**Ultimate function**

> Primary movement corridor/north-south connector route
> Four traffic lanes with a dedicated public transport route integrated within an urban environment
> Intermittently integrates with GCRT
> Caters to commuter cyclists
> Active frontages are encouraged by:
  > Increased pedestrian movements via wider footpaths
  > Efficient public transport with dedicated bus lanes
  > Safe crossings to GCRT stations
  > Attractive and comfortable streetscape treatments
  > Slower moving traffic
> Limited on-street parking opportunities to discourage vehicle short, local trips

**Design features**

**Interim**

No interim design proposed.

**Ultimate**

The following changes are proposed for ultimate delivery of this typology:

> Underground power and collocate services within verge, wherever possible
> Consider traffic speed reduction to encourage slower vehicular movements
> Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
> Provide dedicated on-road cycle lanes
> Provide dedicated bus lanes where necessary
> Upgrade street lighting
> Relax street tree setbacks
> Introduce flexible setback zones to road reserve/property boundaries
> Introduce subtropical, feature street tree plantings to reinforce the city gateway and boulevard function of this corridor

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**Gold Coast Highway – Existing. Scale 1:200**

**Gold Coast Highway – Ultimate. Scale 1:200**

Prepared by HASSELL for GCCC
Citywide Connector

Design intent

These connector roads deliver primary east-west active transport movements from the outer regions of the city to the coastal core. Dedicated public transport and cycle lanes directly link communities with the GCRT system, business/retail hubs, recreation spaces, and the coast. These are attractive ‘green spines’ that exemplify how high-levels of amenity, legibility and safety can encourage active transit movements.


**Ultimate function**

- Primary east-west movement corridor
- Four traffic lanes with a dedicated public transport route transitioning between residential and urban environments
- Connects to GCRT stations
- Caters to commuter and recreational cyclists
- Encourages active transport by providing:
  - Wide off-road share paths
  - Efficient public transport with dedicated bus lanes
  - Dedicated cycle lanes
- An attractive and comfortable streetscape environment
- Limited on-street parking opportunities to discourage short, local vehicle trips

**Design features**

**Interim**

The following changes are proposed for the interim design of this typology:

- Consider traffic speed reduction to encourage slower vehicular movements
- Retain overhead transmission lines and current service allocations
- Relax street tree setbacks
- Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
- Reduce the current central median width and plant with tall, feature marker trees and low maintenance understorey plantings
- Provide dedicated on-road cycle lanes
- Provide dedicated bus lanes
- Provide upgraded footpaths

**Ultimate**

The following changes are proposed for ultimate delivery of this typology:

- Underground power and collocate services within verge, wherever possible
- Upgrade street lighting
- Introduce subtropical, feature street trees plantings to reinforce the ‘green’ spine and support the active transport function of this corridor
- Introduce flexible setback zones to road reserve/property boundaries

Prepared by HASSELL for GCCC
**Green Connector**

**Design intent**

These 'green' connectors act as a secondary east-west movement corridors linking edges of the city to the coastal core. This typology differs from the 'citywide connector' by having no dedicated public transport lanes. The focus is on providing maximum comfort for pedestrians and cyclists on direct links to the GCRT system, business/retail hubs, and recreation spaces. These are attractive 'green spines' that aim to encourage active transport.
**Ultimate function**

> Secondary east-west movement corridor
> Two traffic lanes with pedestrian and cyclist priority transitioning between residential and urban environments
> Caters to commuter and recreational cyclist movements
> Encourages pedestrians and cyclists by providing:
  > Wide, off-road share paths
  > Dedicated on-road cycle lanes
  > An attractive and comfortable streetscape environment
  > Regular on-street parking opportunities to encourage economic development along these routes and improve access to open space

**Design features**

**Interim**

No interim design proposed.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Upgrade street lighting
> Introduce subtropical, feature street tree plantings to reinforce the ‘green’ spine and support the active transport function of this corridor
> Introduce flexible setback zones to road reserve/property boundaries

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**Green Connector – Existing. Scale 1:200**

**Green Connector – Ultimate. Scale 1:200**

Prepared by HASSELL for GCCC
Subtropical Street

Design intent

A distinctive street for people attracts a diversity of users in an appealing environment that provides lush subtropical vegetation and undulating arbours, optimising shade, reducing the temperature of urban environments, and reinforcing a rich, local character unique to each precinct. The carriageway configuration aims to slow vehicular movements, encourage cyclists and provide parking for retail and commercial frontages.
**Ultimate function**

