

Location

Fairway Drive/Alaska Avenue intersection

To improve safety for motorists and pedestrians an upgrade to the traffic signal phasing at the Fairway Drive and Alaska Avenue intersection is currently being investigated.

Timeline*

Construction in 2012

Bermuda Street intersection

A range of safety improvements, funded under the Safer Roads Sooner program, are currently in detailed design. Construction is expected to start in mid to late-2012 to:

- signalise the southbound left turn from Bermuda Street to Nerang–Broadbeach Road
- upgrade line marking on Bermuda Street north and south to provide painted dividing medians between the through lanes and the right turn lanes
- install new signage, adjust traffic signal phasing at the intersection and extend the Bermuda Street northbound and southbound right turn lanes.

Construction in 2012

Options are also currently being investigated to provide bus priority through the Bermuda Street intersection.

Beyond 2012

Bermuda Street to Rio Vista Boulevard

Detailed design is complete and construction is expected to start in late 2012/early 2013 to:

- widen the road for a bus only lane on the eastbound side between Bermuda Street and Manapouri Street to join the existing bus only lanes (this work will use the existing road footprint so that the service road will remain)
- road widening for a bus only lane on the westbound side between Manapouri Street and Rio Vista Boulevard
- install new and upgrade existing road lighting between Bermuda Street and Rio Vista Boulevard
- upgrade traffic signals to include a pedestrian phase at Manapouri Street on the western side of the intersection
- update existing line marking for bus only lanes eastbound and westbound between Manapouri Street and Dunlops Canal
- install a new bus shelter at the Manapouri Street intersection on the eastbound side
- relocate the existing westbound bus stop from east of Lakeview Boulevard to west of Lakeview Boulevard and install a new bus shelter.

Beyond 2012

Rio Vista Boulevard to Sunshine Boulevard

The installation of traffic signals at the intersection of Cocos Crescent and Plumosa Court is still under review.

Beyond 2012

Planning is proposed for road and bridge widening to install bus only lanes on the eastbound and westbound side between Dunlops Canal and Sunshine Boulevard.

Long-term (5+ years)

Sunshine Boulevard to Gold Coast Highway

It is proposed to integrate bus and light rail hub planning for this section of Nerang–Broadbeach Road.

Long-term (5+ years)

**Timelines are subject to change due to factors such as funding availability, site conditions and wet weather.*

Keeping informed...

Residents will receive a letterbox flyer if there is to be any impact to their property or access requirements during construction.

Motorists will be advised of changed traffic conditions by roadside signage, or can phone **13 19 40** or visit www.131940.qld.gov.au for up to date information on traffic disruptions.

To receive email traffic alerts about changes to road conditions on Nerang–Broadbeach Road send an email to pdo.regions.goldcoast@tmr.qld.gov.au and include 'Nerang–Broadbeach Road traffic alert registration' in the subject line.

For further information about any of these projects contact the department on:

Phone: 07 5596 9500

Email: pdo.regions.goldcoast@tmr.qld.gov.au

Post: PO Box 442, Nerang Qld 4211



Community feedback helps shape future improvements to Nerang–Broadbeach Road

In May 2011, the local community was invited to comment on a proposed range of transport infrastructure improvements to meet transport challenges on Nerang–Broadbeach Road. That feedback is helping to guide the design for future road project stages.

What are the challenges?

As Queensland's second largest city, the Gold Coast is forecast to continue growing in the next two decades, with the population expected to increase by up to 60%. Transport decisions will play an integral role in the ongoing development of the city and in particular, delivering a vision of a more sustainable and less car-dependent community.

Improving transport infrastructure on Nerang–Broadbeach Road is a challenge, particularly as this major east-west route is already near its traffic capacity in some sections. *Connecting SEQ 2031* includes part of this road as a transit way to provide priority for buses, while the *SEQ Principal Cycle Network Plan* identifies this road as a principal cycle route.

Planning for this road is focused on:

- improving public transport travel times and reliability by extending the existing and connecting discontinuous bus lanes, and constructing bus priority at some intersections
- encouraging people to walk and cycle more by building wider shared off-road pedestrian and cycle paths, and installing on-road cycle lanes
- improving road safety at recognised 'hot spots' such as the Bermuda Street intersection and the Gooding Drive roundabout.

Connecting SEQ 2031 is the blueprint for meeting transport challenges of the future. Download a copy of *Connecting SEQ 2031* at www.tmr.qld.gov.au

What has the feedback indicated?

“I am concerned about the proposal to create a bus queue jump at Hoy Street because, by directing traffic onto residential streets, there will be an increase in traffic, noise and pollution.”

A bus queue jump will allow buses to avoid the busy Gooding Drive roundabout, which will help improve travel times and reliability. Redirecting buses to residential streets will also reduce walk-up distances to bus services for resident. Most of TransLink’s bus network already operates in residential areas and streets without issue.

TransLink’s service contracts specify that bus operators must purchase modern buses that meet the Australian Design Rules for vehicles of this nature. These rules set an environmental standard that each vehicle is required to meet in relation to noise, emission and fuel consumption.

