

Refer xx page attachments

1 BASIS FOR CONFIDENTIALITY

Not applicable.

2 EXECUTIVE SUMMARY

Not applicable.

3 PURPOSE OF REPORT

To provide a detailed report on the City's foreshoreway programs.

4 PREVIOUS RESOLUTIONS

Special Budget Meeting 18 May 2005 Item 2.4(e)

Item 35 Oceanway - Surfers to Main Beach - That Engineering Services provides a detailed report on the Foreshoreway and Oceanway Strategy, including consideration of Item 101 Dune Regeneration Control, Item 102 North Ocean Way Improvements and Item 103 Beachfront Redevelopment and specify dune standards.

One of the recommendations of the base budget review process for ocean beaches was that a presentation be made to all Councillors regarding the foreshoreway investment program. Appendix I contains a summary of the presentation that was made on 3 April 2005.

5 DISCUSSION

Foreshoreway Background

Gold Coast City has grown alongside our regions beaches and waterways. The very shape of the City commenced its growth pattern by stretching out along our beaches and waterways. Access to lifestyles that include regular visits to our beaches and foreshores has been an important element of our City's success, driving growth for our population and tourism industries.

In some other coastal cities, access to beaches and waterways becomes more difficult as the city gets larger, particularly as a coastal region's population goes from 500,000 up to 1,000,000 people and beyond. Property prices near the beaches and waterways move upwards and become unaffordable for larger sections of the community. Coastal roads and carparks along beaches and waterways become increasingly congested and gradually more people spend less time enjoying the city beaches and waterways.

If beaches and waterways experiences are to remain a regular part of tourist and resident lifestyles, as the city grows larger, then it is important that the footprint of each coastal visitor reduces. Ways of reducing coastal footprints include;

- more people arrive at our beaches and waterways as pedestrians or cyclists and
- more people arrive at our beaches and waterways upon public transport.

The Foreshoreway program seeks to increase the capacity and quality of the City's foreshoreway corridors. The foreshoreway pavements are shared use pavements for

cyclists and/or pedestrians constructed along foreshore areas that encourage more people to enjoy walking or cycling along the foreshore.

Key City Foreshoreways Corridors

Key Foreshoreway corridors identified within the City include:

- Oceanway
- Broadwaterway
- Surfers Riverwalk
- Coomera River Foreshoreways
- Currumbin Creek Foreshoreways
- Tallebudgera Creek Foreshoreways
- CaviWest Green Mode Corridor
- Robina and Varsity Lakes Foreshoreways
- Nerang River Parklands
- Jacobs Well, Cabbage Tree and Rotary Park Road Foreshores
- Eagleby Wetlands and Logan River Parklands

The **Oceanway** is a 36km public access corridor connecting the Point Danger Lighthouse on the NSW border to the Gold Coast Seaway at the northern end of the Spit. It includes the network of shared use pavements constructed closest to the City's ocean beaches.

The **Broadwaterway** is a 22km public access corridor connecting the Gold Coast Seaway to Paradise Point along the foreshores of the Broadwater. It includes the network of shared use pavements constructed closest to the foreshores of the Broadwater.

The **Surfers Riverwalk** is a 9km public access corridor connecting the Gold Coast Highway Bridge crossing of the Nerang River at Southport to Pacific Fair Broadbeach along the foreshores of the Nerang River and Little Tallebudgera Creek. A key result area is the Surfers Central Riverwalk connecting Budds Beach to the Surfers Paradise Transit Centre with a waterfront boardwalk and underpass for the Eastern Chevron Island bridge.

The **Coomera River Foreshoreways** are an emerging network of connected public pathways along the foreshores of the Coomera River between Coomera Waters, Paradise Point and Upper Coomera. It includes public foreshore pathways at Paradise Point, Jabiru Island, Coombabah Esplanade, Coombabah Lake, Hope Island Canal, Santa Barbara, Coomera Waters, Saltwater Creek, Riverlinks, Shipper Drive Parklands, Coomera Esplanade, M1 Underpasses, Yaun Creek foreshores, Koalatown, Coomera Watersports parklands (Oxenford), Graywillow and Brittany Drive esplanades, John Siganto Reserve and opportunities for future improvements for green mode connections between these places.

The **Currumbin Creek Foreshoreway** network includes the foreshores of Currumbin Creek between the Oceanway crossing along the Gold Coast Highway alignment and the Michel Drive Esplanade just west of the Pacific Highway. It includes the public foreshore pathways of Salk Oval, Palm Beach Currumbin High boardwalk and the esplanade parklands along Durrigan Street.

The **CaviWest** green mode corridor envisages a 2.1km high use green mode corridor connecting the Bundall business district through Evandale to the Surfers Central Oceanway. The CaviWest corridor includes 2 new green mode bridges and a new underpass for Bundall Road.

There is a fantastic network of foreshoreways emerging around the **Robina Town Centre and Varsity Lakes**. The developers of the Robina Town Centre and Varsity Lakes have understood the lifestyle value of a high quality network of public foreshoreways and are delivering much more extensive foreshoreway outcomes than earlier stages of West Burleigh lakes and Robina Lakes development.

The **Nerang River Foreshoreways** are along the middle and upper tidal reaches of the Nerang River and form only a sparse and unconnected network. There are many private river frontages along the Nerang River and it is almost impossible to imagine a significant expansion of the current level of public access to riverfrontages. There are some great shorter sections of foreshoreways at Koala Creek, Botanic Gardens, Nerang River Parklands and around the new Emerald Lakes.

There may be opportunities to improve public access along foreshores leading to parklands at Cabbage Tree Point, Jacobs Well and Rotary Park Road. There are also opportunities for foreshoreways within newly emerging regional parklands at the Eagleby Wetlands and Logan River Parklands.