- An active and bustling subtropical corridor within local retail hubs
- Two traffic lanes with pedestrian and cyclist priority integrated within retail and commercial hubs in each precinct
- Caters to recreational cyclist movements
- Encourages pedestrians and cyclists by providing:
  - Wide, off-road share paths
  - Dedicated on-road cycle lanes
  - An attractive and comfortable streetscape environment
  - Regular on-street parking opportunities to encourage economic activity

**Design features**

**Interim**

There is no interim design option for this typology.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

- Underground power and collocate services within verge, wherever possible
- Consider traffic speed reduction to encourage slower vehicular movements
- Relax street tree setbacks
- Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
- Provide dedicated on-road cycle lanes
- Provide upgraded footpaths
- Provide on-street parking bays
- Integrate an arbour structure to deflect western sun
- Introduce appropriate street tree and understorey plantings to reinforce ‘subtropicality’
- Upgrade street lighting
- Introduce flexible setback zones to road reserve/property boundaries

**Variations and recommendations for consideration**

- Consider integrating misting devices and solar panels within arbour structure

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Prepared by HASSELL for GCCC
**Design intent**

The heart of the community – this busy and active street encourages slow movements through shared use of space. Treatments are high quality and detailed to subtly denote use of space and encourage a dynamic retail hub. Cyclists, pedestrians and vehicles share the corridor which is shaded and rich with lush landscaping, outdoor street dining, diverse retail kiosks, shade structures and public art.
Ultimate function

> A mixed traffic street where pedestrians and cyclists have priority use over vehicles in this shared space
> Two traffic lanes and ample off-road pedestrian and cyclist space within retail/commercial hubs
> Encourages slow traffic movements
> Encourages pedestrians and cyclists by providing:
  > Wide, shady footpaths
  > High amenity pavements
  > An attractive and comfortable streetscape environment
  > Reduced on-street parking opportunities to encourage active transport methods through this destination

Design features

Interim

There is no interim design option for this typology.

Ultimate

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Consider traffic speed reduction to encourage slower vehicular movements
> Relax street tree setbacks
> Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
> Flexible zones to allow for off-road loading zone/parking/drop-off
> Provide upgraded footpaths
> Integrate an arbour structure or retail kiosks along verge
> Introduce appropriate street tree and understorey plantings to reinforce ‘subtropicality’
> Upgrade street lighting
> Introduce flexible setback zones to road reserve/property boundaries

Variations and recommendations for consideration

> Consider flush kerbs to reinforce share zone and allow for flexible loading/parking zone within footpath
Transit Station Approaches

Design intent

These avenues channel high pedestrian numbers to and from light rail stations. These must be legible and functional streets catering to the demand of a diversity of transit users. Wide share paths are comfortably shaded and balanced with street furniture, shade structures and active edges. On-street parking and/or loading zones are optional features that can be integrated within the flexible zone of the verge.
**Ultimate function**

> A busy ‘people’ street with wider footpaths and narrower carriageways to accommodate peak flows of users accessing and egressing transit stations
> Two traffic lanes with wide share paths for pedestrians and cyclists within suburban roads connecting to transit
> Encourages pedestrians and cyclists by providing:
> - Wide shady footpaths
> - Shade arbours
> - Sower traffic movements to allow shared use of the road pavement with cyclists
> - An attractive and comfortable streetscape environment
> - Limited on-street parking to prioritise active transport methods to transit stations

**Design features**

**Interim**

There is no interim design option for this typology.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

- Underground power and collocate services within verge, wherever possible
- Consider traffic speed reduction to encourage slower vehicular movements
- Relax street tree setbacks
- Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
- Flexible zones to allow for off-road loading zone/parking/drop-off
- Provide upgraded footpaths
- Integrate an arbour structure
- Introduce appropriate street tree and understorey plantings to reinforce ‘subtropicality’
- Upgrade street lighting
- Introduce flexible setback zones to road reserve/property boundaries

**Variations and recommendations for consideration**

- Consider mountable kerbs to accommodate flexible loading/parking zone within footpath

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Prepared by HASSELL for GCCC
The Avenues

Design intent

The Avenues are local connectors, typically the main linkages in residential areas. These are generally quieter traffic streets with significant on-street parking provisions for residents and visitors. Active use of the corridor is encouraged along the well-shaded share paths and attractively landscaped verges.
Ultimate function
>
> A major local street connection with close proximity to major centres, transit stations, and recreation areas.
> Two traffic lanes with wide share paths for pedestrians and cyclists within suburban areas.
> Encourages pedestrians and cyclists by providing:
> > Wide shady share paths
> > Slower traffic movements to allow shared use of the road pavement with cyclists.
> > An attractive and comfortable streetscape environment.
> > Ample on-street parking for residents and visitors.

