

# Partnerships & Leverage

The key to better transport  
outcomes?

## The Gold Coast is an emerging city as seen through changes to the city and the Council organisation in the 15 years since amalgamation

### 1996

- Population - 343,700
- Rateable properties – 159,298
- Median age – 36
- Unemployment rate – 10%
- Economy - \$6.4 billion
- Labour force - 155,483
- Top industry – Retail (23,190 people)

### GCCC Organisation

- Permanent employees – 2,396 (including GCW)
- Budget - \$427.1 million



### 2011

- Population – 536,480
- Rateable properties – 238,665
- Median age – 37.3
- Unemployment rate – 6.5%
- Economy - \$19.2 billion
- Labour force – 330,200
- Top industry – Construction (43,400 people)

### GCCC Organisation

- Permanent employees (FTE) – 2,843
- Budget - \$919.5 million



## The city's high reliance on single-occupant vehicle travel is unsustainable and a long-term network solution and lasting city-wide behaviour change is required

### Transport situation critical issue

- High levels of single-occupant vehicle use
- Low levels of public transport, cycling and walking
- Vehicle movements growing by about 4% a year – leading to increased traffic congestion, pollution
- City transport network designed to support current behaviour - not sustainable (economically, socially or environmentally)
- State government imposed Gold Coast targets to reduce private vehicle use and increase public transport use and walking:
  - ↑ walking trips from 6.1% ('06) to 8%
  - ↑ public transport trips from 4.4% ('06) to 15%
  - ↓ private vehicle trips from 87.5% ('06) to 69%

#### City planning – new Planning Scheme

Planning for higher density development close to public transport with walkable/cycle friendly streets.

#### Education / behaviour change

Promotion of public transport and active travel. Travel demand management with potential incentives to change behaviour.

#### Infrastructure

Suitable and convenient network of roads, bikeways, footpaths, bus lanes, light and heavy rail.

#### Future technologies

Continued investigation of alternative transport options including shared electric vehicles.



**active travel**  
*enjoy the way you move*

Consultation and  
finalisation of new  
Gold Coast Transport Strategy  
mid-late 2012

# Background

"The current state of public transport in the Gold Coast is abysmal. For a city that is heavily driven by tourism, you would expect public transport would be more of a priority for the GCCC.



**Bella Posted On 09:33pm Thursday 14th April**

The first section of the London underground system was opened in 1863. 1813 the construction of the first steam locomotive. These were initiated by people with exceptional vision The underground still stands today and caters for a massively increased population. What we need is some real development in public transport not just cosmetic sticking plasters.

**Mel B Posted On 06:42am Friday 15th April**

I'd love it if the Gold Coast was as easy to get around in as big cities like Melbourne, Paris and NY. But I honestly don't see it happening now -- the GC has left it too late. We're doomed to be another LA.

A screenshot of a news article from the Gold Coast News website. The article is titled "WILLOUGHBY: Rethink transport habits" and is written by Shannon Willoughby. It was published on April 14th, 2011. The article discusses the current state of public transport in the Gold Coast, noting that it is "abysmal" and that the city is heavily driven by tourism. It mentions that the current state of public transport is a result of poor planning, quick growth, and a failure by those in power to be a step ahead. The article also mentions that there are baby steps toward structural change, but the biggest and most obvious is Rapid Transit. The article concludes by stating that the city must make sure it is completed past stage one, connecting to the airport and the heavy rail lines for it to have any major impact. The article includes a photo of Shannon Willoughby and a link to "More from Shannon Willoughby". The website header includes the Gold Coast News logo and navigation links for "About The Gold Coast", "Theme Parks &amp; Attractions", "Accommodation", "News", "Sport", and "B". The article is part of a series called "Shannon IN THE CITY".