Foreshoreway Traffic Streams

Standards have been developed for the major foreshoreway corridors along the Ocean and Broadwater. The Foreshoreway Standards have been developed for areas where busy green mode traffic is expected. The standards represent the foreshoreway corridor as including a number of traffic streams including:

- (a) Alongshore public transport corridor
- (b) Alongshore private vehicle routes
- (c) On road bikeway
- (d) Edge of road shared off road pavement
- (e) Edge of Waterway (foreshoreway) off road pavement
- (f) Softshore movements

The goal of the foreshoreway investment program is to ensure that the combined outcome of these traffic streams can ensure that beaches and waterways experiences remain a regular part of tourist and resident lifestyles. A key way of achieving this is to grow the percentage share of the non-private vehicle options. Further details about the foreshoreway traffic streams are contained within Appendix A.

Foreshoreway Standards

Gold Coast City Council Design Office Report number 8750M contains standards for the development of Gold Coast foreshoreways. The foreshoreway standards include tips and guidelines for designers of foreshoreway landscapes including chapters on the following:

- Landscaping
- Connectivity
- Visual Analysis
- Safety Risk Assessment
- Width
- Geometry
- Construction Materials
- Path Joint Detailing
- Finishes
- Line Marking
- Intersections and crossing treatments
- Lighting
- Signage
- Furniture
- Public Art
- CPTED considerations
- Vegetation

- Equitable Access

Recent Investments into Gold Coast Foreshoreways

Appendix B shows a summary of \$9,040,500 that has been invested into Gold Coast Foreshoreways over the last decade.

Planning Processes for Future Foreshoreway Investment

A key challenge for the City's foreshores is to continue to provide enjoyable visitor experiences as our tourist numbers and resident population grows. It's typical of other large coastal cities that ever fewer residents can afford to overcome the congestion and land value barriers of including visits to city beaches and foreshores as a regular part of their lifestyles. In such cities, foreshore lifestyles increasingly become just for the richer tourists and residents.

A typical response is that city residents start travelling outside of the City limits, driving hours north or south, to find a beach where they can enjoy a coastal experience. Gold Coast City includes large areas of public esplanades and parkland that have coped well with visitor demand over recent decades. Many overseas coastal cities have lost much larger areas of coastal land within the city to private and commercial ownership. We are lucky that so much foreshore land within Gold Coast City is publicly accessible, but we should not be complacent about the challenge to ensure that accessibility of our foreshores continues to grow to meet future demand.

Some Gold Coast residents already report that they rarely visit Surfers Paradise beach because the roads are too congested and they can't find a vacant car space near the beach. If appropriate investment is not made into the carrying capacity of coastal areas then it won't be long until many more beaches are inaccessible to a large percentage of our community. In the past a typical beach visit included finding a car space along the beach. We need to develop liveable communities along our coast where people enjoy travelling to beaches as pedestrians and cyclists and upon public transport. To achieve this it's important that we invest into appropriate green mode infrastructure that supports increasing numbers of coastal visitors.

A typical response of a coastal community to growth is to restrict access to outsiders and to resent tourists as infrastructure along foreshores struggles to cope with increased demand. Such attitudes are becoming more common in communities like Byron Bay where there has not been much investment into infrastructure that can increase the carrying capacity of their foreshores. Investment into appropriate infrastructure along our foreshores will assist to ensure the community feels comfortable with continuing growth in visitor numbers and will decrease the likelihood that communities will turn on visitors (both tourists and those residents who arrive from homes west of the Gold Coast highway).

As well as investment into the carrying capacity of our major existing foreshoreways, it's also important to develop new networks of foreshoreways as part of our emerging communities along the Coomera River and southern Moreton Bay foreshores.

In some areas large sections of foreshore land has already been lost into private ownership. In these areas it is critical that the public foreshore land that remains includes appropriate infrastructure to meet the demand for foreshore access from that region. For example the Nerang River and Logan River Parklands will include major infrastructure investment to assist these communities celebrate their connections to these waterways.

The impact of city growth on Gold Coast foreshores is a key driver for the planning processes outlined below. Some of these are described more fully in Appendix C.

- Transport planning

- Landscape Planning
- Regional Parks Strategic Planning
- Ocean Beaches and Foreshores Plan
- Coomera River Foreshoreway Network Masterplan
- Developer Contributions to Foreshoreway Network
- 2004 Foreshoreway Disability Audit
- 2006 Foreshoreway Security Audit
- Gold Coast Harbour Study
- Catchment Management Planning
- Centre Improvement Programs
- Local Area Planning

Foreshoreways and the Development Community

In recent times, the development community has increasingly recognised the value that public foreshoreways have to the lifestyles of those living or visiting nearby. Older development patterns for Nerang River Canals, Palm Beach Canals, Broadwater Canals, Robina Lakes, West Burleigh Lakes, Sanctuary Cove, Saltwater Creek Lakes and Hope Island Resort did not contribute significantly to the City's public foreshoreway network. More recent development patterns implemented or proposed for Varsity Lakes, All-I-See Hollywell, Hope Island Canal, Robina Town Centre, Ephraim Island, Paradise Point, Coomera Waters, Regatta Waters and Emerald Lakes have included significant contributions to the City's foreshoreway infrastructure. Development patterns for Bretts Wharf, Newstead, Teneriffe, Kangaroo Point, Riparian Plaza, Salt and Casuarina Beach have also included significant contributions to the foreshoreway infrastructure in our neighbouring regions.

Recent development of new highrises along the Oceanway and Broadwaterway has typically included a cash or in-kind contribution towards capacity improvements to the foreshoreway infrastructure nearby. A new position has been created to provide an additional resource to assist the development industry and Council's PET Directorate continue to improve their best practice delivery of foreshoreway outcomes as part of the future development process (CD05.0307.005).

A key concern of many developers is that they do not shoulder the full burden of future foreshoreway investment and would like to see Council at least matching their efforts to increase the carrying capacity of the City's foreshoreway network. A key goal is to ensure that the Gold Coast remains the best place to be for all residents to enjoy superior lifestyles and not just an outer dormitory suburb for Brisbane. Average residents need a quality foreshoreway network to ensure they are not crowded out of accessible connections to our City's foreshore environments.

