Public transport
The light rail system will dramatically improve the perception and attractiveness of public transport on the Gold Coast, and be of particular benefit to Surfers Paradise as the key tourist destination with a highly transient population. Opportunities exist to enhance the overall public transport network and integration of modes, with the potential establishment of interchange opportunities at selected stations including Cypress Avenue.

Local and dedicated rapid bus connections from outlying communities can be achieved on Via Roma, Ferny Avenue and the Gold Coast Highway, which present particular opportunities to support dedicated rapid bus movements. Thomas Drive could support local through bus movements, subject to bridge improvements.

Provision of taxi ranks close to night time activity areas will be another important initiative to support public transport use.

Walking
It is critical to recognise the significant role the quality of the public realm and pedestrian environment will play in supporting access to and from the light rail stations. Key improvements are required to address missing links and to remedy existing shortfalls in footpath provision, shade, shelter, route activation and surveillance.

Cycling
Being flat, the Surfers Paradise area is ideal for cycling. However the existing cycle network is fragmented and circuitous, partly due to the canal network, and fails to provide continuous and direct connections between residential communities, work places and other destinations. Provision for both commuter and recreational cycling is needed, including cycle lanes on the principal east-west routes, north-south recreational paths along the beach (Oceanway) and canal network, and cycle facilities at key destinations.

Road network
The existing movement network within Surfers Paradise is dominated by busy vehicle routes which support local and city wide movements. Gold Coast Highway and Ferny Avenue are particularly busy routes. A key challenge for the future of Surfers Paradise will be to achieve a workable balance between the need for an efficient road network and the drive to a more sustainable transport network providing alternative movement options such as cycling, walking and public transport. Opportunities exist to improve the priority allocated to other modes.

Strategies

01 Provide bus connections along Via Roma, and local bus movements on Thomas Drive to extend the public transport network and support interchange opportunities with the GCRT

02 Establish a ‘bus to light rail’ interchange at Cypress Avenue, and explore opportunities for an interchange and terminus for the Via Roma priority bus link at Surfers Paradise station to reduce the need for north-south bus movements through the urban core

03 Recognise the significant volume of walking trips in the Surfers Paradise area and reduce speed environment and/or provide additional crossings to improve pedestrian safety and convenience, particularly on Surfers Paradise Boulevard, The Esplanade and Ferny Avenue

04 Explore opportunities to reduce the concentration of traffic on Gold Coast Highway and Ferny Avenue by achieving a more even use of the east-west connectors to access destinations

05 Explore signal adjustments combined with physical improvements to better balance vehicle and pedestrian priority at key intersections, including the potential provision of scramble crossings to support high volume GCRT stations

06 Address priority missing links in the pedestrian and cycle network, including the Gold Coast Oceanway

07 Where appropriate, provide medians on critical vehicle routes with multiple lanes to support pedestrian refuge and safer informal crossing

08 Provide suitable taxi ranks within central Surfers Paradise, in close proximity to areas of high night time activity

Existing conditions

Existing bridge links may need to be upgraded to support future transport needs

Canal front public spaces should be reinforced and improved with better connectivity to the urban core and a range of facilities to encourage greater use

Balancing the needs of people and cars is required to ensure a safe and convenient walking environment

Surfers Paradise Transport Strategy legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- Rapid Transit “interchange”
- 450m Rapid Transit Station catchment
- Proposed green bridge crossing
- Main vehicle route
- Priority bus route
- Pedestrian connections
- Existing cycle route
- Proposed cycle routes
- Public boat parking
Surfers Paradise Corridor Access and Mobility Study (CAMS)

**Corridor access and mobility**

The Corridor Access and Mobility Study (CAMS) was undertaken in order to inform the precinct planning and urban design directions of the Phase 2 Corridor Study. CAMS explored:

- Key pedestrian routes in the vicinity of each light rail station
- The projected form of public realm elements (including footpaths and crossings) to inform the development of a station hierarchy typology
- The current condition of key routes, in order to prioritise upgrade projects

