Gold Coast City Transport Strategy 2031.

Technical Report
As Mayor, improving our transport system is one of my top priorities. Getting transport right is essential for economic growth and to protect our Gold Coast lifestyle.

I want the Gold Coast to be a connected community, where families can live close to work, minutes from schools and have easy access to our incredible beaches and parks. By investing in public transport and getting the infrastructure priorities right, this strategy will see locals spend less time in traffic and more time enjoying our fantastic city. It will help to reduce congestion and lay the foundations for a more liveable, affordable and prosperous city.

While the car will continue to play an important role in the way we move around the Gold Coast, all growing cities reach a point where relying solely on the car is not the best option to meet the growing transport task.

The Gold Coast has reached that point. We are no longer a small, regional city. We are growing into a mature, world-class city and our transport system needs to grow and change accordingly.

This strategy outlines the things Council can do to improve the city’s transport network. It also highlights how we will work together with the state and federal governments to improve public transport, roads, and walking and cycling facilities.

We know that funding will be tight over the next few years. That is why our strategy contains a balance of low-cost actions that get the most out of our existing infrastructure in the short-term, and major infrastructure projects that can be delivered once funding becomes available in the longer-term.

This strategy will make it quick and easy to get around the Coast and deliver a truly integrated transport network. It will give residents certainty about their transport options for decades to come and developers the confidence to begin investing again.

Thank you to the hundreds of local residents and businesses who have helped shape this strategy. This strategy provides the overarching framework that will shape the city’s 10-year transport implementation plan and annual investment programs.

I look forward to working with you in the years ahead to bring this transport vision to life. Together, we can create a better transport future for the Gold Coast.

TOM TATE
Mayor, Gold Coast City
Executive summary

Effective transport systems are integral to the success of any modern city – they connect us to our families, friends, jobs, amenities and communities.

This technical report underpins the Gold Coast City Transport Strategy 2031, which is our 20-year blueprint for the city’s future transport network, with a key focus on the years leading up to the 2018 Commonwealth Games. It provides a plan to keep the city moving in the face of higher energy costs and increasing traffic congestion.

The Gold Coast is unique. It is a young, lineal city extending for some 70 kilometres, with multiple activity centres. The city plays host to more than 10.5 million tourists each year and thousands of day trippers from all around the region on any given weekend. We have some coastal areas with high density and good public transport, walking and cycling, and we also have large areas of low-density suburban development that are highly car-dependent. These factors have combined to create a strongly entrenched car culture and growing congestion.

If not addressed, congestion will cost the Gold Coast in reduced productivity, poorer health and a greater imbalance in work/family life. The attractive lifestyle enjoyed by residents and visitors will be undermined.

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This will be achieved by:

- **creating liveable places** – limiting urban sprawl, developing new communities around sustainable transport, and developing strong centres and high-quality public transport corridors.
- **better parking management** – returning the revenue raised from parking into centre improvement schemes and better public transport services.
- **providing excellent public transport** – delivering rapid bus corridors, expanding the light rail network, providing more park-and-ride in strategic locations, and providing more community transport services for the hinterland communities.
- **encouraging more walking and cycling** – providing a safe and connected network of pathways.
- **providing a well-managed road network** – catering for all road users, focusing on safe and efficient movement of people and goods, delivering a ‘pinch point’ program to improve road capacity, greater signal coordination, ‘turn left on red’ trials and removal of inefficient transit lanes.
- **changing our travel behaviour** – undertaking schemes to encourage schools, workplaces and communities to walk, cycle, car pool and take public transport as part of their daily travel.

To achieve our transport vision, Council must work in partnership with the state and federal governments to deliver an integrated transport network, regardless of ownership or jurisdiction.
1. Introduction

The Gold Coast is a unique city bordered by rainforest hinterland that includes world heritage-listed national parks to the west, and 54 kilometres of beautiful beaches to the east. Characterised by a relaxed lifestyle, premier sporting and entertainment events and an abundance of recreational pursuits, the Gold Coast is famous for fun. These attributes draw people to the city from all over Australia and the world to live, work and play.

The Gold Coast has evolved rapidly over the past 50 years from a series of small coastal settlements to the sixth largest city in Australia. Our city is now home to 513,954 people and is forecast to reach almost 800,000 people by 2031. Added to the pressure placed on the city by population growth, the Gold Coast has in excess of 10 million visitors per year, creating additional demand on the city’s infrastructure.

Effective transport systems are integral to the success of any modern city – they connect us to our families, friends, jobs, amenities and communities. As we continue to grow, Gold Coast City Council must plan for the future, to enhance these connections and to protect our lifestyle. Unless we change our travel behaviour, traffic congestion will significantly affect our economy, lifestyle and environment.

Purpose of this technical report

This technical report underpins the Gold Coast City Transport Strategy 2031, which is our blueprint for the city’s transport network over the next 20 years, with a particular focus on the years leading up to the 2018 Commonwealth Games. It provides a plan to keep the Gold Coast moving in the face of higher energy costs, increasing congestion and the need for responsible financial management.

The strategy will guide transport policy and investment decisions, ensuring transport funding is allocated in ways that deliver maximum benefits for the people of the Gold Coast and those who visit our city.

Planning context

The Gold Coast City Transport Strategy 2031 supersedes the previous Gold Coast City Transport Plan 1998. Since the release of the 1998 plan, there have been considerable changes to our city, the region and the state along with other external factors that have influenced the way people live and move around our city. Some of these include:

- an increase in the city’s population by 39 per cent from 369,500 (1997) to 513,954 (2011)
- the release of Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland (2011)
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- review of the local planning scheme
- the start of construction on the Gold Coast light rail project
- the definition of new local government boundaries (2008)
- the announcement that the Gold Coast will host the 2018 Commonwealth Games (2011)
- external issues that influence travel behaviour, such as the increasing price of oil and higher obesity levels.

South East Queensland Regional Plan 2009-2031
The South East Queensland Regional Plan 2009-2031 provides the framework for the overall development of the region. Population projections propose a need to develop a total of 143,000 new dwellings on the Gold Coast by 2031 (about 5700 new dwellings each year up until 2031).

An important focus of the regional plan is to continue the trend towards urban infill and regeneration, and to ensure new communities are developed along public transport corridors and contain a mix of uses, like services and employment, linked by direct walking and cycling paths.

In contrast to previous decades, the Gold Coast is expected to accommodate much of its future population growth in existing urban areas. The regional plan suggests approximately 22 per cent of new dwellings would be in the major broadhectare development areas of Coomera, Pimpama, Reedy Creek and Mudjimba. The remaining 78 per cent would be achieved through development or redevelopment within existing urban areas, giving a total of almost 100,000 new infill dwellings over the next 20 years.

Connecting SEQ 2031
Connecting SEQ 2031 is the strategic plan for meeting the transport challenges facing South East Queensland and is an action of the South East Queensland Regional Plan 2009-2031. Council will work with the Queensland and Commonwealth governments to deliver transport infrastructure and services to meet the city’s transport needs over the next 20 years. Connecting SEQ 2031 establishes specific targets for the Gold Coast to increase the use of public and active transport and reduce car trips.

Working with government
The Queensland Government is the lead agency with overall responsibility for planning and providing public transport services, infrastructure, strategic transport planning, managing the state-controlled road network, and the regulation of taxi services. The Commonwealth Government also contributes funding for transport in Queensland (for example, the Gold Coast light rail project). The Gold Coast City Transport Strategy 2031 aims to align Council transport initiatives with State Government plans and strategies.

Planning our transport future together
Community consultation
Council has worked closely with the Gold Coast community to develop this strategy. In late 2012, we released the draft transport strategy for community consultation. More than 2500 Gold Coast residents, businesses and organisations took part.

Consultation showed us that public transport is clearly the community’s biggest transport concern, 46 per cent were about the need for better public transport, whereas 10.2% were about roads and traffic. This strategy sets out a plan for significant improvements to the public and active transport network, as well as targeted road upgrades to ensure the Gold Coast keeps moving into the future.

Key stakeholder consultation
Council held a number of workshops with transport industry stakeholders, including representatives from Gold Coast City Council, the Department of Transport and Main Roads and specialist planning consultancies. The workshops took a collaborative and interactive approach to exploring transport solutions for the city, which helped to determine realistic public and active transport initiatives across the Gold Coast that can be implemented by Council and the Department of Transport and Main Roads.

2. How we travel today
Mode share
In 2009, 87 per cent of all trips made on the Gold Coast were by private vehicle (refer to Figure 3 Mode share on the Gold Coast) - a steady increase from 83 per cent in 1992.

Public transport made up 4 per cent of trips, up from 3 per cent in 1992. Cycling was 1 per cent, down from 3 per cent in 1992, and although walking increased slightly from 2007, to 8 per cent in 2009, it is still lower than the 10 per cent share in 1992.

Different travel experiences across the city
Travel experiences vary across the city. For example, Figure 5 Percentage of walking trips to work by suburb shows that those people living in higher-density areas (Coolangatta, Southport and Surfers Paradise) are less likely to own a car and more likely to walk to work than those in lower-density areas (Nerang, Robina and Coomera). This shows that in urban environments where there is the right mix of density, connectivity and quality public and active transport links people will embrace more sustainable transport options and reduce car ownership.

The Gold Coast’s outer, low-density suburbs are likely to continue to remain highly car-dependent, although there is room for significant improvement in public and active transport use in these areas. The activity centres across the city have developed more densely, providing greater public and active transport options. High-density mixed-use activity centres are vital economic drivers for the city and their accessibility must be strategically managed to ensure that they remain attractive, functional and vibrant.

Figure 3 Mode share on the Gold Coast

Figure 5 Percentage of walking trips to work by suburb

Modelling Data and Analysis Centre (2015) Queensland Department of Transport and Main Roads.
Where and why people travel

Work trips, including business trips throughout the work day, are the most common trip purpose, responsible for 27 per cent of all trips on the Gold Coast, followed by shopping trips at 17 per cent and social/recreation trips at 15 per cent. The split of trip purpose on the Gold Coast is shown in Figure 7 2009 trip purpose - Gold Coast. Although work trips make up less than a third of all trips (27 per cent), they account for 43 per cent of all kilometres travelled on the Gold Coast.

Key trip generators

Southport, Robina and Coomera are the Gold Coast’s principal activity centres. Southport and Robina currently provide the bulk of civic, business and health services. Coastal centres such as Surfers Paradise and Broadbeach provide tourism accommodation, entertainment, retail and dining, while Burleigh Heads and Coolangatta offer an attractive beach village atmosphere. Nerang and Helensvale are key retail and commercial centres.

Journeys to work

The Gold Coast differs from other similar-sized cities in that it does not have a dominant central business district (CBD). For the Gold Coast, it demonstrates how jobs and residences are located all over the city, not focused on one major destination. The city’s structure presents opportunities and challenges: it helps balance transport trips across the entire network, but makes providing high-quality public transport services across multiple centres difficult.

By comparison, Brisbane’s journeys to work are much more focused on one central CBD. Currently, 86 per cent of journeys to work are within Gold Coast City Council boundaries, with around 7 per cent heading north towards Brisbane. Work trips to Brisbane will continue to be a major trip generator from the Gold Coast, as well as construction jobs, with workers travelling daily to the Logan and Ipswich regions.
Tourist travel
Roughly half of all trips made by visitors are made by car (see Figure 9: Mode choices of visitors). Visitors to the Gold Coast do, however, frequently choose to walk to activities. Public transport is a popular option for visitors, with 14 per cent of all visitor trips taken by public transport (compared to only 4 per cent of Gold Coast residents). Although visitors take more than half of their trips by car, they have a low impact on total road demand. During the peak holiday period, visitors represent an estimated 3 per cent of all drivers on the Gold Coast during the morning peak period and 5 per cent in the afternoon.

The Department of Transport and Main Roads is currently collecting more data on visitor travel patterns and updating the transport planning modelling tools to improve visitor modelling, and allow planning for projects to take into account the effect that tourist travel has on the Gold Coast transport network.

Weekend travel
The Gold Coast experiences unique weekend travel characteristics when compared to similar-sized cities. The coastal strip’s beaches, shops and dining areas attract a large number of discretionary trips from residents. In addition to the high demand placed on the network by tourists, the Gold Coast attracts large numbers of day trippers on weekends from neighbouring areas such as Brisbane, Logan and Tweed Shire. As a result, a number of key roads experience traffic levels on weekends matching or exceeding the weekday commuting peak. Figure 10: Roads that experience high weekend traffic demand shows which roads currently experience these high traffic demands.

Some major roads carry up to 50 per cent more traffic on weekends at peak times compared with weekday peak times. On these roads, the weekend period can account for as much as 60 per cent of total traffic for the whole week. By comparison, peak traffic for a major road not affected by weekend travel is typically 45 per cent less than the weekday commuting peak and only accounts for about 20 per cent of all traffic for the week.

Most of the roads identified on Figure 10 experience congestion on weekends and weekends, creating inconvenience and delay for residents and visitors. With growth in both resident and visitor numbers expected in future, a key challenge will be to manage demand and make improvements to these routes so that economic activity is supported.

Recreational boat travel
With an abundance of waterways, the Gold Coast is a haven for boating, water sports and fishing. Canals are just one of a number of water accesses and Council has a program to maintain these throughout the city. Maintenance involves the removal of problem vegetation and dredging on canal banks to restore desired profiles.

Our local waterways, canal estates and marinas have supported the development of a significant marine sector on the Gold Coast. Currently the Gold Coast has 26,992 registered boats and the southern portion of South East Queensland has 69,778 registered boats. The Navigation Channel network links together the Broadwater, Moreton Bay, the Gold Coast Seaway (Ocean) and Gold Coast Marine Precincts (Coomera and Steiglitz). It is the backbone of the local marine industry, supports the tourism sector and is significant to the Gold Coast lifestyle.

Legend
- GCCC boundary
- Pacific Motorway
- Multi-modal arterial
- Train station
- Train line
- Roads with more weekend traffic than peak weekdays
- Roads with similar weekend traffic to peak weekdays
- Roads with more weekend traffic than peak weeklies
- Hope Island Road
- Smith Street Motorway
- Gold Coast Highway
- Waterways Drive/Sea World Drive
- Main Beach Parade
- Thomas Drive
- Hooker Boulevard/Nerang - Broadbeach
- Brisbane Road
- Muguinie Avenue
- Smith Street
- Nerang - Broadbeach Road
- Nielsen Road
- Gooding Drive/Nerang - Broadbeach Road
- Bermuda Street
- Rio Vista Boulevard
- Markeri Street
- Pacific Motorway
- Robina Parkway
- Christine Avenue
- Reedy Creek Road
3. Our transport challenges

Traffic congestion
Traffic congestion is fast becoming a major challenge for the Gold Coast as the city grows and develops. If not addressed, congestion will cost the Gold Coast in lower productivity, poorer health and a greater imbalance of work-family life. Increasing congestion levels will undermine the attractive lifestyle enjoyed by our city's residents and visitors. A gridlocked city is not an attractive place to live or visit.

It is forecast that the avoidable costs of traffic congestion in Australian cities will exceed $20 billion by 2020, caused primarily by:

- workers spending more time in traffic rather than at work — causing a loss in productivity for businesses
- slowing down the movement of freight as trucks fall behind schedule due to congestion.

In the urbanised areas of the Gold Coast, there is little scope for large-scale expansion of road capacity without affecting the quality of life that attracts people to live and holiday here. A balanced approach to transport investment and management is required so that people who do not need to travel by car are provided with real transport alternatives that leave room for those who do need to drive (such as tradespeople and freight traffic).

One of the most harmful effects of traffic congestion is its impact on the environment. Traffic congestion is its impact on the environment. One of the most harmful effects of traffic congestion is its impact on the environment. Traffic congestion is its impact on the environment. One of the most harmful effects of traffic congestion is its impact on the environment.

Car dependence
Car travel has been the main focus of the Gold Coast’s transport system for the past 50 years, resulting in low public transport use compared to many other Australian cities (see Figure 11: Public transport mode share in Australian cities (2006)). The share of trips by car increased from 83 per cent in 1992 to 87 per cent in 2009 (see Figure 3: Mode share on the Gold Coast). Vehicle ownership rates across the city are also rising. In 2001, there were 213,118 cars registered on the Gold Coast. In 2012, this rose to 320,100—an increase of 50 per cent.

The Gold Coast has an average of 1.8 motor vehicles per dwelling (excluding motorcycles and scooters).

Figure 12 Public transport and walking accessibility to employment shows:
- Gold Coast work trips are nearly twice the distance of all other trip purposes
- on average, Gold Coast workers commute 17.6 kilometres to work with an average travel time of 26 minutes
- 22 per cent of work trips are less than 5 kilometres and within active transport range, however, only 6 per cent of people choose to walk or cycle to work
- work trips generate 43 per cent of kilometres travelled on the road network.

Energy, oil and climate change
The Gold Coast’s location, growth, development and demand for services increase its exposure to the effects of climate change.

Council’s Climate Change Strategy 2009-2014 provides direction for responding to climate change challenges, such as developing plans to reduce the city’s carbon emissions. In Australia, cars produce an average of 0.3 kilograms of greenhouse gas per kilometre travelled and in South East Queensland, transport activity accounts for approximately 22 per cent of carbon emissions.

Energy from all sources is likely to become more expensive in the future. The reduced supply of oil-based motor fuels as well as the possible slowing of growth in oil production will affect how we move around the city. Relying on car-dependent lifestyles and buildings and transport modes that are carbon intensive or use large amounts of fossil fuels exposes us to major risks in the future.

As well as increased carbon emissions and reduced and expensive supply of fuel, the city’s infrastructure will be impaired by other gradual and long-term effects of climate change. These include increased temperatures, rising sea levels and increases in the intensity of extreme weather events such as cyclones, storm surges and heavy rainfall. Strengthening the resilience of infrastructure to these threats is essential for minimising risks to the community and the economy.

A fast growing and multi-centred city
Before World War II, Australian cities were reasonably compact and relied heavily on railways, tramways and buses as the dominant mode of passenger transport. The post-war era saw some major changes, such as the increasing ability of ordinary families to own a private car. Car ownership gave greater mobility and created demand for new car-based suburbs at the fringe of existing cities. Construction of modern roads to better link the Gold Coast with Brisbane and New South Wales opened up new development opportunities along the Coast and in new inland centres.
The Gold Coast is a linear city and the spread of urban development northwards has seen the urban fringes of Brisbane, Logan and the Gold Coast grow increasingly closer together. Much of the urban development in the western parts of the city is low density, with the major employment and activity centres dispersed across the city.

There has been considerable development of higher density urban development along the Coast since the 1950s. However, the prominent form of development - suburban and rural residential communities that are separated from services and employment - is still in practice and is based on very high levels of car dependency. In many communities, walking and cycling connectivity is poor. Public transport operations are made less efficient by canal connectivity is poor. Public transport on very high levels of car dependency. In suburban and rural residential communities the prominent form of development - along the Coast since the 1950s. However, much of higher density urban development of urban development northwards has seen the Gold Coast grow increasingly closer together. The Gold Coast is a linear city and the spread of urban development northwards has seen the urban fringes of Brisbane, Logan and the Gold Coast grow increasingly closer together. Much of the urban development in the western parts of the city is low density, with the major employment and activity centres dispersed across the city.

As the population reaches almost 800,000 the number of trips grows from a population of 74,000 in 2011 to 120,000 in 2020, creating further transport challenges for the Gold Coast. Currently, bus services in Tweed are unable to link into the go card electronic ticketing system and Gold Coast commuters are unable to use their go cards south of the border. This lack of coordination discourages people from using public transport for cross-border trips. In addition, integrated cross-border cycle links are needed to improve cycle connectivity. There are also difficulties with cross-border taxi travel, due to regulatory restrictions. This creates higher costs for users and makes the area less attractive for taxi drivers to service, decreasing the availability of taxis for the local community.

Council will work with the Department of Transport and Main Roads, Tweed Shire Council and the New South Wales Government to investigate opportunities to integrate the Tweed Shire and Gold Coast public transport and active transport networks, and encourage development of road networks and urban forms that support more sustainable cross-border travel options. Planning an inclusive transport system Accessibility is imperative for everyone in the community, including young people, older people, people pushing prams, people who use wheelchairs, people who have a disability, and those who cannot afford a car. Census figures show that in 2011, 16.2% of Gold Coast City’s population had a disability (compared to 17.9% of Queensland’s population). In addition, the Gold Coast has a growing ageing population and Council recognises, and is responding to, the needs of older people. In 2011, seniors (over 65 years of age) comprised 14.4% of the total Gold Coast City population. By 2031, the number of residents aged 65 years or over is set to account for over 20 per cent of Gold Coast City’s population.

An accessible transport system enables people of all abilities to connect with family and friends, creating a sense of belonging and social inclusion which are fundamental aspects of everyday Australian life. An accessible and connected transport network must meet the needs of these groups, which includes designing for appropriate gradients, seating, kerb ramps and accessible signage.
Physical inactivity
Almost one in two Gold Coast adults are overweight or obese and obesity in our children is increasing.
A lack of walkable urban environments, increased dependency on cars and concerns about safety (for example, traffic safety or personal safety) have reduced opportunities for incidental exercise and increased physical inactivity. Incidental exercise associated with the use of public transport is often under-reported. One Australian study has shown that walking to and from public transport adds up to 2 kilometres per day for an average Brisbane commuter7 and, according to medical experts, exercising for 30 minutes each day can improve health and assist with weight loss (see Figure 16 Average time spent walking or cycling as part of daily travel).

Funding availability
Keeping pace with demands for funding to provide new infrastructure and maintain existing facilities and services is becoming increasingly difficult for all levels of government. The fast-growing regions of Australia are particularly exposed to transport funding challenges due to the high cost of new facilities and community expectations of world-class services that are free or cheap to use. Competing demands from the health, education, law enforcement and welfare sectors could lead to less government funding being available for transport infrastructure.

Tourism and events
Tourism is a vital component of the Gold Coast’s economy, contributing almost one dollar in every five generated within the city. Transport infrastructure must support the increasing numbers of visitors with transport services that are easy to use, reliable and frequent, and take people where they want to go in order to maintain the Gold Coast’s appeal as a prime tourist destination. South East Queensland regional population growth will result in increases in visitor numbers to the Gold Coast, as beaches will remain a key regional attractor for day trippers. The potential for a Gold Coast cruise ship terminal will also have implications on the transport network. Council will need to consider the transport infrastructure required to support such a facility. Events also play a significant role in the economy and image of the Gold Coast (see Figure 17 Expected attendance at 2012 Gold Coast major events). The Gold Coast hosts major sporting events, music festivals, expos and other public events which attract large numbers of domestic and international visitors and contribute to the Gold Coast’s economic prosperity. Major events are generally concentrated in major activity centres like Southport, Surfers Paradise and Broadbeach. Events also take place in Doug Jennings Park at The Spit, Skilled Stadium at Robina, Metricon Stadium at Carrara and Parklands Showgrounds at Southport.

Events have specific transport needs, requiring high numbers of people to be moved, often to a single location, within a small window of time. This often means special public transport services are needed to cater for events.

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Australia’s fastest-growing airport
Gold Coast Airport is Australia’s fastest-growing airport. In 2011, it had more than five million passenger movements. By 2031, this could more than triple to 16.3 million passenger movements (14 million domestic and 2.3 million international). The airport is a significant economic generator for communities in the South East Queensland and northern New South Wales regions. Its fee structure makes it suitable for low-cost air carriers, meaning it is likely to have continued strong growth in the budget tourism market. To ensure the airport continues to play a strong role in the local economy, it is essential to provide an integrated ground transport system that considers the surrounding road network, parking, public transport and pedestrian and cycling access. It is particularly important to connect the airport to the major beachside accommodation precincts at the northern end of the coastal strip.

KEY TOURISM FACTS
• In the year ended March 2012, 10.5 million people visited the Gold Coast.
• 6.5 million were domestic day trip visitors and 4 million were overnight visitors.
• These visitors contributed $4.3 billion to the local economy.
• There are 2500 tourism-related businesses on the Gold Coast. These create 28,000 jobs, which is equivalent to 8000 full-time employees.
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Figure 17 Expected attendance at 2013 Gold Coast major events

- **Surf Parade, Broadbeach**: 30,000
- **Coolangatta Challenge**: 25,000
- **Cooly Rocks On**: 130,000
- **Armor All Gold Coast 600**: 8,000
- **Billabong World Junior Championships**: 5,000
- **2012 London Olympic Games**: 2012
- **Commonwealth Games**: 2018

The Gold Coast's Brittany Broben, silver medallist at the 2012 London Olympic Games for 10m platform diving event.

Gold Coast City Transport Strategy 2031 – It’s our time to shine

One of the Gold Coast’s most immediate challenges is ensuring that the transport network is well-prepared for the 2018 Commonwealth Games. Hosting the Games is a fantastic opportunity to raise the profile of the Gold Coast, inspire the community and attract investment to the region.

All permanent or temporary transport infrastructure must be aligned with the objectives of the Gold Coast City Transport Strategy 2031 so that investments are optimised and leave a positive and enduring legacy for the city.

During the Games, the city’s transport network will cater for around 110,000 spectators, as well as 50,000 Games workers and volunteers who will be travelling predominantly on public transport. In addition, there will be approximately 6000 athletes and team officials and 8400 associated media, guests and other officials traveling throughout the city on a dedicated Games fleet. At the same time, the transport system will need to meet the continuing travel needs of Gold Coast residents in a safe, efficient and reliable manner.

The Host City Contract requires the Gold Coast to be in ‘readiness mode’ by 2017, with infrastructure in place for test events in the lead-up to the Games. These essential activities will help deliver a successful Commonwealth Games in 2018. They will provide benefits to the city in the lead up to the Games and provide opportunities to drive real and lasting travel behaviour change on the Gold Coast after the Games.

Travel demand management initiatives will be implemented before and during the Games to reduce background traffic volumes. These will be designed to provide lasting benefits for the city. For example, and similar to programs operating for the 2012 London Olympics, government employees could work from home or travel outside of peak periods to reduce pressure on transport networks. This could be continued after the Games to reduce daily travel demand.

The public and active transport experience during the Games must be positive, easy, convenient, inexpensive and sustainable to encourage the Gold Coast community to reduce its car use and to embrace new ways of moving around the city after the Games.

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Legend
- GCCC boundary
- Pacific Motorway
- Multi-modal arterial
- Train station
- Train line
- Multi-modal arterial

Workers and volunteers who will be travelling network will cater for around 110,000 during the Games, the city’s transport legacy for the city.

optimised and leave a positive and enduring objectives of the Gold Coast City Transport infrastructure must be aligned with region.

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The public and active transport experience during the Games must be positive, easy, convenient, inexpensive and sustainable to encourage the Gold Coast community to reduce its car use and to embrace new ways of moving around the city after the Games.
4. Options for meeting the challenges

Our city’s transport challenges are increasing as we develop into a mature city. Currently, 2.6 million trips are made on the Gold Coast every day. By 2031, this will reach 3.7 million trips – an increase of 1.1 million trips per day, or a 44 per cent increase.

How we manage these increased trips will define our success as a sustainable city.

A new approach – prioritising people, not cars

In the future, the car will remain the dominant mode of transport for most trips. But the growth pressures we are facing mean we need a better balance. Successful cities have balanced transport systems, with the right mix of car use and public transport, walking and cycling. They have achieved this balance by finding ways to prioritise for people, rather than cars (refer to Table 4.1: The benefits of prioritising people over cars).

