established on site, fences and temporary noise and visual screening will be erected in identified areas to help minimise construction impacts.

Major construction activity is expected to commence in the second-half of 2016.

From late April, GoldLinq and CPB Contractors will engage with the community and keep residents up to date throughout the construction phase.

## New link = local jobs

Stage 2 of the Gold Coast Light rail is expected to provide an immediate boost to the construction industry supporting up to 1000 new direct and indirect jobs.

GoldLinq's contractor, CPB Contractors, has contractual requirements to engage local workers and businesses to work on the project.

Recruitment will commence ahead of major construction in the second half of this year.

To register your interest visit [www.gclrstage2.com.au/contact](http://www.gclrstage2.com.au/contact) or [information@goldlinq.com.au](mailto:information@goldlinq.com.au).

## Future light rail stages

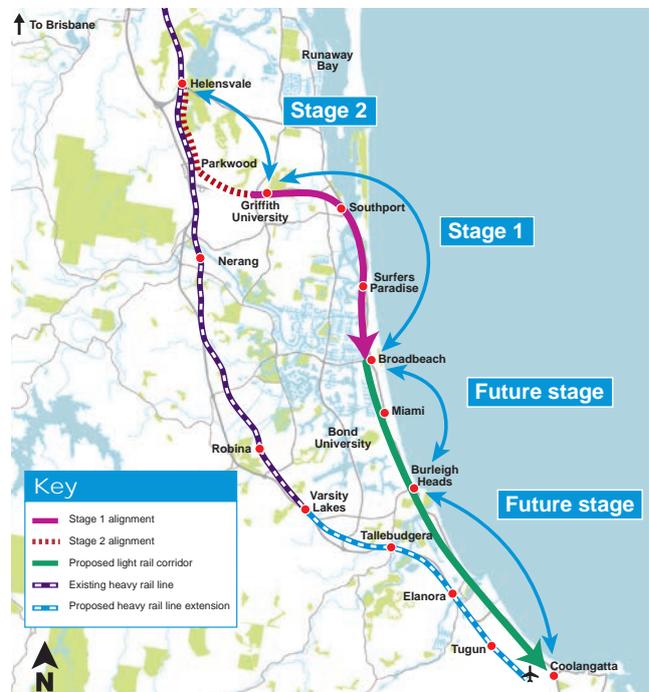
The Gold Coast light rail system has been designed to be delivered in a number of stages to respond to the growth of the Gold Coast.

It is intended to ultimately extend 42 kilometres from the heavy rail system at the northern end of the Gold Coast and connect activity centres along the coastal strip to the Gold Coast Airport at Coolangatta.

Following Stage 1, a connection between light and heavy rail was identified as the next highest investment priority for the system (this stage is known as Stage 2).

Funds for the potential future stages of the project have not yet been committed.

Planning activity undertaken for future stages is preliminary only.



## For more information

Register for email updates by visiting:  
[www.gclrstage2.com.au](http://www.gclrstage2.com.au)

Phone: 1800 425 799\*

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Visit: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) or [www.gclrstage2.com.au](http://www.gclrstage2.com.au)

Post: Locked Bag 56, Southport BC Qld 4215

To view travel times between Stage 1 and Stage 2 light rail stations visit: [www.gclrstage2.com.au](http://www.gclrstage2.com.au)

\*Free call anywhere in Australia. Call charges apply from mobiles and payphones. Check with your service provider for call costs.