Opportunities for Route Alignment Improvements

Foreshoreways have demonstrated a significant capacity to increase participation in healthy green mode activities. A key reason seems to be that foreshoreways typically do not have the conflict associated with crossing driveways and side streets. People with a disability, with smaller children, learning cyclists or those looking for regular walking speed and consistent pavement surfaces enjoy the foreshoreways. There are some places in the foreshoreway network where a route realignment of the foreshoreway has the potential to greatly increase the numbers of people enjoying foreshoreway experiences. An example is the Surfers South Oceanway where the existing route along Garfield and Northcliffe Terrace is narrow and uneven and suffers from over 3,000 vehicles crossing each day (side streets and driveways). The alternative dunefront alignment along public road reserve has much better views, space for a wider pavement that meets disability legislation requirements and zero vehicle crossings each day.

The following lists areas where there may be some opportunity for realignment of the route of the Foreshoreway. Some of these opportunities are discussed further in Appendix F.

- Flat to Elephant Rock Oceanway
- Surfers South Oceanway
- Broadbeach North Oceanway
- Main Beach South Oceanway
- Coolangatta Lifeguard Centre
- Tugun SLSC
- Surfers Riverwalk (Appel Park to Budds Beach)
- Coomera River
- Jacobs Well Foreshoreway
- Cabbage Tree Point
- Rotary Park Road Alberton
- Salk Oval Palm Beach
- Laceys Lane to 3rd Avenue Palm Beach
- 23rd Ave to Tallebudgera SLSC
- Tallebudgera Creek - Koala Park to Fleays
- Pizzey Park to Varsity Lakes connection
- Oatlands Esplanade to Lands End connection
- Barney Street to James Overall Park
- Southport Yacht Club
- Seaworld
- Southport Broadwater Tourist Park
- Hedges Avenue and Albatross Avenue

Current Foreshoreway Investment Program

The following list includes projects that involve investments into the Foreshoreway network over the next year. These are further discussed in Appendix G.

- Coolangatta Dunescaping
- Currumbin Foreshoreway Salk Oval
- Main Beach North Oceanway
- Coolangatta Oceanway
- Surfers Riverwalk (Central Sunland and Isle of Capri SPTMS)
- Main Beach Central Oceanway Parklands
- Narrowneck Oceanway
- Harley Park to Lands End
- Runaway Bay Esplanades
- Broadway at Broadbeach
- Lighting Program Burleigh Oceanway
- Burleigh Central Oceanway
- Palm Beach Oceanway Parklands

Future Foreshoreway Investment Program

Appendix J shows \$9,112,000 worth of investment for the City's foreshoreway network contained within budgets for beaches and waterways (F9920, F9930 & F9950) between 2004 and 2009. It is also likely that foreshoreways will attract investments as part of recreational (regional parks), transport programs (bikeways), developer contributions (in kind and cash) and state grants and subsidy.

It is difficult to estimate how much in total will be invested into the City's foreshoreways in the future. Funding for foreshoreway investment in the past has come from a wide variety of sources including whole of city allocations for beaches, waterways, bikeways and parks, divisional contributions, developer contributions in cash and kind and State Government grants and subsidy.

Preliminary analysis suggests that \$52,000,000 will be necessary to invest into the three major foreshoreways (Oceanway, Broadwaterway and Surfers Riverwalk) to bring them up to the required standard with a further \$15,000,000 for foreshoreway outcomes in the remainder of the City. Further contributions from the development industry will be required to increase the capacity of the network to cope with city growth, particularly for the emerging communities along the Coomera River and in areas where highrises are significantly increasing density. At the present rate of investment (\$9m over last decade) it will take until 2062 to complete the upgrade process for the foreshoreway network to the desired standard. Note by that time, many elements within the areas that are currently being upgraded will have required a renewal investment.

Given the projected population growth on the Gold Coast and continuing the current rate of investment there will be increasing congestion along foreshores up to about 2025 before the investment program starts to catch up and restore the desired standard of access by 2062. An accelerated investment program into foreshoreways between now and 2025 will assist to alleviate some of the impacts of coastal congestion.

Dune Management

Council adopted a Policy for the Management of Coastal Dune Areas in 1998 (G98.0309.013). The policy suggests that unhealthy dune areas are not suitable locations for foreshoreway pavements, but where dunes are wide and healthy there may be opportunities to develop the secondary dune area for passive recreation and public access in urban areas. Following adoption of this policy there has been significant expansion of turfed park areas at Surfers Paradise, Coolangatta and near many SLSC. Further information regarding the dune policy is contained in Appendix D.

There has been increased participation in caring for the City's dune areas from community and environmental groups. There is also an ongoing program to address encroachment problems of private gardens onto public dune areas (C99.0618.003). For 2005/06, \$160,000 is requested as part of the Beaches Capital Works program for the continued implementation of Council's Dune Policy to match increased efforts from community groups and to allow for the continued implementation of the encroachment program.

The health of dunes in urban areas has gone through a gradual succession since the last year of major cyclones that impacted on Gold Coast beaches. Following cyclonic years in 1967 and 1974, there were very few areas left with any dune vegetation along urban parts of the Gold Coast. The first 15 years of recovery was characterised by the re-establishment of primary vegetation. During these years an enormous amount of sand was blown off beaches into the city's streets. Council used to spend over \$350,000 each year on windblown sand management removing beach sand from gutters and gardens along the coast. By the late 1980s dunes were healthy enough that the need for the removal of windblown sand from streets has largely disappeared. During the 1980s secondary dunes began to develop including more mature trees in dune areas.

By the early 1990s, some secondary dune areas had become stable enough to evolve into areas of bushland. These thin strips of bushland along dunes are particularly vulnerable to weed infestation. During the 1990s, the community began to increasingly respond to the newly emerging dune management problems greatly increasing their efforts to manage dune vegetation problems. Council has taken longer to respond to this emerging challenge with only \$61,000 allocated for investment into dune management projects during the 04/05 financial year. The low level of investment by Council into dune management projects is one of the factors that contributed to adjacent property owners taking over the

neglected public dune areas. Community groups have also called for Council to make a larger effort towards managing the City's dune environments. An allocation of \$161,000 is requested for investment into dune projects as part of the 2005/06 program.

6 STATUTORY MATTERS

There are environmental and cultural heritage statutory issues associated with the realignment of foreshoreways to waterfront alignments.