<table>
<thead>
<tr>
<th>APPRAOCH: PRIORITISE CARS</th>
<th>APPRAOCH: PRIORITISE PEOPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Build more and wider roads.</td>
<td>Cars still dominant mode, but more public transport, walking and cycling.</td>
</tr>
<tr>
<td>Limited public transport and active transport options.</td>
<td>Balanced transport system.</td>
</tr>
<tr>
<td>Unsustainable and unaffordable.</td>
<td>Sustainable and affordable.</td>
</tr>
</tbody>
</table>

Example: Los Angeles, California

Example: Melbourne, Australia

How will we get around?

- Cars are used for nearly all trips.
- People rarely walk or cycle.
- Public transport is unattractive and only used by people who don’t have access to a car.

- Cars are still used for the majority of trips. However, there are high-frequency public transport options (light rail, rail and bus) for many trips across the city.
- People walk and cycle for local trips.
- Public transport is an attractive and popular option.

What sort of infrastructure will we need?

- More new roads are needed.
- Roads need to be widened in urban areas.
- Increased parking and multi-level car parks are required across the city.

- Roads are shared with buses and light rail, which get priority on key routes.
- Car parks are managed carefully across the city with appropriate location and pricing.
- Fewer new roads are required.

What will our lifestyle be like?

- Traffic congestion increases.
- More time is spent in traffic.
- Urban sprawl continues, with emphasis on car-based suburban development.
- The expanding road system significantly affects the amenity of the city (‘paving paradise’).
- Health and obesity problems increase due to car dependency.
- Transport options are limited for those who do not drive.

- People will have real transport choice as public transport will be an attractive option.
- People will spend less time stuck in traffic. For many peak hour trips, public transport will be quicker than driving as it will have priority.
- A broad range of housing choices are still available, but with stronger emphasis on higher-density settlements with a mix of local services and housing. People live closer to employment and local services.
- Incidental or active exercise improves the health and wellbeing of the community.
- Those who do not drive are connected to family, friends, work and services.

What are the economic considerations?

- Not an economically viable approach as increased road capacity is quickly filled by more cars and more congestion.
- Focusing solely on cars leads to gridlock and is a risk to economic growth.

- Capacity of the transport network is significantly increased and can move more people, more efficiently.
- A balanced transport system supports economic growth.

What are the climate change impacts?

- Economic growth is exposed to increases in the price, or reduced supply, of oil-based fuel.
- Greenhouse gas emissions increase.

- Exposure to reduced oil supply and price increases is reduced. Alternative modes of travel and fuel sources are actively encouraged.
- Greenhouse gas emissions reduce on a per capita basis.

Table 4.1: The benefits of prioritising people over cars
Developing the strategy

In developing the Gold Coast City Transport Strategy 2031, Council worked closely with the Queensland Department of Transport and Main Roads and other government agencies to undertake transport planning, option assessment and project evaluation. Contributions included the results of the phase one public consultation (undertaken between 1 September 2011 and 14 October 2011), as well as the results of the technical work undertaken by the Department of Transport and Main Roads including the Gold Coast Southern and Central Area Transport Study (December 2011). The results are summarised below.

Gold Coast City Transport Strategy 2031 phase one consultation

Council undertook a six-week consultation program between 1 September 2011 and 14 October 2011 to gather community and stakeholder responses to Council’s discussion paper “Our Transport Future: connecting people and places”. The discussion paper encouraged residents and stakeholders to consider a 20-year vision for the city. A series of propositions to residents which asked if they agreed that the Gold Coast should transition from its current car dependency to a city with a sustainable transport network. Over 180 submissions were received from the community and stakeholder groups.

Respondents overwhelmingly reported that a connected, sustainable Gold Coast City in the future should have:

- a reliable and frequent public transport system (100 per cent)
- a choice of transport modes for everyday use and more flexible public transport options for people on the fringe of the city (99 per cent)
- safe travel options serving schools and education facilities (99 per cent)
- a network of high standard cycling and walking paths (98 per cent)
- vibrant community and cultural hubs that meet local needs and enrich activity (97 per cent)
- streets that are more friendly to all modes of transport (94 per cent)

The findings of the above investment scenario testing revealed two public transport network options of:

1. concentrating investments in the most contestable areas, or
2. diversifying the expenditure across the city.

On this basis, three transport strategy options were developed for testing, including:

- light rail focus
- bus priority focus
- balanced strategy.

Light rail-focused strategy option

The light rail-focused option made several assumptions:

- testing light rail extensions from Surfers Paradise to Bundall and from Main Beach to Sea World
- Gold Coast railway not extended beyond its current Varsity station terminus
- a new light rail connection from Coomera linking Harbour Town and Hope Island to primarily serve the major growth centre of Coomera
- a bus lane between Nerang and Broadbeach mostly catering for longer distance east-west trips from Nerang’s catchment to the coastline
- the Pacific Motorway upgraded to extend six lanes south of Worongary to Tugun
- a four-lane arterial road provided in the Intra-Regional Transport Corridor provided between Coomera and Helensvale

The preferred transport strategy for the Gold Coast

After reviewing the joint study work undertaken with the Department of Transport and Main Roads, a preferred strategy was identified and developed. The evaluation of the strategy options comprised a multi-criteria assessment at two levels:

- network level – to determine the best performing upgrade option for each key link
- the network level multi-criteria assessment, which considered a range of performance measures for each option, revealed a balanced strategy with a focus on light rail as the preferred overall strategy. This was primarily because a foundation was created upon a comprehensive light rail system suited the character of trips made on the Gold Coast.

A balanced strategy option with both bus priority and light rail

This strategy delivers the optimum balance between road network improvements, better freight movements, a safe and connected cycleway network, and improvements to the bus network to complement the light rail.

Testing the effects of external factors

In addition to the strategy development work, a number of ‘sensitivity tests’ were conducted to identify how external factors and policy-related measures could influence transport system performance in 2031. These tests involved:

- increasing the price and reduction in the supply of parking in major activity centres, to review the effects on public transport demand
- increasing the cost of car travel to simulate the effects of increases in the price of oil, or the results of carbon pricing, to review the effects on public transport demand
- increasing public transport service levels and reducing fares
- re-allocating some of the population growth between 2011 and 2031 from newly-developed areas into corridors proposed for light rail, to test changes in land development resulting from the improved accessibility offered by light rail.

The tests confirmed that public transport patronage would increase further with these policy interventions or pricing changes. Building a good-quality public and active transport network will provide travel choice, reduce reliance on fossil fuels and supply transport network capacity that can adapt to external factors and accommodate the future transport task.
5. Overview of our plan for the future

We need a transport system that helps build our economy, gives everyone access to the opportunities our city offers and helps sustain our natural environment.

Our transport vision

Our transport vision is that in 2031, the Gold Coast:

- enjoys smart growth
  - The majority of new development is based on compact, mixed-use centres that are focused on high-quality public transport.
- is a CONNECTED city
  - People and places are connected by an integrated, safe and efficient transport network.
- makes sustainable travel choices
  - A significant proportion of Gold Coast residents and visitors choose to walk, cycle and take public transport as part of their daily travel.

Achieving this vision will help:

- Protect our quality of life
  - The Gold Coast remains a beautiful, liveable city where it is easy to get around using a variety of transport options.
- Make our city more equitable
  - People of all ages and levels of mobility can move around the city without using a car, providing fairer access to everyday facilities.
- Strengthen our economy
  - Freight and business traffic can move freely, customers can easily access businesses and people can easily get to work.
- Protect our natural environment
  - We have a transport system based on sustainable urban design principles that reduces emissions and air pollution, and uses resources more efficiently.
- Improve residents’ health
  - Residents walk and cycle more as part of their daily travel.
- Develop a resilient transport system
  - Vulnerability to reduced oil supply, rising oil prices and climate change impacts is minimised.
Gold Coast City Transport Strategy 2031: Technical Report

**Challenges**

A growing and multi-centred city  
Car dependency  
Physical inactivity  
Energy, oil and climate change  
Congestion  
Scarce funding  
Tourism and major events (including the 2018 Commonwealth Games)

**The Vision**

Our transport vision is that in 2031, the Gold Coast:

- **enjoys smart growth** - The majority of new development is based on compact, mixed-use centres that are focused on high-quality public transport.
- **is a connected city** - People and places are connected by an integrated, safe and efficient transport network.
- **makes sustainable travel choices** - A significant proportion of Gold Coast residents and visitors choose to walk, cycle and take public transport as part of their daily travel.

**Objectives**

**Integrated transport and land use**

To support well-designed urban development that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.

**Car parking**

To manage car parking in a way that supports the economic vitality of the city and benefits sustainable transport use.

**Public transport**

To improve the quality of the public transport system so it provides an attractive alternative to the car.

**Active transport**

To provide a safe active transport network that helps make walking and cycling attractive alternatives to the car.

**Roads and freight**

To develop and manage an efficient road network that meets the city’s needs for the movement of people and goods, and can be safely shared by all users.

**Travel behaviour change**

To reduce car dependency and significantly increase levels of walking, cycling, carpooling and public transport use.

**Themes**

- Develop new communities around sustainable transport
- Encourage the development of strong centres
- Provide future urban development in centres and along public transport corridors
- Protect land close to freight routes for use by freight-generating businesses
- Manage the supply and location of parking within centres
- Improve parking availability through new technology
- Simply bus routes. Deliver a city-wide, multi-modal, high-frequency public transport network
- Support new park-and-rides
- Extend community transport options in areas of weak demand
- Integrate requirements to support public transport within other policy areas
- Develop a safe, connected and accessible active transport network
- Coordinate planning and funding
- Provide for mid-trip and end-of-trip facilities at key locations
- Improve safety, standards and personal security
- Integrate the active transport network into the broader transport system
- Take ‘one network’ approach to road planning and management
- Plan, invest in and manage roads according to a Road Development and Management Framework
- Make the most of existing roads, with greater public and active transport use
- Improve road network legibility
- Provide adequate loading zones and off-street loading facilities
- Maintain the local road network to a high standard
- Expand Council’s Active Travel initiatives, targeting schools, workplaces and communities

**Outcomes**

- Our quality of life is protected
- Our city is more equitable
- Our economy is strengthened
- Our natural environment is protected
- Our residents are healthier
- Our transport system is resilient

Figure 18: Overview of Gold Coast City Transport Strategy 2031
By 2040 we aim for:

- changes to take effect.
- to be spread over a longer timeframe and as 2040 targets. This will allow investments to be achieved by 2031. In recognition of the constrained economic environment, and armed with the results of the additional technical work, this Gold Coast City Transport Strategy 2031 has developed revised transport targets for the city.

By 2031 we aim for:

- transport targets for the city.

The forecast growth in overall travel will be scaled to meet the future desired task of each mode of transport (see Figure 19 interim and future mode share targets). To achieve the set targets, investments must be planned and scale investments to meet the future task for each mode of transport. With the Commonwealth Games being hosted on the Gold Coast in 2018, this transport strategy has adopted the Games year as an interim target year, due to:

- public and active transport experiences during the Games.
- significant investment in transport infrastructure and services that will be provided on the Gold Coast for the Games.
- inhibiting factors for public and active transport during the Games.
- changes to transport capacities, networks and pedestrian routes.

The mode share targets for the Gold Coast since 2006 are:

| Year | Car      | Cycle | Walk | Public transport |
|------|----------|-------|------|-----------------
| 2006 | 88.6%    | 3.9%  | 1.3% | 6.2%            |
| 2011 | 87.9%    | 4.1%  | 1.7% | 6.3%            |
| 2018 | 86.2%    | 4.1%  | 1.7% | 6.9%            |
| 2021 | 83.7%    | 4.1%  | 1.7% | 6.5%            |
| 2026 | 79.0%    | 4.1%  | 1.7% | 6.5%            |
| 2031 | 74.0%    | 4.1%  | 1.7% | 6.5%            |
| 2040 | 69.0%    | 4.1%  | 1.7% | 6.5%            |

Figure 19 Interim and future mode share targets

Typically, Australian transport plans adopt the census year of 2016 as a target for changes in travel behaviour. With the Commonwealth Games hosted on the Gold Coast in 2018, this transport strategy has adopted the Games year as an interim target year, due to:

| Year | Car      | Cycle | Walk | Public transport |
|------|----------|-------|------|-----------------
| 2006 | 88.6%    | 3.9%  | 1.3% | 6.2%            |
| 2011 | 87.9%    | 4.1%  | 1.7% | 6.3%            |
| 2018 | 86.2%    | 4.1%  | 1.7% | 6.3%            |
| 2021 | 83.7%    | 4.1%  | 1.7% | 6.5%            |
| 2026 | 79.0%    | 4.1%  | 1.7% | 6.5%            |
| 2031 | 74.0%    | 4.1%  | 1.7% | 6.5%            |
| 2040 | 69.0%    | 4.1%  | 1.7% | 6.5%            |

By 2040 we aim for:

- walking to be 8 per cent of all daily trips across the city.
- cycling to be 6 per cent of all daily trips across the city.
- public transport to be 12 per cent of all daily trips across the city.
- car travel to be 74 per cent of all daily trips across the city.

Our interim targets

by 2031 we aim for:

- public transport to be 15 per cent of all daily trips across the city.
- reduced use of cars by 16 per cent. This would mean the share of trips taken by cars would decline from 88 per cent in 2011 to 72 per cent in 2040. The massive forecast growth in overall travel by 44 per cent (up from 2.6 million trips in 2011 to 3.7 million trips in 2031) means all our transport networks will be experiencing increasing demands. To achieve the targets, we need to plan and scale investments to meet the future task for each mode of transport. We must manage road space better, eliminate bottlenecks, invest in cycling and walking, extend the light rail network, improve bus services and improve the speed and capacity of the Gold Coast railway.

The results of this additional work have revealed that the Connecting SEQ 2031 targets are ambitious and will require a considerable investment in transport infrastructure and services.

Mode share targets

Connecting SEQ 2031 proposed transport mode share targets for the Gold Coast. Since its release, the Department of Transport and Main Roads and Council have worked together on more detailed planning and comprehensive transport modelling for the Gold Coast.

The results of this additional work have revealed that the Connecting SEQ 2031 targets are difficult to achieve on the Gold Coast even with significant investment in public transport infrastructure and services. For example, the number of public transport trips per day on the Gold Coast will need to increase from approximately 80,000 in 2011 to 560,000 in 2031 – an increase unlikely to be achieved by 2031. In recognition of the constrained economic environment, and armed with the results of the additional technical work, this Gold Coast City Transport Strategy 2031 has developed revised transport targets for the city.

To achieve the set targets, investments must be planned and scale investments to meet the future task for each mode of transport. With the Commonwealth Games being hosted on the Gold Coast in 2018, this transport strategy has adopted the Games year as an interim target year, due to:

- Significant investment in transport infrastructure and services that will be provided on the Gold Coast for the Games.
- Inhibiting factors for public and active transport during the Games.
- Changes to transport capacities, networks and pedestrian routes.

The results of this additional work have revealed that the Connecting SEQ 2031 targets are ambitious and will require a considerable investment in transport infrastructure and services. For example, the number of public transport trips per day on the Gold Coast will need to increase from approximately 80,000 in 2011 to 560,000 in 2031 – an increase unlikely to be achieved by 2031. In recognition of the constrained economic environment, and armed with the results of the additional technical work, this Gold Coast City Transport Strategy 2031 has developed revised transport targets for the city.

By 2031 we aim for:

- walking to be 8 per cent of all daily trips across the city.
- cycling to be 6 per cent of all daily trips across the city.
- public transport to be 12 per cent of all daily trips across the city.
- car travel to be 74 per cent of all daily trips across the city.

The transport model predicts that public transport use can increase from 4 per cent in 2009 to approximately 9 per cent in 2031. This means that a target of 12 per cent by 2031 is ambitious and will require a considerable change in the way we travel. However, challenging targets are necessary if we are to achieve our vision for a sustainable city.

Connecting SEQ 2031 targets have been reset as 2040 targets. This will allow investments to be spread over a longer timeframe and provide additional time for travel behaviour changes to take effect.

By 2040 we aim for:

- walking to be 8 per cent of all daily trips across the city.
- cycling to be 8 per cent of all daily trips across the city.

Our interim targets

The forecast growth in overall travel will significantly increase demand on our transport system within a relatively short period of time. To achieve the set targets, investments must be scaled to meet the future desired task of each mode of transport (see Figure 19 interim and future mode share targets).

Typically, Australian transport plans adopt the census year of 2016 as a target for changes in travel behaviour. With the Commonwealth Games being hosted on the Gold Coast in 2018, this transport strategy has adopted the Games year as an interim target year, due to:

- the significant investment in transport infrastructure and services that will be delivered for the Games, which will set the foundation for a new era of growth in public and active transport, and
- the potential to capitalise on positive public and active transport experiences during the Games.
What is your transport vision for the Gold Coast?

For me, it’s about lifestyle. I don’t want a car-choked city. I want a city that’s easy to get around, with reliable public transport, good footpaths and more people on bikes.

Fiona Austen with Byron and Amelie, Palm Beach

Overview of Gold Coast City Transport Strategy themes

**Integrated transport and land use**

**Objective:** To support well-designed urban development that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.

<table>
<thead>
<tr>
<th>Theme</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Theme 1</td>
<td>Develop new communities around sustainable transport.</td>
</tr>
<tr>
<td>Theme 2</td>
<td>Encourage the development of strong centres.</td>
</tr>
<tr>
<td>Theme 3</td>
<td>Prioritise future urban development as ‘transit-oriented development’ in centres and along public transport corridors.</td>
</tr>
<tr>
<td>Theme 4</td>
<td>Protect land close to freight routes for use by freight-generating businesses.</td>
</tr>
</tbody>
</table>

**Integrated transport and land use**

**Objective:** To manage car parking in a way that supports the economic vitality of the city and boosts sustainable transport use.

| Theme 5    | Manage the supply and location of parking within centres.                |
| Theme 6    | Improve parking efficiency through new technology.                      |

**Public transport**

**Objective:** To improve the quality of the public transport system so it provides an attractive alternative to the car.

| Theme 7    | Work with the Department of Transport and Main Roads to simplify the bus route network. |
| Theme 8    | Work with the Department of Transport and Main Roads to progressively deliver a city-wide, integrated, high-frequency public transport network, consisting of light rail, heavy rail and rapid bus. |
| Theme 9    | Support the development of new park-and-rides for bus and rail passengers. |
| Theme 10   | Extend community transport options in areas of weak demand.              |
| Theme 11   | Integrate requirements to support public transport within other policy areas. |

**Active transport**

**Objective:** To provide a safe active transport network that helps make walking and cycling attractive alternatives to the car.

| Theme 12   | Develop a connected and accessible active transport network.             |
| Theme 13   | Coordinate active transport planning and funding.                       |
| Theme 14   | Provide for mid-trip and end-of-trip facilities at key locations.        |
| Theme 15   | Improve safety, standards and personal security.                        |
| Theme 16   | Integrate active transport into the broader transport system.            |

**Roads and freight**

**Objective:** To develop and manage an efficient road network that meets the city’s needs for the movement of people and goods, and can be safely shared by all users.

| Theme 17   | Plan and manage the Gold Coast road network as ‘one network’, regardless of ownership. |
| Theme 18   | Plan, invest in and manage the road network to provide a match between the transport function of each road with the places it goes and the users who need priority. |
| Theme 19   | Make the most of existing infrastructure and promote greater use of public transport and active transport. |
| Theme 20   | Improve the legibility of the Gold Coast road network so motorists take preferred traffic routes and avoid unnecessary trips through activity centres, strip shopping areas and beachside areas. |
| Theme 21   | Provide adequate loading zones and off-street loading facilities for freight. |
| Theme 22   | Maintain the local road network to a high standard.                      |

**Changing travel behaviour**

**Objective:** To reduce car-dependency and significantly increase levels of walking, cycling, carpooling and public transport use.

| Theme 23   | Expand Council’s Active Travel initiatives, targeting schools, workplaces and communities. |

Table 5-1 List of Gold Coast City Transport Strategy 2031 themes
6. Integrated transport and land use

Objective:
To support well-designed urban development that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.

Introduction
Transport and land use planning are critical factors influencing where and how people travel. Land use policy has significant implications on the demand for transport, while transport policy often determines the location and distribution of different land uses. An integrated approach to transport and land use planning is essential for achieving our transport vision.

By shaping the pattern of development and influencing the location, scale, design and mix of development, integrated transport and land use planning can help deliver social, economic and environmental sustainability by:

- enhancing business and retail activity to support the local economy
- reducing the need to travel, especially by car
- reducing the length of journeys
- supporting efficient operation of frequent, reliable public transport
- making walking and cycling to local services like shops and schools more enjoyable and safe
- making it easier for people to get to work, shops, and entertainment or sporting venues
- reducing the effects of transport on communities
- providing for the efficient distribution of goods and services to businesses and communities.

Since the 1960s, the approach to transport planning on the Gold Coast has been mainly focused on cars, while sustainable modes such as public transport, cycling and walking were seen as ‘back up’ modes for those who did not drive. This has translated into a preference for suburban developments based on car access.

The Gold Coast City Transport Plan 1998 and subsequent planning scheme put in place themes to reverse this trend and move towards a more compact and diverse urban form that supported transport choice. The Gold Coast City Transport Strategy 2031 complements the planning scheme, confirming policies and actions that will deliver integrated, compact and connected communities on the Gold Coast.

Current situation – a snapshot
Urban settlement pattern of the Gold Coast today
In coastal centres, the compact and mixed-use urban form provides a concentration of activities that support public transport use and are attractive for walking and cycling. The lower-density canal estates and suburban developments are more car-dependent. The canal and river systems limit east-west connectivity while the network of arterial roads divides many communities.

Priority transport and land use precincts
Based on analysis undertaken for the Gold Coast City Transport Strategy 2031, two areas of the city will be the focus of a broad mix of multi-modal transport initiatives and supporting land use actions. These are:

- coastal transit precinct
  The vision is for the coastal strip between Southport and Coolangatta to be easy to travel around by public transport, walking and cycling, with a strong focus on light rail and bus. Walking will be given the highest priority in activity centres along the coastal transit precinct. Parking policies will be tailored to reflect local conditions and the needs and aspirations of the community in each centre. Waterway barriers will be examined to identify opportunities for green bridges. There will be limited expansion of road capacity along the coastal strip, but support for road upgrades inland, for example along Southport-Burleigh Road, which will provide viable alternative routes for cars. This package of initiatives will reduce the dominance of the car in this precinct and will facilitate the transformation of land use, activity and amenity in this world-famous stretch of coastline.

- activity centres
  Council will develop local area transport plans for the city’s principal, major and specialist activity centres. This will coordinate public and private investments in walking, cycling, public transport, road networks and parking. A package of integrated initiatives will help create high-quality places that support economic development, social interaction and more sustainable travel.

The complex interaction of multi-modal transport initiatives and land development in these areas requires particular attention. The coastal transit precinct and the local area transport plans for activity centres will provide the mechanisms to ensure that transport and land development activities are fully integrated.
Achievements

Land use integration with Gold Coast light rail project
Council has been working closely with the Queensland Government and the private sector to promote transit-oriented development in appropriate locations around the city. One example is the development activity along the 13-kilometre stage one of the Gold Coast light rail route from the new University Hospital at Southport Parklands through to Broadbeach. Activities undertaken to support the light rail include:
- the creation of the Surfers Paradise Boulevard, a major traffic scheme that removed a six-lane couplet of two one-way streets, giving rise to significant urban regeneration throughout Surfers Paradise. This work was undertaken by Council over a decade ago in anticipation of a future light rail system.
- support for the management of the Gold Coast Highway as a boulevard for the entire length of the highway from Smith Street at Southport to Hooker Boulevard at Broadbeach. This section has been 'de-mained', or changed from a state-controlled road to a Council road with a lowered traffic speed to 60 kilometres per hour (and lower through Surfers Paradise).
- the development of the Gold Coast Health and Knowledge Precinct, including a major university hospital, around an underground light rail station for stage one of the Gold Coast light rail project.
- the selection of station locations for the first light rail stage based on their existing and future 'city-building' potential. This means stations are located right in the heart of centres, rather than on the edge, to contribute to the quality of the local area and the passenger experience.

The Gold Coast Rapid Transit Corridor Study 2011 provided recommendations for future directions for the approximately 2000 hectares of Gold Coast City surrounding the first light rail stage. The study will inform the planning scheme to meet the future needs of the community and provide better buildings, better streets and better places.

Challenges

- The lack of a dominant central business district, which means Gold Coast trips (particularly commuter trips) are spread across multiple locations. While this city structure helps balance transport trips across the entire network, it makes providing high-quality public transport and prioritisation of investment across multiple centres challenging.
- Almost two-thirds of all new housing in the city in the next 20 years will need to be infill development. This means that many centres will need to accommodate increased density.
- Developing land in the right areas so that high trip-generating activities are located close to high-quality transport stations.
- A need to better tailor car parking solutions to specific areas to minimise negative effects on local traffic, ensuring the highest and best use of valuable land in the centre and achieving better affordability of housing and business premises.
- Strong community demand for affordable housing, which has tended to be provided outside of areas well-serviced by public transport, perpetuating the growth of car traffic.
- The effectiveness of existing transport infrastructure is adversely impacted by the development of certain land uses (such as retail shops, commercial offices and some community facilities) in locations outside recognised activity centres.
- Encroachment of housing on freight routes and industry areas, and pressures to allow non-industrial development that generates high volumes of car traffic in industrial areas.
- The lack of pathways, kerb ramps and infrastructure around the catchment areas of public transport stops and stations.
- Meeting the needs of an ageing population and high rates of disability.

Opportunities

In contrast to the growth management strategies of the past decades, the Gold Coast is expected to accommodate much of its future population by consolidating urban centres according to transit-oriented development principles. This direction poses a significant opportunity to change the current travel behaviour of Gold Coast residents from principally relying on cars, to utilising a balanced mix of cars, public and active transport options.

Other opportunities include:
- improving urban design in major activity centres and along high-frequency public transport corridors to create productive and liveable spaces that are economically vibrant, accessible, comfortable and safe, and connected by frequent and reliable public transport.
- building on the potential for new economic activity provided by high-frequency public transport corridors, including light rail, bus and heavy rail.
- enhancing connections to the wider public transport network and improving enjoyment and convenience of walking and cycling for local trips.
- creating diverse centres offering a range of services and activities.
- encouraging a greater spread of peak transport demand, as a multi-centred city means not everyone is trying to access the one central business district.
- increasing development and redevelopment capacity in the coastal areas.
- improving pathways, kerb ramps and streetscapes to help underpin transit-oriented development principles.
- promoting the inclusion of more affordable housing outcomes in areas well serviced by high-quality public transport.

What is transit-oriented development?

- An approach to transport and land use planning that supports high-quality, high-density and sustainable urban communities focused around public transport stations.
- Incorporates a mix of residential, commercial and retail uses, including affordable housing, shops, offices and other facilities, within a comfortable, safe and accessible 10-minute walk of established or planned rail, light rail and bus stations.
- Parking policies and prices are set to support the highest and best use of land.
- A concept that has significantly informed transport, land use and social planning, local economic development and urban design in many cities in Australia and internationally in the past two decades.