**Key destinations and attractors**

Key destinations and attractors for pedestrian movement considered as part of the CAMS within the Surfers Paradise precinct included:

- Light rail stations
- Cavill Mall/Circle on Cavill
- Main Beach
- Budds Beach
- Q1
- Gold Coast Arts Centre

**CAMS Priority Actions**

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Improve pedestrian access to the beachfront and medium density tourist accommodation by enhancing routes along Enderley Avenue, Thornton Street and Hamilton Avenue</td>
</tr>
<tr>
<td>02</td>
<td>Enhance existing pedestrian/cycle routes along the Via Roma bridge between Amalfi Drive and Enderley Avenue to accommodate the beach access demand from the low/medium residential catchments</td>
</tr>
<tr>
<td>03</td>
<td>Enhance pedestrian access along Remembrance Drive between Via Roma and Thornton Street</td>
</tr>
<tr>
<td>04</td>
<td>Improve pedestrian/cycle access along Fenny Avenue by promoting a strong north-south connection that encourages movement between the high density residential catchment and tourist precincts.</td>
</tr>
<tr>
<td>05</td>
<td>Enhance the streetscape along the high pedestrian traffic route to Cavill Mall in the vicinity of Orchard Avenue</td>
</tr>
<tr>
<td>06</td>
<td>Encourage active transport movement toward the beachfront, by enhancing Beach Road and Hanlan Street as east-west connections</td>
</tr>
<tr>
<td>07</td>
<td>Develop a new pedestrian bridge, improving the current pedestrian access between Chevron Island, the local station and the beachfront</td>
</tr>
<tr>
<td>08</td>
<td>Enhance east-west pedestrian access to the local stations and beach from Paradise Island along Clifford Street, and Chevron Island via Thomas Drive/Elkhorn Avenue, including widening of the existing bridge</td>
</tr>
<tr>
<td>09</td>
<td>Establish Cypress Avenue as an east-west connection between River Drive and Surfers Paradise to enhance pedestrian access to the local station and beachfront</td>
</tr>
<tr>
<td>10</td>
<td>Improve pedestrian access to Budds Beach by transforming Birt Avenue into an east-west connection between Paradise Place and Fenny Avenue</td>
</tr>
<tr>
<td>11</td>
<td>Identify opportunities to improve the pedestrian experience through the provision of street tree planting, provision of awnings, or other appropriate forms of shade and shelter</td>
</tr>
</tbody>
</table>

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**Surfers Paradise Corridor Access and Mobility Study (CAMS) legend**

- **Study corridor**
- **Precinct boundary**
- **Gold Coast Rapid Transit route**
- **Gold Coast Rapid Transit station**
- **400m Rapid Transit Station catchment**
- **800m Rapid Transit Station catchment**
- **400 m walkable catchment**
- **800 m walkable catchment**
- **Overall walkable catchment**

- **PEDESTRIAN SAFETY AND PRIORITY**
  - Realign path or crossing to pedestrian desire line
  - Reduce intersection crossing delay for pedestrians

- **CYCLIST SAFETY AND VISIBILITY**
  - Provide on-road bicycle lanes or off-road shared path

- **WAYFINDING IMPROVEMENTS**
  - Install a wayfinding device at transport node or key decision point
Surfers Paradise
Streets and public spaces

Surfers Paradise

Surfers Paradise has a number of high quality and well used public spaces including the Cavill Avenue Mall, surrounding streets and foreshore. While the amount of green space is limited, the scale, function and quality of public spaces is appropriate to the area.

A key challenge in Surfers Paradise is achieving a workable balance between vehicle movements and pedestrian accessibility. It will be critical to achieve an appropriate level of pedestrian amenity, safety and connectivity to support the investment in light rail.