The State Coastal Management Plan delivers a vision and direction for coastal management in Queensland. The State Plan includes requirements for

- Coastal use and development
- Physical Coastal Processes
- Public access to the Coast
- Water Quality
- Indigenous Traditional Owner Cultural Resources
- Cultural Heritage
- Coastal Landscapes
- Conserving Nature
- Coordinated Management
- Research and information

Queensland's Coastal Management Act requires the preparation of regional plans. The Gold Coast is part of the South East Queensland Regional Coastal plan that is currently out for public comment. The Coastal Management Act encourages local governments to invest appropriately into public access infrastructure for beaches and waterways.

7 CORPORATE/OPERATIONAL PLAN

Mobility Improvement: Investment into foreshoreways will meet the Mobility Improvement goal if that investment results in an increase to the capacity of foreshores to provide experiences that are valued by increasing numbers of visitors.

City Image: Its critical to the image of the City that it remains enjoyable to visit our beaches and foreshores without experiencing congestion to an extent that detracts from the likelihood people will choose to try another visit in their future. Investment into foreshoreway infrastructure will increase the capacity of foreshores to provide the enjoyable experiences that form a key part of our City's image.

Community Health and Individual Well-Being Foreshoreways are safer than other alternatives involving narrower pavements with many vehicle crossing points. Foreshoreways encourage healthy and active behaviours that contribute to individual well-being.

8 COUNCIL POLICIES

Foreshoreway Design Manual Technical Services Report Number 8750M (Version 1 September 2004) outlines standards for foreshoreway landscapes.

Policy for the Management of Coastal Dune Areas This policy was adopted by Council in 1998 (G98.0309.013). Further information regarding the dune policy is contained in Appendix D.

9 DELEGATIONS

Not applicable.

10 BUDGET/FUNDING

Appendix B shows \$9,040,500 worth of investment into the City's foreshoreway network over the last decade. Appendix J shows \$9,112,000 worth of investment for the City's foreshoreway network contained within budgets for beaches and waterways (F9920, F9930 & F9950) between 2004 and 2009. It is also likely that foreshoreways will attract investments as part of recreational (regional parks), transport programs (Bikeways), developer contributions (in kind and cash) and state grants and subsidy.

Foreshoreways have been submitted for a range of subsidy programs. Some examples are listed in Appendix H.

There has been increased participation in caring for the City's dune areas from community and environmental groups. There is also an ongoing program to address encroachment problems of private gardens onto public dune areas (C99.0618.003). For 2005/06, \$160,000 is requested as part of the Beaches Capital Works program for the continued implementation of Council's Dune Policy to match increased efforts from community groups and to allow for the continued implementation of the encroachment program.

11 COORDINATION & CONSULTATION

One of the recommendations of the base budget review process for ocean beaches was that a presentation be made to all Councillors regarding the foreshoreway investment program. Appendix I contains a summary of the presentation that was made on 3 April 2005.

A marketing program is contributing to the behaviour changes necessary to ensure that our community continues to enjoy arriving at beaches and foreshores in sustainable ways. Appendix M outlines some ideas for marketing sustainable foreshoreway behaviours.

The alignment and distance marker posts for the Gold Coast Oceanway has been included in the 2005 UBD Street Directory (49th Edition).

Appendix K contains a copy of some letters to the editor in regards to a foreshoreway debate that is currently underway in Adelaide, South Australia.

Appendix L contains comments received as part of the consultation program for the Surfers South Oceanway. Council considered these comments in December 2002 (W02.1205.002). These comments illustrate the divergent opinions typical of foreshoreway investment programs for realignment to previously inaccessible foreshore areas between those that live directly adjacent to the infrastructure corridor and the larger numbers of people who are potential users of new infrastructure.

12 TIMING

Appendix J shows the years in which future foreshoreway investments are proposed.

13 STAKEHOLDER IMPACTS

Coastal Lifestyle Seachangers: A key marketing message for many new developments and resales is that the location is within easy walking distance of a foreshoreway.

Mid and Hinterland City Dwellers: Investment into foreshoreways is necessary to ensure that non-waterfront residents can continue to enjoy access to beaches and waterways.

Visitors: Investment into foreshoreways is necessary so that more tourists and other visitors can enjoy access to beaches and waterways.

Tourism Industry: If the tourism industry is to continue to grow then we need to invest into the capacity of the City's foreshoreways.

Foreshore Visitors: The heart foundation recommends 30 minutes of moderate intensity activity at least three times a week. Walking or cycling along the City's foreshoreways is a great way to be healthy and active.

14 CONCLUSION

Gold Coast City residents and visitors enjoy regular access to the City's beaches and foreshores. If this is going to continue in the future as our City grows, then it is important that appropriate investments be made to increase the capacity of the City's foreshoreway network. Over \$9 million dollars has been invested over the last decade. A further \$9 million dollars of investment is proposed for the period between 2004 and 2009. Additional funding is likely from Council's transport and recreational investment programs, the development community and State Government grants and subsidy.

It is recommended that the following items be included in the 2005/06 allocation for Beaches Capital Works (Function 9920).

Dune Regeneration Control	\$160,000
Main Beach North Oceanway	\$350,000
Surfers Central Oceanway Planning	\$100,000

15 RECOMMENDATION

It is recommended that Council resolves as follows:

- 1 That this detailed report on the City's Foreshoreway programs be noted.
- 2 That Item 101 Dune Regeneration Control (\$160,000), Item 102 Main Beach North Oceanway (\$350,000) and Item 103 Surfers Central Oceanway Planning (\$100,000) be endorsed and be referred to the budget process (Special Budget Meeting 18 May 2005 Item 2.4(e)).

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31 May 2005

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Appendix A Foreshoreway Traffic Streams

Standards have been developed for the major foreshoreway corridors along the Ocean and Broadwater. The foreshoreway standards have been developed for areas where busy green mode traffic is expected. The standards represent the foreshore corridor as including a number of traffic streams including:

- Alongshore public transport corridor
- Alongshore private vehicle routes
- On road bikeway
- Edge of road shared off road pavement
- Edge of Waterway (Foreshoreway) off road pavement
- Softshore movements

The goal of the foreshoreway investment program is to ensure that the combined outcome of these traffic streams can ensure that beaches and waterways experiences remain a regular part of tourist and resident lifestyles.

