

Gold Coast Light Rail Stage 2 Fact Sheet

November 2015

Gold Coast Light Rail Stage 2 is the second stage of a world class public transport system for residents and visitors to the Gold Coast.

Together, the Queensland Government and the City of Gold Coast have identified a light rail corridor to be delivered in stages. The corridor extends 42 kilometres from the heavy rail network at Helensvale station to the Gold Coast Airport at Coolangatta.

Stage 1 of the light rail system, extending 13 kilometres from Southport to Broadbeach, commenced operations in July 2014. It has exceeded all expectations particularly in relation to patronage.

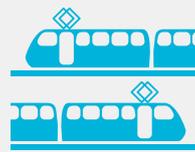
Stage 2 will connect the light rail station at the Gold Coast University Hospital in Southport to heavy rail at the Helensvale station.

Extending the system will reduce road congestion on the Gold Coast and its major arterials, and improve connectivity between the Gold Coast and Brisbane. As congestion increases on the Pacific Motorway, the efficiency of the rail system and its mass transit capabilities will become increasingly important for the region.

Stage 2 is critical infrastructure to respond to the increasing demand for public transport in the city and support the Gold Coast 2018 Commonwealth Games.

Like Stage 1, the next stage of the light rail system will be jointly funded by the Queensland Government, Australian Government and the City of Gold Coast, and delivered via a public-private partnership with current light rail operator GoldLinQ.

Stage 2 key features



7.3 kms
of dual track



11 minutes
running time



3 new
stations



1400 spaces
at 2 park 'n' ride
facilities



Capacity for
3000
passengers
per hour



4 new
trams

About Stage 2

On 6 August 2015, the Queensland Government announced a preferred route for Stage 2 and released a reference design. Further refinement of the reference design will occur during the detailed design phase.

The 7.3 kilometre route (illustrated in **Figure 1**) runs from Helensvale heavy rail station adjacent to the Gold Coast Rail Line, then adjacent to the Smith Street Motorway to connect with Stage 1 at the Gold Coast University Hospital light rail station.

The preferred alignment provides a cost-effective solution by efficiently using existing road and rail corridors, therefore reducing impacts on the community and the environment.

The reference design includes three new stations at Helensvale, Parkwood and Parkwood East. It also includes a new 1000 car space park 'n' ride facility at Parkwood station and a 400 space expansion of the existing park 'n' ride facility at Helensvale station.

The alignment includes creek crossings at Biggera Creek and Coombabah Creek, with embedded track at stations and intersection crossings.

Stage 2 will leverage value from the investment in Stage 1 by providing a seamless public transport connection to heavy rail, light rail and bus. It will provide a one-transfer journey between the Gold Coast and Brisbane, as well as a one-transfer connection between the Gold Coast and the Brisbane International Airport.

At the request of the Government, Stage 1 Operator Franchisee, GoldLinQ, is leading the procurement process to appoint a successful contractor for design and construction of Stage 2. The process commenced with calls for Expressions of Interest from suitably qualified consortia.

GoldLinQ shortlisted three organisations to progress to the next phase of the procurement process—Request for Tender.



On 1 October 2015, the Government requested GoldLinQ release the Request for Tender to the shortlisted proponents. Tender submissions close in late December 2015.

Following a competitive tender process, a contract for the design and construction of Stage 2 is expected to be awarded in March 2016, with construction scheduled to commence in April 2016.

The Government is seeking innovative and competitively priced bids, and an assurance Stage 2 construction will be completed and operational in time for the Commonwealth Games in April 2018.

Final approval to proceed with the project is subject to planning approvals. The final cost of Stage 2 will not be known until GoldLinQ has completed the competitive tender process.

Stage 2 key milestones	Date*
EOI released to market	August 2015
Request for Tenders (12 weeks)	October to December 2015
Design and Construct contract award	March 2016
Financial Close	April 2016
Construction commences	April 2016
Stage 2 fully operational	February 2018
Commonwealth Games	April 2018

* Dates may change post completion of the competitive tender process.

About Stage 1

In June 2011, GoldLinQ was awarded the contract to design, build and operate Stage 1 of the Gold Coast light rail system.

In partnership with the Queensland Government and City of Gold Coast, GoldLinQ delivered a \$1.2 billion world class public transport system for the Gold Coast.

Stage 1 is a dedicated light rail corridor connecting Griffith University to Broadbeach, passing through the key activity centres of Southport and Surfers Paradise, stopping at 16 stations and using 14 light rail vehicles (trams).

In the first year of operation, Stage 1 carried more than 6.6 million passengers, averaging more than 18,200 trips per day. In the second year to date, average daily trips are 20,281.