## What can GCCC do?

Indicator	Can Control	Can Influence	Cannot Control
Public Transport	Yes	Yes	
Walking & Cycling	Yes		
Road Network Congestion	Yes		
Car Dependency		Yes	
School Travel		Yes	
Commute Distance		Yes	

**NEW  
TRANSPORT  
PLAN**

- GCCC can either control or have an influence with most transport issues
- There is a compelling need for action so as not to repeat the past
- Requires commitment, resources and funding

# Funding the Task

- Fundamental principles:
  - Pragmatic
  - Affordable
  - Defensible
  - Using multiple funding sources
  - Maximising external funding opportunities
  - Balanced approach
  - Partnerships

# Revenue 2012 - 13

• Infrastructure Charges	\$8,000,000
• Grants & Subsidies	\$12,222,000
• Fees & Charges (parking)	\$18,452,696
• Bus Shelter Reimbursement	\$ 415,000
• Debt Drawdowns	\$ 9,871,194
• General Rates	\$86,401,916
• Transport Levy	\$42,137,700
<b>Total</b>	<b>\$177,500,506</b>

# Transport Levy

## **What is it?**

The purpose of the Transport Levy is to provide additional revenue from a separate annual charge to augment the funding required for City Transport needs.

The Levy was established in 2004/05.

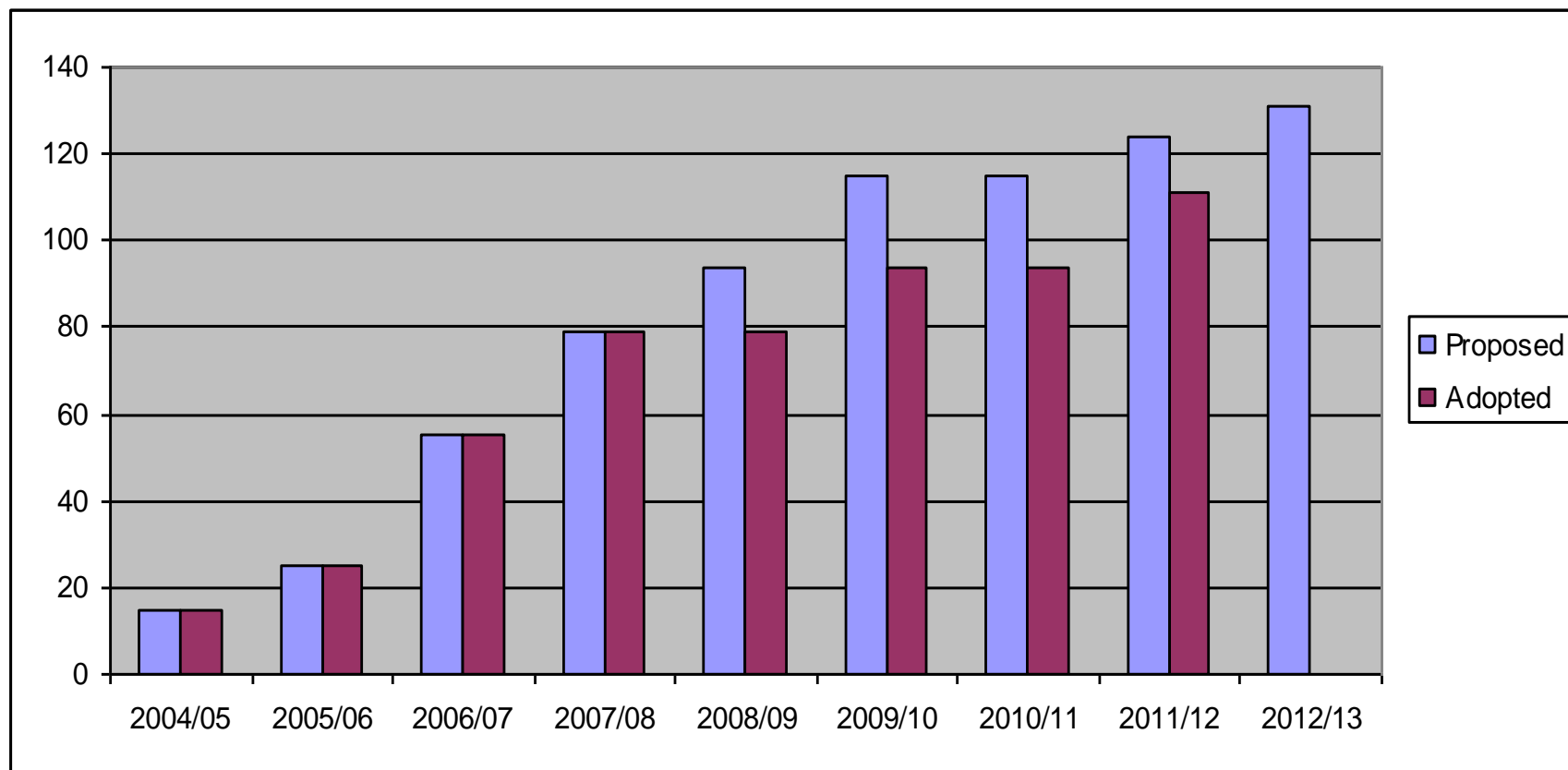
## **Funds raised:**

The funds raised are aimed to:

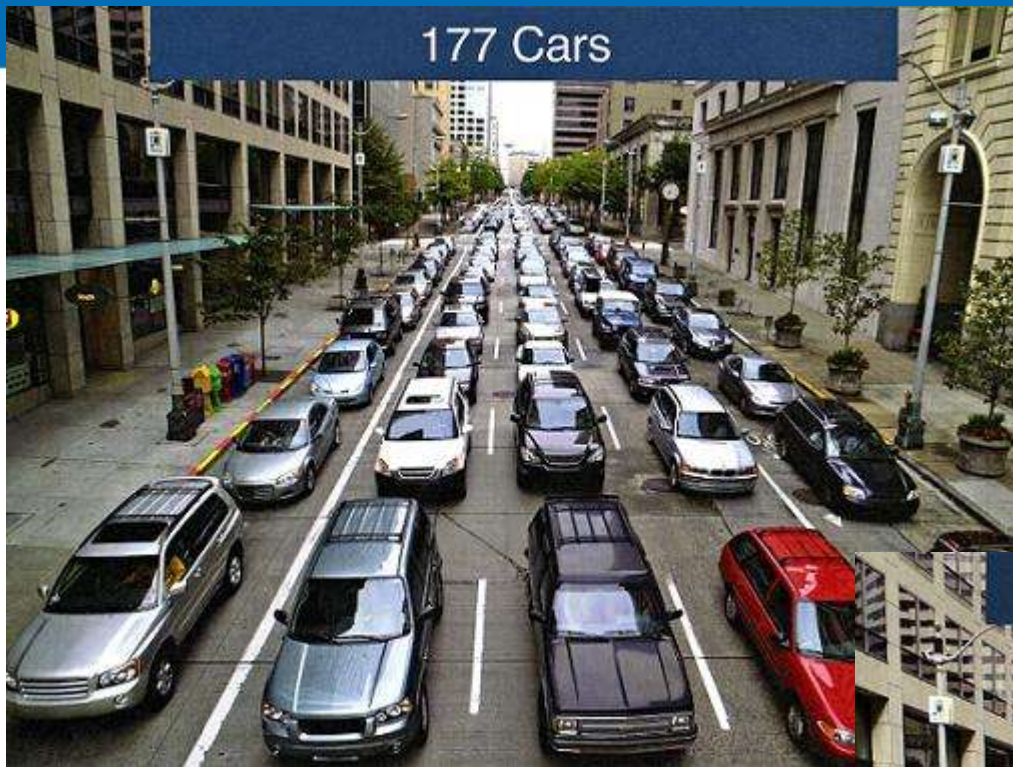
- Support the implementation of the Rapid Transit Light Rail
- Support expanded Bus services and Council Cabs
- Improve public transport infrastructure, bikeways and networks
- Enable Council to enter into partnerships with the State Government and TransLink to gain additional funding for joint services and initiatives
- Enhance funding for Active Travel and Transport
- Improve key road links