New spaces and places

As Surfers Paradise evolves, opportunities exist to broaden the appeal and range of its public spaces and provide a stronger focus on the canal network and western connections. These opportunities complement ongoing investment in the foreshore, Oceanway and The Esplanade. Key early opportunities exist for a new public realm link from Chevron Island to Cavill Avenue. This connection could reaffirm the role of Cavill Avenue as a prominent unifying street/destination in the city, and integrate with longer term opportunities for a Chevron ‘Southbank’ canal promenade, Cavill West bridge link and ultimately a link to the Gold Coast Cultural Precinct site and beyond.

Existing conditions

Ongoing foreshore and Oceanway investment creates a strong focus on the beach, which should be continued.

Opportunities exist to reinforce and extend emerging mid-block linkage from Surfers Paradise station to the beach through the future redevelopment of The Mark

Mid-block links

New mid-block links are required in the urban core to better connect existing activity areas, and from the proposed Cavill Avenue station to the beach. A new mid-block link from Cypress Avenue to the beach would also improve connectivity between the beach and potential Cypress Avenue urban parkland.

Surfers Paradise green ‘bookends’

Clusters of opportunity sites at the north and south of Surfers Paradise provide potential for the provision of new public spaces, which could become focal points for new quarters of activity and serve as ‘bookends’ at each end of the intensive urban core. These could provide particular amenity for longer stay and permanent residential uses, as well as enhancing the range of outdoor recreation opportunities for families.

Network of green bridge links

The lack of pedestrian bridge crossings from western island communities to the coastal core reduces options for and the attractiveness of walking, and promotes car dependence. New ‘green’ bridge links across the canal/Nerang River would increase the range of route options and provide safe, direct connections for walking and cycling between currently disconnected communities.

Strategies

01 Tree planting strategy to provide shade and improve the quality of the walking environment and public realm

02 Support the establishment of new public space in the northern renewal cluster as a focus for activity, use diversification and intensification

03 Support the establishment of new public space in the southern renewal cluster as a focus for activity, use diversification and intensification

04 Implement changes to the streetscape to accommodate future pedestrian and cycle traffic, with priority on key east-west routes and approaches to light rail stations

05 Improve public access to waterfront areas with long term canal front promenades running north-south along the west of the urban core and east-west along the southern edge of Chevron Island

06 Explore the potential provision of private boat parking and ferry terminal infrastructure to activate existing and future canal front spaces

07 Support the upgrade of footpaths along Via Roma and Thomas Drive, including generous footpaths on both sides of the road, and the provision of dedicated cycle lanes and bridge improvements

08 Explore opportunities for kerb build-outs at key intersections to increase marshalling space and reduce crossing times for pedestrians, which can boost efficiency of signals

09 Reinforce street hierarchy and the quality of the pedestrian environment to improve legibility and walking amenity

10 Undertake footpath improvements and upgrades in accordance with Corridor Access and Mobility Study recommendations

11 Investigate feasibility of a network of green bridges to improve pedestrian and cycle connectivity

Surfers Paradise Public Realm
Strategy legend

ROAD HIERARCHY

Highway – “Gold Coast Boulevard”

Citywide collector – public transport priority

Citywide green collector – pedestrian priority

Subtropical boulevard

Trend station approach

The Avenues

Market Street

Beach esplanade

NOTE: all other streets are local residential streets
City form outcomes

The Surfers Paradise skyline and beachfront provide a globally recognised image and “brand” for the Gold Coast and its tourism offer. The unlimited height area at the urban core of Surfers Paradise should be retained to support this outcome into the future. Heights should generally step downwards where they interface with lower rise and character areas. A diversity of building forms, introducing intensive but lower rise outcomes, is needed to avoid towers “crowding” together as a wall of tall buildings restricting light and breezes, and causing afternoon beach shadowing.

Wayfinding and gateways

Opportunities exist to reinforce the sense of arrival and departure on the north, south and western approaches to Surfers Paradise. Tall, distinctive building forms contribute to the ability for people to orientate themselves within, and while approaching, Surfers Paradise.

Ground floor activation and edges

Currently high retail vacancy rates highlight the need to reinforce existing active retail uses, particularly at the fringes of Surfers Paradise, to assist ongoing viability and vitality, and enhance safety and security. Expansion of active retail frontage should be supported in focused locations, particularly around light rail stations, to support surveillance and journey quality. Building controls should encourage ground level ceiling heights that support a range of uses, allowing for the expansion and consolidation of retail uses as market conditions change.