Design features

Interim

The following changes are proposed for the interim design of this typology:
>
> Kerb build outs to formalise on-street parking bays.
> Consider traffic speed reduction to encourage slower vehicular movements for shared use of road with cyclists.

Ultimate

The following changes are proposed for the ultimate design upgrade of this street typology:
>
> Underground power and collocate services within verge, wherever possible.
> Relax street tree setbacks.
> Provide upgraded footpaths.
> Introduce appropriate avenue style street tree and understorey plantings to reinforce “subtropicality”.
> Upgrade street lighting.
> Introduce flexible setback zones to road reserve/property boundaries to enable clear space for a diversity of experiences (e.g. alfresco dining, gathering space, small tree plantings for improved shade and amenity).
Local Residents Streets

Design intent

Local streets are the primary components to the street network and typically start and end all journeys in the city. These are quieter roads which can therefore accommodate shared use between cyclists, motorists and on-street parking. Regular street tree plantings shade the footpath/s set within a turf verge, reflecting a traditional neighbourhood streetscape character.

NOTE: Local residential streets are extensive throughout the corridor. Subject to Council designation.
Ultimate function

> Local residential streets to provide an improved connection into the wider street network
> Two traffic lanes with a footpath to one or both sides of the road, and on-street parking/cycling within residential areas
> Encourages pedestrians and cyclists by providing:
  > Wide shaded footpaths
  > Slower traffic movements to allow shared use of the road pavement with cyclists
  > An attractive and comfortable streetscape environment
  > Ample on-street parking for residents and visitors

Design features

Interim

The following change is proposed for the interim design of this typology:

> Provide footpath wherever missing from existing streetscape

Ultimate

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Move kerb to widen carriageway to accommodate on-street parking and cyclist movements
> Relax street tree setbacks
> Introduce appropriate native street trees and turf verge to reinforce local neighbourhood character
> Upgrade street lighting
Beach Esplanade

**Design intent**

The iconic north-south main street connecting people with the beach strip. A relaxed environment encourages slower movements through this corridor and allows cyclists to share the road with motorists or opt to utilise the adjacent Oceanway. Significant on-street parking caters to the high patronage of this corridor.

**Ultimate function**

- A relaxed oceanfront corridor along a recreational, retail and residential edge
- Two traffic lanes with on-street parking provisions
- Adjacent Oceanway paths accommodate cyclists or unmarked on-road travel along the Esplanade
- Encourages pedestrians and cyclists by providing:
  - Connection with the Oceanway
  - An attractive and comfortable streetscape environment
  - Regular on-street parking opportunities to encourage economic and recreation activity

**Design features**

**Interim**

There is no interim design option for this typology.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

- Relax street tree setbacks
- Narrow traffic lanes to better accommodate new streetscape elements and wider footpath on western side of road
- Provide on-street car parking bays perpendicular to kerb and/or angled parking sections to beach side
- Utilise historic landmark planting, such as Araucaria heterophylla (Norfolk Island Pine) with salt tolerant understory planting

**Variations and recommendations for consideration**

- Public realm interventions at key nodes intersecting with the Oceanway
The Oceanway

Design intent

The jewel of the coast – an active boulevard where people can walk and cycle along the length of the ocean in a safe, car free environment. Ultimately, this coastal path aims to consistently connect the Gold Coast Seaway at the northern end of the Spit with Point Danger Lighthouse on the New South Wales border.