# Proposed and Adopted Transport Levy

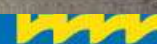
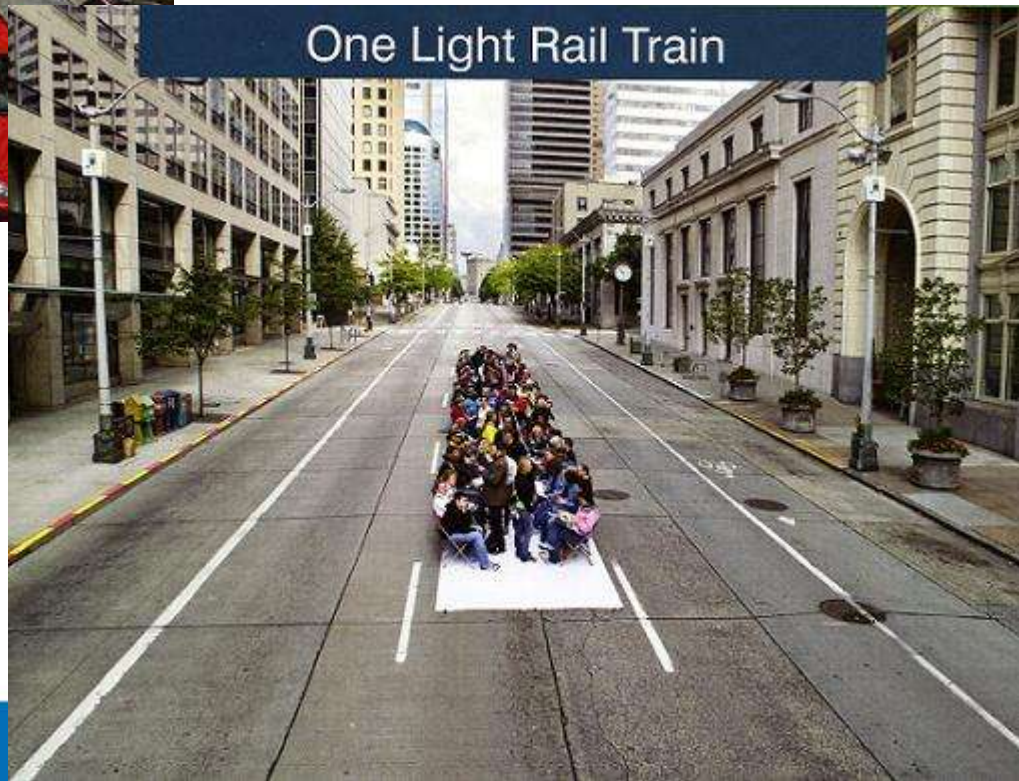


177 Cars



*Working for our future – today*

One Light Rail Train



Gold Coast City Council

# The GCRT route



- The ultimate route connects Helensvale to Coolangatta – 40km
- STAGE 1 -13 kilometre corridor from Griffith University through Southport to Broadbeach
- 16 highly visible stations along the corridor
- Three major interchanges
- Operational in 2014
- Strong east west connections with existing services



# The GCRT Alignment



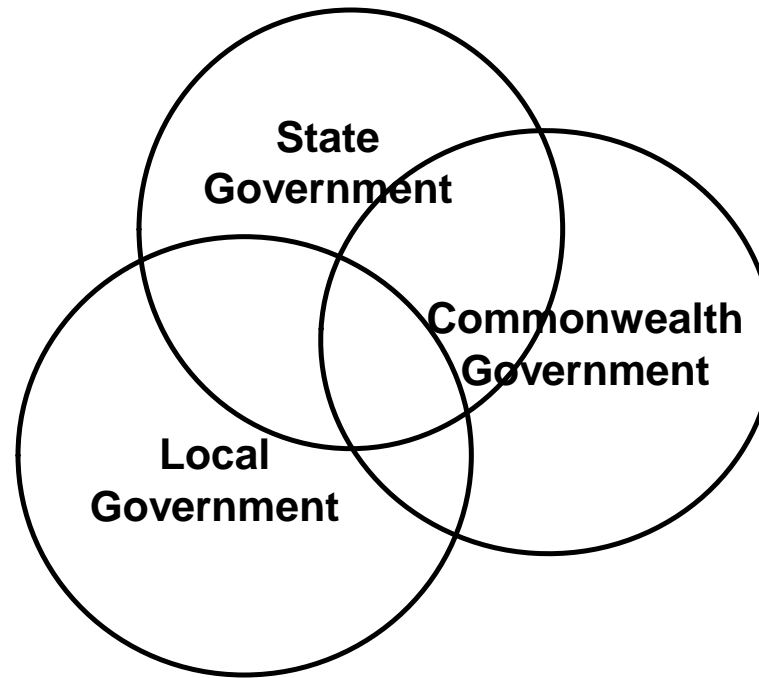


# Corridor Context

- 2000ha of brown field between GC University Hospital and Broadbeach North
- 13km x 800m either side of the GCRT light rail system Stage 1
- 5 key precincts: Southport, Surfers, Main Beach, Broadbeach GCH&KP)
- Areas of key interface on the spatial boundary (case by case)



# Common Interest





# Delivery via Partnerships

- **Gold Coast City Council** – capital funding **(\$120m)**, city building/future planning
- **State Government** – capital funding **(\$464m)**, Transport Operator, project delivery agency, risk owner
- **Commonwealth Government** – capital funding **(\$365m)**, nation building, land value capture, new generation PPP
- **GoldLinQ** - Long term partnership with **private sector consortia** for finance, build and operation of light rail system