Leveraging the benefits of our high-frequency public transport network

The Gold Coast’s future transport network has a strong focus on light rail and rapid bus corridors, with land use modifications recommended to support the system. Changes to land use would include:
- supporting a more diverse mix of residential housing near public transport stations.
- supporting a more intense mix of commercial and residential development near public transport stations.
- providing planning mechanisms to prioritise development densities closer to transport stations.
- supporting the intensification of centres on Nerang-Broadbeach Road and Nerang-Southport Road to capture the benefits of bus lanes in these corridors.

CASE STUDY: LAS RAMBLAS, BARCELONA

Las Ramblas is the best-known street in the centre of Barcelona, Spain. This 1.2-kilometre long, wide, tree-lined boulevard is a major shopping centre and is known for the quality of its street performers, with large crowds gathering to listen to musicians in the evenings. The atmosphere of the street has been achieved by pedestrianising the median. Traffic is restricted to narrow lanes with parking bays to service the buildings and businesses that line the street.

This is an excellent example of quality planning and urban design bringing about tangible economic and social benefits. By giving priority to pedestrians – but still accommodating limited vehicular access to service businesses – Las Ramblas becomes a people-focused boulevard that attracts people to shop, dine, meet friends and interact with their community. Along Las Ramblas, local businesses benefit because more customers are able to fit into the urban space as cars and traffic are greatly reduced.
Themes and actions – integrated transport and land use

Theme 1: Develop new communities around sustainable transport

Theme 1 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Continue to apply the principles of compact urban settlement as per the South East Queensland Regional Plan 2009-2031.</td>
<td>Council</td>
<td>Ongoing</td>
</tr>
<tr>
<td>1.2 Ensure that any new broadacre communities are fully consistent with the government guidelines aimed at promoting sustainable transport practices and eliminating car-dependent urban sprawl.</td>
<td>Council</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

Theme 2: Encourage the development of strong centres

Theme 2 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Adopt planning provisions for activity centres that encourage the development of strong centres, with uses that support public transport confined to agreed activity centres.</td>
<td>Council</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2.2 Develop local area transport plans for the city’s principal, major and specialist activity centres, and the coastal transit precinct, to coordinate public and private investments in walking, cycling, public transport, road networks and parking.</td>
<td>Council</td>
<td>2014-26</td>
</tr>
</tbody>
</table>

Theme 3: Prioritise future urban development as ‘transit-oriented development’ in centres and along public transport corridors

Theme 3 actions:

- Develop new communities around sustainable transport.
- Prioritise future urban development as ‘transit-oriented development’ in centres and along public transport corridors.
- Encourage the development of strong centres.

CASE STUDY: COOMERA
Coomera is one major area on the Gold Coast that has been earmarked for significant broadacre development. Council’s planning scheme earmarks Coomera as a principal activity centre that maximises diverse employment opportunities in proximity to the Coomera rail station.

Opportunities
- As it is largely undeveloped, Coomera provides an opportunity to develop an integrated centre that promotes public and active transport use at all times of the day.
- The location of the Coomera rail station at the heart of the future centre will enable people to travel to the centre via public transport.
- It also presents an opportunity for integrating existing development within an upgraded bus/rail interchange facility, which is expected in the long-term.

Challenges
- The centre will require significant infrastructure due to its current low level of development.
- Timing for the development of Coomera remains subject to market readiness.
- Willingness of the market to deliver development that is in accordance with the intent of the Coomera Town Centre Structure Plan (that is, a traditional city centre comprising multi-storey mixed-use development) in the short-term. Traditional development patterns suggest that new development areas are more likely to evolve. As such, this could have significant implications for the provision of high-quality public transport services in the northern part of the city in the short-term.

Theme 1: Develop new communities around sustainable transport

Limit urban sprawl
Urban sprawl limits opportunities to create productive and economically vibrant communities connected by frequent and reliable public transport services. National and international practices show that containing or limiting urban expansion is the most effective way to achieve an urban form that supports public transport use. In practical terms for the Gold Coast, this means that broadacre urban development should be limited to planned areas such as Coomera and should not encroach into other greenfield areas.

Develop new communities around sustainable transport

The Queensland Government’s Next Generation Planning Handbook provides a clear basis for developing new urban communities, such as Coomera, that support the public transport network and are more attractive for active transport users. Key features will include:
- design of communities around key transport stations or along public and active transport network corridors
- a mix of land development along public transport network corridors
- strong town centres focused on the regional heavy rail service and incorporating public transport stations
- development that facilitates ‘affordable living’, with access to transport options, employment, services and education
- a local arterial network connecting communities to avoid reliance on the Pacific Motorway
- a network of inter-connected active transport paths and on-road bikeways.

The achievement of these sustainable transport outcomes is dependent on:
- development of road networks that prioritise public and active transport
- the timely provision of public transport services from the commencement of development
- progressively building the urban form to maximise public transport services.

Theme 2: Encourage the development of strong centres

Council has had an activity centres strategy in place since 1998. Maintaining a centres strategy:
- enables better coordination of public transport investment with higher-density development
- helps prevent inappropriate development outside of designated activity centres
- ensures land use reliant on car-based access is developed outside of activity centres.

Connecting SEQ 2031 identifies the relative level of public transport required for employment and activity centres in the urban areas of South East Queensland. It also defines a connected network of centres that will enable people to access work, education and other everyday destinations by public transport from elsewhere in the region.

These key centres will be linked by high-frequency public transport services, such as bus, light rail or heavy rail, operating at least every 15 minutes (6am to 9pm) every day. The combination of multi-modal public transport services will ensure services are available at closer to five minute frequencies, meaning passengers will not need to consult a timetable. New public transport stations should be located to service town centres (rather than at the edges of centres) to improve passenger transport experiences.

The centres network is used to guide:
- development where the public transport service will be best, and in the right density. This includes the optimum location of offices, retail, education, medical and high-density residential areas which can generate significant public transport demand
- parking policy, including parking management initiatives, such as reducing the growth of permanent off-street parking in areas well serviced by public transport
- transport infrastructure investment priorities with transport stations within centres being the first consideration for upgrades, active transport links and end-of-trip facilities
- local area transport plans in key centres to coordinate public and private investments in public and active transport, road networks and parking.

Theme 3: Prioritise future urban development as ‘transit-oriented development’ in centres and along public transport corridors

Encouraging transit-oriented development
As the number of people living, working and socialising in one area increases, the need to establish an integrated transport network with more travel choices also increases.

As identified in Connecting SEQ 2031, the priority transport corridor for the Gold Coast is located along stage one of the Gold Coast light rail route from the Health and Knowledge Precinct to Broadbeach. This corridor, together with planned future light rail and rapid bus corridors, should be the focus of urban infill development and redevelopment.

Council will undertake corridor planning studies for the Gold Coast’s identified high-frequency public transport corridors. These studies will produce a proactive framework for guiding and managing growth within these corridors. Similar to the Gold Coast Rapid Transit Corridor Study 2011, these studies should examine the following:
- placemaking
- economics and land use
- streets and public spaces
- building form
- corridor access and mobility, including public and active transport
- implementation recommendations.

Benefits of a more compact and diverse urban form
Mixed-use development has a significant effect on the performance of a city’s transport network as it enables people to reduce the length and number of trips they must take each day.

This type of development also contributes to creating a vibrant economy, fostering social cohesion and reducing the need for large-scale expansion of roads and parking areas.
3.2 Zone land within activity centres and along high-frequency public transport corridors, including:
- Gold Coast Health and Knowledge Precinct to Parkwood
- Gold Coast Health and Knowledge Precinct to Biggera Waters
- Nerang to Broadbeach
- Nerang to Surfers Paradise
- Nerang to Southport
- Gold Coast Health and Knowledge Precinct to Parkwood and Gold Coast Health and Knowledge Precinct to Biggera Waters
- Broadbeach to Coolangatta
- Nerang to Southport
- Nerang to Surfers Paradise
- Nerang to Broadbeach
- Nobby Beach to Robina
- along rapid bus routes in Upper Coomera
- Coomera

4.1 Identify future strategic freight routes in the planning scheme and protect adjoining land use at strategic access points for land zoned for industry.
### Integrated land use and transport actions for Council

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Lead area</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Continue to apply the principles of compact urban settlement as per the South East Queensland Regional Plan 2009-2031.</td>
<td>Strategic Environmental Planning and Policy</td>
<td>Ongoing</td>
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<tr>
<td>1.2</td>
<td>Ensure that any new broadhectare communities are fully consistent with the government guidelines aimed at promoting sustainable transport practices and eliminating car-dependent urban sprawl.</td>
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<td>2.1</td>
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<td>2.2</td>
<td>Develop local area transport plans for the city's principal, major and specialist activity centres and the coastal transit precinct to coordinate public and private investments in walking, cycling, public transport, road networks and parking.</td>
<td>City Transport</td>
<td>2014-26</td>
</tr>
<tr>
<td>3.1</td>
<td>Undertake corridor planning studies for each high-frequency public transport corridor, including:</td>
<td>Strategic Environmental Planning and Policy/City Transport</td>
<td>2014</td>
</tr>
<tr>
<td></td>
<td>• Gold Coast Health and Knowledge Precinct to Parkwood</td>
<td>2014</td>
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<td></td>
<td>• Gold Coast Health and Knowledge Precinct to Biggera Waters</td>
<td>2014</td>
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<td></td>
<td>• Broadbeach to Coolangatta</td>
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<td></td>
<td>• Nerang to Southport</td>
<td>2016</td>
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<td></td>
<td>• Nerang to Surfers Paradise</td>
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<td>• Nerang to Broadbeach</td>
<td>2018</td>
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<td></td>
<td>• Nobbys Beach to Robina</td>
<td>2018</td>
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<tr>
<td></td>
<td>• along rapid bus routes in Upper Coomera and Coomera.</td>
<td>2020</td>
<td></td>
</tr>
<tr>
<td>3.2</td>
<td>Zone land within activity centres and along high-frequency public transport corridors to support transit-oriented development, facilitating more intense and diverse development, where appropriate.</td>
<td>Strategic Environmental Planning and Policy</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.1</td>
<td>Identify future strategic freight routes in the planning scheme and protect adjoining land use at strategic access points for land zoned for industry.</td>
<td>City Transport/Strategic Environmental Planning and Policy</td>
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</table>
7. Car parking

Objective:
To manage car parking in a way that supports the economic vitality of the city and boosts sustainable transport use.

Introduction
Car parking policies strongly influence the way cities function and evolve. They affect land use structure, amenity of local streets, public and active transport use, levels of traffic congestion and car-dependence.

Council is responsible for regulating parking on the Gold Coast and is currently reviewing its policy with a view to developing a more strategic approach to parking management and pricing. This new approach is likely to include the use of new technology so that car users have choices and these choices are balanced with city-wide transport objectives.

Over the past 50 years, the number of car parks on the Gold Coast has significantly increased. The Gold Coast City Transport Strategy 2031 recognises that this is not a sustainable long-term approach and calls for a new policy framework to deliver a balanced parking strategy that is economically, socially and environmentally sustainable.

The management of parking is a sensitive issue, particularly for businesses that rely on customer access. A new whole-of-city parking strategy will acknowledge the role that car use plays in the economic sustainability of many of the Gold Coast’s small businesses and activity centres. Council will consult with the community and local businesses before considering any significant changes to parking on the Gold Coast.

Our approach to parking is critical to achieving our overall transport vision. A strategic parking policy that works with local improvement projects is essential for realising the great potential of our centres as attractive and accessible places that invite people to live, work and play.

Current situation – a snapshot

On-street parking
On-street parking is available throughout the city, servicing activity centres, industrial areas and residential areas. Typically, on-street parking is available free-of-cost or at low-cost in centres like Surfers Paradise, Broadbeach, Southport, Burleigh Heads and Bundall. In most cases, it is located near main trip generators, which substantially increases the competition for car parking spaces. The supply of on-street parking in the city generally exceeds demand, except in major centres such as Southport, Surfers Paradise and BroadBeach.

Council has the capability to regulate on-street parking on both state and Council-controlled roads. Regulation can include measures, such as:
- no limit except as signed control such as kerb allocation, parking spaces, loading zones, clearways and bus stops
- time regulated or limited time parking, for example imposing two-hour limits in major centres to ration use of the spaces and ensure they turn over regularly and are available for shoppers and business access, rather than commuters
- paid or metered parking in areas of high demand, which levies a time-based fee to use the parking space and manage its use.
In the urbanised areas of the Gold Coast, there is strong competition for road space between all users. The supply of on-street parking on main streets and roads may be expected to progressively reduce as the light rail network, combined with more bus stops, clearways, bike lanes and bus lanes, is developed.

In the past, Council has worked closely with the business community to review on-street parking with a view to achieving better use of the limited space available. In some cases, local businesses have relinquished some on-street parking to provide wider footpaths and to provide places that attract and hold people and generate local business. This has occurred in Southport, Surfers Paradise, Broadbeach, Burleigh and other centres across the city, with considerable success.

Council is currently looking at new ways of pricing parking using new technology that sets prices according to demand at times of the day or days of the week. The experiences of other cities have been promising and where prices have increased, the extra revenue has gone back into local services and centre improvements.

### Off-street parking

#### Off-street parking includes:
- public off-street parking, such as multi-storey car parks, that may either be free or charge a time-based fee
- private off-street parking supplied for workers, residents and customers as part of building development

#### Public off-street car parks

Council controls a large number of paid and free public off-street parking areas throughout the city. Similar to on-street parking, off-street parking supply generally exceeds demand. However, continued population growth, coupled with high car-dependency, is leading to some of these facilities reaching their capacity during peak periods. In almost all cases, the cost of parking is unlikely to offset the true cost of supplying it, even where some form of charge is applied. The benefit provided by the car park would usually be expected to accrue to the business patronised, even though that business may not actually have provided the parking space.

Council also indirectly controls the supply of public off-street car parking through its ownership of some public car-parking developments. These car parks might be seen as long-term ‘land banks’ for the city. The supply of these sites is expected to reduce as better uses of these sites becomes necessary.

A key policy challenge is the growth of the commercial off-street parking environment. The extent to which the growth will be influenced by the pricing of parking by Council. While car parking is subsidised by Council, it is unlikely that new parking will be provided by the private car parking sector.

#### Private off-street car parks

There are a number of paid and free privately-owned off-street public car parks on the Gold Coast. These are usually associated with shopping centres and entertainment facilities. Some have schemes in place that allow customers to park for a certain time period without charge or at a discounted rate, while commuters are charged a higher rate.

Council regulates the supply of privately-owned off-street car parking through its planning scheme, either:
- setting maximum car parking it specifies as a minimum for new developments, or
- approving the construction of dedicated parking facilities.

The specification of required parking for new developments is the most valuable source of new car parking on the Gold Coast. Consistent with most planning schemes in Australia, the Gold Coast requires a minimum number of car parks to be provided with all new developments. However, larger cities and busy centres with good access by public transport are moving away from setting minimum rates for car parking and setting maximum rates to significantly reduce building costs while improving the viability of public transport. Brisbane City Council introduced a capped parking supply regime in 1986. As a result, an estimated 70 per cent of all peak hour commuter trips to the CBD are being made by public transport.

Off-street parking in residential or commercial buildings forms a significant component of the building cost. However, these costs tend to be hidden in the overall costs of property. The trend in many cities is to unbundled the parking component so that the true parking costs are clear and people are able to make informed decisions about what they are paying for. In fact, demand for units without car spaces is growing in other cities with good public transport access.

#### Regulating parking

Regulated parking:

- Regulated parking can cover both on-street parking and publically-owned off-street parking. The need for regulated parking comes from traders wishing to ensure turnover of spaces and local residents who want to protect the amenity of their street. Council is often asked to consider new areas for regulated parking. However, a condition in one area will affect an adjoining area and such judgements must be made carefully and with a view to the wider consequences.

Regulated parking:

- Regulated parking requires enforcement and monitoring and the trend is for more areas in the city to become regulated. For Council, this means that additional enforcement resources will be needed. New technology is improving the efficiency of monitoring and regulation. This technology can also provide drivers with improved information so that they can be better informed about where and when they can park without penalty.

#### New parking innovations

Potential policy innovations could include:
- setting maximum car-parking rates in new developments, rather than minimum rates. This allows developers to determine how much parking they want to provide and avoids an unnecessary cost burden on new development
- providing for flexible car park structures. Design should be able to accommodate other uses over the longer term, such as office space
- implementing congestion pricing tools where parking exceeds a certain level and negatively affects local traffic conditions. This could include levies on extra parking spaces in the centre
- unbundling parking from development so it can be priced and traded separately. This contributes to price transparency.

### Challenges

#### Targeting parking policies on a precinct-by-precinct basis

Pricing policy decisions must be adapted for the different needs of each centre. Any parking policy changes must ensure that parking supply, type and regulation are appropriate and equitable to that local area.

While the growth of car parks will increasingly be limited in regional and maturing centres, the parking strategies must allow centres to continue to grow, by not making them too difficult or expensive to visit. In addition, accessible car parks and set down areas in on-street and off-street locations need to be maintained for people with various forms of disabilities, injuries, older people and people with prams.

#### Potential policy innovations could include:
- supporting transport choices including walking and cycling for local trips
- providing for safer local traffic conditions with less circulating traffic
- providing for affordable housing and business choice as the cost of parking is minimised
- encouraging long-stay parking to move to off-street areas
- supporting the higher-level transport objectives for the city that will improve accessibility and mobility for all.

### Themes and actions – car parking

#### Theme 3: Manage the supply and location of parking within centres

- Reducing parking in public transport precincts
- Investment in public transport infrastructure, such as light rail, can change the way people choose to get around. Centres such as Southport, Surfers Paradise and Broadbeach will be transformed from car-dependent centres to public transport-oriented centres. This will revolutionise how the public perceives public transport and provide a real transport choice. In activity centres, parking policy must be well-managed to embrace the transition and encourage travel behaviour change.

- Introducing regulated parking in car-based activity centres
- Many activity centres on the Gold Coast will continue to be primarily car-based centres, where efficient car parking is essential to the local economy. The general implementation of regulated parking (and possible parking) in these areas may be adapted to balance visitor parking and long-stay staff parking needs. Areas closest to high-demand activities, including public transport stations and essential services, must be prioritised for conversion to short-stay parking. The remaining long-stay parking needs to be located towards the outer boundary of the activity centre.

- Local area parking plans will be developed collaboratively with local centres to provide for specific parking needs. Under this process, communities will be asked to consider how they want their centre to evolve. New parking ideas and technology will be used to provide new opportunities for local centre improvements that give more reasons for people to visit.

#### Theme 4: Improve parking efficiency through new technology

- CASE STUDY: PARKING BENEFIT DISTRICTS
  - The ideas of Donald Shoup have challenged the way that we think about parking. Professor Shoup’s ideas have been used in many cities in the United States and increasingly in Australia. An example can be found in Old Pasadena, with its ‘parking benefit district’, where business owners agreed to price on-street parking in their downtown area in return for certain benefits.

  - The primary objective was to make parking more available for customers rather than longer-term users. To achieve this, parking meters were installed and prices calibrated so that more parking was available in the centre and traffic circulating streets in search of parking was minimised. This required changes to parking pricing, from a flat all day hourly rate to a charge that reflected the changing level of demand for parking in different places and at different times of the day.

  - The ‘parking benefit district’ exists by agreement and partnership between the City and the Old Pasadena Business Improvement District. All parking revenues are reinvested back into the area for street improvements like new street furniture, trees, lighting features and cleaning and maintenance.

  - The success of this project has led to other city centres initiating similar schemes. The experience is increasingly being reflected in Australian centres (including Brisbane, Melbourne and the Sunshine Coast) to improve parking management and the overall amenity of centres.

#### Theme 5: Manage the supply and location of parking between centres

- Improving our centres
  - A strong parking policy that is part of a wider transport strategy can encourage greater public and active transport use, improve awareness of the true cost of parking, and reflect local needs and aspirations. Parking policy changes can significantly improve the way centres function and increase the use of sustainable transport by:
    - enhancing local economic development (by increasing parking availability where businesses rely on ‘drop-in’ visits)
    - creating more attractive streets and public spaces
    - using new parking revenue for local centre improvements

- Opportunities
  - Supporting transport choices including walking and cycling for local trips
  - Providing for safer local traffic conditions with less circulating traffic
  - Providing for affordable housing and business choice as the cost of parking is minimised
  - Encouraging long-stay parking to move to off-street areas
  - Supporting the higher-level transport objectives for the city that will improve accessibility and mobility for all.
Local area parking plans

Changes to parking policy will produce different outcomes in different centres. Council proposes to trial the development of local area parking plans in selected centres throughout the city. This targeted approach will ensure local communities have a say in how parking will operate in their centre and provide opportunities to investigate new technology and ideas used by other centres. For example, a ‘parking benefit district’ may provide a solution in one centre, but may be inappropriate for another where increases in parking rates at particular times discourage people from stopping and shopping. Where parking fees increase as a result of this policy, the extra revenue can be put towards local centre improvement projects, and to public and active transport infrastructure.

Theme 5 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>5.1 Develop a whole-of-city parking plan consistent with local area parking strategies.</td>
<td>Council</td>
<td>2013</td>
</tr>
<tr>
<td>5.2 Develop local area parking plans in selected centres to explore local parking supply and management options.</td>
<td>Council</td>
<td>2013-16</td>
</tr>
<tr>
<td>5.3 Review the price of parking in public transport precincts and tie any new parking revenues to local centre improvements.</td>
<td>Council</td>
<td>2013</td>
</tr>
<tr>
<td>5.4 Review evaluation and trial of parking initiatives in activity centres on weekends.</td>
<td>Council</td>
<td>2013</td>
</tr>
<tr>
<td>5.5 Monitor parking effects on residential fringe areas around activity centres and public transport stations.</td>
<td>Council</td>
<td>2013</td>
</tr>
<tr>
<td>5.6 Review parking rates for new development in the coastal transit precinct to reflect local parking needs.</td>
<td>Council</td>
<td>2013</td>
</tr>
<tr>
<td>5.7 Explore unbundling of parking from new development in the coastal transit precinct so that the price of parking is transparent and people have a choice to buy, or not to buy.</td>
<td>Council</td>
<td>2013</td>
</tr>
<tr>
<td>5.8 Review motorcycle parking throughout the city to ensure an appropriate number of spaces are provided for motorcycles and scooters.</td>
<td>Council</td>
<td>2014</td>
</tr>
<tr>
<td>5.9 Investigate integration of coach parking with local public transport.</td>
<td>Council</td>
<td>2012-13</td>
</tr>
</tbody>
</table>

Theme 6: Improve parking efficiency through new technology

Using new technology to manage parking can significantly improve the efficiency of parking in centres. The new tools include smart phone applications for sharing real-time parking information, automatic vehicle recognition and dynamic guidance in a parking structure, parking overstay detection systems and wireless parking sensors for vehicle detection. These technologies can benefit drivers by making it easy for motorists to find available car parks. They can also benefit car-parking regulators by providing more frequent and better data on car park usage to inform the nature of regulation and appropriate pricing in centres.

New technology is a key element in smarter and better informed parking policies that are responsive, ensuring that the city has the right parking policies to meet the needs of the community.

Theme 6 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
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</thead>
<tbody>
<tr>
<td>6.1 Undertake a study into new parking monitoring and enforcement technology, with recommendations for future implementation on the Gold Coast.</td>
<td>Council</td>
<td>2012-13</td>
</tr>
<tr>
<td>6.2 Apply new technology on a trial basis in conjunction with local area parking strategies and performance-based parking policies that charge according to demand.</td>
<td>Council</td>
<td>2014-16</td>
</tr>
</tbody>
</table>

What can we do to make transport more sustainable?

We need our future transport system to conserve resources, remain economically competitive and still allow people the freedom they are used to. Car sharing is one way we can make our transport system more sustainable.

Manfred Neustifter, Miami
Signature projects – parking

Signature Project 1: Develop a city-wide parking plan
Council will develop a city-wide parking plan, addressing park-and-ride, on-street parking, off-street parking, parking supply in developments and pricing. A key principle of the plan will be to return the revenue raised from parking into centre improvement schemes and better public transport services.

Signature Project 2: Develop local parking plans for individual areas
Council recognises that the management of parking is a complex and sensitive issue, particularly for businesses. We will consult extensively with the community and local businesses to tailor parking policies to the needs of local areas. To achieve this, we will develop local area parking plans for individual centres throughout the city.

Signature Project 3: Trial new parking technology
Council will trial new parking technology in conjunction with local parking plans. The new tools include smart phone applications for sharing real-time parking information, automatic vehicle recognition and guidance in car parks, parking overlay detection systems and wireless parking sensors for vehicle detection.

This technology can benefit drivers by making it easier to find available car parks. They can also benefit car parking regulators by providing more frequent and better data on car park usage to inform the nature of regulation and appropriate pricing in centres.

Signature Project 4: Review parking rates along the coastal strip
As light rail is introduced, centres such as Southport, Surfers Paradise and Broadbeach will be transformed from car-dependent centres to public transport-oriented centres. This will revolutionise how the public perceives public transport and provide a real transport choice. In activity centres, parking policy must be well-managed to embrace the transition and encourage travel behaviour change. Council will review parking rates for new development along the coastal strip to reflect local parking needs. Revenue raised from parking meters will be used to improve local centres and public transport services.

Signature Project 5: Build new park-and-rides
Council will work closely with the State Government to encourage new and expanded park-and-ride sites on the Gold Coast. Park-and-rides provide access to the public transport network for people living in low density or hinterland areas not supported by well-connected or frequent public transport services. Council will work with the State Government to ensure any new park-and-rides required for the 2018 Commonwealth Games are located to provide ongoing benefits for the city.

Car parking actions for Council

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Lead area</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Develop a whole-of-city parking plan consistent with local area parking strategies.</td>
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<td>2013</td>
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<td>5.3</td>
<td>Review the price of parking in public transport precincts and tie any new parking revenues to local centre improvements.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>5.4</td>
<td>Review evaluation and trial of parking initiatives in activity centres on weekends.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>5.5</td>
<td>Monitor parking effects on residential fringe areas around activity centres and public transport stations.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>5.6</td>
<td>Review parking rates for new development in the coastal transit precinct to reflect local parking needs.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>5.7</td>
<td>Explore unbundling of parking from new development in the coastal transit precinct so that the price of parking is transparent and people have a choice to buy, or not to buy.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>5.8</td>
<td>Review motorcycle parking throughout the city to ensure an appropriate number of spaces is provided for motorcycles and scooters.</td>
<td>City Transport</td>
<td>2014</td>
</tr>
<tr>
<td>5.9</td>
<td>Investigate integration of coach parking with local public transport.</td>
<td>City Parking</td>
<td>2012-13</td>
</tr>
<tr>
<td>6.1</td>
<td>Undertake a study into new parking monitoring and enforcement technologies, with recommendations for future implementation on the Gold Coast.</td>
<td>City Parking</td>
<td>2012-13</td>
</tr>
<tr>
<td>6.2</td>
<td>Apply new technology on a trial basis in conjunction with local area parking strategies and performance-based parking policies that charge according to demand.</td>
<td>City Parking</td>
<td>2014-16</td>
</tr>
</tbody>
</table>
8. Public transport network

Objective:

To improve the quality of the public transport system so it provides an attractive alternative to the car.

Introduction

Building a strong public transport network is a key part of Council’s plan to manage the city’s continuing population growth. A frequent, reliable and affordable public transport system will serve the city by protecting its air quality, helping maintain the health and quality of life of its residents, and ensuring a competitive advantage for the city as a tourist destination.