While planning in May 2011 included a bus queue jump at Hoy Street, a number of factors, such as costs and future land developments in the area, will influence the final location. More information on proposed bus priority improvements around the Carrara markets will be circulated to the community as planning progresses.

“The Gooding Drive roundabout is a traffic choke point, why can’t the available funding be redirected to signalise the Gooding Drive roundabout and provide bus queue jumps at the new intersection?”

Transport and Main Roads is aware of increasing congestion at the Gooding Drive roundabout, and in mid-2010 completed a \$400,000 Safer Roads Sooner project on the southbound approach to improve traffic flow and safety at peak times.

Converting this busy roundabout to a signalised intersection with bus queue jumps is a good suggestion, however a costly one. Like all projects, this scale of work would be competing with other priority projects across the state for funding. The department has planning underway for future improvements at this location, to be considered further if funding becomes available.

“Large and mature trees add greatly to the amenity of the area and help reduce traffic noise, removing any trees for these road works should not be allowed.”

Transport and Main Roads is committed to managing its road network in a manner that optimises environmental outcomes for natural, human and built environments. The department uses a wide range of environmental expertise to develop detailed management plans to ensure all of its road projects are environmentally sustainable.

Tree clearing for any transport infrastructure improvement works will be kept to a minimum and only carried out where necessary. In this case, some trees will need to be removed to make way for new infrastructure, while others must be removed to improve road safety. For example, where visibility is limited for motorists entering Nerang–Broadbeach Road from side streets, such as at Alaska Avenue.

Studies indicate there is only a 1 to 5 decibel noise reduction from vegetation, and this is only if there is a minimum width of 30 metres of dense bush and vegetation as a buffer. Anything under the 30 metre buffer tends to only muffle or diffuse the direction of the noise and doesn’t actually reduce the noise levels. Further information on road traffic noise, can be accessed by searching the Transport and Main Roads website (www.tmr.qld.gov.au) for the Code of Practice relating to road traffic noise management.

“There are some bus stops a long distance apart and others that seem close together. How are the bus stop locations decided?”

Bus stop locations along Nerang–Broadbeach Road have been determined in consultation with TransLink and Gold Coast City Council to ensure wherever possible that bus stops are no more than 400 metres from residential dwellings and in close proximity to a signalised intersection for safe pedestrian movements.

What has already happened?

Some active transport improvements have already been completed to provide safer connections for pedestrians, leisure and commuter cyclists, including:

- A new three-metre wide shared cycle and pedestrian path on the northern side of Nerang–Broadbeach Road, from just west of Alaska Avenue and continuing to the Bermuda Street intersection.
- Road resurfacing between Riverview Road and Lawrence Drive that includes new line markings for on-road cycle lanes through the Lawrence Drive intersection.



Alaska Avenue shared path



Lawrence Drive cycle lane

What is coming up?

The planning for future stages and infrastructure improvements will take into account the importance of Nerang–Broadbeach Road as a vital transport route during the Gold Coast’s 2018 Commonwealth Games.

As the list of transport infrastructure improvements for Nerang–Broadbeach Road is extensive, the works will be delivered in stages, as funding becomes available.



Proposed changes to the Ross Street/Birmingham Road intersection

Location

Pacific Motorway to Lawrence Drive

Long-term planning to widen this section of Nerang–Broadbeach Road to four lanes is underway and will progress further if funding becomes available.

Timeline*

Long-term (5+ years)

Lawrence Drive to Alabaster Drive

Construction is now underway to install on-road cycle lanes eastbound and westbound between Lawrence Drive and Alabaster Drive.

Construction in 2012

Alabaster Drive to Ross Street/Birmingham Road (Refer to diagram above)

Planning is underway to:

- install on-road cycle lanes westbound between Alabaster Drive and Ross Street
- convert the existing eastbound and westbound kerb lanes to bus lanes or high occupancy vehicle lanes between Chisholm Road and Ross Street
- convert the existing left turn lane from Birmingham Road to Nerang–Broadbeach Road to a high angle entry (removing the acceleration/merge lane) for safer merging into high speed traffic.

Beyond 2012

Gooding Drive roundabout

A range of options are being assessed for future improvements to the Gooding Drive roundabout. Planning will progress if further funding becomes available.

Long-term (5+ years)

Gooding Drive roundabout to Boobegan Creek

A bus priority intersection or bus queue jump in this section of Nerang–Broadbeach Road is still under review.

Beyond 2012

Boobegan Creek to Fairway Drive/Alaska Avenue

Detailed design is complete and construction is expected to start in mid-2012 to:

- convert the existing eastbound kerb lane to a bus only lane from Boobegan Creek Bridge to just before Alaska Avenue
- convert the existing westbound kerb lane to a bus only lane leading into and through the Fairway Drive intersection, and continuing to Boobegan Creek
- no bridge widening is required over Boobegan Creek, instead line marking will be modify line markings and raise concrete barriers to include a third bus lane over Boobegan Creek, without conducting bridge widening works.

Construction in 2012

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