- Keolis SA
- Downer EDI
- McConnell Dowell Constructors
- Bombardier Transportation Australia
- Plenary group



# Planning to Delivery – Stage 1



Concept Design & Impact Management Plan (CDIMP)

Approved June 2009



Business Case



July  
2009

PPP Procurement Phase and Enabling Works Delivery

EARLY & ENABLING  
WORKS

OPERATOR FRANCHISE  
PROCUREMENT

Sept  
2011



Oct  
2011

WE ARE HERE

Detailed Operator Franchise  
Design & Construction

OPERATOR FRANCHISE  
DELIVERY

Aug  
2013



Sept  
2013

Getting the City Ready for  
Operations

COMMISSIONING

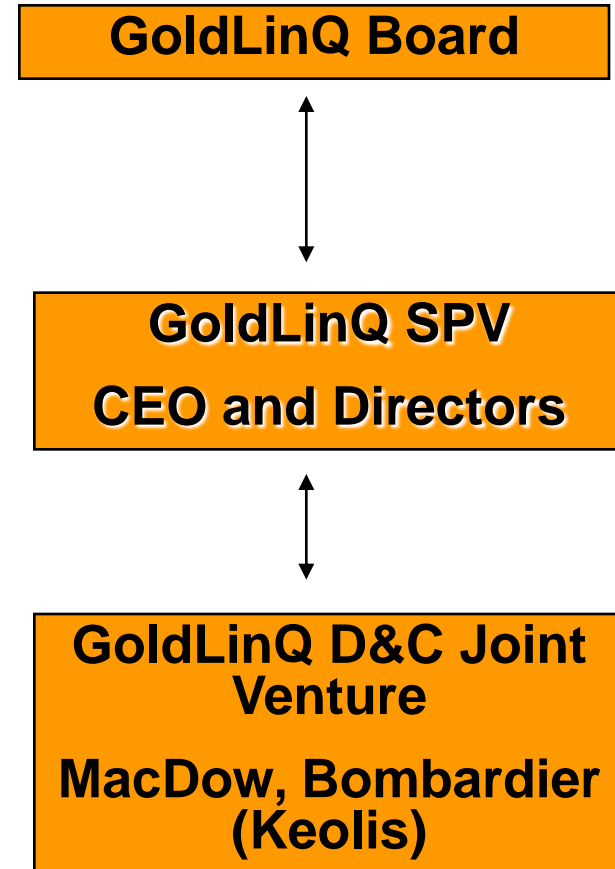
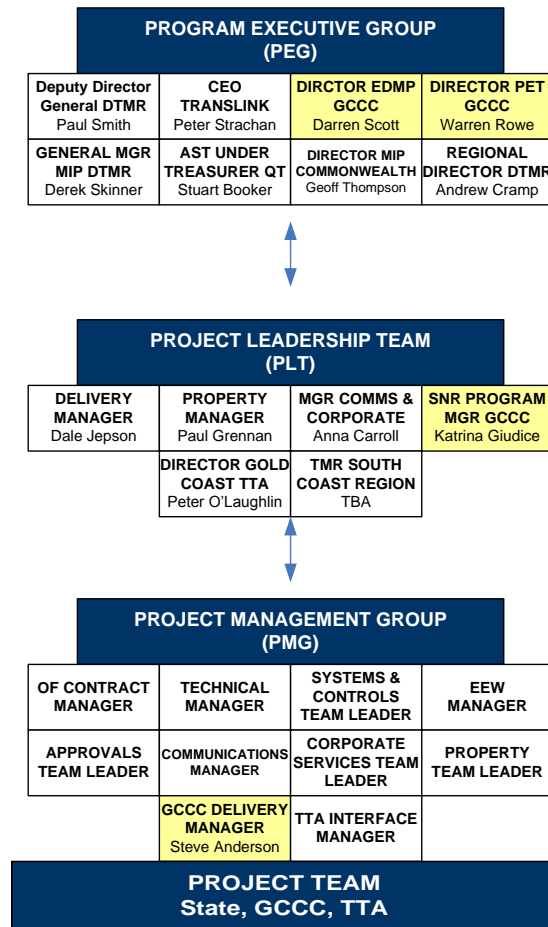
April  
2014