The foreshoreway standards encourage public transport planners to consider the beaches and foreshores to be a significant destination for our city. The location of bus terminals within shopping centre's and our casino did not encourage people to consider using the bus as a way of getting to our beaches. Its important that there is a network of high quality pathways that connect into our future public transport nodes to our higher usage beaches and foreshores. A free bus has been used at Noosa to increase the accessibility of the beaches. A free bus loop route operating between Pacific Fair and Southport that connects to the beachfront itself would assist to link public transport passengers to beach experiences. Ferries have the potential to activate our City's foreshoreways. Brisbane's experience is that Ferry use is much higher than that predicted by transport modelling, with many people combining foreshore journeys with ferry trips. It is desirable that investment into foreshoreways approaching ferry stops accelerates if ferry services are to be established.

The early pattern of access to Gold Coast beaches grew along the Gold Coast highway. As congestion increased a key part of the City Transport plan was to establish new north/south access corridors further west, including Bundall Road, Pacific Motorway, our Railway line and Olsen Avenue. As these new western corridors open to traffic there is some limited ability to reallocate some space for the eastern corridors to increased green mode use. Examples of projects already completed include the Coolangatta Streetscaping, one way sections of Hedges Avenue and the Surfers Paradise Traffic Management Scheme. Future opportunities for allocation of road space to green modes may exist for the following roads near foreshores;

- Rotary Park Road Alberton,
- Marine Parade Labrador,
- Main Beach Parade (including Narrowneck),
- The Surfers Esplanade,
- Garfield and Northcliffe Terraces,
- Albatross Avenue (extension south of Hedges arrangement)
- Burleigh Esplanade,
- Currumbin Beach access and
- Vehicles going around Kirra Point.

These schemes are not going to be easy to implement and there is likely to be significant negative impacts of the loss of access for vehicles.

A key constraint of the traffic model of arrivals at foreshores in private vehicles is carparking. Foreshore visitors compete with other users for vacant carspaces. In commercial areas like Harley Park, Southport, Surfers and Broadbeach an increasing number of carspaces near the foreshore are lost to customers and staff of commercial

businesses nearby. There has been pressure in many areas to increase the size of foreshore carparking by sacrificing green foreshore space. Foreshoreway investment has been successful in spreading out the congestion at foreshore carparks by increasing the accessibility from more remote carspaces to high use foreshore nodes, particularly for the major beaches and foreshore dining precincts.

The development of On Road bikeways along the Foreshoreway routes is important. The off road pavements are not suitable for many cycling commuters nor do they meet the standard required for the sport of road cycling. For these reasons its important that attention be given to the development of the on-road network of cycleways along our foreshoreway corridors. Its important that there be adequate transition facilities for cyclists travelling in both directions to drop in and out of the off road network.

For the major foreshore parklands the standards encourage the development of an off-road shared use pathway along the edge of the roadway. There are many cyclists who are uncomfortable using the on-road facilities and are also frustrated by the volume of pedestrian traffic on the main foreshoreway pavements, who enjoy the third option of the off-road edge of roadway facility. Such pathways have been successful in the Southport Broadwaterway parklands and Kurrawa Park and are proposed as part of upgrading works in the future. The edge of road facility is also popular with joggers and provides access for pedestrians to carparking spaces before they transition across to the main Foreshoreway pavement.

The edge of waterway pavement is usually the most popular route that carries the majority of alongshore pedestrian traffic. The goal for busy sections of the City is a 3.5m foreshoreway pavement with 1m clear verges on either side (5.5m traffic corridor). For foreshoreways in less dense areas smaller corridors are acceptable.

In many areas considerable numbers of people travel along the sandy beach surfaces. Although this traffic does not require provision of pavement, they do increase the load placed on support infrastructure like toilets and carspaces. The sandy beach surface is uneven and people who regularly walk longer distances typically prefer the foreshoreway pavements. Many elderly and disabled members of our community are not able to travel very far upon soft shore areas.

Appendix B

Recent investments into Gold Coast Foreshoreways

\$400,000 was invested into the Oceanway works upon Point Danger which were completed in January 2003. The works included new wheelchair ramps, landscaping, widening of the Oceanway pavement, new viewing platforms and a new railing that opened up the view in a spectacular fashion.

\$720,000 was invested into Oceanway works along Rainbow Bay which were completed in April 2002. The works included landscaping over the seawall, establishment of new dunes and turf areas, a new Oceanway pavement with connections to the beach and street, high quality lighting, a new playgrounds and BBQs.

\$615,000 was invested into Oceanway works around Greenmount Headland which were completed in March 2002. This new Oceanway including a new pavement, lighting and timber viewing decks won a design award for excellence.

\$425,000 was invested into Oceanway works around Kirra Point which were completed in December 1999. The works included replacement of a collapsing narrow footpath with a new pavement including stainless handrails and high quality lighting. A further \$270,000 was invested into new timber decks around Kirra Point that were completed in April 2004 and \$70,000 was spent on refurbishment of the Kirra Shelter Shed which was completed in July 2004.

\$173,000 was invested into improving the Oceanway corridor passing the Kirra SLSC building which was completed in October 2001.

\$120,000 was invested into improving the Oceanway pavements between Flat Rock Creek and Tugun SLSC that was completed in April 2003. These works included separating Oceanway traffic from vehicles, a new timber viewing platform and a suspended concrete deck to widen the traffic lanes near Wyberba Street.

\$129,000 was invested into improvements for the Oceanway between Elephant Rock and Tomewin Street that were completed in December 1999.

\$495,000 was invested into Oceanway works between Currumbin Rock and Elephant Rock which was completed in February 2004. These works included a new Oceanway pavement, lighting and high quality furniture.

\$117,000 was invested into Oceanway works along Durringan Street between the Alley Carpark and the Currumbin Hotel site. These works were completed in January 2000.

During the 1990s a new boardwalk was constructed that connected the Tarrabora reserve through to the Thrower Drive Carpark along the northern foreshore of Currumbin Creek.