Tower block renewal

Opportunities to encourage redevelopment of underutilised land surrounding some of the early tower block developments should be explored. Small-scaled buildings could be introduced into the often underutilised street setback areas to provide better and safer street environments. These buildings could accommodate uses to support transit orientated development outcomes, including providing housing diversity. Some significant impediments would need to be overcome for this form of infill development to occur, primarily in the form of current body corporate rules and regulations.

Existing conditions

Building height, setback and separation determine the extent of afternoon beach shadowing

Canal front public spaces should be reinforced and improved with better connectivity to urban core and a range of facilities to encourage greater use

Priority should be given to new development addressing the existing street network in preference to internally focused retail uses addressing semi-private spaces
Surfers Paradise
Land use and activities

Definition
This precinct comprises five stations: Surfers Paradise North (Paradise Waters), Cypress Avenue, Cavill Avenue, Surfers Paradise and Northcliffe stations.

Role and function
This precinct is considered a Specialist Centre that is the focus of tourist activity in the city. The centre is strong in retail, entertainment and events, tourist accommodation and recreational activities.

The core area of Surfers Paradise has vibrant and diversity activity which requires special consideration to balance the needs of tourists and residents. The precinct comprises mixed use development that supports a distinctive tourist atmosphere and accommodates tourist, residential, office and retail uses.

While Surfers Paradise is primarily an Entertainment and Tourism hub, it has a secondary role as a commercial and high density residential area. The core of Surfers Paradise will continue to generate jobs leveraged by ongoing development and visitation demand.

Visual and physical connections can be enhanced if private and public spaces are utilised. Major opportunities that will arise from the delivery of the light rail corridor include active frontage enhancement, improved connectivity, canal crossing points, improved way finding and legibility and the creation of new public spaces.

Economic and social principles
> Continue to support commercial activity, leveraging advancements in Information and Communication Technology (ICT) connectivity to service Queensland/Australian and global markets. Physical connections will be less of a requirement for major businesses
> Increase permanent resident base to create a better city environment and robust local economy
> Leverage Surfers Paradies’ ‘global recognition’ for new workers, industry and global businesses to relocate
> Enhance public transport usage, particularly contra-flows in peak hours and discourage private vehicle usage

Land use strategies
01 Major retail developments to be encouraged as workforce and residential densities evolve – key leverage will be lifestyle/experience focus utilising the major assets [Water/Hinterland views]
02 Active retail and services to be provided around Cypress Ave and Surfers Paradise ensuring stations are key focal points
03 Cavill Avenue should become a central heart and signature point for Gold Coast. Embrace openness and culture (e.g Federation Square) and reinforce as a key transport hub for visitors
04 New models - Mixed-use developments that accommodate major businesses, temporary accommodation and permanent resident potential
05 Residential development that activates and embraces the street will be critical to creating a safe and liveable precinct
06 Smaller office/specialised uses integrated with entertainment/open space and residents around Cypress Avenue can leverage more affordable rents than Surfers core
07 Surfers Paradise and Cypress Stations to accommodate fringe industries, business and community services and facilities e.g Medical services, office & building services etc.
08 Investigate place making concepts that support and encourage tourists and provide cultural alternatives for residents

Floorspace budget

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Floorspace Growth (2011 to 2031)</th>
<th>Jobs/Dwelling Growth (2011 to 2031)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>62,500 sqm 3,125</td>
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</tr>
<tr>
<td>Commercial / Office</td>
<td>55,500 sqm 2,220</td>
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<tr>
<td>Specialised</td>
<td>105,000 sqm 3,500</td>
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<tr>
<td>Residential</td>
<td>222,000 sqm 1,110</td>
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</tr>
<tr>
<td>Single Unit</td>
<td>1,387,000 sqm 13,869</td>
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</tr>
<tr>
<td>Multi Unit</td>
<td>1,609,000 sqm 14,979</td>
<td></td>
</tr>
</tbody>
</table>