Current situation – a snapshot

Rail and bus services

The Gold Coast public transport network forms part of the broader regional public transport network. Currently, the Gold Coast’s public transport network comprises of a rail service connecting the city to the north, a comprehensive bus network serving urban areas, and flexible bus services to areas where scheduled bus services are not economically viable.

In the 2010-11 financial year there were 17.14 million bus trips and in excess of 3.6 million trips by rail.

The Gold Coast is served by six rail stations, which form part of the Beenleigh-Gold Coast line and link the Gold Coast to Brisbane. There are 39 services per day from Brisbane to the Gold Coast (Monday to Friday) and 39 services per day from the Gold Coast, with the majority of services connecting directly to the Brisbane International and Domestic Airport.

Flexible transport and Council Cabs

Gold Coast City Council funds and supports the Community Transport program which includes the Council Cab service, Cancer Patient Transport services and trial services at Pacific Pines and Bonogin. Community Transport initiatives may also offer grants to foster innovation, provision of information and provision of transport services to groups with special needs.

The Council Cab service assists older people and those with a disability to travel to their local shopping centre at a cost of $2 each way. Council Cabs are an initiative of Gold Coast City Council with the support of Gold Coast Cabs and Volunteering Gold Coast.

Taxis

The public transport network is also supported by the 352-strong taxi fleet which provides commercial passenger transport services across the Gold Coast. Taxis are operated privately by Gold Coast Cabs and Yellow Cabs with 29 per cent of the fleet being hybrid vehicles.

Council’s role in delivering public transport

The State Government bears overall responsibility for the development, expansion and upgrade of public transport services and infrastructure throughout the city. Council contributed $6.9 million for bus services in the 2010-11 financial year and $447,500 towards bus stops. The Queensland Government has the major responsibility for public transport planning and provision. Council continues to improve public transport services to better meet community needs and reduce traffic on the city’s road network. In addition to the $70 million provided by the State Government for public transport on the Gold Coast, Council in 2010-11:

- subsidised bus services, providing $6.9 million for TMR to operate Surfside buses, with passengers taking over 17 million individual trips during the year
- funded Council Cabs, a door-to-door service for 17,775 seniors and people with disabilities to travel to their local shopping centre for $2 each way
- operated a park-and-ride service at Bundall, providing easy access to the busy Evandale commercial precinct for more than 24,000 passengers
- provided transport services to approximately 6000 oncology patients.

Park-and-ride

Park-and-ride sites provide access to the public transport network for people living in low density or hinterland areas not supported by well-connected or frequent public transport services. By bringing people to consolidated public transport stations, sufficient demand is generated to warrant higher-frequency services.

Park-and-ride facilities are present at all Gold Coast train stations, but there are no formal park-and-ride sites for the local bus system. Some part-time park-and-ride facilities are brought into service for major
Our low public transport mode share is putting increased pressure on challenges.

Since the release of the Gold Coast City Transport Plan 1998, there have been a number of improvements to the public transport network, some of which include:

- commencement of construction of stage one of the Gold Coast light rail from Griffith University, Southport to Broadbeach (scheduled for completion in 2014. Joint Council, Queensland Government and Commonwealth Government project);
- establishment of an integrated ticketing system and introduction of the go card smart card across South East Queensland (Queensland Government);
- duplication of the rail line between Ormeau and Coomera, and between Helensvale and Robina (Queensland Government);
- completion of a planning study examining the extension of the Gold Coast rail line from Robina to Tugun with the extension of the Gold Coast rail line to Varsity Lakes completed in 2009 (Queensland Government);
- branding of all public transport stop signs and passenger information across the Gold Coast as part of the TMR network (Queensland Government);
- improvement to bus services across the city providing in excess of 12,000 weekday services (joint Queensland Government/Council);
- progressive roll-out of bus lanes along priority bus corridors including the Gold Coast Highway (Broadbeach to Miami); Smith Street, Southport; Frank Street, Labrador; and Nerang-Broadbeach Road (Queensland Government);
- development of a dial-a-ride bus service between Pacific Pines, Helensvale Town Centre and Helensvale station (Council);
- implementation of Gold Coast City Council Cab initiative (Council);
- introduction of the NightLink bus services route N21 and N750 and introducing a trial of new Nightlink services between Kingscliff and Coolangatta (route N798) (Council);
- co-funding the new permanent bus services from Tweed Heads to Robina (route 761) (Council);
- co-funding the new permanent bus services from Tweed Heads to the Gold Coast between Helensvale and Beenleigh.

The existing Gold Coast rail line presents an additional opportunity to combine the light rail with rapid bus routes to extend the coverage of the light rail network.

The State Government has limited funding for projects identified over an annual budget, and the network carried 41.3 million passengers in 2011. This is an excellent example of the successful staged delivery of a light rail network in a growing, metropolitan city, with multiple branch lines and higher frequency on the central main line sectors.

CASE STUDY: PORTLAND, OREGON

In 1974, the Portland City Council stopped planning for a freeway and used the rediverted funds to build the downtown transit mall and eastside light rail system. Construction of the 24-kilometre light rail route started in 1982, and the system opened in 1986.

Today, the system is 84.3 kilometres in length with 85 stations. The network carried 41.3 million passengers in 2011. This is an excellent example of the successful staged delivery of a light rail network in a growing, metropolitan city, with multiple branch lines and higher frequency on the central main line sectors.

Figure 23 Light rail in central Portland

Figure 24 Light rail in central Portland
### Themes and actions - public transport

#### Theme 7: Work with the Department of Transport and Main Roads to simplify the bus route network.

By better distinguishing between these bus service types, residents of the Gold Coast’s public transport service structure can be broken down as follows:

<table>
<thead>
<tr>
<th>Service type</th>
<th>Mode</th>
<th>Attributes</th>
<th>Frequency (minutes)</th>
<th>Peak</th>
<th>Off-peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-frequency services</td>
<td>Light rail, heavy rail and bus</td>
<td>• High-frequency services</td>
<td>5-15</td>
<td>10-30</td>
<td></td>
</tr>
<tr>
<td>Local bus services</td>
<td>Bus</td>
<td>• Lower-frequency services with broad coverage across the city</td>
<td>20-30</td>
<td>40-60</td>
<td></td>
</tr>
<tr>
<td>Community transport services</td>
<td>Community bus and Council Cab</td>
<td>Flexible in route or stopping pattern</td>
<td>Flexible</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nightlink bus</td>
<td>Bus, light rail, rail</td>
<td>• Late night transport options</td>
<td>60</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Theme 7 actions:

- **Action**: Renumber local bus routes as described in this strategy.
  **Lead**: TMR 2013-14
- **Action**: Better distinguish between bus routes (including via fleet colour schemes, stop infrastructure and signage, public transport information, network maps and overall service branding).
  **Lead**: TMR 2013-14
- **Action**: Integrate Tweed Shire public transport services with the Gold Coast transport network.
  **Lead**: Transport for New South Wales/TMR 2013-14

#### Table 8-1 Gold Coast public transport service structure

<table>
<thead>
<tr>
<th>Service type</th>
<th>Mode</th>
<th>Attributes</th>
<th>Frequency (minutes)</th>
<th>Peak</th>
<th>Off-peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-frequency services</td>
<td>Light rail, heavy rail and bus</td>
<td>• High-frequency services</td>
<td>5-15</td>
<td>10-30</td>
<td></td>
</tr>
<tr>
<td>Local bus services</td>
<td>Bus</td>
<td>• Lower-frequency services with broad coverage across the city</td>
<td>20-30</td>
<td>40-60</td>
<td></td>
</tr>
<tr>
<td>Community transport services</td>
<td>Community bus and Council Cab</td>
<td>Flexible in route or stopping pattern</td>
<td>Flexible</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nightlink bus</td>
<td>Bus, light rail, rail</td>
<td>• Late night transport options</td>
<td>60</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### For example, all services in the 750 to 759 group will serve the one transfer location or station on a particular sector of the city. The design of bus stops, fleet branding, route numbering and passenger information can all assist with the presentation of these local bus route groups.

It is proposed that local bus routes be grouped to serve a separate quarter of the Gold Coast as follows:

- Assign numbers 710 to 729 to northern quarter local bus routes servicing Yatala, Ormeau, Coomera and Helensvale (currently route numbers 3, 10, 14, 16, 567, 725, 726, 727, 728 and the northern section of route 5).
- Assign numbers 730 to 749 to central quarter local bus routes servicing Nerang, Southport and Broadbeach (currently route numbers 15, 18, 18A, 20, 20A, 21, 737, 738, 748 and the southern section of route 5).
- Assign numbers 750 to 759 to Robina quarter local bus routes servicing Broadbeach, Robina and Burleigh (currently route numbers 4, 751, 752, 753, 754, 755, 758 and 759).
- Assign numbers 760 to 769 to southern quarter local bus routes servicing Burleigh, Elanora and Coolangatta (currently route numbers 762, 763, 764, 766, 767, 768 and 769).

Over time, these local bus routes will be extended and modified to provide coverage of new communities as subdivision occurs, providing new residents with public transport services in the early stages of development and offering an alternative to the need to buy a second car. Assigning both the 710 and 720 route number series to the northern section of route 5 will ensure that enough route numbers are available to add services over time.

As population continues to grow across the border in the Tweed Shire of New South Wales, it will also be important to explore ways to better integrate the Tweed network with the Gold Coast network. This will include focussing the NSW services on a particular station at either Coolangatta or the Gold Coast Airport, with appropriate interstate border arrangements that allow for the use of electronic ticketing systems and do not penalise passengers through flag falls.

Over time, these local bus routes will be extended and modified to provide coverage of new communities as subdivision occurs, providing new residents with public transport services in the early stages of development and offering an alternative to the need to buy a second car. Assigning both the 710 and 720 route number series to the northern section of route 5 will ensure that enough route numbers are available to add services over time.

As population continues to grow across the border in the Tweed Shire of New South Wales, it will also be important to explore ways to better integrate the Tweed network with the Gold Coast network. This will include focussing the NSW services on a particular station at either Coolangatta or the Gold Coast Airport, with appropriate interstate border arrangements that allow for the use of electronic ticketing systems and do not penalise passengers through flagfalls.

Re-numbering of the rapid bus routes is discussed in Policy 8.
Theme 8: Work with the State Government to progressively deliver a city-wide, integrated, high-frequency public transport network, consisting of light rail, heavy rail and rapid bus. The 2031 vision for the Gold Coast is of a public transport network of light rail lines connecting the principal and major activity centres. This network will take time to build over the next two decades, and a strategy to stage the development of the high-frequency public transport network is required.

The current public transport network

There are currently 15 key bus routes on the Gold Coast that provide connections between the major activity centres. These are:

- 700: Southport – Tweed Heads
- 702: Southport – Gold Coast Airport
- 703: Harbour Town – Burleigh Heads
- 706: Paradise Point – Elanora
- 707: Griffith Uni – Southport – Burleigh Heads
- 709: Griffith Uni – Broadbeach
- 715: Helensvale – Southport – Sea World
- 20/20A: Broadbeach – Nerang – Southport
- 740: Nerang – Surfers Paradise
- 745: Nerang – Broadbeach – Surfers Paradise
- 747: Robina – Southport
- 750: Mudgeeraba – Robina – Bond Uni – Broadbeach – Sea World
- 760: Tweed Heads – Broadbeach
- 765: Elanora – Burleigh Heads – Robina

The 2018 public transport network

When the first stage of light rail begins operation in 2014 between the Gold Coast University Hospital and Broadbeach, many bus routes must be modified to avoid duplication of bus and light rail services.

Collectively, the light rail and rapid bus routes will become the Gold Coast high-frequency public transport network. High-frequency transport networks are not delivered by light rail alone. Buses can also form part of a network with the right frequency, high-quality stops and stations, comfortable buses, service differentiation, good-quality passenger information, and bus priority to bypass traffic congestion points. The benefits of the Gold Coast high-frequency public transport network could be shared across Gold Coast City rather than being concentrated in the communities that will directly benefit from the new light rail service.

As many of the existing bus routes follow the alignment of proposed future light rail extensions, the new light rail and rapid bus routes could connect major activity centres from the outset, with bus services progressively replaced by successive extensions of the light rail network.

Re-numbering the network will provide a route numbering system that supports the light rail and bus network and is easy to understand and remember.

The proposed numbering of priority bus routes:

- the 710 and 720 route number series be applied to the local bus network in the northern quarter – 710 (Paradise Point – Robina), 715 (Helensvale – Sea World) and 720 (Gold Coast University Hospital – Helensvale – Upper Coomera – Coomera)
- the 730 and 740 route number series be applied to the local bus network in the central quarter – 735 (Southport – Nerang), 740 (Nerang – Surfers Paradise) and 745 (Nerang – Pacific Fair)
- the 750 route number series be applied to the local bus network in the Robina quarter – 750 (Mudgeeraba – Robina – Bond Uni – Broadbeach – Sea World). There is a case for this service to be truncated at Broadbeach, however, the connectivity to Sea World was considered to be important, so it is proposed that this service run along Surf Parade to avoid duplication of the light rail through Broadbeach and provide the tourist accommodation precincts with same-seat connections to Sea World.
- the 760 route number series already applied to the local bus network in the southern quarter be retained as 760 (Tweed Heads – Broadbeach).
- the priority bus routes south from Broadbeach will be progressively replaced by light rail extensions and should be presented as a package of related Gold Coast Highway routes, converting the rapid bus route numbers to consecutive numbers 700 (Pacific Fair – Tweed Heads), 701 (Pacific Fair – Gold Coast Airport) and 702 (Pacific Fair – Burleigh Heads).

The proposed numbering of priority bus routes:

- The proposed numbering of priority bus routes:
  - the 710 and 720 route number series be applied to the local bus network in the northern quarter – 710 (Paradise Point – Robina), 715 (Helensvale – Sea World) and 720 (Gold Coast University Hospital – Helensvale – Upper Coomera – Coomera)
  - the 730 and 740 route number series be applied to the local bus network in the central quarter – 735 (Southport – Nerang), 740 (Nerang – Surfers Paradise) and 745 (Nerang – Pacific Fair)
  - the 750 route number series be applied to the local bus network in the Robina quarter – 750 (Mudgeeraba – Robina – Bond Uni – Broadbeach – Sea World). There is a case for this service to be truncated at Broadbeach, however, the connectivity to Sea World was considered to be important, so it is proposed that this service run along Surf Parade to avoid duplication of the light rail through Broadbeach and provide the tourist accommodation precincts with same-seat connections to Sea World.
  - the 760 route number series already applied to the local bus network in the southern quarter be retained as 760 (Tweed Heads – Broadbeach).

Table 8-2 Proposed changes to route numbering

<table>
<thead>
<tr>
<th>Existing bus route</th>
<th>Revised rapid bus route (Changes shown in orange)</th>
</tr>
</thead>
<tbody>
<tr>
<td>700: Southport – Tweed Heads</td>
<td>700: Broadbeach North – Tweed Heads</td>
</tr>
<tr>
<td>702: Southport – Gold Coast Airport</td>
<td>Broadbeach North – Gold Coast Airport</td>
</tr>
<tr>
<td>703: Harbour Town – Burleigh Heads</td>
<td>Cancelled</td>
</tr>
<tr>
<td>706: Paradise Point – Elanora</td>
<td>Northern portion of 766 pinned to 747 and renumber to 710: Paradise Point – Robina</td>
</tr>
<tr>
<td>747: Southport – Robina</td>
<td></td>
</tr>
<tr>
<td>707: Griffith Uni – Southport – Burleigh Heads</td>
<td>Renumber to 701: Broadbeach North – Burleigh Heads</td>
</tr>
<tr>
<td>709: Griffith Uni – Broadbeach Pacific Fair</td>
<td>Cancelled. Convert to new 720: Gold Coast University Hospital – Helensvale – Coomera</td>
</tr>
<tr>
<td>20/20A: Broadbeach Pacific Fair – Nerang – Southport</td>
<td>Split 20/20A: Create 735 from Southport – Nerang sector Re-invest Broadbeach – Nerang sector into revised 745</td>
</tr>
<tr>
<td>740: Nerang – Surfers Paradise</td>
<td>740: Nerang – Surfers Paradise</td>
</tr>
<tr>
<td>760: Tweed Heads – Broadbeach Pacific Fair</td>
<td>760: Tweed Heads – Broadbeach Pacific Fair</td>
</tr>
</tbody>
</table>
Gold Coast City Transport Strategy 2031: Technical Report

By 2031, this transport strategy proposes that:

- A light rail branch line is extended west from Parklands to a new park-and-ride rail station at Parkwood, and a second branch line is extended north from Parklands to Biggara Waters, with provision made for a future extension north of Biggara Waters (a branch line is a secondary line that branches off the main line).
- The light rail main line is extended south to the airport.
- A light rail branch line is extended west from Nobby Beach to Robina.
- Light rail branch lines are introduced between Surfers Paradise and Bundall, as well as between Main Beach and The Spit.
- The heavy rail line is extended to Elanora.
- An all-stops suburban rail service is introduced between Beenleigh and Elanora to support the Brisbane to Gold Coast regional rail service.

The objectives of this 2031 public transport network are:

- To connect to the rail system at Parkwood and Robina so that the northern and western suburbs of the Gold Coast, and the Brisbane commuter and tourist markets, have a connected public transport system that offers a viable alternative to driving and reduces demand on the Pacific Motorway.
- To replace multiple rapid bus routes with light rail on the high-demand coastal corridor, connecting to the airport for tourism, economic development, self-containment and coastal development purposes.
- To connect the Evansdale cultural and civic precinct, Bundall employment centre and Southport-Burleigh Road bus corridor into the light rail network.
- To continue to utilise high-quality bus services on the lower-demand routes.

The extension of passenger rail south of Elanora has not been proposed due to its relatively low patronage potential, the high construction costs, and its duplication of function with the light rail extension to the airport. Modelling shows that demand on regional rail would be low, and that the southern Gold Coast and airport are better serviced by the heavy rail line to the airport. The remaining 20 per cent live in hard-to-reach or low-density areas where it is not cost effective to run frequent services. These areas are proposed to be serviced by flexible community transport options, such as Council’s Pacific Pines service and Council Cabs.

Frequency and reliability are vital for successful public transport. These transport strategies aim to provide high-frequency services (every 15 minutes or better) to almost all parts of the city, where the densities and road network make it viable. The 2031 vision – public transport that is ready to go when you are.

Our 2031 vision is to have public transport that is ready to go when you are. Public transport will be an attractive transport option and people will be able to use it spontaneously to move around the city.
Extending our light rail network
Since 1998, several studies have examined whether the Gold Coast light rail network should connect to the regional rail network at Helensvale or Parkwood. Evaluation of the two alternative connections has consistently identified positives and negatives with both options. The Helensvale option has the advantage of servicing the Harbour Town area, but has high costs, environmental considerations and flooding issues associated with crossing the Coombabah wetlands. The Parkwood option is much shorter, less expensive, does not cross the Coombabah wetlands and would provide a significant park-and-ride and retail space for the communities near Parkwood.

In 2010, the decision was taken to construct the Gold Coast University Hospital station shell in a way that allows for the future light rail extension to connect to Harbour Town. Since then, the Gold Coast has been awarded the 2018 Commonwealth Games, so the transport strategy has reconsidered the light rail connections to regional rail in the context of the Games as well as a comprehensive review of the function of light rail as part of a city-wide, multi-modal transport plan.

Transport modelling shows that light rail patronage demand is not uniform along its length; it is high between the Gold Coast University Hospital and Burleigh Heads, and even higher between Main Beach and Broadbeach. To accommodate these peak loadings, the transport strategy proposes branch lines for the lower-demand sectors, which combine along the central sector to overlap services, creating higher frequencies on the high-demand central sector. This approach delivers the following branch lines:

- Line A is extended west from Parklands to Parkinson. It connects with a new regional rail station and park-and-ride site at Parkinson. It would be desirable to have this connection and park-and-ride in place for the 2018 Commonwealth Games
- a new Line B service is introduced on the main line between Broadbeach and Parklands, and is extended north on a branch line to Biggera Waters. This will capture the land use benefits of servicing the activity centre, but instead of crossing the Coombabah wetlands, Line B is set up to allow for a future extension north
- Line A is extended in stages to the south between now and 2031. Extension staging options include Broadbeach to Nobby Beach; Nobby Beach to Burleigh Heads; Burleigh Heads to the Gold Coast Airport via Elanora. Demand modelling shows that patronage between the airport and Coolangatta is relatively low in 2031 and therefore no extension south beyond the airport is proposed before 2031. Demand to the south of the airport would be met by rapid bus services that can service the dispersed demand in Coolangatta and north Tweed. A corridor will be protected for a future extension of light rail to Coolangatta
- a new Line C is introduced on the main line between Surfers Paradise and Nobby Beach, and operates on a new western branch line between Surfers Paradise and Bundall as well as a southern branch line between Nobby Beach and Robina. The link between Robina, Bond University and the coastal corridor is forecast to attract good patronage, and Robina’s status as a Principal Activity Centre makes it a high priority for high-quality public transport connections. The 1.5-kilometre western branch line from Surfers Paradise to Bundall connects to the Evandale cultural and civic precinct, Bundall employment centre and Southport-Burleigh Road bus corridor. Line C provides higher-frequency light rail on the Surfers Paradise to Nobby Beach main line sector
- a new Line D is introduced on the main line between Palm Beach and Main Beach and operates on a 3-kilometre northern branch line between Main Beach and The Spit. This would provide direct connections between tourist precincts and allow further frequency increases on the busy Burleigh Heads to Main Beach main line sector. A branch line is also proposed between Palm Beach and Elanora.

Beyond 2031, opportunities exist for further extensions to the light rail system, as well as heavy rail extensions on the preserved Elanora to airport corridor.

For each stage of the high-frequency transport network development, the local bus networks in the northern, central, Robina and southern quarters would continue to operate, providing local coverage and connectivity to the high-frequency public transport network. The local bus network would be further supported by community transport, such as Council’s Pacific Pines service and Council Cabs in rural, hinterland and low-mobility communities.

Light rail extensions are subject to further technical investigation and the availability of state and federal funding. Council will play a supporting role to the Department of Transport and Main Roads in the planning and delivery of the future light rail network.

Introducing suburban rail services on the Gold Coast line
The Gold Coast line is an intercity railway connecting Brisbane, Logan and the Gold Coast. The stations in the Gold Coast area are generally spaced widely apart to allow for high-speed intercity train operations (Beenleigh – Ormeau 12 kilometres; Ormeau – Coomera 7 kilometres; Coomera – Helensvale 9 kilometres; Helensvale – Nerang 8 kilometres; Nerang – Robina 9 kilometres; Robina – Varsity Lakes 3 kilometres). High-quality, high-speed intercity rail services between Brisbane, Logan and the Gold Coast must be maintained, but as the population and employment opportunities continue to increase in the northern suburbs of the Gold Coast between Yatala and Helensvale, increased levels of intra-city connectivity will be required.

To service the growing transport demand, two train service types could be introduced on the Gold Coast line. The existing intercity train would continue to operate at high speed with limited stops, and a new all-stops suburban rail service could be operated to connect passengers to nearby train stations and activity centres.

Heavy rail infill stations would be constructed at Yatala, Ormeau North, Pimpama, Hope Island, Parkwood and Merrimac and an all-stops suburban rail service would commence operation stopping at 14 stations (Beenleigh, Yatala, Ormeau North, Ormeau, Pimpama, Coomera, Hope Island, Helensvale, Parkwood, Nerang, Merrimac, Robina, Varsity Lakes and Elanora).

Figure 27 Proposed 2031 high-frequency public transport network

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8.7 Support alignment improvements and work with TMR and public transport operators to ensure that the new fleet is fit-for-purpose on the high-frequency public transport network, and is supported by appropriate fleets for local services.

8.8 Establish and upgrade public transport interchanges at key transport stations as identified in this strategy to provide convenient transfers between local buses and high-frequency transport services (heavy rail, light rail and bus).

8.9 Work with TMR and public transport operators to ensure that the new fleet is fit-for-purpose on the high-frequency public transport network, and is supported by appropriate fleets for local services.

8.10 Duplicate the Gold Coast rail line between Coomera and Helensvale.

Theme 10: Extend community transport options in areas of weak demand

Mary Gold Coast residents live in low-density areas that cannot be easily serviced by public transport. In areas with low population density (fewer than 10 dwellings per hectare), more flexible public transport options must be made available.

Community transport buses

To improve public transport services in urban fringe areas, Council is currently conducting trials of flexible community transport services in Pacific Pines and Bonogin. The services are for residents in areas currently under-serviced by public transport and are fully-funded by Council’s transport levy.

The objective of the trial is to develop a model that will allow the delivery of flexible bus services to appropriate urban fringe and hinterland communities, linking them to the scheduled public transport network. Ideally, these services would coordinate with the enhancement of regular scheduled public transport services from TMR.

Council Cabs

The Gold Coast City ‘Council Cab’ assists older people and those with a disability with travel to their local shopping centre. Services run three times per week, with the Council Cab picking up passengers from their home.

In 2011-2012, Council Cabs made 18,688 trips across the Gold Coast, taking seniors and people with disabilities to their local shopping centre for $2 each way.

Theme 11: Integrating requirements to support public transport within other policy areas

Embedding public transport considerations into other strategy areas will help to increase public transport usage on the Gold Coast. Integration opportunities that will help to make public transport more attractive include:

- active travel initiatives around the design and location of paths, the provision of cycle facilities at stations and interchanges, and policies in relation to cycles on public transport
- parking initiatives that make park-and-ride an attractive option in appropriate locations
- road network initiatives including bus priority at congestion points, high-quality passenger waiting environments in road reserves, and convenient pedestrian crossing points near stops and stations
- land use initiatives that locate high-demand activities close to high-quality public transport, and facilitate public transport interchanges that are integrated into the urban landscape
- Gold Coast 2018 Commonwealth Games initiatives that ensure that temporary and permanent park-and-ride sites, transit malls, priority lanes, additional fleet, and the overall games transport experience contribute to achieving this transport strategy’s vision
- travel behaviour change initiatives that provide people with high-quality public transport information, tourist ticket products and information systems, and create a positive transport experience
- infrastructure improvement initiatives such as closed circuit television, lighting, shelter and footpath improvements to create better taxi ranks.

Public transport tickets for tourists and families

Council supports the provision of tourist-friendly public transport ticketing products, such as Surfside Buslines’ Freedom Pass and Gold Pass.

Residents and sightseers often comment that there is no incentive for family groups to use public transport when they are charged individual fares (compared to private use). Council supports the provision of family-friendly and tourist-friendly public transport ticketing products that will boost the attractiveness of public transport to these key markets. This could also be supported by the use of Quick Recognition technology to provide timetable and route information in different languages.

Public transport fare structure

Currently, Gold Coast travellers are generally charged more per distance than travellers in Brisbane. Fare boundaries on the Gold Coast dissect the city in an east-west direction. North-south trips often cross multiple fare boundaries, making trips very expensive, and east-west trips often stay within the one zone, distorting the cost of public transport trips. For example, a cross-town trip in Brisbane from Grange to the University of Queensland (approximately 10 kilometres) costs $5.20. This trip crosses two fare zone boundaries (zones 2/1). A trip of similar length on the Gold Coast, from Southport to Bond University, will also cross two zone boundaries (zones 13/14) but will cost $6.20. This is
a 19 per cent fare disadvantage, and the problem is worse for longer trips. The maximum fare paid across Brisbane is five zones at $7.90, yet nine zones are charged across the Gold Coast at $11.20 – a 41 per cent disadvantage.

