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Factsheet | Nobby Beach urban revitalisation

Nobby Beach urban revitalisation

April 2024 update

Gold Coast Light Rail Stage 3 (GCLR3) is a \$1.2 billion, 6.7-kilometre extension of the light rail network from Broadbeach to Burleigh Heads and is funded by the Queensland and Australian governments in partnership with City of Gold Coast.

Stage 3 will extend the tram network to 27km, from Helensvale to Burleigh Heads, and will reduce demand on local roads and improve the liveability and urban amenity of the city.

GCLR3 provides the opportunity to support the renewal of neighbourhoods surrounding new light rail stations, while improving access for the community and visitors.

The urban revitalisation at Nobby Beach will create an improved public space that serves as a gathering place for events, and as a vibrant social space for residents and businesses.

Feedback provided as part of community consultation undertaken by the City of Gold Coast in 2018, 2019 and 2020 was considered during the detailed design phase for the Nobby Beach precinct.

The designs responded to community feedback and considered key urban design concept options regarding compatibility with light rail design, impacts on traffic movement, safety, pedestrian access, parking, public space, public art, urban continuity and business continuity.

This document outlines a summary of the specific issues raised about the Nobby Beach precinct since the final designs were shared.



Australian Government

CITY OF
GOLDCOAST

GoldlinQ
Gold Coast Light Rail



Queensland Government

Feedback

Project team response

Loss of parking across the GCLR3 network

GCLR3 response

- Gold Coast Light Rail (light rail) has been hugely successful and transformative for the Gold Coast, with more than 80 million paid passenger trips recorded. The stage 3 extension of the existing network means areas of on-street parking will need to be removed where the Gold Coast Highway is too narrow to accommodate the light rail tracks, stations and vehicle traffic lanes and bike lanes.
- This important transport project will deliver a range of community benefits which need to be considered when the parking loss is weighed up.
- The key benefits of light rail include an uplift in public transport patronage, community, economic, environmental and tourism advantages, a positive change in transport behaviours and a healthier more active community.
- Limited kerbside parking will be retained where possible and where space permits. The GCLR3 interactive map outlines the areas where parking is retained and areas where parking is removed.

City response

- The City's project team are working closely with the GCLR3 project team to assist in the implementation of parking changes on the GCLR3 corridor between Broadbeach and Burleigh Heads.
- City officers are working closely with the GCLR3 project team to maximise car parking in close proximity to the corridor.
- The City and the GCLR3 project team are committed to maximising opportunities for additional side street parking to assist business.
- The adopted City Parking Plan 2031 specifically outlines how the City will manage on-street parking based on demand and the highest and best use of the limited available space.

Parking loss at Nobby Beach

Parking removal in Nobby Beach is a result of two specific changes to the area:

Wave Street intersection and road configuration

The loss of on-street parking along the southbound carriageway on the approach to the Nobby Beach precinct is a result of the space needed to accommodate this configuration which does not allow for safe and compliant width to retain on-street parking.

The GCLR3 design has been developed to maintain the existing kerb lines where possible on either side of the Gold Coast Highway to minimise property resumption and contain works to the road carriageway.

The Wave Street intersection has been configured to maintain network capacity and minimise road congestion.

Wave Street has been designed as the primary entrance to Nobby Beach with pedestrian crossing, and a right-turn/U-turn facility. This is required as the existing U-turn facility north of Wave Street is removed.

The GCLR3 design at Wave Street allows for the following lane configuration:

Southbound

- Left-turn lane
- Two through lanes
- Right-turn lane

Northbound

- Right-turn lane
- Two through lanes
- Cycle lane and shoulder along kerb.
- No left-turn lane into Wave Street (west)

Chairlift Avenue Cul-de-sac

The need to amend the existing intersection at Chairlift Avenue in Nobby Beach was decision made during the reference design development. The introduction of a cul-de-sac was made on basis of safety, reliability, network optimisation and amenity. The key principles:

- Network reliability and resilience to ensure frequent and consistent light rail services
- Safety considerations due to the proximity of the new light rail station to reduce risks of vehicle and light rail interactions
- Network optimisation to ensure traffic flow, travel times and volumes on the Gold Coast Highway are appropriate.
- Amenity. GCLR3 provides opportunities to improve the amenity for the local community, by increased active transport connections and pedestrian movements from the new light rail station. Additionally, GCLR3 provides opportunity to enhance public amenity through urban design and landscaping in the area.

The reference design and concept design saw most of the parking removed between Chairlift Avenue and Lavarack Road. Approximately 11 carparks were identified as being retained. However, during detailed design and the need to satisfy design standards, this number was further reduced.