Surfers Paradise Land Use Strategy Legend
- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- Proposed green bridge crossing
- Existing open space
- Residential
- Community use
- Education
- Business & enterprise
- Mixed use/centre
- Entertainment area
Florida Gardens

City building vision

Florida Gardens will be a distinctive and vibrant residential community, celebrating its ‘green’ and ‘blue’ edges, being a short stroll to a renewed Cascade Gardens or the foreshore. The precinct will contain diverse and affordable housing typologies, supported by a wide array of social infrastructure.

Access into the precinct will be achieved via a strong network of public transport, cycle and pedestrian routes pathways linking to Florida Gardens to residential catchments to the west and the activity centres of Surfers Paradise and Broadbeach. - Phase 2 Vision

Background

The Florida Gardens precinct has a predominantly residential focus, with some resort residential development and pockets of retail and dining. To the west of the Gold Coast Highway, Cascade Gardens provides a green edge to the precinct. This is in turn bound by the Nerang River canal network, which separates extensive low density residential neighbourhoods from the urban core.

Other significant open and green spaces occur within the precinct, namely Neddy Harper and William Duncan Park, and the Broadbeach United Soccer Club grounds.

General connectivity for pedestrians and cyclists is poor, with the Gold Coast Highway severing east-west connections, although great potential for the establishment of Monaco Street as an active and public transport corridor exists.

Whilst opportunities exist for an increase in land use intensity and residential activity, Florida Gardens should be reinforced as an important urban ‘break’ between the higher intensity areas of Surfers Paradise and Broadbeach which book-end the precinct to the north and south.

The precinct has great potential to become a key location for medium density residential infill development, and could assist greatly in attracting a permanent resident population back to the urban core.

Strategies

01 Retain Florida Gardens as an important ‘break’ in intensity between Surfers Paradise and Broadbeach

02 Encourage quality infill residential development to improve affordability and housing diversity

03 Explore activation possibilities for an underutilised network of open spaces (Cascade Gardens)

04 Investigate opportunities for the establishment of green pedestrian bridge crossings at Neddy Harper Park and other locations identified

05 Establish a key east-west pedestrian route along Monaco Street

Florida Gardens Urban Design Framework legends

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Primary active edge
- Secondary active edge
- Key vehicular route
- Key pedestrian route
- Primary “green spine”
- Secondary “green spine”
- Key pedestrian crossing
- “Coastal gateway”
- Public boat parking
- Low rise area
- Low to medium rise area
- Medium rise area
- High rise area
- Existing open space
Existing context

Observations
>
The dominant east-west orientation of the street network supports strong east-west connectivity, particularly along Monaco Street
>
The lower scale and intensity of Florida Gardens is as an important intensity “break” between Surfers Paradise and Broadbeach
>
As an underutilised green edge to the precinct, Cascade Gardens provides potential for increased activation and integration into the city
>
The Broadbeach United Soccer grounds support a significant cluster of community facilities
>
The residential nature of the Florida Gardens precinct should be maintained and enhanced, and opportunities for the delivery of affordable housing should be identified
>
The provision of improved pedestrian connections within the precinct would greatly enhance the quality of open space and streets within the precinct
>
Surf Parade has an opportunity to be enhanced through public realm improvements to become a key people-oriented street
>
The long term renewal of sites towards the north-west of the precinct, particularly around the Wharf Road locality should be investigated

Florida Gardens Opportunities
City form

Reinforce Florida Gardens as an important break in ‘intensity’, providing affordable residential infill development and respecting foreshore and canal front open space.

City structure

**Green bridge**
Explore opportunities for new pedestrian bridge connections to link Florida Gardens to the Isle of Capri and beyond.

**Monaco Street activation**
Activate Monaco Street as a key east-west priority route to Florida Gardens station.

**Florida Gardens community heart**
Re-engage existing community facilities with residential areas to create a community hub.

