



This regular newsletter is our way of keeping you informed about what's happening on the Gold Coast light rail project.

GoldLinQ stations - what are they like?

The Gold Coast light rail station designs are unlike stations that are commonly seen on other Australian light rail networks.

The stations have been designed to maximise visibility, maintaining views of traffic, the Gold Coast city and shop fronts for light rail passengers, motorists and pedestrians. The design will match public facility structures along the Surfers Paradise foreshore, maintaining a connected and synergised look and feel across the light rail corridor precincts.

For the convenience and safety of light rail passengers, the stations will feature [go card](#) validation points and top up machines, security equipment such as CCTV and emergency help points and lockers, weather awnings, seating, waste bins, automatic teller machines (ATMs) and cafe kiosks.

The stations will have at grade boarding, which means the access doors to the light rail vehicles will be at the same height as the station platforms.

Safety has been a key consideration throughout the planning of the, route and station design of the Gold Coast light rail. The stations will be located near signalised intersections to enable pedestrians to access them from existing footpaths and signalised pedestrian crossing facilities. The stations will also integrate with existing bus services to maximise efficiency and convenience for public transport users.

Station advertising will be available and the Queensland Government is currently finalising arrangements regarding the management processes and control mechanisms. Please stay tuned for further updates on an open market tender process.



News in brief



More news in brief



Delivering light rail

New bridges LinQing the Gold Coast

GoldLinQ is building two major bridges over the Nerang River as part of Stage one of the Gold Coast light rail.

The bridges will run parallel to the traffic bridge (Gold Coast Bridge) that currently spans the Nerang River, with the light rail vehicle (LRV) bridge on the western side and a shared pedestrian and cycle bridge on the eastern side.

At a length of 375 metres, the length of three football fields, and a width of 8.5 metres, the LRV bridge will consist of 13 piers (raised concrete supports), with an average of 32 metre spans between the piers. The pier locations on the LRV and shared pedestrian and cycle bridge will match the existing Gold Coast Bridge.

GoldLinQ are using Reverse Circulation Drilling, a revolutionary world class system from Germany, to install the support structures (piles) for the bridge. The internationally acclaimed system uses compressed air to drill the piles and is highly efficient for large diameters and depths onshore and off shore.

Two barges, the [Leanora](#) and

GoldLinQ upgrading the Gold Coast underground

GoldLinQ is undertaking one of the most complex upgrades of underground services in Australia right here on the Gold Coast.

The light rail project is providing a unique opportunity to upgrade infrastructure in some of the city's oldest and most populated suburbs. Innovative engineering solutions used to improve these services include underground direction drilling (boring a hole and then pulling through the pipe or conduits) and microtunnelling (a small tunnelling technique) proving the best engineering solution to upgrade the services.

Project Director, Simon Bradbury said although these techniques are not often used within highly urbanised environments, the team has bored more than two kilometres to date, working around the fragile network of Gold Coast underground services.

"The team is tackling each new engineering challenge head on, for example in Scarborough Street Southport, underground directional drilling has been used to tunnel 200 metres underneath the street to provide new telephone conduits."

Project facts

Myth: I won't be safe when crossing the road or accessing stations in the middle of the road.

- **Fact:** Safety has been a key consideration throughout the planning of the route and station design of the Gold Coast light rail. The stations will be located near signalised intersections to enable pedestrians to access them from existing footpaths and signalised pedestrian crossing facilities. Signs will be installed to remind pedestrians that they are now walking alongside a light rail service. However, as the system is new to the Gold Coast, it will be important to remember the road rules of looking both ways before crossing the road and now the light rail tracks.

Myth: Ticket prices are unknown.

- **Fact:** Ticketing for the light rail will be integrated with Translink's public transport network for South East Queensland and as such [go card](#) will be the recommended way to travel. Under the Translink structure at present, Stage one of the light rail covers two [travel zones](#) which represents a [current adult go card fare](#) of \$3.85 or \$3.08 during off-peak times.

[MDT121](#), are being used to construct the bridges and a 32-metre long temporary bridge adjacent to the shared pedestrian and cycle bridge has also been built to help move machinery, equipment and materials to the barges.

The light rail project will deliver world-class infrastructure, including the bridges, linking key areas of the Gold Coast and with the ability to carry up to 75,000 passengers per day.

“A microtunnelling machine is also installing more than 500 metres of new water and sewer pipes at a depth of 12 metres below ground level across the whole corridor.”

In total, GoldLinQ’s design and construction joint venture partner, McConnell Dowell will install more than 8 kilometres of drainage, 40 kilometres of Telstra conduits, over 60 kilometres of Energex cables and 7 kilometres of water and sewerage pipes, making it Australia’s most complex single upgrade of public utility services.

For more information on go card please visit Translink.com.au or call 13 12 30.

Project Fact: Did you know?

- Did you know that the Gold Coast [Flexity 2](#) trams have been designed with the world’s biggest tram air-conditioning units!

Final tests are wrapping up at the factory in Bautzen, Germany, and logistics are being finalised for the delivery of the first tram to the Gold Coast.



You are receiving this newsletter because you subscribed to receive Light Rail updates on the Gold Coast Rapid Transit or GoldLinQ websites.

Not interested anymore? [Unsubscribe Instantly](#)

To send to a friend, [Click Here](#).

Please [click here](#) to contact us



WORLD CITIES EDITION 2012
RECOGNISED PROJECT