Since the commencement of light rail on the Gold Coast, regional public transport travel has increased by more than 25 per cent.

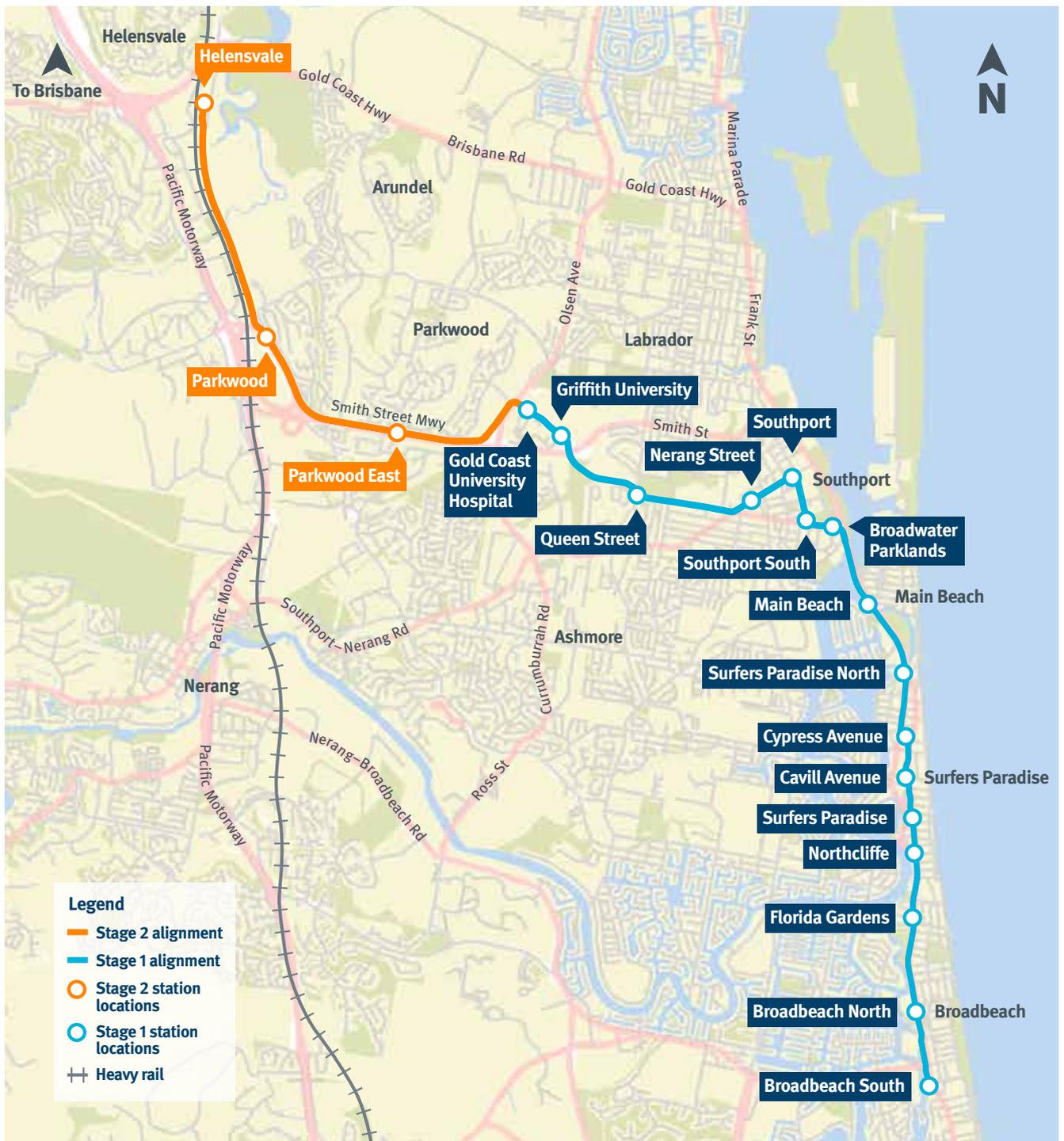


Figure 1

Stage 1 success story so far



6.6 million
passengers in
first year



Daily
passenger trips
currently average
20,281



25%
increase
in regional
PT travel



Over
1 million
kilometres
travelled

Long-term solution to congestion

With a current population of more than 546,000, the Gold Coast is the nation’s sixth largest city. By 2031, the population is forecast to reach almost 800,000, making it one of the fastest growing cities in Australia.

In addition to the residential population growth, 12 million people visit the tourist mecca each year.

This continued growth is putting significant pressure on the city’s transport network.