Council supports a more equitable distance-based pricing system, making the best use of the go card system currently in place.

Assessing a future ferry network
Since the late 1990s, Council has investigated a number of opportunities to introduce commuter ferry services on the Gold Coast’s waterways. However, the circuitous nature of some waterways, the existence of low bridges, and the lack of disability-compliant infrastructure are some of the reasons that limit the ability to operate these services efficiently. In 2011, Council sought market interest to deliver a trial of ferry services on the Broadwater and Nerang River between Surfers Paradise and Bundall. This approach to market showed us that the delivery of a ferry service on the Gold Coast is not viable in the short-term, due to a range of financial and operational constraints.

Council will support the provision of ferry services on our waterways that are cost-effective and deliver maximum public transport and tourism benefits for the people of the Gold Coast. The viability of providing commuter ferry services will be reassessed throughout the life of the strategy.

Taxis
There are difficulties with cross-border taxi travel into Tweed Shire as well as taxi trips to Ormeau, due to regulatory restrictions associated with the Gold Coast Cabs service area. This creates higher costs for users and makes the areas less attractive for taxi drivers to service, decreasing the availability of taxis for the local community. Council will work with the Department of Transport and Main Roads and the New South Wales Department for Transport to examine ways to address these cost and service issues.

Theme 11 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.1 Re assess the viability of providing commuter ferry services for the Broadwater and Nerang River.</td>
<td>TMR/Council</td>
<td>By 2022</td>
</tr>
<tr>
<td>11.2 Support land use initiatives that locate high-demand activities close to high-quality public transport services, and facilitate public transport interchanges that are integrated into the urban landscape (refer to Land Use Chapter).</td>
<td>Council</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.3 In new communities, develop road networks that can accommodate bus routes and develop complementary urban design that creates boulevards along rapid bus routes (refer to Land Use Chapter).</td>
<td>Council</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

11.4 Implement road network initiatives including bus priority at congestion points, high-quality passenger waiting environments in road reserves, and convenient pedestrian crossings near stops and stations (refer to Road and Freight Chapter).

11.5 Develop ‘people-focused’ public transport passenger information using published network maps and timetables, static and real-time signage at stations and stops, and personal information technology devices (refer to Changing Travel Behaviour Chapter).

11.6 Deliver travel behaviour change programs that provide information about available public transport options (refer to Changing Travel Behaviour Chapter).

11.7 Work with TMR to review fare zone boundaries on the Gold Coast. | Council/TMR | 2013-14 |

11.8 Work with the State Government and Gold Coast 2018 Commonwealth Games Organising Committee to optimise the infrastructure and behaviour change benefits accrued from hosting the Games. | Council/TMR/CGOG | 2012-18 |


11.10 Collaborate with other community transport providers to foster innovation, provision of information and provision of transport services to groups with special needs. | Council | Ongoing |

11.11 Refine the public transport funding agreement with TMR. | Council/TMR | 2013-14 |

11.12 Provide infrastructure improvements such as closed circuit television, lighting, shelter and footpath improvements to create better taxi ranks. | Council/TMR | Ongoing |

11.13 Advocate for Ormeau and Tweed to be included in the Gold Coast Cabs service area. | Council/TMR | 2013 |
Frequent and properly integrated public transport will give ultimate economic and social freedom to people on the Gold Coast when they can choose whether they actually need a car for their daily travel.

Steven Jamieson, Carrara
### Public transport actions for Council

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Lead area</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1</td>
<td>Work with TMR to restructure the local bus network, roll-out the rapid bus network, and implement supporting initiatives including stop upgrades, bus priority treatments and passenger information campaigns.</td>
<td>City Transport</td>
<td>2013 onwards</td>
</tr>
<tr>
<td>8.2</td>
<td>Work in cooperation with TMR, the private sector and the Commonwealth Government to plan and deliver the Gold Coast light rail network in stages, as identified in this strategy.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>8.8</td>
<td>Establish and upgrade public transport interchanges at key transport stations as identified in this strategy to provide convenient transfers between local buses and high-frequency transport services (heavy rail, light rail and bus).</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>8.9</td>
<td>Work with TMR and public transport operators to ensure that the new fleet is fit-for-purpose on the high-frequency public transport network, and is supported by appropriate fleets for local services.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>9.2</td>
<td>Work with the Commonwealth Games authorities to ensure a legacy benefit of park-and-ride sites at those facilities created for the Games events, provided they are in the right location outside the coastal transit precinct, meet TMR policy and will not create traffic congestion.</td>
<td>City Transport</td>
<td>2012-2018</td>
</tr>
<tr>
<td>10.1</td>
<td>Continue to provide the Council Cab service to assist older people and those with a disability with travel to their local shopping centre.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>10.2</td>
<td>Continue to provide flexible bus services to low-density areas across the Gold Coast that cannot be easily serviced by scheduled public transport services.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>10.3</td>
<td>Investigate opportunities for ‘access awareness’ training for public transport and community transport providers as a way of improving customer service to those with mobility challenges.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>11.1</td>
<td>Reassess the viability of providing commuter ferry services for the Broadwater and Nerang River.</td>
<td>City Transport</td>
<td>By 2022</td>
</tr>
<tr>
<td>11.2</td>
<td>Support land use initiatives that locate high-demand activities close to high-quality public transport services, and facilitate public transport interchanges that are integrated into the urban landscape (refer to Land Use Chapter).</td>
<td>Planning Environment &amp; Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.3</td>
<td>In new communities, develop road networks that can accommodate bus routes and develop complementary urban design that creates boulevards along rapid bus routes (refer to Land Use Chapter).</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.4</td>
<td>Implement road network initiatives including bus priority at congestion points, high-quality passenger waiting environments in road reserves, and convenient pedestrian crossings near stops and stations (refer to Road and Freight Chapter).</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.6</td>
<td>Deliver travel behaviour change programs that provide information about available public transport options (refer to Changing Travel Behaviour Chapter).</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.7</td>
<td>Work with TMR to review fare zone boundaries on the Gold Coast.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>11.8</td>
<td>Work with the State Government and Gold Coast 2018 Commonwealth Games Organising Committee to optimise the infrastructure and behaviour change benefits accrued from hosting the Games.</td>
<td>City Transport</td>
<td>2012-2018</td>
</tr>
<tr>
<td>11.10</td>
<td>Collaborate with other community transport providers to foster innovation, provision of information and provision of transport services to groups with special needs.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.11</td>
<td>Refine the public transport funding agreement with TMR.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11.12</td>
<td>Provide infrastructure improvements such as closed circuit television, lighting, shelter and footpath improvements to create better taxi ranks.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>11.13</td>
<td>Advocate for Ormeau and Tweed to be included in the Gold Coast Cabs service area.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

**Figure 28 Overview of public transport actions**
9. Active transport network

Objective:
To provide a safe active transport network that helps make walking and cycling attractive alternatives to the car.

Introduction
Active transport refers to non-motorised transport that involves physical activity, such as walking and cycling.

With close to 300 sunny days per year, 54 kilometres of beaches and a relatively flat topography, the Gold Coast is well-placed to become a city that values and encourages active transport modes as healthy, inexpensive and enjoyable ways to move around.

The Gold Coast City Transport Strategy 2031 aims to increase the share of active transport trips from 9 per cent in 2011 to 14 per cent in 2031. To achieve this vision will require collaboration between Council and other tiers of government to deliver quality walking and cycling environments across the Gold Coast. It will also take willingness from individuals to change the way they move around the city. Substituting some car journeys, especially short trips, for walking and cycling will improve residents’ health and help to reduce congestion and pollution.

Current situation – a snapshot
The city’s active transport network consists of dedicated bikeways, shared pathways, footpaths and on-road cycling facilities and includes crossings, mid-trip and end-of-trip facilities.

Walking
Nearly all short trips can be undertaken on foot and even longer trips, where the main mode of transport is by car, public transport or cycling, require the road user to be a pedestrian at some stage of the journey.

Council plays an important role in maintaining its 2158 kilometres of footpaths across the Gold Coast as well as planning for more. Designing good walking environments with well-connected and amenable facilities benefits communities by encouraging them to choose active transport because it is an enjoyable, safe, convenient and healthy way to move around.

Cycling
Council’s proposed bicycle infrastructure projects are outlined in the Bicycle Network Operational Plan 2008, which identifies a network of potential shared paths throughout the Gold Coast and builds on the 700 kilometres of bikeways already available.

Additionally, the State Government released its Queensland Cycle Strategy 2011-2021 which identified Robina as one of three locations chosen to participate in a pilot to increase the number of people cycling and walking.

Achievements
Since the release of the Council’s previous Gold Coast City Transport Plan 1998, significant improvements have been made to the Gold Coast’s active transport network, such as:
- construction of new on-road cycle lanes and off-road cycle paths throughout the city
- staged construction of the coastal pedestrian and cycle routes
- construction of new cycle lanes and off-road shared paths along major transport corridors as they are upgraded:
  - Nerang-Broadbeach Road
  - Gold Coast Highway
  - Southport-Burleigh Road
- implementation of the Active Travel and Active School Travel programs to encourage residents, visitors and students to take more trips by public transport, walking and cycling.

Challenges
Safety
A clear challenge to increasing the levels of active transport trips on the Gold Coast is the actual and perceived risk to personal safety. An analysis of road crash data between 2005 and 2009 shows that 17 per cent of all fatal accidents and crashes requiring hospitalisation on the Gold Coast involved people either walking or cycling. To encourage people to walk and cycle we must develop safe walking and cycling environments by providing high standards of off and on-road facilities, and shared-zones where speed limits are significantly reduced.

Barriers to active transport
The extent of river and canal development and lack of road bridges on the Gold Coast are significant barriers to increased levels of active travel. The lack of bridge crossings makes walking and cycling trips indirect.
and inconvenience. Where bridge crossings are provided, they have limited or no provision for active transport modes.

**Poor connectivity**

The planning of bicycle paths and footpaths on the Gold Coast has traditionally focused on centres and coastal strips with limited planning for suburbs west of the Pacific Motorway. The majority of active transport paths are limited to the major road corridors with minimal facilities installed along local suburban roads.

There are a number of missing links for active transport users within and between major centres of activity, which can be resolved by retro-fitting bicycle paths and footpaths onto streets where no provisions currently exist. Where this is not possible due to limited street verge widths, Council must explore other measures such as the development of shared zones.

**Lack of mid-trip and end-of-trip facilities**

To increase the proportion of active transport users on the Gold Coast, a significant increase in the number and standard of mid-trip and end-of-trip facilities at appropriate locations is required. These could include:

- bicycle lockers and cages for the safe storage of bicycles
- showers and change rooms
- clothing lockers

The provision of mid-trip and end-of-trip facilities is a joint responsibility between Council, employers and the State Government.

**Diverse cycling needs**

In creating a safe and supportive environment for bike riders, Council must cater for a wide variety of user groups with different skill levels, including:

- recreational bike riders – sport/touring/leisure
- experienced and confident bike riders
- inexperienced and cautious bike riders
- beginners.

**Funding and governance for pedestrian network**

Currently, the majority of new footpaths are delivered through development assessment requirements placed on developers through the planning scheme. New footpath projects delivered outside the development assessment process are typically delivered under discretional divisional budgets. These divisional budgets are typically less than $1 million per annum and tend to be expended across a range of initiatives such as sporting grants, community buildings, as well as footpaths.

To achieve the active transport vision of providing residents and visitors with a connected network of cycling and walking routes, funding for footpaths must increase and their delivery managed via a coordinated ‘whole of active transport network’ approach.

**Opportunities**

**Environmental benefits**

Boosting the number of active transport trips on the Gold Coast will result in substantial environmental benefits, such as:

- reduced air pollution and greenhouse gas emissions – active transport uses no fossil fuels
- reduced need for road widening, which can have a pronounced effect on natural habitats
- reduced road noise levels which can improve neighbourhood amenity.

**Public transport benefits**

Walking is an element of most public transport trips. By promoting active transport options, Council is simultaneously supporting public transport as an alternative to using cars. Improving accessibility for active transport users (footpaths, bikeways, bike parking and storage) will enable residents to more easily change their travel behaviour. Increased public transport patronage, in turn, will raise standards of public transport over time, with improved coverage, service levels and frequency. It will also help manage growing traffic congestion.

**Health benefits**

Walking and cycling are practical and inexpensive modes of transport and ideal forms of moderate exercise. One quarter of Gold Coast residents live within 5 kilometres of their place of employment, meaning there is significant potential to increase the number of people cycling to work.

Almost three-quarters of primary school students and half of all secondary school students live within 3 kilometres of their nearest school. Encouraging active travel will help to tackle rising rates of childhood obesity.

**Economic benefits**

Walking and cycling benefit businesses as an attractive active transport option, Council is simultaneously supporting public transport as an alternative to using cars. Improving accessibility for active transport users (footpaths, bikeways, bike parking and storage) will enable residents to more easily change their travel behaviour. Increased public transport patronage, in turn, will raise standards of public transport over time, with improved coverage, service levels and frequency. It will also help manage growing traffic congestion.

**CASE STUDY: BRISBANE’S BIKEWAYS**

Just 45 minutes up the Pacific Motorway from the Gold Coast is some of the best cycling infrastructure in the world. The Bicentennial Bikeway and the Tank Street bike lanes are examples of world-class off-road and on-road cycle infrastructure.

The Bicentennial Bikeway is Brisbane city’s busiest shared pathway and an important cycle and pedestrian link in the active transport network. It runs along the Brisbane River, connecting the CBD to Toowong, and each day it carries more than 4000 pedestrians and cyclists. The bikeway was built in 1988 and had become so popular, that it needed upgrading. Brisbane City Council has been progressively upgrading the Bicentennial Bikeway since 2008, with expected completion in 2013.

These projects show that more people will use bike lanes if they have some protection from traffic operating at higher speeds.
Themes and actions – active transport

**Theme 12** Develop a connected and accessible active transport network.

**Theme 13** Coordinate active transport planning and funding.

**Theme 14** Provide for mid-trip and end-of-trip facilities at key locations.

**Theme 15** Improve safety, standards and personal security.

**Theme 16** Integrate active transport into the broader transport system.

**Theme 12: Develop a connected and accessible active transport network**

**Connections to activity centres, educational facilities and public transport services**

Connected networks of cycling and walking paths must provide safe, comfortable and direct routes from residential areas to major destinations such as schools, universities, public transport stations and activity centres. A significant amount of planning has been done in recent years to identify existing and future cycling routes, including:

- **Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland** (Queensland Government)
- **Queensland Cycle Strategy** (Queensland Government)
- **South East Queensland Principal Cycle Network Plan** (Queensland Government)
- **Bicycle Network Operational Plan** (Gold Coast City Council)

The Gold Coast City Transport Strategy 2031 supports these plans and builds on them. A key action of this strategy is the completion of the strategic cycle network, ‘Complete 5’, ‘Connect To’ and ‘Educated Ways’, as outlined in the Queensland Cycle Strategy and Connecting SEQ 2031.

**Complete 5**

- Focus on completing the active transport network within five kilometres of activity centres.
  - On the Gold Coast, 91 per cent of people live within five kilometres of a centre.
  - Many jobs are located in activity centres and most of the Coast’s universities and schools are within five kilometres of centres.

**Connect To**

- Focus on developing and upgrading walking and cycling routes (and supporting facilities such as bike parking) that connect to major public transport stations and stops.
  - This will extend the reach of the public transport network, boost public transport patronage and help manage congestion.
  - Will alleviate significant pressure on park-and-ride facilities across the public transport network.

**Educated Ways**

- Focus on three-kilometre catchments around larger schools and tertiary education establishments, with priority given where school communities are already running programs to encourage more cycling and walking.
  - On the Gold Coast, 74 per cent of primary school students and 48 per cent of secondary school students live within three kilometres of their nearest school.
  - Delivery of infrastructure under Educated Ways can include end-of-trip facilities.

**Strategic cycle network**

- Focus on cycle networks that link centres and are corridors where higher numbers of bike riders are expected.
  - These routes will form part of the principal cycle network.
  - Many of these strategic cycle network links will need to be either off-road or on-road facilities, which separate bike riders from general traffic, to cater for all types of cyclists, pedestrians and other path users such as wheelchairs.
  - Most strategic cycle network corridors will share facilities with pedestrians.

**A new pedestrian plan for the Gold Coast**

A city-wide pedestrian plan will be developed to identify gaps and deficiencies in the footpath network and recommend new links based on particular criteria. This plan will prioritise improvements to the city’s footpath network.

**Better coastal pathways**

The city’s coastal pathways provide healthy and environmentally-friendly ways for pedestrians and bike riders to explore the Gold Coast’s beaches. Council is investing in the improvement of the quality and capacity of these pathways to encourage healthier and more sustainable travel behaviour from Gold Coast residents and coastal visitors.

**Overcoming barriers**

The Gold Coast has more than 480 kilometres of rivers and streams and 774 hectares of lakes, dams and canals which can represent a significant barrier to travel, particularly for pedestrians and cyclists.

Improving connections across waterways where there are concentrated volumes of pedestrian and cyclist movements is important for safe and efficient walking and cycling. Council, in partnership with the Department of Transport and Main Roads, will investigate improving walking and cycling environments at key locations.

As part of the Gold Coast light rail project, a new green bridge will be built adjacent to the Gold Coast Bridge (Sundale Bridge) connecting Southport and Main Beach. Other potential locations for improved pedestrian and cycling connections could include:

- Chevron Island and the Gold Coast Arts Centre
- Surfers Paradise and Chevron Island
- Benowa and Canara

Other locations where waterways create barriers to active transport will also be considered.

**New bikeways**

High-standard, high-speed bikeways (separated from general traffic either on-road or off-road) are proposed along key transport corridors including the Gold Coast heavy railway corridor and the Smith Street Motorway corridor.

**Pedestrian priority zones**

Council proposes to implement pedestrian priority zones within areas of:

- Broadbeach
- Burleigh Heads
- Coolangatta
- Coomera
- Gold Coast Health and Knowledge Precinct
- Main Beach
- Robina
- Southport
- Surfers Paradise

Within areas of these zones, the road use priority is given to pedestrians. To achieve this aim, a number of measures are proposed to provide a more pedestrian-friendly and safe environment by lowering traffic speed, while balancing the needs of drivers. Car traffic would continue to have access to most parts of these areas.
Local links
To encourage an increase in walking and cycling, direct and accessible infrastructure within centres must be available to provide access to local facilities, public transport services and the strategic cycle network. These local active transport links will be vital in improving the permeability of local areas for pedestrians and cyclists.

Planning for active transport links must include the development of a continuous network that provides links between activity centres, along strategic routes, and directly to facilities within these areas, encouraging walking and cycling as a suitable alternative to the car for short trips.

Theme 12 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.1 Regularly update the delivery program for the strategic cycle network.</td>
<td>Council</td>
<td>Ongoing</td>
</tr>
<tr>
<td>12.2 Investigate opportunities for the construction of high-standard, high-speed bikeways along key active transport corridors, and develop concept plans.</td>
<td>Council</td>
<td>2013-14</td>
</tr>
<tr>
<td>12.3 Continue to progressively complete the coastal cycle and pedestrian routes.</td>
<td>Council</td>
<td>2013-31</td>
</tr>
<tr>
<td>12.4 Determine where green bridges and other active transport links across waterway, motorway and railway barriers are required throughout the city.</td>
<td>Council</td>
<td>2012-31</td>
</tr>
<tr>
<td>12.5 Deliver green bridges and other active transport links across waterways, motorways and railways.</td>
<td>Council</td>
<td>2014-31</td>
</tr>
<tr>
<td>12.6 Develop and implement a city-wide pedestrian plan to prioritise improvements to the footpath network at key locations.</td>
<td>Council</td>
<td>2013-31</td>
</tr>
<tr>
<td>12.7 Implement pedestrian priority zones within areas of Southport, Main Beach, Surfers Paradise, Broadbeach, Burleigh Heads, Coolangatta, Robina, Coomera, and the Gold Coast Health and Knowledge Precinct.</td>
<td>Council</td>
<td>2013-26</td>
</tr>
<tr>
<td>12.8 Develop and implement a city-wide cycle plan that focuses on providing ‘local links’ that give direct access from residential areas to major destinations such as schools, universities, public transport nodes and key centres for employment and local services.</td>
<td>Council</td>
<td>2013-31</td>
</tr>
</tbody>
</table>

Theme 13: Coordinate active transport planning and funding
The planning and development of the Gold Coast’s active transport network will require joint efforts by state and local governments. Through a coordinated approach across all levels of government we can adopt a ‘one-network’ approach to active transport planning on the Gold Coast. This means Council and the State Government will work together to plan and deliver projects, regardless of road ownership or jurisdiction.

Theme 13 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.1 Set up an active transport reference group involving representatives from Council, State Government, the private sector and the community.</td>
<td>Council</td>
<td>2013-14</td>
</tr>
</tbody>
</table>

Theme 14: Provide for mid-trip and end-of-trip facilities at key locations
To make cycling and walking more attractive, mid and end-of-trip facilities must be significantly improved, such as seating, water fountains, bicycle lockers, showers and changing rooms. Making these facilities available across the active transport network and at key activity centres, employment sectors and high-frequency public transport stations will help boost levels of walking and cycling.

Providing these facilities is the responsibility of local government, State Government and local businesses. Council can play a role in placing conditions on development to ensure that appropriate facilities are provided in all relevant future developments.

CASE STUDY: LOCK ‘N’ RIDE BIKE SHELTERS IN PERTH
Transperth provides bike hubs, free lockers or u-rails for people to conveniently and safely park their bike at all stations. Surveys of Perth train station car parks found that approximately 60 per cent of cars parked had driven less than three kilometres – an easy 10-minute ride for most people. Bike parking at public transport stations:

<table>
<thead>
<tr>
<th>Figure 32 Lock ‘n’ Ride bike shelter at Maylands station, Perth</th>
</tr>
</thead>
<tbody>
<tr>
<td>encourages more people to ride and take public transport</td>
</tr>
<tr>
<td>gives bike riders peace of mind that their bikes will be kept secure</td>
</tr>
<tr>
<td>provides passengers with an alternative to driving to a station</td>
</tr>
<tr>
<td>Best of all, bike parking in the Lock ‘n’ Ride shelters is free.</td>
</tr>
</tbody>
</table>
### Theme 14: Improve safety, standards and personal security

Safety, or the perceived lack of it, is one of the main barriers to walking and cycling. Improved infrastructure standards will promote safe journeys. Gold Coast residents and visitors can also play their part by sharing the road space with bike riders and pedestrians.

#### Improving road landscaping standards

There is a significant impediment to the creation of attractive active transport environments in road corridors through the road policies requiring crash zone clearance on state-controlled roads. This policy, outlined in the Department of Transport and Main Roads’ Road Landscape Manual, results in vegetation that would provide shade in these environments being removed. This policy should be moderated as it is car-focused to the exclusion of other road users such as pedestrians and bike riders.

#### Roundabouts and road hazards

Roundabouts can be dangerous for bike riders and pedestrians. In many cases, roundabouts are designed to encourage bike riders to use the outside edge of the traffic lane. This results in cars and bike riders sharing the lane, effectively allowing two traffic streams within the one lane. Further, in many locations, drainage gully pits are located on the outside edge of lanes and bike riders can get their tyres caught in the drains, causing serious injury.

On the Gold Coast, there are a number of roundabouts on key cycling routes that are potentially hazardous for bike riders. Improvements could include:

- creating treatments which facilitate bicycles merging to the centre of approach lanes and travelling through roundabouts in the centre of lanes (rather than riding on the outside edge).
- suggested strategies to achieve this include the use of bicycle pictograms in the middle of lanes, approach and entry lane narrowing to slow drivers (and to physically eliminate the space for two traffic streams in one lane), and diverging bicycle lanes which force cars to merge with bicycles.
- changing kerb and pavement marking to reduce vehicle speeds and improve cycle visibility.
- removing the roundabout and replacing it with other intersection controls (such as traffic signals).

### Theme 15: Integrate active transport into the broader transport system

The Gold Coast City Council and the Department of Transport and Main Roads will work cooperatively to ensure that all major transport infrastructure projects on the Gold Coast include active transport facilities improvements. In addition, Council will encourage development of activity centres that are conducive to high levels of cycling and walking, and which:

- provide a permeable and connected network with dedicated facilities on key routes
- provide signage, landmarks and a legible street network
- create public domains designed to encourage social activity
- create centre designs that help reduce trip lengths to key destinations via short-cuts and removal of barriers.

### Theme 16: Making public transport easier to access

Council research has shown that many residents feel that public transport stops and stations are difficult to reach on foot. To help reverse this perception, Council has developed corridor access mobility guidelines to improve walk-up access to public transport services and provide a better ‘whole-of-journey’ experience. The guidelines outline the urban design and planning treatments that Council can implement to make it easier for people to get to public transport stations.

By improving the active transport network around public transport stations, we can increase the mode share for sustainable travel and create vibrant, active spaces in our communities.

#### Theme 16 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.1 Plan and implement a network of signs across the active transport network to help people find their way around</td>
<td>Council</td>
<td>From 2013</td>
</tr>
</tbody>
</table>
Signature projects – active transport network

Signature Project 1: Complete coastal cycle and pedestrian routes
We will complete the walking and cycling network along the coastal strip. This will encourage healthier and more sustainable transport choices from coastal residents and visitors.

Signature Project 2: Build green bridges in key locations
Council will plan and deliver green bridges between:
- Chevron Island and the Gold Coast Arts Centre
- Surfers Paradise and Chevron Island
- Benowa and Carrara

Other locations where waterways, motorways and railways create barriers to active transport will also be considered. These green bridges will make it easier and quicker for walkers, bike riders and all other active Gold Coast residents to get where they need to go.

Signature Project 3: Implement ‘community boulevards’ and pedestrian priority zones in key locations
Council will develop or reinforce community boulevards at Coomera, Coomera, Robina, Southport and Surfers Paradise – and progressively along the coastal strip – to give priority to pedestrians, bike riders and public transport. The boulevards will be designed to cater for only low volumes of cars. Where necessary, bypass roads will be provided to ensure appropriate capacity for cars.

In addition, we will implement zones where pedestrians are given priority within areas of Broadbeach, Burleigh Heads, Coolangatta, Coomera, the Gold Coast Health and Knowledge Precinct, Main Beach, Robina, Southport and Surfers Paradise. Cars would continue to have access within these zones, but priority will be given to pedestrians. Traffic speeds would be lowered to achieve this aim.

Signature Project 4: Develop and implement a cycle plan for the city
There are a number of missing links for bike riders within and between major centres of activity. Council will develop and implement a cycle plan that will make it easier to fill in missing bike path segments to create a safe and connected network. This will focus on providing ‘local links’ that give direct access from residential areas to major destinations such as schools, universities, public transport nodes and key centres for employment and local services.

Signature Project 5: Develop and implement a pedestrian plan for the city
Council will develop and implement a city-wide pedestrian plan which identifies gaps and recommends new pathways for construction. This will provide a more strategic approach to providing footpaths across our city.