**Monaco Street corridor**
Realise an active and public transport corridor into the urban core with Monaco Street.

**Family focus, rich with green spaces**
Renew the heart of the Florida Gardens precinct as a family-focused community with high quality green spaces and housing diversity.

**Cascade Gardens activation**
Activate Cascade Gardens as a high quality urban waterfront parkland and strong green edge to the urban core.
Florida Gardens
Catalyst sites and projects

A selection of catalyst sites and projects is identified in the Florida Gardens precinct to progress the objectives of the corridor study. These include a mix of capital works, master planning and private development opportunities able to be carried forward under a variety of implementation models. Further work may be required to refine and confirm the directions recommended in this study.

Future investigation areas (long term)
- Wharf Road offers a long term opportunity for a significant infill residential development
- Recognise the potential for Cascade Gardens to become a major urban park and strong green edge to the urban core

Catalyst projects (short – medium term)

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Priority east-west street upgrades, including footpath widening and street tree planting, to support walk-up catchment GCRT and establish critical early links in the broader active transport network</td>
</tr>
<tr>
<td>02</td>
<td>Preserve opportunities for the establishment of a pedestrian bridge linking to the Isle of Capri via Neddy Harper and William Duncan Park</td>
</tr>
</tbody>
</table>

Catalyst sites (medium – long term)

Monaco Street/First Avenue Renewal Cluster
Neddy Harper and William Duncan Park Renewal

Opportunity
- The cluster of sites around the intersection of Monaco Street and the Gold Coast Highway, and the intersection of First Avenue and the Gold Coast Highway present a compelling opportunity for future mixed-use renewal and the realisation of strong TOD outcomes, given their close proximity to the future Florida Gardens light rail station.

Key outcomes
- Reinforce a key east-west route providing direct accessibility to the light rail system
- Encourage better quality streetscape and retail edge conditions to enhance identity and activate key pedestrian movement routes
- Reinforce Monaco Street Bridge as a key arrival ‘moment’ into the urban core

Opportunity
- Currently underutilised, Neddy Harper and William Duncan Park provides a key opportunity for increased public access to the Nerang River foreshore, and could potentially support a pedestrian bridge linking to the Isle of Capri beyond.

Key outcomes
- Enhance public access to the Nerang River foreshore
- Investigate the establishment of a pedestrian bridge connecting Florida Gardens to the Isle of Capri
- Support the renewal of Neddy Harper and William Duncan Park as a key neighbourhood park
Public transport
At present, Florida Gardens is poorly serviced by public transport. However, the future location of the light rail station at the intersection of First Avenue and the Gold Coast Highway will support a strong walk-up residential catchment, particularly given the strong east-west orientation of streets south of First Avenue. In addition, the strong east-west orientation of Monaco street from the west of the precinct could also potentially support a local bus route connecting residential catchments to the west of the precinct.

Walking
The flat topography and strong east-west orientation of streets within the precinct creates the foundation for a highly walkable catchment. At present overall walkability is undermined by busy arterial routes such as the Gold Coast Highway and an extensive waterway network, which fragments the precinct. Shortfalls in footpath provision, shelter, shade, route activation and surveillance will have to be addressed on pedestrian routes near light rail stations and key destinations.

Cycling
East-west cycle connectivity across the precinct is limited. The strong east-west orientation (and direct connectivity to Florida Gardens station) of First Avenue has the potential to support a key missing link in the precinct’s cycle network.

Road network
The current road network supports high volume north-south movements along the Gold Coast Highway, with the precinct adjoined by key destinations at Broadbeach and Surfers Paradise. This strong north-south vehicle route severs Cascade Gardens and the west of the precinct from the east. A key challenge will be balancing the needs of private and public transport users, particularly as there are limited alternative options for vehicular routes to potentially disperse traffic.