Design features

There are varying conditions, based on location and access, in identifying an Oceanway typology. Two options are proposed to infill missing links:

Urban event

- Wide share path
- Provide flexible places for gathering (plazas, parklands, picnic shelters & events at citywide connector and transit station approach junctions)
- Use consistent palette of materials, structures, lighting and signage
- Ensure public realm interventions are well-resolved and key character areas distinguishable with planting schemes (urban, local, coastal, etc)
- Avenue planting of Araucaria heterophylla (Norfolk Island Pines) or similar, and enhance dunes with new native Pandanus sp., Casuarina sp. and Cupaniopsis sp. plantings dispersed with other native coastal species for stabilisation

Path through dune

- Shared paths installed east of the existing A-Wall in a 20-30 m zone
- Maintain beach access from private properties with timber stair connection
- Manage dunes with adequate stabilisation and revegetation works
- Provide clear space for informal gatherings and relaxing off the beach

Variations and recommendations for consideration

- Negotiate with state government and other stakeholders to review beachfront parameters
- Form a working group to identify ways to generate additional funding to accelerate and manage delivery of a continuous Oceanway
The River Walk

**Design intent**

The river walk reintroduces the community to its extensive waterway system through a dedicated pedestrian walkway integrated into the canal edges as a variety opportunities to interact with the canals.

**Ultimate function**

- A public corridor on the eastern edge of the waterway, connecting the Gold Coast Highway bridge crossing of the Nerang River at Southport to Pacific Fair, Broadbeach

**Existing design**

- The river walk has been initially delivered, in part, for a section between Budds Beach through to the Surfers Paradise called “Surfers Central Riverwalk” which connects the Transit Centre with a waterfront boardwalk and underpass to the Eastern Chevron Island Bridge.
- Current design standard is a boardwalk, on land, and cantilevered where over the waterway
- Delivery methods to date have been by means of urban renewal and developer contributions

**Proposed design features**

- Review existing design to ensure provision of wide boardwalk with clear space for walking, gathering, recreation, urban events, and access to boat mooring
- Develop a river walk design that is based on best practice exemplars
- Establish a delivery method that accelerates the provision of this key north-south blueway network

**Variations and recommendations for consideration**

- Boardwalk options - on land, cantilevered, over water, etc
- Bridge underpasses
- Other green bridge locations
- Private boat mooring locations
Green Bridges

Design intent

The integration of a suite of green transport bridges will feed into a wider open space network creating fine grain pedestrian and cyclist connections enhanced by direct river and canal crossings. The community will be better linked to open spaces, employment, and retail hubs across the region via a strong, legible and well-considered active transport network.

Ultimate function

> A series of functional green transport bridges across waterways that link the open space network

Existing design

> Several green bridges have been delivered on the Gold Coast, including
  > Macintosh Island bridge
  > Griffith University bridge
> Future “Cavill West” corridor includes two new green mode bridges:
  > Cavill Avenue linking west to Chevron Island (cost $18M)
  > Chevron Island linking to Evandale ($23M) with a new underpass to Bundall Road

Proposed design features

> Deliver multiple, short and functional green bridges in favour of fewer iconic bridge statements
> Deliver best practice, carbon neutral sustainable designs
> Ensure the designs are cohesive, simple and uncluttered to allow for:
  > Walking and cycling with rest and viewpoints
  > Well-resolved design of bridge landings to provide opportunities for plazas, open space, kiosks, urban events, fishing platforms
> Adequate clearance for waterway traffic

Variations and recommendations for consideration

> Underpasses, landings and pontoons
> Review completed green bridges for their appropriateness, use, whole of life cost, and maintenance regimes
> Council to investigate alternate methods of partnership with state and federal authorities to realise the provision of ten green bridges within the corridor by 2031
Final recommendations

In addition to the comments and suggestions already proposed, the following recommendations are critical for the successful transformation of street typologies and the public domain on the Gold Coast.

**Streetscape implementation**

1. Relocation of services
   > Further investigate financing the relocation of existing overhead and underground services to enable retrofitting of existing streets. Locations of utilities and associated easements are currently the primary restrictions to delivering greener streets. Recommendations are to underground the currently restrictive overhead power lines that exist on most streets in favour of improved street tree plantings to road sides.

2. ‘Greening the City’ program
   > Introduce a ‘greening the city’ program with dedicated street tree planting events. In 2009-10, 8,039 trees were planted in residential areas as part of the Citywide Greening Program across the whole of Gold Coast area. If 10,000 trees are planted each year along streets within the corridor area, nearly 200,000 new trees will exist by 2031.