The cul-de-sac that was created then provided an opportunity for City of Gold Coast to create an open space area between Lavarack Road and Chairlift Avenue. The cul-de-sac area benefits include:

- Five parking spaces retained
- A turnaround area for vehicles to minimise congestion in the precinct
- Existing trees retained where possible and new trees planted to provide shade and enhanced amenity
- Lighting improvements
- Seated areas
- A sheltered bike parking area
- A shared use area to promote active transport, and opportunity for events.

Can you realign the light rail corridor west?

- Realigning the light rail corridor further west would not meet the design requirements of track radius. Light rail tracks can only be designed with a certain radius to prevent risks of derailment.
- Utilities have been designed and installed based on the current road design. Utilities need to be accessed and maintained which forms part of design. Some of these utilities have already been installed.

Accessible parking in the northern end of the precinct

- Feedback was provided about the possibility of an accessible parking bay being reinstated but unfortunately that cannot occur.
- Accessible parking spots required a greater width than standard parking spaces. It is important to have enough space to side transfer via a wheelchair and/or to accommodate a scooter or other bulky mobility devices.
- In the northern precinct, three on street parking bays and two loading zones are retained. None of these spaces can be designed to meet the standards required to accommodate an accessible bay.
- The City has provided a number of disabled bays in the Nobby Precinct. Businesses and the City would need to consider best use of limited kerb space.

Are there parking changes on Wave Street?

- One on-street parking space on the south side of Wave Street will be removed. This is to allow for the new signalised intersection which includes a left-turn lane and a straight/right-turn lane.

The post office needs a loading zone

- Two loading zones are retained directly in front of the current Australia Post shop. Three on-street parking bays are retained for customers in close proximity to the business.

Creating additional on-street parking along the northbound carriageway

- There are no plans for additional parking in this area at the current time.
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Why did the parking spaces retained in the piazza area reduce?	<ul style="list-style-type: none"> • Following the decision to introduce a cul-de-sac area, a concept design was produced which incorporated parking bays and a vehicle turnaround area. • As the detailed design process progressed, it was identified that complaint 90-degree parking bays and a turning circle could not be accommodated. This resulted in a change from 90-degree parking to parallel parking where five parking bays area retained.
Was a one-way road from Wave Street to Chairlift Avenue with angled parking considered?	<ul style="list-style-type: none"> • A one way from Wave Street with angled parking was not considered as a viable option.
Development approvals and additional parking requirements	<ul style="list-style-type: none"> • The recently built Oxley development originally proposed a mixture of residential, private carparking, public carparking, public toilets, restaurants/cafes. However, the reduced development involving two stories and a mix of restaurant/cafes was only required to provide parking in adherence to the City Plan Transport Code. • On-street parking in the Nobby Beach precinct is to be shared by all businesses and patrons. • You can find out more about City's Transport Code here (goldcoast.qld.gov.au/Planning-building/Planning-our-city).
The Chairlift Avenue closure will redirect traffic leaving the precinct onto adjacent streets	<ul style="list-style-type: none"> • Southbound traffic can utilise the turnaround point, and the new southbound exit point. • Northbound traffic will utilise adjacent streets to exit via Wave Street. The requirement to close Chairlift Avenue means this is an unavoidable change.

What will be the future state of parking around Nobby Beach?

The City's project team are working closely with the GCLR3 project team to assist in the implementation of parking changes on the GCLR3 corridor between Broadbeach and Burleigh Heads.

City officers are working closely with the GCLR3 project team to maximise car parking in close proximity to the corridor.

The City and the GCLR3 project team are committed to maximising opportunities for providing additional time limited side street parking to assist businesses.

The adopted City Parking Plan 2031 specifically outlines how the City will manage on-street parking based on demand and the highest and best use of the limited available space.

The City Parking Team are proposing initiatives under the Traffic Area and Parking Permit Scheme (TAPPS) Stage 4 that will partially offset parking losses in Mermaid Beach, Miami and Burleigh Heads.

These include:

- Establishing a new GCLR3 Traffic Area to include Mermaid Beach, Miami and Burleigh Heads
- Implementing a 3-hour time limit, Monday to Friday, 9am to 5pm (unless otherwise signed)
- Maintaining consistency with the existing Central Traffic Area which encompasses the Surfers Paradise and Broadbeach light rail corridors.

Next Steps

John Holland is continuing to build GCLR3. At Nobby Beach the new vehicle turnout has been constructed and is scheduled to open in Mid-April 2024. The team are currently working to finalise construction timeframes to deliver the Nobby Beach precinct revitalisation and will provide an update in the coming months.

The project team will continue to engage with the local community on construction and with its key project and government stakeholders.

For more information



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