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# Light Rail Mail

Tuesday 4 September 2012



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

Image: Artist impression of Surfers Paradise Boulevard.

## GoldLinQ unveils Boulevard transformation

Surfers Paradise Boulevard has evolved from a former section of the Gold Coast Highway into a high-street style shopping and tourist precinct.

The Boulevard's transformation will continue with GoldLinQ's unveiling of [a series of concept artist impressions](#) showing how the area will appear when [Bombardier Flexity 2](#) light rail vehicles are travelling through the heart of Surfers Paradise.

CEO Phil Mumford said the images demonstrated the scale of the tram and related infrastructure in relation to the surrounding buildings.

"These images are to scale and show how well the trams will blend into the environment," Mr Mumford said.

"We aim to provide the highest quality design and landscape options through amenity that reflects the character of the precinct and a safe integration for pedestrian access, traffic and trams in public spaces," he said.

A proposed station layout is featured in one of the images and provides viewers with an insight into how the light rail system will interact with pedestrian and traffic movements.

As part of its commitment to local businesses, GoldLinQ has commissioned Gold Coast-based urban planning company [V2i](#) to develop concepts across the corridor, which will be unveiled in the coming months.

A total of five stations are included along the length of Surfers Paradise Boulevard and each tram will be capable of transporting up to 309 passengers every 7.5 minutes during peak periods.



Project information



In the community



Fact and fiction

## Talking Track

Stage One of the Gold Coast light rail is a [13-kilometre route](#) connecting Griffith University and the Gold Coast University Hospital with Broadbeach, passing through the key activity centres of Southport and Surfers Paradise.

A total of 55 kilometres of rail is being used to create the two lines of track (running north and south) which will sit side-by-side.

The grooved rail was manufactured by Austrian company Voestalpine GmbH and is now [in storage on the Gold Coast](#) ready for the first track laying which is set to occur in Southport in early September.

Sections of rail are 18-metres in length including a number that have been pre-bent for corner sections of the route.

When a tram is required to switch from one line to another, a 'turnout' (see image above) is required. A total of 27 turnouts will be in place allowing

## Local voices to fill the airways

Passengers will be greeted with local voices on trams and at stations when light rail services commence in 2014.

Gold Coast resident Tom Vergotis has taken out top honours in the 'Voice of the Tram' competition conducted by GoldLinQ and radio station [102.9 Hot Tomato](#).

Mr Vergotis will be heard onboard on every tram while runner-up Anna Waters-Massey will become the 'Voice of the Platform'.

"It is exciting to see the number of Gold Coasters wanting to be involved in this project and now Tom and Anna's voices will be a part of history when passenger services start in 2014," [GoldLinQ](#) CEO Phil Mumford said.

"We had 176 entries for the competition and in one week alone we had 782 votes from the Gold Coast public showing that the community were excited to help choose the winners."

## Community Grants

## Light rail rumours

**Rumour** - Light rail won't benefit the Gold Coast.

**Fact** - Trams or [light rail](#) have been proven in lots of cities. In fact more than 100 cities world-wide have a light rail system including London, Paris, Barcelona and San Diego. Most major cities around the world that have a tourist element feature a tram or rail public transport. As proven nationally in Melbourne and Adelaide, this form of transport supports growth around precincts, encourages more pedestrians into business hubs, and removes vehicle traffic from already congested streets.

**Rumour** - The trams will be noisy.

**Fact** - The light rail system will be powered by electricity, which it draws from overhead lines meaning the trams will be very quiet and there are no emissions at the point of operation. A [Gold Coast tram](#) travelling at 70km/h will produce less noise than a heavy truck travelling at

the trams to switch lines, for example from the mainline into the light rail [Depot](#) where 14 trams will be stored, cleaned and maintained.

Unlike heavy rail, when a Gold Coast tram crosses traffic lanes at a same grade intersection there will be [no boom gates or flashing lights](#) in place, instead regular traffic signals will control motor vehicle, pedestrian and tram movements.

For safety the light rail track will only cross a roadway at a signalised intersection. To ensure drivers and pedestrians are clearly made aware of the difference between road and tram tracks, the tram corridor will be clearly recognisable with surface treatment, curbing, standard traffic control measures, and colours

GoldLinQ will provide the public with consistent safety messages during the full term of construction and operations. For more information on safety around trams [click here](#).

## close

The first round of Community Grants conducted by GoldLinQ's Design and Construction partners, [McConnell Dowell Constructors Pty Ltd](#) and [Bombardier Transportation](#), closed on 10 August, 2012.

The program is aimed at giving back to the Gold Coast community with grants of up to \$2,000 to support local groups and projects that will deliver lasting benefits to the city.

Twenty-two applications were received and a review process is currently underway. Successful applicants will be contacted in coming weeks.

Two more rounds of [Community Grants](#) will be conducted in 2013.

40km/h.

**Rumour** – Ticket prices are unknown.

**Fact** – Ticketing for the light rail will be integrated with Translink's large 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 \$3.58 or \$2.87 during off-peak times. For more information on go card please visit Translink.



**GOLDCOAST.**



Level 2, 7 Bay Street, Southport, QLD 4215, Australia.

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