\$46,000 was invested into Oceanway works connecting the Tarrabora Reserve to Rock View Park near the Currumbin estuary. These works were completed in April 2000. A further \$34,000 was invested to extend the Oceanway pavement through Rockview Park that was completed in September 2002.

\$247,000 was invested into Oceanway works to create the Tallebudgera Duneway. These works were completed in October 2002. The works included the establishment of a new Oceanway pavement that included indigenous painting. In August 2000, \$130,000 was invested into the Oceanway near the Neptune's SLSC.

In January 2001, \$70,000 was invested into the Foreshoreway along Murlong Crescent and this foreshoreway was joined up around the tourist park to the Oceanway.

\$180,000 was invested into a new Oceanway pavement to connect the Burleigh Pool up to the National Park. These works were completed in October 2002.

A major Oceanway boardwalk was constructed at Burleigh between the SLSC and pool buildings. This work was completed in the early 1990s.

\$560,000 was invested into the Burleigh Central Oceanway. These works were completed in September 2003 and included relocation of the carpark to create a superior Oceanway landscape to the north of the SLSC building.

\$337,000 was invested into a new Oceanway at North Burleigh. These works were completed in July 2004.

\$505,000 was invested into a new Oceanway for Miami. These works were completed in December 2003.

Hedges Avenue was made one way during the early 1990s to improve the quality of the Oceanway corridor.

There has been an ongoing program of investment into the quality of the Oceanway corridor through Kurrawa Park. The works included a \$360,000 investment into a timber boardwalk seaward of the Kurrawa SLSC.

\$36,000 was invested into improvements for the Oceanway landscape near Broadbeach SLSC. These works were completed in June 2003.

\$41,000 was invested into improving the Oceanway between Trickett Street and Clifford Street. These works were completed in January 2003.

\$1,300,000 was invested into a new Oceanway pavement for Surfers Paradise. This was an initiative of the Jim Raptis group and was completed in 1998. By 1990 Council had extended the new Oceanway pavements northwards to Narrowneck. By the mid 90s, the pavements had been extended across Narrowneck and through the Cable Street dunes to connect into Main Beach.

\$15,000 was invested into improving the Broadwaterway Pavements along Pelican Beach. These works were completed in January 1999.

\$131,000 was invested into improving the Oceanway near the Mirage Hotel on the Spit. These works were completed in December 2003.

\$320,000 was invested into improving the Broadwaterway pavements between the Southport Pool and Loders Creek. These works were completed in August 2003.

\$127,000 was invested into a new gravel pathway to extend public access from the Seaworld Carpark to the Seaway as part of the Federation Walk program. These works were completed in December 2002.

The Harley Park Swimming Lagoon was established in May 1998 at an establishment cost of \$17,400 to install a geotextile weir that enhanced the natural lagoon.

\$59,000 was invested into the Broadwaterway Landscape just north of the Harley Park Swimming enclosure. These works were completed in May 2001.

\$475,000 was invested into a new Broadwaterway landscape near Burrows Street. These works were completed in December 2002.

A new swimming enclosure was established at Paradise Point foreshore in December 1998 at an establishment cost of \$42,000. In January 2009 there was also \$44,000 invested into improving the Broadwaterway underpass for the Ephraim Island Bridge.

\$30,000 was invested into a new river access point for the Santa Barbara Esplanade. These works were completed in January 2001.

A new swimming enclosure was established at Jacobs Well foreshore in January 2001 at a establishment costs of \$60,100. In January 2003, \$230,000 was invested into the foreshore to the south of the boatramp. In November 2004 \$110,000 was invested into the foreshore to the west of the boatramp.

Appendix C Foreshoreway Planning Process

Planning Processes for Future Foreshoreway Investment

There have been a range of different planning exercises that include examining issues associated with future foreshoreway investment. Some of these are described below

Transport planning

Council's Transportation Strategy (N00.307.008) recognises the need to increase numbers of people enjoying green mode journeys (walking, cycling and public transport) if our City's transportation network is to remain sustainable. The beaches are a key congestion area where traffic jams and increasing travelling times are reducing the ability for enjoyment of beaches on a regular basis, particularly for those people who can't afford to live or holiday near the beach. Recreational enjoyment of beaches has a far lower tolerance level than many other transport journeys. For example people are more tolerant of sitting in traffic jams to get to work but they are less likely to embark on journeys where they expect to have to tolerate traffic jams when travelling to the beach or foreshore.

A key response to this challenge is improvements to the carrying capacity of the Oceanway corridor. The Oceanway Strategy seeks to improve the 36km pavement between Point Danger and the Gold Coast seaway. The Oceanway strategy also includes encouraging more public transport arrivals for those enjoying Oceanway experiences and the provision of supporting infrastructure to reward Oceanway users for sustainable behaviour such as signs, seats, lights, playgrounds, rest areas and public art. Standards have been produced for the Gold Coast Oceanway that describe infrastructure that will promote green mode enjoyment.

Bikeway Investment Program - Many bikeways are located along our City's foreshores.

Gold Coast Ferries - A public ferry system has the potential to greatly boost usage of foreshores by pedestrians and cyclists. Ferry terminals become a focus on the foreshore that activates green mode usage.

Public transport - The beaches and foreshores need to be considered as major destinations like theme parks for the design of future public transport services. A free beach bus service may have the potential to link central city areas to beaches more effectively.

Foreshoreway Network Maps - There has been some mapping of opportunities for foreshoreway development.

Regional Parks Strategic Planning

Coolangatta Oceanway Parklands A consultant has been engaged to assist with planning for future Oceanway investment at Coolangatta. A local developer has also engaged a consultant to assist with this planning process.

Kirra Oceanway A local developer has engaged a consultant to assist with planning for future investment into the Oceanway corridor at Kirra.

Palm Beach Oceanway Parklands A public consultation process is underway for the Palm Beach Oceanway Parklands. This project will include improvements for Oceanway pavements through this site.

Broadwaterway - Loders Creek to Biggera Creek A consultant has been engaged to assist with planning for future investment into the Broadwaterway corridor between Loders Creek and Biggera Creek. This consultant is working in consultation with Local Area Planners for Labrador.