WE ARE HERE



Gold Coast City Council

# Council's Role in Decision Making



# Corridor Redevelopment Office



**The CRO will provide leadership to the redevelopment of the Gold Coast Rapid Transit Corridor.**

**It is a dedicated office to provide a whole of government delivery model for the planning and management of the growth opportunities this unique corridor represents.**

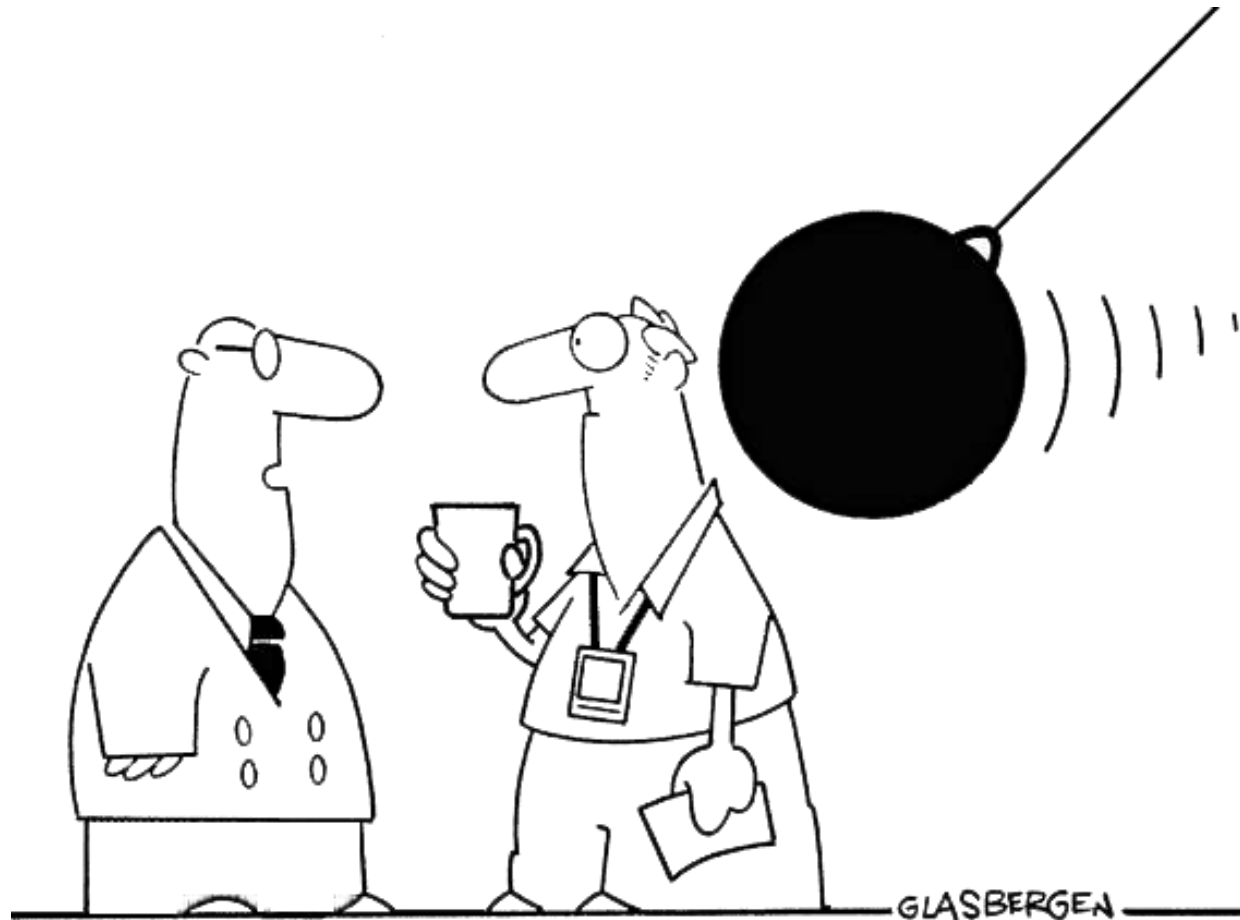
**It will capitalise on the strategic public investment in GCRT by bringing forward development and infrastructure to achieve good urban outcomes.**



# Corridor Development Opportunities







**“Sometimes the key to a creative breakthrough is a good old fashioned whack on the side of the head.”**

# Questions.....