Active transport actions for Council

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Lead area</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.1</td>
<td>Regularly update the delivery program for the strategic cycle network.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>12.2</td>
<td>Investigate opportunities for the construction of high-standard, high-speed bikeways along key active transport corridors, and develop concept plans.</td>
<td>City Transport</td>
<td>2013-2014</td>
</tr>
<tr>
<td>12.3</td>
<td>Continue to progressively complete the coastal cycle and pedestrian routes.</td>
<td>Engineering Services</td>
<td>2012-2031</td>
</tr>
<tr>
<td>12.4</td>
<td>Determine where green bridges and other active transport links across waterway, motorway and railway barriers are required throughout the city.</td>
<td>City Transport/Engineering Services</td>
<td>2012-2031</td>
</tr>
<tr>
<td>12.5</td>
<td>Deliver green bridges and other active transport links across waterways, motorways and railways.</td>
<td>Engineering Services/City Transport</td>
<td>2012-2031</td>
</tr>
<tr>
<td>12.6</td>
<td>Develop and implement a city-wide pedestrian plan to plan and prioritise improvements to the footpath network at key locations.</td>
<td>City Transport</td>
<td>2013-2031</td>
</tr>
<tr>
<td>12.7</td>
<td>Implement pedestrian priority zones within areas of Southport, Main Beach, Surfers Paradise, Broadbeach, Burleigh Heads, Coolangatta, Robina, Coomera, and the Gold Coast Health and Knowledge Precinct.</td>
<td>City Transport</td>
<td>2013-2026</td>
</tr>
<tr>
<td>12.8</td>
<td>Develop and implement a city-wide cycle plan that focuses on providing ‘local links’ that give direct access from residential areas to major destinations such as schools, universities, public transport nodes and key centres for employment and local services.</td>
<td>City Transport</td>
<td>2013-2031</td>
</tr>
<tr>
<td>13.1</td>
<td>Set up an active transport reference group involving representatives from Council, State Government, the private sector and the community.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>13.2</td>
<td>Develop a facilities hierarchy to outline the type of mid-trip and end-of-trip facilities that should be provided at centres and public transport stations.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>13.3</td>
<td>Identify opportunities to partner with private enterprise to establish user-pays end-of-trip facilities at key activity centres.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>13.4</td>
<td>Work with event organisers to include mobile end-of-trip facilities (such as bike parking) as part of major events.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>13.5</td>
<td>Deliver bike parking throughout the city.</td>
<td>Engineering Services</td>
<td>2013-2018</td>
</tr>
<tr>
<td>15.1</td>
<td>Develop and implement specific design standards that provide safe, accessible, high-quality cycling and walking infrastructure.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>15.2</td>
<td>Develop and implement an ongoing maintenance program to ensure a high level of amenity and safety for users.</td>
<td>Traffic Management &amp; Operations</td>
<td>2012-2013</td>
</tr>
<tr>
<td>15.3</td>
<td>Undertake a pedestrian and cyclist crash analysis to identify safety issues and use data to develop a program of safety improvements.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>15.4</td>
<td>Continue to apply Crime Prevention Through Environmental Design (CPTED) principles to all new active transport projects and identify existing facilities where upgrades are required.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>15.5</td>
<td>Plan and provide path widths based on level of service, taking into consideration pedestrian volumes and different types of path users.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>16.1</td>
<td>Plan and implement a network of signs across the active transport network to help people find their way around.</td>
<td>City Transport</td>
<td>From 2013</td>
</tr>
</tbody>
</table>

KEY * Joint with TMR
Do you make walking or cycling part of your everyday travel?

Any time of the day, nothing beats a blast on the bike. I find it an easy way to get from A to B. Plus, you can always find a park wherever you go.

Mike Dudley, Mermaid Waters

Figure 33: Overview of active transport actions
Objective:
To develop and manage an efficient road network that meets the city’s needs for the movement of people and goods, and can be safely shared by all users.

Introduction
The Gold Coast’s road network connects people to places – jobs, education, shopping, recreation and services.
Using the road network wisely is vital to the success of the overall transport system, and the economic, environmental and social wellbeing of our city. The Gold Coast City Transport Strategy 2031 aims to improve and expand the city’s road network in a way that maximises its potential to connect people and places in more sustainable ways.

Current situation – a snapshot
Council is responsible for nearly 3000 kilometres of local roads, increasing at a rate of about 3 per cent per year for the past 15 years, predominantly in new urban developments. The Department of Transport and Main Roads is responsible for almost 450 kilometres of main roads on the Gold Coast such as Southport-Burleigh Road, Nerang-Broadbeach Road and Nerang-Southport Road. The Pacific Motorway is part of the national transport network which is funded by the Commonwealth Government in partnership with the Queensland Government.
The vast majority of traffic moved on the Gold Coast travels on the Pacific Motorway and the state-controlled roads. Some Council roads also have a higher order function and carry larger traffic volumes, such as the Gold Coast Highway between Southport and Broadbeach.
Council, the State Government and the Commonwealth Government are all responsible for different parts of the road network. To improve the efficiency and performance of transport on the Gold Coast, it is essential that the agencies work in partnership to manage roads as one network used by commercial vehicles, public transport vehicles, taxis, cycles, pedestrians and cars.

Achievements
Many improvements have been made to the Gold Coast’s road network since the release of Gold Coast City Transport Plan 1998, including:
- Pacific Motorway upgrades to eight lanes from Logan Motorway to Smith Street and six lanes from Smith Street to Worongary (Queensland Government project)
- the Bermuda Street extension (Reedy Creek Road to Pacific Motorway)
- construction of the Nielsens Road extension (Birmingham Road to Nerang-Broadbeach Road)
- local arterial roads in new development areas including the Helensvale Road connection (Gold Coast railway line to Hope Island Road).

Challenges

Congestion
More people are driving more cars, and driving further than at any time in the past. This is placing increased pressure on the road network and causing increased traffic congestion, especially during peak hours, weekends and peak holiday times. Traffic congestion also leads to decreased amenity of adjacent land, less space available for public and active transport options, and unreliable public transport, as buses and taxis get caught in gridlocked intersections.

A tourist city and event city
Road use patterns on the Gold Coast are different to other cities. The high numbers of tourists and day trippers visiting the Gold Coast every day adds trips at times of the day and week that are different to non-tourist cities. Coupled with the large number of major events, the city is continually faced with demanding road management challenges.

Little scope for large scale expansion of road capacity
The urbanised areas of the Gold Coast have a mature and largely established road network. There are limited opportunities for new major roads without undermining the quality of life that attracts people to live and holiday here. The road network must be balanced and traffic management well-coordinated to focus on moving people and goods, rather than just moving cars.
Very high demand for access to the Pacific Motorway from local and interstate traffic

As a key national route, the Pacific Motorway provides a major interstate link between Queensland and the southern states, as well as linking the growing communities along its corridor, from Tweed Heads to Coomera. As employment opportunities are forecast to increase in Brisbane, with its major curfew-free and all-weather airport, even more pressure will be placed on the Pacific Motorway.

A growing freight task

Freight traffic will significantly increase as the Gold Coast continues to grow. In addition, households in the region are forecast to consume goods at nearly three times 2001 consumption levels by 2031, further contributing to the growing freight task. Freight and business traffic are getting caught in delays, particularly on the Pacific Motorway and on the approaches to the motorway, making the Gold Coast less competitive. This could affect overall regional growth, resulting in South East Queensland being less attractive for business.

Access to the key employment area at Yatala is currently congested with further growth planned

Yatala relies chiefly on the Pacific Motorway for access to the broader road network, and trip leaving and joining the Pacific Motorway are affecting the motorway’s efficient operation. The proposed growth of employment in Yatala may be slowed due to poor accessibility.

Limited funding for additional infrastructure

The State Government is reconstructing the state’s infrastructure after the ‘summer of disasters’ in 2010-11, as well as upgrading transport infrastructure all across South East Queensland, and flood-proofing the Bruce Highway. There are limited transport investments identified on the Gold Coast over the next four years. This could lead to required improvements not being delivered in a timely manner.

Opportunities

Commonwealth Games

The staging of the Commonwealth Games in 2018 provides an opportunity to permanently change travel behaviour and priority treatments on some roads in favour of public and active transport options. As part of the process of supplying ‘Games Lanes’ on key corridors to provide priority access to venues, the State Government has identified possible extensions to existing bus and transit lanes. By bringing these Games-related infrastructure investments forward, there is an opportunity to improve public and active transport infrastructure in the lead-up to the Games, and supply the city with a lasting legacy of priority public and active transport corridors after the Games.

The Games also require the development of park-and-ride facilities on the edge of the urban area for spectators and workforces. If these facilities are developed in the right locations, and are supported by ongoing public transport services, people will continue to use park-and-ride services, reducing the traffic load on the Gold Coast road network.

Gold Coast light rail

The development of stage one of the light rail network, timed to open in late 2014, provides an opportunity to change road user priority in its corridor. This can be achieved by ensuring there are traffic improvements to smooth the flow on alternative preferred traffic routes and providing pedestrian priority along roads adjacent to the light rail route.

Getting more capacity out of the existing network

Council has a policy to maximise the capacity of the existing road network. Opportunities to be investigated with the Department of Transport and Main Roads include development of a Joint Traffic Control Centre, greater signal coordination, ‘turn left on red’ trials, and reduction of transit lane restrictions in off-peak periods.

CASE STUDY: NEW YORK CITY

New York is aiming to evolve into a green city by reducing the city’s carbon footprint by 30 per cent by 2030. The Department of Transport’s Sustainable Streets (2008) is a strategic plan to implement protected bike lanes, segregated cycle facilities in which parked cars serve as a barrier against moving traffic, improved bus lanes with bus priority at traffic lights, and pedestrian plazas in which portions of streets become free of cars. Key outcomes to date include the creation of Broadway Boulevard, installation of 18 plazas, the addition of over 250 miles of on-street bike lanes, weekend pedestrian walks and a new Street Design Manual requiring higher-quality street designs. The images show how traffic lanes have been converted into bike lanes and pedestrian plazas.

This has been achieved in one of the most congested cities in the world. It shows what can be done with the right mix of political leadership, private sector involvement and technical expertise.

Figure 34 Protected bike lanes in Upper mid-town Manhattan

Figure 35 Bike lane in Lower Manhattan

Themes and actions – road and freight network

Theme 17 Plan and manage the Gold Coast road network as ‘one network’, regarding of ownership

Theme 18 Plan, invest in and manage the road network to provide a match between the transport function of each road with the places it goes and the users who need priority.

Theme 19 Make the most of existing infrastructure and promote greater use of public and active transport.

Theme 20 Improve the legibility of the Gold Coast road network so motorists take preferred traffic routes and avoid unnecessary trips through activity centres, strip shopping areas and beachside areas.

Theme 21 Provide adequate loading zones and off-street loading facilities for freight.

Theme 22 Maintain the local road network to a high standard.

Theme 17: Plan and manage the Gold Coast road network as ‘one network’, regardless of ownership

The Gold Coast City Transport Strategy 2031 shares the ‘one network’ principle with the Queensland Government’s Connecting SEQ 2031, which recommended a coordinated road management approach with local governments in South East Queensland. While an individual road may be the primary responsibility of Council or the State Government, planning and managing the road network as one network will maximise the efficiency and performance of the city’s roads.

Integrated traffic management centre

The Gold Coast currently has three separate traffic management centre facilities: two managed by the Department of Transport and Main Roads (the main traffic management centre at Nerang, and the Tugun Bypass) and one managed by Council at Varsity Lakes. The Council traffic management centre takes a communications feed from the main traffic management centre at Nerang for traffic signal data and closed circuit television images. In addition, Surfside has a bus control operations room and the Gold Coast light rail project will develop an operations centre.

While the Department of Transport and Main Roads and Council work cooperatively to coordinate the management between the centres, an integrated traffic management centre would create an environment where organisations can work side-by-side and improve coordination, communication and decision-making to achieve a ‘one-network’ approach.

Large parts of the Gold Coast road network are fully constructed, and the focus will now be on synchronising signals and managing traffic flows rather than widening roads. The opening of the first stage of Gold Coast
light rail in 2014 will add an additional level of complexity to the traffic management task. Mixing of light rail vehicles, light rail passengers, traffic, pedestrians and bike riders in the densely populated coastal corridor will require specialist traffic management expertise. Furthermore, staging the Commonwealth Games on the Gold Coast in 2018 will require tailored traffic management plans and processes to keep Games traffic moving efficiently. Experience from recent Games has shown the importance of an integrated traffic management centre to coordinate planning, manage traffic flows and respond quickly to incidents.

To meet the challenge, Council will work with Transport and Main Roads, Surfside Buslines, and the Gold Coast Commonwealth Games Organising Committee to determine the optimum arrangements for developing an integrated traffic management centre (including network operations, congestion management, and event and incident management across the whole network) with linkages to related external centres managed by Gold Coast light rail, Queensland Police Service and Queensland Rail.

**Theme 18: Plan, invest in and manage the road network to provide a match between the transport function of each road with the places it goes and the users who need priority**

- **Strategically expanding capacity**
  - Expanding road capacity is expensive and can result in undesirable outcomes such as induced travel, urban blight, or noise and air pollution from high volumes of traffic. Road expansion must be undertaken judiciously and aligned with other measures that reduce traffic growth, focus on efficient transport modes, and manage road space. However, in a growing city with a high proportion of car travel, there will be a need to provide added road capacity on the existing network, and to construct new roads to serve new communities.

- **Better utilise road space**
  - Road use can be managed through:
    - active intervention such as a user charge or toll, or
    - allocating priority to certain users, for example allocating lanes to specific categories of user, like freight or public transport, or managing a section of road to maximise general motor traffic throughput.

Since no road user charges or toll roads are currently proposed, assigning user priority is the major means of intervention available to manage traffic congestion and support our sustainable transport objectives. This transport strategy places a high priority on improved road use management and employs a Road Development and Management Framework derived from the Queensland Government’s Connecting SEQ 2031 and the Victorian Government’s Smart Roads Road Use Hierarchy. The framework will guide decisions about how road improvements are prioritised and designed, regardless of whether it is a state-controlled or local government road, and which users should be allocated priority.

The essential features of this management framework are:

- **strategic road hierarchy designations** that are based on link and place functions. A link and place comparison uses a matrix relating the desired function of the road to the desired vision for the places it goes through. The strategic road hierarchy adopted by Council is:
  - high-capacity, high-speed motorways and highways to move large volumes of traffic, including freight traffic, over long distances. They should not pass through urbanised places
  - multi-modal urban arterial roads to provide connections within communities and cater for a range of road users, including pedestrians, bike riders, public transport, cars, as well as commercial delivery vehicles (‘first and last mile’ freight). If well-designed, they can help create quality places but should generally avoid activity centres and beachside precincts
  - bypass and ring roads to remove traffic from activity centres and other places where high amenity is desired. The amenity of places along bypass or ring roads may be reduced

- **community boulevards** to provide amenity through activity and town centres, designed to cater for low volumes of traffic, with priority given to pedestrians, bike riders and public transport. They can help create great places. Often a community boulevard will be provided in a ‘pair’ with a bypass or ring road

- **primary local accesses** distribute trips between neighbourhoods and to local destinations from the arterial network

- **secondary local accesses** provide access to local destinations from the arterial network

- **assignment of user priority** by mode, place and time of day to those roads which are not high speed motorways and highways. This concept centres on the city’s urban areas and adopts the approach that the place is more important than the road. However, within this framework, some roads will still be preferred traffic routes where the place function is given a lower priority than the link or traffic function.

Implementation of the Road Development and Management Framework will occur progressively as roads are planned and developed, and as management decisions like intersection upgrades and signal phasing arise. The basic steps are described below.

**Establishing the hierarchy**

The Connecting SEQ 2031 road hierarchy has been applied to all major roads in the city and is shown in [Figure 36 Gold Coast road hierarchy](#).
Assigning user priority

Allowing all users the same priority can mean public transport is unreliable and traffic speeds put the safety of vulnerable road users, such as cyclists or pedestrians, at risk. Allocating priority on a user basis improves safety and provides better information to support the management of roads. With this approach, traffic moves on well-designed traffic routes, public transport benefits from priority to improve reliability, and roads through vital places like beaches and activity centres carry lower volumes of slower traffic, creating pleasant environments for pedestrians and cyclists.

The users considered for priority across the network at different times are:

- **Preferred traffic routes**: where general motor traffic has priority. This includes cars and commercial vehicles, motor cycles and scooters
- **Public transport priority routes**: this refers to sections of road where buses and light rail are required to give way to them on designated streets
- **Pedestrian priority areas**: areas where pedestrians are given increased signal crossing time and where vehicles are required to give way to them on designated streets
- **Bicycle priority**: where a road forms part of a designated cycle route, there will be specific facilities provided, such as bike lanes or off-road bikeways, to separate cyclists from heavy motor traffic. In a limited number of locations such as Hedges Avenue, Mermaid Beach, the concept of a ‘bicycle boulevard’ may be investigated, off-road bikeways, to separate cyclists from heavy motor traffic. In a limited number of locations such as Hedges Avenue, Mermaid Beach, the concept of a ‘bicycle boulevard’ may be investigated, where bicycles are assigned priority on the road carriageway.

Assigning user priority does not affect who can use the roads. All road users will be able to continue to use all public roads. Assigning an agreed user priority to the arterial roads in the city will simply allow the:

- Development of appropriate facilities to cater for the priority modes
- Development of an appropriate speed environment, indicating to drivers what speed can be safely maintained
- Management techniques like traffic signal phasing to be aligned with the needs of the intended priority use.

### Establishing the place designation

Activity centres, strip shopping centres and beachside areas are important places and contributors to the Gold Coast’s lifestyle and tourism economy. The Gold Coast has some centrally focused centres like Southport and Broadbeach, and some historical strip shopping centres such as Mermaid Beach to Miami. Reducing conflicts that occur between road users in these areas is an important element of the Road Development and Management Framework. Where there are significant conflicts with existing development, bypass roads will be developed and designated as preferred traffic routes. Bypasses will be used to move traffic around activity centres so that centres can be focused on public transport and can become more walkable and attractive. To ensure the transport network supports centre development, Council will:

- Prioritise the use of preferred traffic routes that avoid activity centres, effectively creating bypass roads that are attractive to use
- Create community boulevards for walking and cycling and promote them as the preferred modes for movement within centres.

### Varying the priority allocation by time

The needs of the various transport modes can vary throughout the day and at different times of the week. For example, public transport priority may only be needed in the morning peak in one direction and the afternoon peak in the other. Strip shopping centres dispersed along the Gold Coast Highway may experience lower traffic volumes and higher pedestrian demands in the middle of the day, allowing for traffic signals to be phased to reduce crossing delays. Weekend traffic on the Gold Coast can have its own peaks covering the middle of the day. The Road Development and Management Framework will be able to vary user priority across five key time periods to maximise efficient road sharing:

- **Weekday AM peak**: from 6am till 9am
- **Weekday high off-peak**: from 9am till 3pm
- **Weekday PM peak**: from 3pm till 7pm
- **Weekend peak**: (varies depending on locality)
- **Weekend off-peak**: (varies depending on locality)

### Applying the hierarchy to the Development Guidelines

To aid interpretation of the differences between the road hierarchy proposed in this strategy and Council’s Development Guidelines, a correlation between the hierarchies and the designation in the guidelines is provided in the table below:

<table>
<thead>
<tr>
<th>Road Hierarchy</th>
<th>Development Guideline Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway/Highway</td>
<td>None relevant</td>
</tr>
<tr>
<td>Multi-modal urban arterial</td>
<td>2 or 4 lane road - urban</td>
</tr>
<tr>
<td>Bypass road</td>
<td>2 or 4 lane road - urban</td>
</tr>
<tr>
<td>Community boulevard</td>
<td>2 or 4 lane road - urban</td>
</tr>
<tr>
<td>Primary local access</td>
<td>Residential collector street or industrial collector street</td>
</tr>
<tr>
<td>Secondary local access</td>
<td>Residential collector street or industrial collector street</td>
</tr>
<tr>
<td>Future primary local access</td>
<td>Residential collector street or industrial collector street</td>
</tr>
<tr>
<td>Future secondary local access</td>
<td>Residential collector street or industrial collector street</td>
</tr>
</tbody>
</table>

### Table 10-1 Applying the road hierarchy to the development guidelines

The Road Development and Management Framework provides the basis for sound management of a sustainable road network that supports the desired outcomes of this transport strategy. Each major road in the network will be assigned a road hierarchy designation in accordance with the Connecting SEQ 2031 road hierarchy, and assigned user priorities that vary across its length by place and time of day.

An important aspect of the Road Development and Management Framework is time of day management of the network. This also applies to time of week and time of year for the Gold Coast as there are peaks occurring on weekends and in peak holiday periods due to event and tourist activities.
Gold Coast City Transport Strategy 2031: Technical Report

### Theme 18 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.1 Plan, invest in and manage roads according to the Road Development and Management Framework which incorporates an identified road network hierarchy and the designated user priority, allowing the right type of traffic to be assigned to the right road, avoiding significant conflicts with existing development and ensuring funds are directed to achieve sustainable transport outcomes.</td>
<td>Council/TMR</td>
<td>Ongoing</td>
</tr>
<tr>
<td>18.2 Develop or reinforce community boulevards at Coomera, Southport, Surfers Paradise, Robina, Coolangatta and along the coastal strip to give priority to pedestrians, bike riders and public transport.</td>
<td>Council/TMR</td>
<td>2013 onwards</td>
</tr>
<tr>
<td>18.3 In conjunction with developers, construct new road links generally in accordance with the Priority Infrastructure Plan Part II, including the Coomera and Coomera Town Centre Plans.</td>
<td>Council/As developers needed</td>
<td></td>
</tr>
<tr>
<td>18.4 Develop operational plans for the road network that provide clarity on priority at intersections at different times of the day, consistent with the Road Development and Management Framework.</td>
<td>Council/TMR</td>
<td>From 2013</td>
</tr>
</tbody>
</table>

### Theme 18 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.5 Regularly collect data on traffic movements across the whole year (including weekends, events and peak holiday periods) to ensure the road network can be managed to support not only day-to-day travel but also event and tourist travel.</td>
<td>Council/TMR</td>
<td>From 2013</td>
</tr>
<tr>
<td>18.6 Investigate a road upgrade from Yatala to Sleightl to provide for freight movements.</td>
<td>TMR</td>
<td>From 2013</td>
</tr>
<tr>
<td>18.7 Build the Intra-Regional Transport Corridor in stages from Coomera to Carrara.</td>
<td>TMR</td>
<td>By 2015</td>
</tr>
<tr>
<td>18.8 Preserve the corridor for the Coomera to Stapylton section of the Intra-Regional Transport Corridor for construction post-2031.</td>
<td>TMR</td>
<td>By 2031</td>
</tr>
<tr>
<td>18.9 Widens the Pacific Motorway to six lanes from Mudgeeraba to Elanora and construct additional interchange at Coomera.</td>
<td>TMR/ Commonwealth Government</td>
<td>By 2031</td>
</tr>
<tr>
<td>18.10 Upgrade Southport-Burleigh Road, introduce clearways and extend it to Curumbin Creek Road.</td>
<td>TMR</td>
<td>By 2031</td>
</tr>
</tbody>
</table>

### Theme 19: Make the most of existing infrastructure and promote greater use of public transport and active transport

Our roads must be used more efficiently in order to manage the increasing traffic demands. As a principle, we need the road network to move more people and more goods, not just more cars. This principle applies to existing and future roads and recognises that most roads are multi-modal corridors that need to be shared by public transport, freight and business traffic, bike riders and pedestrians.

**Intersection upgrades**

Intersection capacity is one of the key contributors to traffic congestion on the Gold Coast road network. Many arterial roads flow efficiently but are being hindered by intersections that have insufficient space to effectively cater for all movements. In these locations, where intersection demand is greater than capacity, targeted intersection upgrades could significantly improve the operation of the network. A ‘pinch point’ program of intersection capacity improvements is required. This program will give priority to intersection upgrades along Southport-Burleigh Road as the principal alternative route to the Pacific Motorway and a bypass of Southport and the Gold Coast Highway.

**Public transport improvements**

Buses must have priority on key roads, with emphasis on routes along the rapid bus network. Priority treatments could range from providing passenger information, signal priority and coordination, and on-road parking controls, to the provision of岛lined bus bays, transit lanes and bus lanes.

**Active transport improvements**

The design of roads must be cycle and pedestrian-friendly. This means:

- implementing safety improvements at roundabouts
- providing safe and accessible pathways into activity centres and public transport hubs
- reducing speed limits in areas of high pedestrian use
- allowing for on and off-road facilities to ensure safe cycling by the range of cycling users
- reducing pinch points. For example, at intersections where kerb build outs force bike riders into the traffic lane.

**New technology**

The use of technology can significantly improve the operation of the road network. The Queensland Government’s Managed Motorways policy identifies measures that provide for maximum efficiency and reliability for vehicles on specific motorways, including the Pacific Motorway, such as:

- real time travel and incident information, through signage and sent to mobile phones
- ramp metering
- variable speed signs
- closed circuit television camera surveillance
- optional inclusion of lane control (where lanes can be closed using electronic signs for incidents or planned maintenance).

The Managed Motorways implementation is vital to protect the function of the Pacific Motorway as a regional route of national significance and priority freight route.

**Meeting the needs of freight and business traffic**

Since no freight rail facilities exist or are proposed for the Gold Coast, there is significant pressure placed on the Pacific Motorway for freight movements between the southern states and Brisbane. The movement of goods and business traffic must be efficient and safe with minimum effects on the community and levels of traffic congestion.

The majority of freight movements generated on the Gold Coast are local commercial movements related to food, machinery and wood product manufacture. There are also significant freight movements associated with wholesale trade, logistics/warehousing and mining. In the context of this strategy, freight also includes business traffic that need to make car trips to carry tools and equipment or transport goods (such as tradespeople in light commercial vehicles accessing job sites, and commercial couriers).

More than half the freight carried in South East Queensland emanates locally and is intended for local destinations. Over 80 per cent of road freight movements are by small commercial vehicles less than 3.5 tonnes. These freight movements are likely to use the Pacific Motorway as the most efficient route between the freight-generating areas in the north (Yatala, Nerang, Molendinar, Southport) and those in the south (Burleigh Heads, Tweed Heads).

The major freight-generating areas on the Gold Coast are Tweed Heads, Burleigh Heads, Molendinar, Nerang, Southport and Yatala. Individually, these areas generate between 1900 and 6500 movements per day.

The Queensland Government and the Commonwealth Government play a major role in the development, regulation and coordination of policies that influence the movement of freight and help shape the development and performance of the freight transport system. The Department of Transport and Main Roads has developed the Integrated Freight Strategy for Queensland to ensure the movement of freight meets the needs of our growing state. Council has a role to play through its responsibility for local area planning and the local road network, which provide the critical connections into the strategic transport network.

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8. Connecting SEQ 2031, p 82
Gold Coast City Transport Strategy 2031: Technical Report

### Theme 19: Develop and implement a road network master plan, including an intersection ‘pinch points’ upgrade program, ‘turn left on red’ trial and a reduction of transit lane restrictions in off-peak periods.