Eagleby Wetlands Investment into Foreshoreways will form a part of the works completed for the Eagleby Wetlands.

Logan River Parklands Investment into Foreshoreways will form a part of the works completed for the Logan River Parklands.

Nerang River Parklands Investment into Foreshoreways will form a part of the works completed for the Nerang River Parklands.

Narrowneck A major planning process is about to get underway for the parklands at Narrowneck and McIntosh Islands including sections of the Oceanway and Surfers Riverwalk.

Southport Broadwater Parklands and The Spit Progress on planning for the future of Southport Broadwater Parklands and The Spit is on hold pending the outcome of the Harbour Study process.

Southport Pier Queensland Transport has agreed to fund 50% of the costs for the establishment of a pier along the alignment of Southport Mall. The Southport Pier will become the ferry terminal for Southport and also support a terminal for marine recreation vessels like those at the Cavil Wharf and Marina Mirage. An architect from technical services has completed some preliminary work into the style and estimate for the facility. A key goal for the Southport Pier is to provide a strong focus for pedestrians at the foreshore for the Southport CBD, in a similar way to the Broadway strategy for Broadbeach, the CavilWest strategy for Surfers and the Paradise Point pier for the CIP project at Paradise Point. A pier was an important part of Southport's early identity as a town centre. Piers are a common form of infrastructure that helps to activate foreshore areas by creating a destination that encourages lifestyles that include more walking and cycling.

Foreshore Landscape Planning

Foreshoreway Lighting Review A lighting review is currently underway to look at lighting standards for foreshoreways.

Tugun Oceanway Landscape planning has commenced for a future investment into the quality of Oceanway pavements between Wybera Street and Toolona Street Tugun including a seaward realignment in front of the Tugun SLSC.

CavilWest Green Bridges A preliminary planning document has been completed for green bridges linking Evandale to Cavil Mall along the CavilWest corridor.

Broadbeach North Oceanway Landscape planning has commenced for a future investment into the Oceanway Landscapes between the northern end of Kurrawa Park and First Avenue Broadbeach.

Surfers South Oceanway A design document has been completed for a \$1,150,000 investment into realignment of the Surfers South Oceanway (Tech Services Report number 8753F&B). The State Government has agreed to 10% subsidy for this project.

Surfers Central Oceanway Some money has been requested for planning for the future investment into the Surfers Central Oceanway. The current infrastructure for the Surfers Central Oceanway is tired and is becoming more difficult to maintain to an acceptable standard. The new Soul highrise developer will contribute to the upgrade of the esplanade near their building. The Surfers SLSC have also submitted some ideas for future investment into this area. EDMP officers completed a landscape planning scoping project a couple of years ago that has helped to identify issues. The City's Architect has advised that the best way to move forward is through a design competition for this area. EDMP officers are currently examining options to proceed with a design competition.

Broadwaterway Paradise Point Landscape planning has commenced for a future investment into the quality of the Broadwaterway Pavements at Paradise Point between Sapphire Street and the Boat Harbour foreshores.

Surfers Central Riverwalk Consultants have completed a preliminary design document for the Surfers Central Riverwalk between Budds Beach and Lionel Perry Park.

Surfers South Riverwalk Improvements to the Riverwalk alignment between Isle of Capri and Paradise Island was one proposed mitigation project for loss of public open space on the transit centre site.

Coomera River Foreshoreway Network

The Coomera River is a key emerging area for foreshoreways in the City. Money has been requested in the 2005/06 budget (Function 9950) to undertake some detailed planning for this foreshoreway network.

Developer Contributions to Foreshoreway Network

Many developers have contributed or are planning to contribute to the City's foreshoreway network. Some of the contributions are outlined below:

Coolangatta (Reflections) The developer of the Reflections highrises at Coolangatta will contribute to both the design and construction of a new Oceanway landscape between Greenmount Headland and the Cunningham lifeguard centre.

Surfers Central Riverwalk (Chevron Renaissance, Circle on Cavil) The developers of Chevron Renaissance and Circle on Cavil will contribute to both the design and construction of the Surfers Central Riverwalk.

Surfers Central Riverwalk (Solitaire, Sentinel, Avalon) The developers of Solitaire, Sentinel and Avalon have included delivery of sections of the Surfers Central Riverwalk as part of their development.

Surfers Central Oceanway (Soul and Surfers SLSC) The developer of Soul and the Surfers SLSC will contribute towards outcomes for the Surfers Central Oceanway.

Broadwaterway Southport (Brighton) The developer of the old Sundale Site at Southport has contributed towards the Broadwaterway. A new foreshoreway path has been constructed to supplement the road edge off road bikeway between the swimming enclosure and the Nerang River bridge. Planning works are underway for additional investment from this developer into a new timber boardwalk and underpass for the bridge.

Broadwaterway Labrador (Sand Castles, Aqua, Charis) Various developers along the Broadwater at Labrador have made contributions towards improving the Broadwaterway.

Broadwaterway Paradise Point (Paradise Point, Ephraim Island) The developer of Ephraim Island and Paradise Point will make contributions towards the Broadwaterway corridor. The Paradise Point developer proposes a major foreshoreway investment within the site up to Paradise Point itself and also improvements to the south of the development site including a new foreshoreway underpass for the Sovereign Islands bridge.

Broadwaterway Spit (Versace) The developer of the Versace hotel constructed a public boardwalk along the foreshore of the development site. This infrastructure demonstrates that it is possible to have private waterfront development including private marina berths while allowing for a public foreshoreway.

Spit Oceanway (Mirage Hotel) The Mirage Hotel constructed a timber Oceanway boardwalk as part of the hotel development. Council has recently reconstructed and improved this section of Oceanway.

Broadbeach Riverwalk (Convention Centre) Development of the convention centre including the construction of a boardwalk that is part of the Riverwalk network.

Riverwalk North (Marriott Jarapirilla Cove) The Marriott Hotel at Jarapirilla Cove includes a public boardwalk that is part of the Riverwalk network.

Broadwaterway (Marina Mirage and Fisherman's Wharf) Marina Mirage and Fisherman's wharf include public boardwalks that are part of the Broadwaterway network.