3. Cultural and coastal planting
   > Wherever possible, retain and reinforce cultural and coastal plantings, including Araucaria sp. (Norfolk Island pines), Pandanus sp. (Screw pines), Casuarina sp. (Coastal She oak) and Cupaniopsis sp. (Tuckeroo) in the coastal core, public spaces and streetscape.

4. Streetscape guidelines
   > Develop a streetscape guidelines document similar to the Brisbane Streetscape Design Guidelines that prescribes street requirements for typical road types, local precinct improvement areas, planting, surface finishes and furniture palettes, and standard technical requirements, ultimately ensuring quality and consistency is achieved on Gold Coast streets.

**Public realm and open space**

1. Public realm guidelines
   > Establish public realm guidelines to provide a framework for high quality landscapes, urban design, and amenity that is integral with city-building and responsive to a subtropical climate.

2. ‘Greening the City’ program
   > Establish a ‘greening the city’ program to transform under utilised spaces (such as asphalt surfaces, outdoor sports courts, car courts, dead end streets) into usable green space, improving the ‘lungs of the city’ as breakout “breathing spaces”

3. Design standards
   > Strive for improved design standards that are well-structured and integrated within the wider context by:
     > Recognising all available land (i.e. neighbouring parks, plazas or vacant land parcels)
     > Consolidating with reclaimable land, such as unutilised street verge “blobs and slithers”, street corners, building edges, laneways and mid-block links
     > Exposing canal edges

4. Public realm audit
   > Carry out an audit of existing public realm sites within the city to review conditions and prioritise revitalisation works through a co-ordinated program of works. Particular attention to existing high-use pedestrian malls, such as Cavill Avenue and at Southport and Broadbeach, is recommended.

5. Alternate space acquisition
   > Acquire additional public realm space through changes to road layout, private development proposals, and contribution schemes for infrastructure works
   > Research exemplar developer contribution schemes used in other cities to establish funding policies for public realm enhancement. (The City of Seattle for example, requires all new developments within the CBD to contribute 2% from the construction budget towards public art, delivered either as the building facade, a commissioned structure on-site, or provided elsewhere within the city).
6. Community and productive gardens
> Develop a network of community gardens intermixed within developed areas
> Develop productive garden education programs within schools and community centres to encourage community use of these spaces and improve holistic ‘green’ thinking and knowledge base

7. Urban events program
> Develop a program of urban events, such as temporary art installations, festivals, and projects that uniquely ‘take over’ public spaces. Temporary events such as these are well-received and generate wide interest from members of the community as they come together to see an everyday space transform. Many cities around the world are discovering the benefits of these short-term events, such as:
> Sydney’s annual “Breakfast on the Bridge” across the harbour bridge
> Brisbane’s annual Caxton Street Seafood Festival
> ‘The Big Lunch’ organised by the Eden Project in the United Kingdom
> Gad Weil’s ‘Nature Capitale’ tribute to biodiversity day in 2010 where the Champs Elysee was liberated by local farmers, transforming the busy traffic corridor into a field of trees and plants for over two million visitors

8. Natural environments
> Promote and enhance natural environments through sustainable landscaping regimes considerate of biodiversity, encouragement of habitat creation, integration of low-impact connections and interaction opportunities, and education programs within schools and for the community
> Enhance the coastal edge with foreshore improvement programs and on-going community revegetation schemes where locals can help stabilise and protect the fragile dunes with local endemic species

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Government policy

1. Program review
> A full review of the Gold Coast City Council open space program to audit existing local and regional open space networks and re-strategise public space priorities, the timing of upgrades, and techniques for a more efficient maintenance scheme, aimed at reducing long-term costs and achieving a more sustainable action plan for open space

2. Partnership
> Develop policy to enable street tree planting in partnership with private owners

3. Healthy city
> Promote a healthy city by making adequate provision for open space that is responsive to the passive and active recreational needs of various user groups and encourages community-building

4. Research
> Research future paradigms for better streets and places through cooperative work with research bodies such as CSIRO, QUT Sustainability Centre or Bond University to identify key sites within each precinct with the potential to study existing patterns and/or test new technologies. Research areas could include appropriate elements for subtropical coastal environments, city street microclimates, and health benefits from improved place-making. Research and data collected will help to support policy changes to existing planning and development guidelines and the prioritising of city precincts for future enhancement.

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