- **19.1** Plan key links to accommodate future light rail, as identified in this strategy.
  - **Action:** Plan key links to accommodate future light rail, as identified in this strategy.
  - **Lead:** Council/TMR
  - **Timeframe:** By 2022

- **19.2** Implement lower speed limits (for example, 40 kilometres/hour) at locations of pedestrian priority and during times of high pedestrian activity.
  - **Action:** Implement lower speed limits (for example, 40 kilometres/hour) at locations of pedestrian priority and during times of high pedestrian activity.
  - **Lead:** Council/TMR
  - **Timeframe:** Onwards

- **19.3** Use intelligent transport technology to improve the reliability and safety of travel on the road network, and improve traveller information.
  - **Action:** Use intelligent transport technology to improve the reliability and safety of travel on the road network, and improve traveller information.
  - **Lead:** TMR/Council
  - **Timeframe:** Onwards

- **19.4** Provide for cycling on key routes as per the Integrated Freight Strategy for Queensland.
  - **Action:** Provide for cycling on key routes as per the Integrated Freight Strategy for Queensland.
  - **Lead:** Council
  - **Timeframe:** Ongoing

- **19.5** Use intelligent transport technology to facilitate the implementation of the Integrated Freight Strategy for Queensland.
  - **Action:** Use intelligent transport technology to facilitate the implementation of the Integrated Freight Strategy for Queensland.
  - **Lead:** Council
  - **Timeframe:** Ongoing

- **19.6** Collaborate with the Queensland Government and industry stakeholders on the implementation of the Integrated Freight Strategy for Queensland.
  - **Action:** Collaborate with the Queensland Government and industry stakeholders on the implementation of the Integrated Freight Strategy for Queensland.
  - **Lead:** Council
  - **Timeframe:** Ongoing

- **19.7** Undertake a ‘turn left on red’ trial to improve traffic flow at key intersections.
  - **Action:** Undertake a ‘turn left on red’ trial to improve traffic flow at key intersections.
  - **Lead:** TMR
  - **Timeframe:** 2013-14

- **19.8** Plan, design and provide bus lanes on the following roads:
  - Nerang-Broadbeach Road
  - Nerang-Southport Road
  - Reedy Creek Road
  - (from Varsity Lakes to Burleigh)

### Theme 20: Provide adequate loading zones and off-street loading facilities for freight and business traffic

- **20.1** Plan key links to accommodate future light rail, as identified in this strategy.
  - **Action:** Plan key links to accommodate future light rail, as identified in this strategy.
  - **Lead:** Council/TMR
  - **Timeframe:** By 2022

- **20.2** Develop loading zone plans for activity centres. This means working with local businesses to identify on-street and off-street loading zones that can improve the efficiency of delivery vehicles by getting them closer to where they need to be at the right time of day.
  - **Action:** Develop loading zone plans for activity centres. This means working with local businesses to identify on-street and off-street loading zones that can improve the efficiency of delivery vehicles by getting them closer to where they need to be at the right time of day.
  - **Lead:** Council
  - **Timeframe:** Ongoing

### Road Safety Strategy

Council recognises the importance of providing a safe and functional environment for all road users including motorists, pedestrians and cyclists. Engineering Services is currently developing a Road Safety Strategy that will recommend various engineering and road safety solutions in the functional areas listed below:

- **Road safety initiatives**
- **Traffic engineering investigations and advice**
- **Traffic signals**
- **Installation of traffic lining and signing**
- **Bicycle facilities**
- **Traffic management of major special events**
- **Roadway lighting**

### Proposed road changes and additions

As outlined in Connecting SEQ 2031, the transport network on the Gold Coast will be reoriented away from its present reliance on the Pacific Motorway and the Gold Coast Highway, to be organised around the corridors of the Gold Coast light rail, rapid bus corridors and the Gold Coast rail line.

### Gold Coast Highway

Council will work with the State Government to make the Gold Coast Highway a ‘community boulevard’ in conjunction with the delivery of light rail. This corridor will change to give priority to public transport, pedestrians and bike riders and will be renamed as ‘Gold Coast Boulevard’ to send the right message to motorists – that is, the road is primarily a public and active transport corridor.

### Pacific Motorway

As the Pacific Motorway will continue to be the principal north-south route for car and freight movements, the following improvements are proposed:

- **Upgrade motorway at Coomera**
- **Upgrade motorway from Mudjimba to Eliora (six lanes)**
- **Manage the Pacific Motorway using intelligent transport technology to improve reliability and allow freight vehicles to easily enter and exit the motorway**
Gold Coast City Transport Strategy 2031: Technical Report

Network investigations should be undertaken for the Gold Coast:
- Connecting SEQ 2031
- Road network investigations and corridor preservations

The Intra-Regional Transport Corridor (IRTC) is a proposed new multi-modal arterial road connecting Stapylton to Carrara that will:
- Where necessary, bypass roads will be provided to ensure appropriate capacity for cars.

Bus lanes
Investigations for the provision of bus lanes should be undertaken on the following key routes:
- NER to Broadbeach (NER-Broadbeach Road)
- Nerang to Southport (Nerang-Southport Road)
- Varsity Lakes to Burleigh (Reedy Creek Road)

Council also supports bus priority treatments along:
- Bermuda Street, south of Nerang-Broadbeach Road
- Southport-Burleigh Road (from Southport to Broadbeach Waters).

New and upgraded freight links
There are a number of long-term projects of importance planned for the road freight network. These roads will connect major industrial areas around the Coast:
- Road upgrade from Yatala to Steiglitz to provide for major increases in road freight activity at Yatala
- Upgrade of Pacific Motorway from Mudjimba to Elanora
- Investigate the Southern Infrastructure Corridor between the extension of the Gateway Motorway and the Intra-Regional Transport Corridor from Jimboomba to Ormeau.

Priority Infrastructure Plan upgrades
The current Priority Infrastructure Plan (PIP) details a number of road improvements and new roads. Investigations undertaken on most of the routes in the current PIP show that two links are not viable for technical, environmental or community reasons. The existing PIP improvements and links need to be delivered excluding the two links from the Pacific Motorway service road (Worongary) to Gilston Road (Gilston) and from Hickey Way (Carrara) to Gooding Drive (Merrimac).

Road network investigations and corridor preservations
As recommended by Connecting SEQ 2031, the following transport network investigations should be undertaken for the Gold Coast:
- Investigate urban arterial network to service local trips west of the Pacific Motorway between Beenleigh and Oxenford, Oxenford and Nerang, and Nerang and Reedy Creek
- Preserve the Intra-Regional Transport Corridor from Stapylton to Carrara
- Investigate the Southern Infrastructure Corridor between the extension of the Gateway Motorway and the Intra-Regional Transport Corridor from Jimboomba to Ormeau
- Investigate a road upgrade from Yatala to Steiglitz to provide for freight movements

Figure 37 Overview of road and freight network actions

Legend
- GCCC boundary
- Pacific Motorway
- Multi-modal arterial
- Train station
- Train line
- Integrated TMR and GCCC traffic management centres
- Develop community boulevards with priority to pedestrians, cyclists and public transport
- Construct intra-Regional transport corridor (Vekulaut Road to Coolangatta Road)
- Additional interchange on M1 at Coomera and construct Coomera Structure Plan road network
- Investigate road upgrade between Yatala and Steiglitz to provide for freight movements
- Provide bus priority on Southport-Nerang Road, Nerang-Broadbeach Road and Reedy Creek Road
- Implement freight priority ramps on the M1
- Upgrade interchange between Mudjimba and Elanora
- Upgrade Southport-Burleigh Road
- Investigate Southern Infrastructure Corridor between Pimpama and Varsity Lakes
- Extend Bermuda Street to Currimbim Creek Road
- Interchange upgrades, including:
  - 12a Ashmore Road/Currumbin
  - 12b Ashmore Road/Currumburra
  - 12c Ashmore Road/Reedy Creek Road intersection
  - 12d Springwood Drive/Burleigh Parkway intersection

93 94
Signature projects – road network

Signature Project 1: Deliver an integrated traffic management centre
Council supports the delivery of an integrated traffic management centre for the Gold Coast, jointly managed with the Department of Transport and Main Roads. This will synchronise signals and get more capacity out of the existing road network.

Signature Project 2: Develop and implement a road network master plan, including a ‘pinch points’ upgrade program, ‘turn left on red’ trial and removal of inefficient transit lanes
There are a number of locations where targeted intersection upgrades could significantly improve the operation of the network. Working with the Department of Transport and Main Roads, we will develop and implement a ‘pinch points’ program of intersection capacity improvements. This program will give priority to intersection upgrades along Southport-Burleigh Road including the Ashmore Road-Bundall Road intersection. Other priorities include the Ashmore Road-Currumbin Road intersection, the Gooding Drive-Robina Parkway intersection and the Southport-Nerang Road - Currumbin Road intersection.

The ‘turn left on red’ trial and removal of inefficient transit lanes are relatively low-cost changes that can make traffic flow faster and make it easier to get around our city. These changes will be made in cooperation with the State Government, which has overall responsibility for the operation of the state-controlled road network.

Signature Project 3: Build the Intra-Regional Transport Corridor in stages from Coomera to Carrara
Council supports the staged construction of a new multi-modal urban arterial road from Coomera to Carrara by 2031, and preserving the Coomera to Stapylton corridor for future construction. This will connect the growing northern suburbs with central Gold Coast and keep local trips off the Pacific Motorway.

Signature Project 4: Upgrade the Pacific Motorway, including widening from Mudgeeraba to Elanora
As the Pacific Motorway will continue to be the principal north-south route for car and freight movements, Council supports the following improvements:
- widen the Mudgeeraba to Elanora section to six lanes
- construct additional interchanges at Coomera
- manage the Pacific Motorway using intelligent transport technology to improve reliability and allow freight vehicles to easily enter and exit the motorway
- capacity improvements at motorway interchanges.

Signature Project 5: Upgrade Southport-Burleigh Road
Council supports upgrading Southport-Burleigh Road and extending it to Currumbin Creek Road. This will reinforce Southport-Burleigh Road as the main arterial road for the central Gold Coast.
Council also supports the potential introduction of clearways on Southport-Burleigh Road.

Lee Wager, Robina

People like me rely on the roads for our livelihoods. We need public transport to be more reliable and frequent. That way, more people will use it and there’s more space on the road for people who really need to drive.
## Road and freight actions for Council

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Lead area</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.1</td>
<td>Develop a strong partnership between Council and the Department of Transport and Main Roads to formalise the ‘one network’ approach to road planning and management on the Gold Coast.</td>
<td>Planning Environment &amp; Transport †</td>
<td>2013</td>
</tr>
<tr>
<td>17.2</td>
<td>Implement an integrated traffic management centre jointly managed by Council and the Department of Transport and Main Roads.</td>
<td>Planning Environment &amp; Transport †</td>
<td>2012-2018</td>
</tr>
<tr>
<td>18.1</td>
<td>Plan, invest in and manage roads according to the Road Development and Management Framework which incorporates an identified road network hierarchy and the designated user priority, allowing the right type of traffic to be assigned to the right road, avoiding significant conflicts with existing development and ensuring funds are directed to achieve sustainable transport outcomes.</td>
<td>Planning Environment &amp; Transport †</td>
<td>Ongoing</td>
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<tr>
<td>18.2</td>
<td>Develop or reinforce community boulevards at Coomera, Southport, Surfers Paradise, Robina, Coolangatta and along the coastal strip to give priority to pedestrians, bike riders and public transport.</td>
<td>Planning Environment &amp; Transport †</td>
<td>2013 onwards</td>
</tr>
<tr>
<td>18.3</td>
<td>In conjunction with developers, construct new road links generally in accordance with the Priority Infrastructure Plan Part B, including the Coomera and Coomera Town Centre Plans.</td>
<td>Engineering Services - joint with developers</td>
<td>As needed</td>
</tr>
<tr>
<td>18.4</td>
<td>Develop operational plans for the road network that provide clarity on priority at intersections at different times of the day, consistent with the Road Development and Management Framework.</td>
<td>Planning Environment &amp; Transport †</td>
<td>From 2013</td>
</tr>
<tr>
<td>18.5</td>
<td>Regularly collect data on traffic movements across the whole year (including weekends, events and peak holiday periods) to ensure the road network can be managed to support not only day-to-day travel but also event and tourist travel.</td>
<td>Planning Environment &amp; Transport †</td>
<td>From 2013</td>
</tr>
<tr>
<td>19.1</td>
<td>Plan key links to accommodate future light rail, as identified in this strategy.</td>
<td>Planning Environment &amp; Transport †</td>
<td>By 2022</td>
</tr>
<tr>
<td>19.2</td>
<td>Develop and implement a road network master plan, including an intersection ‘pinch points’ upgrade program, ‘turn left on red’ trial and reduction in transit lane restrictions in off-peak periods.</td>
<td>Planning Environment &amp; Transport †</td>
<td>2012-2031</td>
</tr>
<tr>
<td>19.3</td>
<td>Provide for cycling on key routes as per Council’s cycle network delivery program.</td>
<td>Planning Environment &amp; Transport †</td>
<td>2013 onwards</td>
</tr>
<tr>
<td>19.4</td>
<td>Implement lower speed limits (for example, 40 kilometres/hour) at locations of pedestrian priority and during times of high pedestrian activity.</td>
<td>Engineering Services †</td>
<td>2013 onwards</td>
</tr>
</tbody>
</table>

### No. Action | Lead area | Timeframe
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| 19.5 | Use intelligent transport technology to improve the reliability and safety of travel on the road network, and improve traveller information. | Planning Environment & Transport/Engineering Services † | 2013 onwards |
| 19.6 | Collaborate with the Queensland Government and industry stakeholders on the implementation of the Integrated Freight Strategy for Queensland. | Planning Environment & Transport/Engineering Services | Ongoing |
| 20.1 | Rename and renumber roads to help the community better understand the nature of the road and the type of trips that should be made on them. Priorities for renaming include: | Planning Environment & Transport/Engineering Services † | 2013 onwards |
| 20.2 | Interface with land development guidelines to ensure road types match the needs of the adjacent land development. | Planning Environment & Transport | 2014 |
| 21.1 | Regulate development to ensure an appropriate standard of parking and loading facilities are included in new commercial and industrial developments. | Planning Environment & Transport | Ongoing |
| 21.2 | Develop loading zone plans for activity centres. This means working with local businesses to identify on-street and off-street loading zones that can improve the efficiency of delivery vehicles by getting them closer to where they need to be at the right time of day. | Planning Environment & Transport | Ongoing |
| 22.1 | Continue and extend the monitoring of pavement condition to better manage when and where rehabilitation and seals are most needed. | Engineering Services | Ongoing |
| 22.2 | Devise and implement a Road Safety Strategy to provide a safe and functional environment for all users. | Engineering Services | Ongoing |
| 22.3 | Develop a maintenance preservation and operation program that analyses current needs and predicts the future maintenance task. | Engineering Services | Ongoing |

**KEY**: Joint with TMR
11. Changing travel behaviour

Objective:
To reduce car-dependency and significantly increase levels of walking, cycling, carpooling and public transport use.

Introduction
Cars dominate the way people move around our city – 88 per cent of all trips on the Gold Coast are made by car. This dependence on cars increases traffic congestion, affects our air quality, and makes us less active and healthy.

The previous response to traffic congestion, by all levels of government, was to build more and wider roads. Wider roads provide short-term relief, but the long-term effects are increased traffic congestion and more cars. Council, along with the federal and State Governments, is now looking toward making better use of our existing infrastructure and finding more sustainable ways to ease traffic congestion.

Managing travel demand and encouraging people to change their travel behaviour – to walk and cycle more, car pool and use more public transport – is recognised as a cost-effective alternative to increasing road capacity. By taking a demand-management approach to transport on the Gold Coast, we can deliver better environmental outcomes, improve public health, and build a stronger, more prosperous and more liveable community.

Council’s plan to introduce fast, frequent and reliable bus and light rail services across the city, as well as the 2018 Commonwealth Games, provide opportunities to bring about real and lasting travel behaviour change. During the Games, spectators will experience how easy, convenient and inexpensive sustainable travel can be, which may lead to permanent changes in travel behaviour.

Current situation – a snapshot
Council’s Active Travel program
Council’s Active Travel program encourages all Gold Coast residents and visitors to make active travel part of their daily routine. The program is divided into three distinct areas: schools, workplaces and communities and asks people to make voluntary changes to the way they travel, encouraging them to leave the car at home.

Supporting the Queensland Government’s TravelSmart initiatives
Council will continue to support the Queensland Government’s series of TravelSmart initiatives on the Gold Coast. Throughout 2010, 72,000 households on the Gold Coast were contacted and asked to take part in a TravelSmart Communities project and 14 schools participated in a TravelSmart Schools project throughout 2012.

CASE STUDY: REDUCING THE IMPACT OF SCHOOL TRAVEL ON TRAFFIC CONGESTION
Today, more children are being driven to school than ever before. The percentage of primary school children driven to school has increased from 55 per cent in 1992 to 72 per cent in 2007. On the Gold Coast, this contributes to significant traffic congestion at school drop-off and pick-up times, where 30 per cent of traffic on the road network in the morning peak is school-related.

Through its Active School Travel pilot program, Council is working in partnership with selected schools to reduce traffic during peak periods by 10 per cent. Mudjimba State School, Norfolk Village State School and St Vincent’s Primary School are working with Council to develop school travel plans to increase the use of public and active transport options, that include:
- personal safety awareness information for students
- weekly active travel days – for example, Walking Wheeling Wednesday
- a ‘walking school bus’
- ‘park and stride’ schemes
- a road safety program
- public transport orientation sessions
- bike skills training sessions.

Gold Coast’s Active School Travel pilot is based on the successful Brisbane City Council Active School Travel initiative. This initiative is achieving excellent results right across Brisbane, reducing traffic and encouraging healthier living.
In 2006-07, the Queensland Government ran the Brisbane North TravelSmart Communities project, encompassing 74,500 randomly selected households. People were encouraged to make greater use of public and active transport options by offering personalised information and incentives, with those households already using environmentally-friendly modes of travel, rewarded.

The results:
- 13 per cent reduction in vehicle kilometres travelled
- 49 per cent increase in walking
- 58 per cent increase in cycling
- 22 per cent increase in public transport use
- 28,000 tonne reduction in greenhouse gas emissions per annum.

Achievements
Council has been active in the push for travel behaviour change since the release of the previous Gold Coast City Transport Plan 1998. The Active Travel program was established to encourage residents and visitors to take more trips by public transport, walking and cycling. Some of the key achievements are listed below.

Workplaces
- Attended or facilitated events including Bicycle Week, Walk to Work Day and Ride to Work Day.
- Initiated a Council Bike Pool to provide bikes for use by Council staff.

CASE STUDY: TRAVELSMART SUCCESS IN NORTH BRISBANE

Council created this guide to inform bike riders of the existing bikeways throughout the city and provide information to improve the safety and enjoyment of cycling.

The guide is designed to help cyclists gain the most from their cycling experience. It provides general cycling advice and information and highlights the cycle network routes, cycle lanes and cycle shops. It can be used as a guide to plan cycling journeys or kept as a handy reference tool.

This is one of Council’s most popular brochures, which will continue to be updated to promote the cycle paths and lanes available throughout the city.

Community
- Redeveloped the Gold Coast City Council Cycle Guide that maps the bike lanes and paths around the city.
- Produced bicycle packs for distribution to cyclists through bike retailers with purchases of new bikes.
- Held Active Travel displays at the Gold Coast Show, the Asia Pacific Cycle Congress and the Commonwealth Games host city announcement.
- Held a number of free bike maintenance and bike education courses throughout the year.
- Developed a community reward program and produced bicycle punch repair kits to distribute to cyclists on the Gold Coast.
- Redeveloped the Gold Coast local travel maps – in consultation with the Department of Transport and Main-Roads.

CASE STUDY: GOLD COAST CITY CYCLING GUIDE

The current bus network can be difficult to navigate, particularly for new users and visitors. The current system has evolved over time as new services commenced and old ones changed, and is essentially attempting to be all things to all people. The addition of the light rail network will allow for the bus network to be simplified, making it easier to understand and use.

Parking policy
The location and supply of car parks must be carefully managed to maximise public and active transport use while still ensuring that centres provide adequate parking for cars.

See Chapter 7 for parking themes and actions.

Opportunities
Driving a cultural change
Changing the travel behaviour of our next generation is critical to the success of the Gold Coast City Transport Strategy 2031. To achieve our vision, we must encourage and support children to incorporate public transport use, and cycling and walking, into their daily routine and carry these travel behaviours with them into adulthood. This cultural shift will enable alternative travel modes to become much more accepted and even expected, where cycling, walking and catching public transport are the norm rather than the exception. Changing children’s travel behaviour also influences the travel behaviour of their parents – educating them to consider the effects of their travel choices on the environment, road safety, and family health and wellbeing. To help achieve this, Council will look to expand its Active School Travel program over the course of this strategy.

Developing a cycling economy
The Queensland Cycle Strategy 2011-2021 highlights the significant economic benefits of cycling.

Cycle tourism has the potential to provide a range of economic, social and environmental benefits to the Gold Coast by creating jobs in retail, repair and service, event management, building infrastructure, planning and tourism as well as helping to reduce air pollution and traffic congestion. Council will work with the private sector and State Government to promote cycle tourism on the Gold Coast and provide scope for regional and rural cycle touring opportunities such as food and wine tours, new coastal paths, mountain biking events and major cycling events.

CASE STUDY: AMY GILLET FOUNDATION

The Amy Gillett Foundation runs a range of educational programs and activities to promote road and cycle safety, with the aim of reducing bike-related incidents that cause injury and death. Amy was a track cyclist and rower who represented Australia in both sports before her death in a training accident when a motorist crashed into the Australian squad of cyclists with whom she was training. Since 2006, with the help of many supporters, the Foundation has made significant progress towards safer cycling.

- the ‘a metre matters’ campaign has reached over three million Australians so far, helping to create increased awareness of bike riders on our roads
- Amy’s Rides and other recreational participation events have attracted in excess of 22,000 participants nationally.

“We seek to highlight the importance of being responsible every time we head out on the road whether we’re on two wheels or in four, or on foot. It’s not rocket science, it’s something we can all do starting today – because everyone deserves to arrive home safely irrespective of their chosen mode of transport.”

– Amy Gillett Foundation
Better relationships with key stakeholders and the community

To ensure that Council planning and policy is reflective of stakeholder and community needs, Council must:

- develop closer working relationships with key stakeholders (including bicycle user groups, Bicycle Queensland, the Department of Transport and Main Roads, Gold Coast Physical Activity Alliance)
- develop and encourage more communication channels (including web-based, reference groups, market research) for community input and feedback on sustainable transport policy.

Encouraging workplace travel change

Work trips are a major contributor to peak hour traffic congestion. On the Gold Coast, half the population lives within a 10 kilometre journey to work. With a little effort and prior planning, many of these work trips could easily be taken by bike or on public transport. Council will develop and deliver a travel behaviour change program for workplaces, targeting the city’s top 20 employers to develop travel plans to maximise the use of sustainable transport by employees.

A number of other local governments use ‘green travel plans’ as a development assessment tool to minimise the negative effects of travel on the environment. The plans describe ways in which the use of sustainable transport may be encouraged.

Car-sharing schemes

Car-sharing schemes allow members to use a car for short periods, which they book online or by phone and pick up from a parking space in their neighbourhood. Members usually pay a subscription fee as well as an hourly or daily rate. Car-share schemes are great for people who only need a car (or a second car) occasionally. Increased use of these schemes can:

- reduce the number of cars in our city
- reduce the need for more car parking
- increase the viability of a largely car-free lifestyle
- Council could assist operators with marketing and promotion, or by providing dedicated car parks for car-sharing vehicles in strategic locations.

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Themes and actions – changing travel behaviour

Theme 23: Expand Council’s Active Travel initiatives, targeting schools, workplaces and communities

Theme 23 actions:

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Theme 23 actions:

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Theme 23 actions:

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>23.10</td>
<td>Council</td>
<td>From 2013</td>
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<tr>
<td>23.11</td>
<td>Council</td>
<td>From 2015</td>
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<tr>
<td>23.12</td>
<td>Council</td>
<td>From 2014</td>
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<td>23.13</td>
<td>Council</td>
<td>2013</td>
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<td>23.14</td>
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<td>23.15</td>
<td>Council</td>
<td>2013-14</td>
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<td>23.16</td>
<td>Council</td>
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<td>23.17</td>
<td>Council</td>
<td>2013-14</td>
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<tr>
<td>23.18</td>
<td>Council</td>
<td>Ongoing</td>
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Signature projects – changing travel behaviour

**Signature Project 1:** Expand the Active School Travel program
Council will significantly expand its Active School Travel program, targeting 5-10 schools each year. This program involves working with schools to reduce traffic during drop-off and pick-up times. This program will help drive a cultural change among young people and tackle rising rates of childhood obesity.

**Signature Project 3:** Develop a cycling economy
Council will work with the private sector and Queensland Government to support the development of a cycling economy on the Gold Coast, including actions to support cycle tourism, the bicycle industry, and recreation and sports cycling. Cycle tourism (including regional and rural cycle touring) has the potential to provide a range of economic, social and environmental benefits to the Gold Coast.

**Signature Project 4:** Support car-sharing schemes
Council will help promote privately-led car-sharing schemes to reduce the number of cars on Gold Coast roads. Car-sharing schemes allow members to use a car for short periods, which they book online or by phone and pick up from a parking space in their neighbourhood. Car-share schemes are great for people who only need a car for a second car) occasionally. They can reduce the need for more car parking and increase the viability of a largely car-free lifestyle.

**Signature Project 5:** Deliver a travel behaviour change program for communities
Council will develop and deliver a travel behaviour change program for communities. This will involve developing travel plans to maximise the use of sustainable transport by employees.
Council will introduce ‘workplace travel plans’ as a condition of planning approval on significant developments. These plans are used by employees.

