

Question on Notice

No. 1001

Asked on Thursday 23 August 2018

MR M HART ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

With reference to the Gold Coast Light Rail Stage 3A detailed business case—

Will the Minister advise (a) how many routes are considered by the detailed business case, (b) what documentation, plans/drawings/suggestions were used or referenced to determine these routes and (c) whether any additional stages of light rail for the Gold Coast are being examined by the detailed business case?

ANSWER:

I thank the Member for Burleigh for the question.

The Gold Coast Light Rail is one of the greatest Labor public transport legacies here in Queensland—it is pleasing that the Member has shown an interest in the Stage 3A extension.

The original planning work that preceded Gold Coast Light Rail started in 1997 when the then State Government and City of Gold Coast (CoGC) identified a 42-kilometre mass transit corridor along the coastal route connecting Helensvale to Coolangatta.

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.

The Stage 3A Reference Design has identified a preferred 6.7-kilometre alignment that uses the existing Gold Coast Highway road corridor, and is proposed to run in the centre of the highway with two lanes of traffic either side from Broadbeach to Burleigh Heads.

Route and station options between Broadbeach South and Burleigh Heads have been thoroughly investigated by the Department of Transport and Main Roads and CoGC. The preferred light rail route and station locations shown in the reference design are based on extensive planning, engineering design, transport modelling and earlier community consultation.

The Detailed Business Case is focused on Stage 3A to Burleigh Heads. Any additional stages will be subject to their own Detailed Business Cases and consultation processes.

It is expected the Detailed Business Case for Stage 3A to Burleigh Heads will be completed by the end of 2018, and will enable government to consider and understand the project's costs and benefits as well as community and environmental issues.