Strategies
01 Address priority missing links within the pedestrian and cycle network
02 Establish an east-west local bus route along Monaco Street
03 Investigate opportunities for the establishment of a pedestrian bridge crossing at N Neddy Harper Park
04 Pedestrian bridge link to Cascade Gardens

Florida Gardens Transport

Existing conditions
The Gold Coast Highway severs the core of the precinct from western residential catchments and Cascade Gardens
The strong east-west orientation of some streets provides opportunity for enhancement of cycle and pedestrian connectivity
Monaco Street has the potential to become a key east-west public and active transport route
Florida Gardens Corridor Access and Mobility Study (CAMS)

Corridor access and mobility

The Corridor Access and Mobility Study (CAMS) was undertaken in order to inform the precinct planning and urban design directions of the Phase 2 Corridor Study. CAMS explored:

> Key pedestrian routes in the vicinity of each light rail station
> The projected form of public realm elements (including footpaths and crossings) to inform the development of a station hierarchy typology
> The current condition of key routes, in order to prioritise upgrade projects

Key destinations and attractors

Key destinations and attractors for pedestrian movement considered as part of the CAMS within the Florida Gardens precinct included:

> Florida Gardens light rail station
> Broadbeach Soccer Club
> Cascade Gardens

CAMS Priority Actions

01 Provide key east-west connections along Monaco Street, linking low/medium density residential catchments to the highway and local station, between the waterway and the Gold Coast Highway

02 Utilise First Avenue as a key east-west connection to link the beach and local station, between the Gold Coast Highway and Broadbeach Boulevard

03 Establish Wharf Road between the Gold Coast Highway and Old Burleigh Road as a key east-west route, connecting the highway and local station to nearby tourist accommodation and the medium density residential catchment

04 Create a north-south pedestrian route along Surf Parade, connecting high density residential catchments between Wharf Road and Amrick Avenue
Florida Gardens
Streets and public spaces

Florida Gardens
The Florida Gardens precinct is well endowed with public spaces, primarily in the form of parkland, but is challenged by poor connectivity to these public spaces from residential areas and poor public access to canal water edges. Several streets with great potential to become key ‘people streets’ also traverse the area, which could greatly assist in the establishment of a highly walkable precinct.

Open space renewal
Green spaces within the precinct are currently underutilised and have limited integration with the wider precinct. In particular, the current configurations of Neddy Harper and William Duncan Park and Cascade Gardens limit public accessibility to canal edges and provide poor Crime Prevention Through Environmental Design (CPTED) outcomes. Investigation of alternative options for these parks should include consideration of pedestrian connectivity to the wider movement networks, passive and active surveillance measures, and methods to enhance public access to canal edges.

Surf Parade – the ‘people’s street?’
Surf Parade provides perhaps the best opportunity for the realisation of a highly walkable pedestrian focused street. It has areas of high quality street activation and plays a key role in linking residential areas of the Florida Gardens precinct to major activity areas. Improvement of public realm elements, such as increased street tree planting, lighting and footpath widening would help realise the street’s full potential as a quality pedestrian environment.

Strategies
01 Improve connections and explore activation within Cascade Gardens to revitalise the park as a key public open space.
02 Investigate public realm improvements along Surf Parade to promote the establishment of a key pedestrian-orientated street.
03 Investigate opportunities to enhance Neddy Harper and William Duncan Park in conjunction with the delivery of a pedestrian bridge linkage to the Isle of Capri.

Florida Gardens
Streets and public spaces

Florida Gardens Public Realm Strategy legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Existing open space
- Gateway opportunity
- Priority pedestrian crossing
- Proposed off-road pedestrian/cycle improvements
- Potential public space upgrade site
- Proposed mid-block connections
- ROAD HIERARCHY
  - Highway - "Gold Coast Boulevard"
  - Citywide collector - public transport priority
  - Citywide green collector - pedestrian priority
  - Subtropical boulevard
  - Transit station approaches
  - The Avenues
  - Market Street
  - Beach esplanade

NOTE: all other streets are local residential streets.

Existing conditions
Key pedestrian movement corridors are interrupted with roundabouts and intersection design that gives strong priority to cars
Some east-west routes (Rudd Street pictured) provide high amenity with generous planted medians and mature vegetation