**Changing travel behaviour actions for Council**

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<tr>
<th>No.</th>
<th>Action</th>
<th>Lead area</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>23.1</td>
<td>Develop and implement an Active Travel Communities program that delivers sustainable travel information and initiatives for the Gold Coast community.</td>
<td>City Transport</td>
<td>2013-2031</td>
</tr>
<tr>
<td>23.2</td>
<td>Promote travel behaviour change by coordinating and planning local community events as part of national active transport days.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>23.3</td>
<td>Promote travel behaviour change at a wide range of community events and further promote sustainable transport via media opportunities, Council’s website and other Council communication channels.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>23.4</td>
<td>Align travel behaviour change initiatives with the provision of new transport infrastructure and services, targeting trips to schools, universities and workplaces.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>23.5</td>
<td>Update and annually print the Gold Coast Cycling Guide and other active transport materials and make these widely available to residents and visitors.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>23.6</td>
<td>Ensure sustainable travel information is easily accessible via a number of avenues, including: internet mapping of Council’s major active transport corridors, signage along major active transport corridors and at major activity centres and public transport stations/interchanges, an interactive suburb snapshot tool which shows local services/activity centres and how to access these via sustainable transport.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>23.7</td>
<td>Develop, support and deliver education and awareness campaigns on road and cycle safety.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>23.8</td>
<td>Develop a program with the Commonwealth Games Organising Committee to use the Games as an opportunity to leave a legacy of sustainable travel culture.</td>
<td>City Transport</td>
<td>2013-2018</td>
</tr>
<tr>
<td>23.9</td>
<td>Implement a program to support the development of a cycling economy on the Gold Coast, including actions to support cycle tourism, the bicycle industry, and recreation and sports cycling.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>23.10</td>
<td>Significantly expand Council’s Active School Travel program, targeting 5-10 schools each year.</td>
<td>City Transport</td>
<td>From 2013</td>
</tr>
<tr>
<td>23.11</td>
<td>Ensure significant developments complete a ‘workplace travel plan’ as a condition of planning approval.</td>
<td>City Transport</td>
<td>From 2015</td>
</tr>
<tr>
<td>23.12</td>
<td>Develop and deliver a travel behaviour change program for workplaces, targeting the Gold Coast’s top 20 employers.</td>
<td>City Transport</td>
<td>From 2014</td>
</tr>
<tr>
<td>23.13</td>
<td>Develop an overarching Active Travel program that has a structured plan to promote travel behaviour change across communities, school, workplace and events.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>23.14</td>
<td>Continue to support the Department of Transport and Main Roads to implement TravelSmart programs on the Gold Coast.</td>
<td>City Transport</td>
<td>2013</td>
</tr>
<tr>
<td>23.15</td>
<td>Develop a strategy to encourage tourists and visitors to make sustainable transport choices while visiting the Gold Coast by providing readily accessible, tailored information on how to get around without a car. Work with the main attraction venues to develop this strategy.</td>
<td>City Transport</td>
<td>2013-14</td>
</tr>
<tr>
<td>23.16</td>
<td>Identify and engage ‘champions’ across the Workplaces, Schools and Communities Active Travel program to promote behaviour change and sustainable travel choices.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
<tr>
<td>23.17</td>
<td>Investigate opportunities to work with the private sector to introduce a ‘hop-on, hop-off’ bus service for tourists.</td>
<td>Economic Development &amp; Major Projects</td>
<td>2031-14</td>
</tr>
<tr>
<td>23.18</td>
<td>Help promote privately-led car sharing schemes to reduce the number of cars on Gold Coast roads.</td>
<td>City Transport</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

KEY: Joint with TMR
Tourism is a vital component of the Gold Coast’s economy, contributing almost one dollar in every five generated within the city. Transport infrastructure must support the increasing numbers of visitors with transport services that are easy to use, reliable and frequent, and take people where they want to go in order to maintain the Gold Coast’s appeal as a prime tourist destination. South East Queensland regional population growth will result in increases in visitor numbers to the Gold Coast, as beaches will remain a key regional attractor for day visitors. Presently, there is a lack of reliable data on how tourists and day trippers move around and what effect they have on the transport network.

**Key Tourism Facts**

- In the year ended March 2012, 10.5 million people visited the Gold Coast. 6.5 million were domestic day trip visitors and 4 million were overnight visitors.
- These visitors contributed $4.3 billion to the local economy.
- There are 2,500 tourism-related businesses on the Gold Coast. These create 28,000 jobs, which is equivalent to 8,000 full-time employees.

The effects of tourist travel on the network

Roughly half of all trips made by visitors are made by car. Visitors to the Gold Coast do, however, frequently choose to walk to activities. Public transport is a popular option for visitors, with 14 per cent of all visitor trips taken by public transport (compared to only 4 per cent of Gold Coast residents). Although visitors take more than half of their trips by car, they have a low impact on total road demand. During the peak holiday period, visitors represent an estimated 3 per cent of all drivers on the Gold Coast during the morning peak period and 5 per cent in the afternoon. There are also major tourist peaks that put extra pressure on the transport network during holiday periods.

The potential for a Gold Coast cruise ship terminal will also have implications on the transport network. Council will need to consider the transport infrastructure required to support such a facility.

**Weekend travel**

The Gold Coast experiences unique weekend travel characteristics when compared to similar-sized cities. The coastal strip’s beaches, shops and dining areas attract a large number of discretionary trips from residents. In addition to the high demand placed on the network by tourists, the Gold Coast attracts large numbers of day trippers on weekends from neighbouring areas such as Brisbane, Logan and Tweed Shire. As a result, a number of key roads experience traffic levels on weekends matching or exceeding the weekday commuting peak. Figure 10 Roads that experience high weekend traffic demand shows which roads currently experience these high traffic demands.

Some major roads carry up to 50 per cent more traffic on weekends at peak times compared with weekday peak times. On these roads, the weekend period can account for as much as 60 per cent of total traffic for the whole week. By comparison, peak traffic for a major road not affected by weekend travel is typically 45 per cent less than the weekday commuting peak and only accounts for about 20 per cent of all traffic for the week.

Most of the roads identified in Figure 10 Roads that experience high weekend traffic demand experience congestion on weekdays and weekends, creating inconvenience and delay for residents and visitors. With growth in both resident and visitor numbers expected in future, a key challenge will be to manage demand and make improvements to these routes so that economic activity is supported.

Australia’s fastest-growing airport

Gold Coast Airport is Australia’s fastest-growing airport. In 2011, it had more than five million passenger movements. By 2031, this could more than triple to 16.3 million passenger movements (14 million domestic and 2.3 million international). The airport is a significant economic generator for communities in the South East Queensland and northern New South Wales regions. Its fee structure makes it suitable for low-cost air carriers, meaning it is likely to have continued strong growth in the budget tourism market.

To ensure the airport continues to play a strong role in the local economy, it is essential to provide an integrated ground transport system that considers the surrounding road network, parking, public transport, and pedestrian and cycling access. It is particularly important to connect the airport to the major beachside accommodation precincts at the northern end of the coastal strip.

**Actions to meet the tourism sector’s growing transport needs**

While the following tourism-related actions are outlined in the preceding chapters, they have been reproduced here for ease of reference as a collection of related actions.
Collecting travel data
Road use patterns on the Gold Coast are different to other cities. The high numbers of tourists visiting the Gold Coast every day adds trips at times of the day and week that are different to non-tourist cities. There is a need for more reliable data on the effect of this extra traffic on the local network.

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<tr>
<td>18.5</td>
<td>Regularly collect data on traffic movements across the whole year (including weekends, events and peak holiday periods) to ensure the road network can be managed to support not only day-to-day travel but also event and tourist travel.</td>
<td>Council / TMR</td>
<td>From 2013</td>
</tr>
</tbody>
</table>

Providing public transport tickets for tourists
Overseas travellers often remark that the city’s public transport ticketing products are limited for a world-class destination such as the Gold Coast. Residents and sightseers also comment that there is no incentive for family groups to use public transport when they are charged individual fares (compared to private car use). Council supports the provision of a family-friendly and tourist-friendly public transport ticketing product that will boost the attractiveness of public transport for these key markets. This could include the use of Quick Recognition technology to provide timetable and route information in many languages.

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Encouraging sustainable travel behaviour from tourists and visitors
Given the significant number of tourists that visit the Gold Coast each year, Council needs to encourage visitors to travel in a sustainable manner wherever possible. This will limit the effects that tourist traffic has on the overall Gold Coast traffic network.

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<td>From 2013</td>
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Developing a cycling economy
Cycle tourism has the potential to provide a range of economic, social and environmental benefits to the Gold Coast by creating jobs in retail, repair and service, event management, building infrastructure, planning and tourism as well as helping to reduce air pollution and traffic congestion, Council will work with the State Government to promote cycle tourism on the Gold Coast and provide scope for regional and rural cycle touring opportunities such as food and wine tours, new coastal paths, mountain biking events and major cycling events.

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<td>Council</td>
<td>2013-14</td>
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</table>

‘Hop-on, hop-off’ tourist bus services
‘Hop-on, hop-off’ bus tours provide a quick and convenient way to get an overview of a city. They are frequently used by visitors on their first day or two in a new city as it quickly gives them an overview of how the area is laid out. ‘Hop-on, hop-off’ tours are also used by visitors who only have a very short amount of time in an area.

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<td>Council</td>
<td>2013-14</td>
</tr>
</tbody>
</table>

Are we too dependent on our cars?

“Cars will always play a role in the way we get around. But in a big city, it’s just not sustainable to use the car for every trip. As the Coast grows, better public transport, more footpaths, bikeways and bike lanes will give us a better balance.”

Scott Cook and Nathalie Taylor, Biggera Waters
13. Implementing the strategy

The Gold Coast City Transport Strategy 2031 will be implemented by Council in partnership with the Queensland Government, the Commonwealth Government and the various industry and community interests in the city. The strategy will be the focus for a 10-year implementation plan based on the key outcome areas outlined below. The implementation plan will match the 10-year financial plan continually updated by Council. It will be supported by a four-year forward program of transport projects that will be reviewed annually. Where appropriate, the four-year forward program will be adjusted to take account of more detailed investigations and the changing conditions and priorities for the city.

Key outcome areas

The Gold Coast City Transport Strategy 2031 will be implemented through specific sub-programs focused on the following six key outcome areas:

- creating liveable places which relates to the planning scheme and corridor investments to support light rail
- better parking management to support the economic vitality of the city and boost sustainable transport use
- providing excellent public transport where the Department of Transport and Main Roads will have prime carriage, and Council plays a strong supporting role
- encouraging more walking and cycling through a partnership between Council and the Department of Transport and Main Roads, with TMR focusing on the principal cycle network and on facilities on state-controlled roads, and Council focusing on local links and Council roads
- providing a well-managed road network catering for all users, through a strong partnership between Council and the Department of Transport and Main Roads, acting in unison on a one network philosophy
- changing our travel behaviour which involves undertaking schemes to encourage schools, workplaces and communities to walk, cycle, car pool and take public transport as part of their daily travel.

Supporting initiatives

In addition to the key outcome areas, there are three supporting initiatives:

- leveraging the benefits of the Commonwealth Games which will require Council and Queensland Government agencies to work together to maximise opportunities and legacy benefits of facilities provided for the Games
- partnering to ensure the smooth opening of the first light rail stage in 2014, supported by coordinated traffic management and a revised bus operating plan
- planning scheme changes, which Council will progress to ensure support for the key outcome areas, especially creating liveable places.
The role of government in implementing the strategy
Responsibility for transport policy, infrastructure and services is shared between the three levels of government.

Commonwealth Government
- Contributes funding for transport in Queensland (for example, the Gold Coast light rail project and Pacific Motorway upgrades).
- Develops policy for safety and efficiency.
- Regulates surface transport and the leased federal airports.

Queensland Government
- Plays a major role in the planning, delivery, management and regulation of transport in partnership with local government and other service providers.
- Responsible for the planning, provision, maintenance and management of the state-controlled road network. Has a strategic interest in integrating roads within the overall transport system.
- Funds and regulates urban public transport, rail services, school services and public transport facilities (such as rail stations). It also regulates and supports the provision of air services to rural and remote communities and provides navigation aids and facilities such as boat ramps and jetties.
- TMR coordinates and delivers bus, train and ferry services across South East Queensland. TMR is also responsible for providing customer information, ticketing and public transport infrastructure.

Gold Coast City Council
- Responsible for the provision and maintenance of local roads, and contributing resources to delivering transport infrastructure and services.
- Responsible for development, delivery and maintenance of walking and cycling infrastructure on local government roads.
- Responsible for the control and management of the planning scheme to support development that complements the intent of the transport strategy.
- Responsible for making local laws to regulate roads and parking.

Table 13-1 Role of government in delivering the strategy

<table>
<thead>
<tr>
<th>The role of the business and the community</th>
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<tr>
<td>The urban development sector</td>
</tr>
<tr>
<td>Achieving our objective to create urban environments that reduce car-dependence requires support from the private development sector. Council will continue to work with the development industry and the Department of Local Government and Department of State Development, Infrastructure and Planning to provide solutions for quality urban places within the urban area of the Gold Coast. This will ensure new communities do not follow the traditional car-based development pattern currently prevailing.</td>
</tr>
<tr>
<td>It is important that urban infill retains the required density and diversity to support efficient public transport operations and, through good design principles and supportive development, supports walking and cycling trips.</td>
</tr>
</tbody>
</table>

| The commercial sector                   |
| Economic growth depends on a viable and efficient transport system. Commercial interests can assist government agencies to develop and maintain transport networks through actions including: |
| - understanding the role of centres’ policy and ensuring their business is developed in centres with appropriate transport services. For example, industry requiring broad areas and good road access should locate in enterprise precincts near major roads, and should not locate in commercial centres that are managing the supply of parking and supporting increased public transport use. |
| - understanding the need to balance car and public transport access in major centres and locate car parking in areas that reduce traffic through main street areas and encourage walking around the centre. |

| The community                           |
| The support and understanding of the community is vital to ongoing development and management of a sustainable transport system. While individually we would all like the freedom to move whenever and however we like, when there are many thousands of us we need to consider a whole-of-community perspective. This includes: |
| - engaging in dialogue with government as to what the future needs and issues are, and understanding the implications of doing ‘more of the same’ as the city gets bigger. |
| - being prepared to consider more sustainable transport options for some trips and addressing inefficient travel habits where there is a realistic alternative to car travel. |

Establishing priorities
Transport is a major part of both State Government and Council budgets. There is strong competition for funds due to increasing costs of construction and demands from other key sectors like health, education and social services. A basis for establishing and maintaining investment priorities over the medium to long-term must be formed. The strategy provides a clear basis for prioritising action through the preferred strategy established in Chapter 5. This will be used to develop the detailed 10-year investment plans. The development of the transport strategy has already indicated priorities for the initial years of the investment plans. These include both capital and non-capital (policy and planning) actions.

Initial areas of action for Gold Coast City Council
The focus for action by Council will include:
1. Planning for the Commonwealth Games to leverage the benefits of Games transport investments for longer-term use as part of the City’s transport network.
2. Fostering the development of a transit precinct in the Gold Coast Highway corridor from Southport to Coolangatta, with priority access for public transport, pedestrian precincts in the major centres and beachside precincts, and managed supply and cost of car parking. Road investment in this coastal precinct will be limited to eliminating choke points and improving road safety.
3. Developing a strong network of diverse centres across the city linked by frequent public transport, and with local transport plans to maximise opportunities for use of public and active transport.
4. Extending flexible bus services into other parts of the city that cannot be effectively serviced by scheduled services, and maintaining Council Cab community transport services for the frail and disabled.
5. Developing new strategic bikeway links and connecting to develop a connected network of local links to support the strategic network.
6. Trailling pedestrian priority zones in major centres and beachside precincts in the coastal strip between Southport and Coolangatta.
7. Renaming the Gold Coast Highway as Gold Coast Boulevard, and developing this road as a shared facility for public transport with lower volumes of through traffic, including the ongoing development of traffic routes and signage on more westerly north-south roads.
8. Continuing Active School Travel programs to develop a sustainable transport culture for future generations.
9. Developing a cycling economy including tourism rides and scenic rural rides for cycle tourists, and cycling events to attract visitors.

Initial areas of action for partnerships with other governments
The focus for combined action by Council, the Queensland and Commonwealth governments will be on:
1. Achieving a smooth opening of the first light rail stage in 2014, including coordinated traffic management and a revised bus operating plan.
2. Simplifying the bus network by reorganising route numbering based on local precincts, and introducing rapid bus connections along key roads not served by either light rail or heavy rail.
3. Developing a combined traffic management centre to incorporate management of state and local roads and possibly include bus control and light rail control functions.
4. Extending the light rail west to the heavy rail line and south to the airport.
5. Developing tourist products for the public transport system including mobile phone-based multilingual passenger information and tourist ticket products.
6. Reviewing fare zones to ensure equity between the Gold Coast and other parts of the region.
7. Reviewing road user priority in congested parts of the road network including developing bus priority where justified to support the rapid bus network and improve reliability for buses.
8. Developing the Intra-Regional Transport Corridor with contributions from land development as a multi-modal urban arterial road to serve local development and reduce reliance on the Pacific Motorway for local trips.
9. Upgrading the Pacific Motorway between Tugun and Brisbane to cater for sustained growth of inter-regional and interstate travel.
14. Funding and revenue

Introduction
Without adequate planning and funding for transport systems, the city faces a future of increased levels of traffic congestion, reduced amenity and air quality, and reduced quality of life. The current reality of reduced levels of funding presents a significant challenge for government investment in infrastructure to keep pace with growth.

Providing a more sustainable transport system for our city will reduce the endless requirement to construct and maintain roads, which uses the bulk of current transport funding. A more balanced level of investment in transport infrastructure and an increased level of investment in public and active transport is required to meet the transport needs of our fast-growing city.

Costs of implementing the strategy
The Queensland Government has estimated that the capital component for new and enhanced transport infrastructure for South East Queensland could be in the order of $125 billion (Department of Transport and Main Roads, Connecting SEQ 2031, p.138, 2011). Preliminary costings estimate that implementation of the Gold Coast City Transport Strategy 2031 would cost in the order of $10.5 billion. Of this, Council’s expenditure estimate would be $1.3-$2.1 billion, dependent upon Council’s contribution to light rail projects.

The projects outlined in the strategy represent an achievable plan for our transport future. The strategy contains a balance of:

- low-cost, short-term actions (such as a major bus route restructure and an integrated traffic management centre) that get the most out of our existing infrastructure
- major infrastructure projects (such as new light rail lines and rail stations) that will require substantial investment from the State and Commonwealth governments once funding becomes available in the medium-to-long term.
Affordability analysis
Council’s funding envelope is approximately $83.8 million per annum, or $1.5 billion over the life of the strategy. Considering the upper end of the cost range, this represents a funding shortfall of up to $36.2 million per annum, or $652 million over the life of the strategy.

Funding options
The Gold Coast City Transport Strategy 2031 is not intended to be a fully-funded strategy. It is a vision to guide transport policy and prioritise investment in our transport network. The strategy will be used to assess funding needs and underpin bids for funding from all levels of government. New funding arrangements may be required to bridge the gap between available revenue and investment needs.

Economic appraisal
A preliminary cost benefit analysis of the transport strategy (relative to a ‘do-minimum’ scenario) suggests that the implementation of the transport strategy is expected to cost $3.66 billion in present value terms to 2044. This in turn is estimated to generate travel-related benefits worth $8.9 billion. The net present value (NPV) is therefore estimated at $5.3 billion, resulting in a benefit to cost ratio (BCR) of 2.491 and economic internal rate of return (IRR) of 14.71%. Accordingly, the cost benefit metrics for the Gold Coast City Transport Strategy 2031 underline that the program of works and activities indicate good policy direction.

Broad funding responsibilities
Responsibility for funding the major transport improvements should generally be based on similar arrangements to those in the past, with greater opportunity for private sector investment, and a broader approach to how the return on private investment is achieved. The principal elements are:
- Commonwealth Government to support specific improvements in major urban transport infrastructure of national significance. It should also include capital support for the major high-frequency public transport upgrades, in the same way as the Commonwealth supported the construction of the Gold Coast railway.
- Queensland Government to take primary responsibility for funding strategic transport infrastructure improvements including roads, public transport and regional cycleways.
- Queensland Government to take the major role in public transport funding, including subsidies.
- local government to fund local infrastructure such as local roads, bus stops, bus priority measures on local roads, ferry pontoons and local bikeways and pedestrian facilities.
- private operators to fund public transport vehicles and supporting technological improvements.
- developers to provide local road infrastructure, pedestrian and cycle infrastructure and public transport rights of way in respect of their development.
- private sector investors to assist with funding of major public transport improvements under equitable joint venture arrangements.

Future funding sources
The need, opportunity and acceptability of raising new revenue for transport services should be made explicit to the community through informed consultation processes. Available sources of funding would include:
- local government special purpose levies.
- infrastructure charges under the new Integrated Planning Act.
- user pays fees including fares and parking charges.
- value capture schemes, whereby transport investments are funded from returns from properties whose value increases when serviced by the new investments.
- private sector investment in infrastructure and services.
- retail and other commercial trade on transport properties.

Balanced funding
Funding for transport infrastructure needs to keep pace with the rate of growth of the city. Funding for public and active transport modes needs to be increased to reflect the importance of these modes in the future transport network.
15. Monitoring and review

Introduction
The Gold Coast City Transport Strategy 2031 is a policy document, not a statutory plan. The strategy provides guidance and proposes necessary actions for achieving a sustainable transport future. This implies the strategy will only be implemented if it provides useful and timely guidance for day-to-day decisions, and has the support of the community and the various key agencies involved in its delivery. To ensure it meets these requirements, implementation arrangements for the Gold Coast City Transport Strategy 2031 will incorporate needs for:

- obtaining broad community support for the directions and key actions in the strategy
- institutional coordination and liaison
- monitoring of progress towards implementing the actions in the strategy
- monitoring of progress towards achievement of goals
- a predictable process for reviewing and revising the strategy
- an agreed action plan revised regularly.

Institutional coordination and liaison
Implementing a transport master plan requires all three tiers of government to work within a consistent action planning and monitoring framework. Council will work to maintain strong partnerships with the Queensland and Commonwealth governments to maximise the benefits of working together and leveraging shared outcomes. The most immediate opportunity is the opening of the first stage of light rail in 2014, which requires coordinated action from all governments. In addition, the 2018 Commonwealth Games present a rare opportunity to showcase the city and to demonstrate how partnerships can continue to deliver transport benefits to the Gold Coast community.

Monitoring progress towards implementation
We will monitor the progress of the Gold Coast City Transport Strategy 2031 between 2013 and 2031 in order to achieve the targets set out in the transport strategy. These targets will be monitored through regular system measurements, including the national census, accident reports, traffic counts, travel time surveys, annual public transport patronage, customer and user satisfaction surveys and other methods. These performance measures will be used to prepare a ‘State of the Network’ report which will be prepared annually to monitor performance on implementation of the transport strategy.

A process for reviewing and revising the City Transport Strategy
It is intended that the Gold Coast City Transport Strategy 2031 be reviewed in 2018. This will coincide with the next review of the city’s planning scheme and align with the availability of data from the 2016 Census. Where major variations to the strategy are proposed outside the review process, there should be consultation with the public and stakeholders, consistent with the processes used to prepare the strategy. Where minor amendments are proposed, there may be no need for a formal amendment to the published plan.
16. Glossary of terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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<tbody>
<tr>
<td>Active transport</td>
<td>Non-motorised travel, such as walking and cycling.</td>
</tr>
<tr>
<td>Broadhectare development</td>
<td>Undeveloped land zoned for residential development, and other known planned developments approved by Council.</td>
</tr>
<tr>
<td>Bus priority measures</td>
<td>Measures to speed up buses and improve their reliability, either by means of a dedicated bus lane, or by various forms of priority at traffic lights.</td>
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<tr>
<td>Bypass or ring road</td>
<td>Roads that remove traffic from activity centres and other places where high amenity is desired.</td>
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<tr>
<td>Coastal transit precinct</td>
<td>The strip between Southport and Coolangatta adjacent to the beach.</td>
</tr>
<tr>
<td>Community boulevard</td>
<td>Roads that provide amenity through activity and town centres, designed to cater for low volumes of traffic, with priority given to pedestrians, bike riders and public transport. Often a community boulevard will be provided in a ‘pair’ with a bypass or ring road.</td>
</tr>
<tr>
<td>Council Cab</td>
<td>The Council Cab service assists older people and those with a disability to travel to their local shopping centre at a cost of $2 each way.</td>
</tr>
<tr>
<td>Community transport</td>
<td>Typically, Community Transport services are booked, door-to-door bus services for people with limited ability to use the public transport system. Community Transport initiatives may also offer grants to foster innovation, provision of information and provision of transport services to groups with special needs.</td>
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<tr>
<td>Congestion</td>
<td>In the context of transport, a condition where the use of a piece of infrastructure exceeds the level at which it functions efficiently.</td>
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<tr>
<td>End-of-trip facilities</td>
<td>Facilities for cyclists and pedestrians which can include bicycle parking, lockers, change rooms and showers.</td>
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<tr>
<td>TMR</td>
<td>Department of Transport and Main Roads</td>
</tr>
<tr>
<td>GCSCATS</td>
<td>Gold Coast Southern and Central Area Transport Study (an area transport study carried out by the Department of Transport and Main Roads)</td>
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<tr>
<td>High-frequency public transport</td>
<td>Bus, light rail or rail services operating at least every 15 minutes all day (6am–9pm minimum), seven days a week.</td>
</tr>
<tr>
<td>Intra-Regional Transport Corridor</td>
<td>A proposed multi-modal urban arterial road connecting Stapylton to Carrara.</td>
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<tr>
<td>Local area parking plans</td>
<td>Parking plans that will be developed collaboratively with local centres, to provide for specific parking needs. Under this process, communities will be asked to consider how they want their centre to evolve. New policy ideas and technologies will be used to provide new opportunities for local centre improvements that give more reasons for people to visit.</td>
</tr>
<tr>
<td>Mixed-use development</td>
<td>The use of a building, set of buildings, or neighbourhood for more than one purpose. This can mean some combination of residential, commercial, industrial, office, institutional, or other land uses.</td>
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<tr>
<td>Mode share</td>
<td>The number of trips or (more common) percentage of travellers using a particular type of transport.</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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<tr>
<td>Multi-modal</td>
<td>Transport using more than one mode.</td>
</tr>
<tr>
<td>Multi-modal urban arterial road</td>
<td>Roads that provide connections within communities and cater for a range of road users, including pedestrians, bike riders, public transport, cars, as well as commercial delivery vehicles ('first and last mile' freight). If well-designed, they can help create quality places but should generally avoid activity centres and beachside precincts.</td>
</tr>
<tr>
<td>Park-and-ride</td>
<td>Accessing public transport by driving to a stop where there is facility to park your car.</td>
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<tr>
<td>Pedestrian priority zones</td>
<td>Zones where road use priority is given to pedestrians to provide a safer environment for people on foot.</td>
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<tr>
<td>Primary local access roads</td>
<td>Roads that distribute trips between neighbourhoods and to local destinations from the arterial network.</td>
</tr>
<tr>
<td>Priority Infrastructure Plan (PIP)</td>
<td>Council's Priority Infrastructure Plan (PIP) is a component of the Council’s Planning Scheme. The PIP defines the scale, type, timing and location of growth in the city, in order to plan and fund trunk infrastructure in a timely manner. The PIP is the mechanism by which infrastructure charges are recovered from developers to fund the demand which developments place on infrastructure networks and their services.</td>
</tr>
<tr>
<td>Public transport interchange</td>
<td>Transport stations where passengers can transfer between modes.</td>
</tr>
<tr>
<td>Road Development and Management Framework</td>
<td>A framework derived from the Queensland Government’s Connecting SEQ 2031 and the Victorian Government’s Smart Roads Road Use Hierarchy that will guide decisions about how road improvements are prioritised and designed, regardless of whether it is a state-controlled or local government road, and which users should be allocated priority.</td>
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<tr>
<td>Secondary local access roads</td>
<td>Roads that provide access to local destinations from the arterial network.</td>
</tr>
<tr>
<td>Southern Infrastructure Corridor</td>
<td>A new road from Pimpama to Ipswich (passing the new developments of Yarrabilba and Ragstone).</td>
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<tr>
<td>Sustainable transport</td>
<td>Transport that is resilient and capable of being continued over the longer-term with minimal effect on the environment.</td>
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<tr>
<td>Transit-oriented development</td>
<td>An approach to transport and land use planning that supports high quality, high-density and sustainable urban communities focused around transit stations.</td>
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<tr>
<td>Travel behaviour change programs</td>
<td>Schemes that work with groups and individuals to provide information about sustainable travel options in an effort to boost mode share for walking, cycling, carpooling and public transport.</td>
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<tr>
<td>Urban development</td>
<td>Establishment of new communities comprising residential, commercial and other uses.</td>
</tr>
<tr>
<td>Urban form</td>
<td>Broad shape and structure of an urban community and the distribution of its major features.</td>
</tr>
<tr>
<td>Urban sprawl</td>
<td>The expansion of low-density development.</td>
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