To accommodate population growth and maintain the quality of life that attracts residents and visitors to the Gold Coast, a change in how people move around the city is essential.

The Gold Coast light rail system has been designed to be delivered in a number of stages to respond to growth and increasing demand for public transport. It will provide a long-term solution to congestion and improve connectivity across the region by providing integrated public transport options.

Figure 2 shows the proposed light rail corridor between Helensvale and the Gold Coast Airport at Coolangatta, and the proposed delivery stages.

Supporting Games success

The Gold Coast 2018 Commonwealth Games will showcase the Gold Coast and Australia to the world. It will be the largest sporting event to be staged in Australia this decade, and the largest the Gold Coast has ever hosted.

Given the magnitude of the event, efficient transport operations will be critical to the success of the Games.

Connecting the light rail system to the heavy rail network will support the efficient movement of 6,500 Commonwealth Games athletes and team officials, 16,000 workers and volunteers, and an estimated 1.5 million ticketed spectators.

With the potential to carry around 3,000 customers per hour, the Stage 2 extension will play an important role in supporting the intensive transport task of the Games.

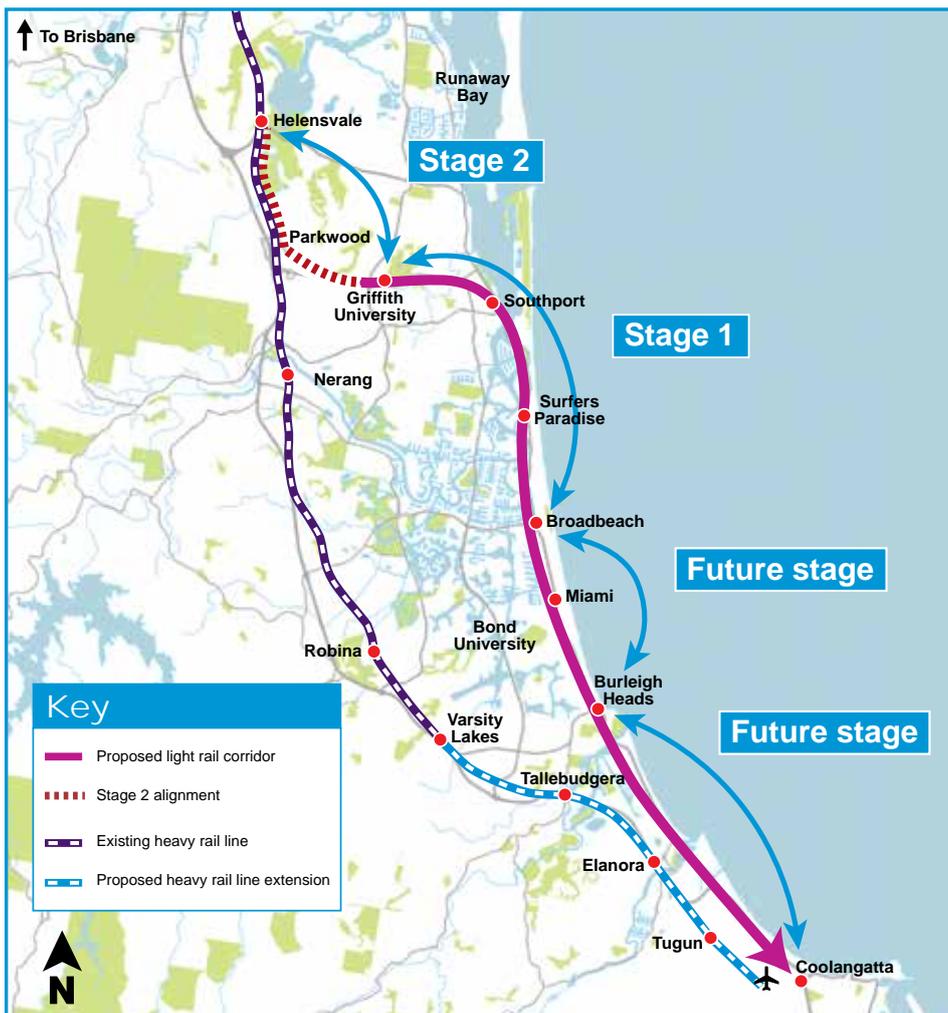


Figure 2

Stay up-to-date with Stage 2

For more information about Stage 2 of the Gold Coast Light Rail or to register for updates visit www.gclrstage2.com.au.

More information

For more information about Gold Coast Light Rail Stage 2:

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(*Free call anywhere in Australia. Call charges apply from mobiles and payphones).