2004 Foreshoreway Disability Audit

A disability audit of the City's foreshoreways was completed during 2004. Further information is available in Appendix E.

2006 Foreshoreway Security Audit

A security audit of the City's foreshoreways is planned for 2006. An application for a state government grant to support this audit is currently being prepared.

Gold Coast Harbour Study

An important part of the Harbour Study process was to plan for future investment into the Broadwaterway. EDMP officers involved in the Harbour Study have indicated that funds may become available for investment into the Broadwaterway network.

Catchment Management Planning

There has been an increasing focus on planning for future foreshoreways as part of the City's catchment management planning process. Catchment planning is underway for the Coomera River and Nerang River and these processes will assist with foreshoreway planning in these catchments.

Local Area Planning

Planning for foreshoreway investment has been a key part of local area planning for

- Oxenford
- Labrador
- Surfers Paradise, and
- Chevron Island.

Centre Improvement Program

The CIP process has contributed to the Oceanway pavements at Currumbin beach and will assist with planning for the Broadwaterway at Paradise Point. It is also anticipated that the CIP team will play an important role in the design competition process for the Surfers Central Oceanway.

Gold Coast Institute of Architects

The Gold Coast branch of the Institute of Architects has offered their expertise to assist with planning for future investment into the City's foreshoreways particularly for the Surfers Green Heart and the Broadwaterway along the western Broadwater.

Ocean Beaches and Foreshore Plan

A key challenge for our Ocean Beaches is to continue to provide enjoyable coastal experiences for visitors and residents as tourist numbers and our resident population grows. Congestion at some beaches such as Surfers Paradise means that many residents no longer visit this beach on a regular basis. Such congestion is now spreading to other beaches like Broadbeach, Burleigh and Coolangatta. Also usage of our more remote beaches is growing also as other beaches become more congested. A proposal to complete an Ocean Beaches and Foreshore's Plan was assembled by Council's Tourism Unit during 2003. The area of ocean beaches will not grow within the city and so the density of usage will need to increase or people will need to forgo the benefits of coastal lifestyles. The completion of this plan will greatly assist with future foreshoreway planning.

Appendix D Policy for the Management of Coastal Dune Areas

Council's Policy for the Management of Coastal Dune Areas outlines a vision for the management of coastal vegetation along the Gold Coast. Dune vegetation along undisturbed areas of the coastline is separated into three distinct communities.

- **Primary Dune Vegetation.** This is the most seaward community of plants that recolonises new dune areas following storms. Consists of ground covering vines and grasses.
- **Secondary Dune Vegetation.** This is a more mature plant community behind the primary dunes including larger shrubs and some hardy trees such as Pandanus and coastal sheoak.
- **Tertiary Dune Vegetation.** Includes dense tree cover that is able to withstand coastal winds and salt.

Dunes are zoned into four categories along the coast (North / South) including

- **Non-Urban Dune Areas.** Includes South Stradbroke Island, The Spit and Currumbin Spit. These areas of non-urban dunes include primary, secondary and full tertiary plant communities.
- **Urban Dune Areas.** Includes the residential neighbourhoods that front ocean beaches where there are primary and secondary dune communities. Council's policy allows for opening up of public access along the dune if the secondary dune community is healthy enough. A full primary dune community is encouraged for all Urban Dune Areas.
- **Minor Public Dune Areas.** Includes typically the dunes seaward of Surf Life Saving Clubs. In these areas the Policy tolerates some disturbance of primary dune communities to create a connection between the sandy beach and SLSC. Typically areas of turf are extended seaward through dunes towards the beach. This dune management approach creates additional management costs to cope with windblown sand and creates a hole in the primary dune ecological corridor. The Policy tolerates such management for public dune areas but not for Urban Dune Areas.
- **Major Public Dune Areas** Includes the dunes at Surfers Paradise, Broadbeach, Burleigh and Coolangatta. The Policy in these areas includes allowances for the major numbers of people coming from these CBD areas. Hard edges for the sandy beach are allowed - which are maintained with an intensive program of machine grooming that replaces the function of dune vegetation.

The Policy document includes guidance as to how each of the dune areas and zones should be managed including lists of acceptable species for each area.

Appendix E 2004 Foreshoreway Disability Audit

Background

The Gold Coast Oceanway includes a network of pathways connecting Point Danger Lighthouse on the Qld/NSW border to the Gold Coast Seaway 36km to the north. This corridor has experienced a large rate of growth in alongshore movements of pedestrians and cyclists over the recent years. The Gold Coast transport plan seeks to accelerate the rate of growth of green modes over the next 15 years as more people leave their cars at home and travel using sustainable transport modes (eg Bikes, Public transport and walking). Gold Coast City Council has invested into the Oceanway corridor to ensure that it continues to meet the growing demand from residents and visitors. Investment to date has been predominantly into creating high use pavements through large areas of public foreshore parkland. Similar foreshoreway pavement networks are growing around the Broadwater and along the City's major Rivers and Creeks.

Disability Audit Process

The 2004 Foreshoreway Disability Audit included site visits of Oceanway and Broadwaterway landscapes over four days. Kym Briese, one of Council's landscape architects and John Mayo, conducted the site visits during November and December 2004. John Mayo is the manager of Access Solutions, a consultant that offers the expertise of the Paraplegic and Quadriplegic Association of Queensland (PQAO). John was the recipient of the Year of the Built Environment Award for his work in securing recognition and equal opportunity for people with a disability in accessing buildings, precincts and infrastructure, and is an acknowledged expert in equitable access issues.

The site visits included in the 2004 Disability Audit were as follows

Day One: Southern Points Oceanway (Point Danger, Snapper Rocks, Rainbow Bay, Greenmount Headland, Coolangatta and Kirra).

Day Two: Currumbin, Tallebudgera, Burleigh, North Burleigh, Miami Oceanways.

Day Three: Kurrawa, Northcliffe Terrace, Surfers Paradise Esplanade, The Spit Oceanways.

Day Four: Broadwaterway, Nerang River to Loders Creek (Southport), Loders to Biggera Creek (Labrador) and Paradise Point.

2004 Foreshoreway Disability Audit Final Report

The purpose of the final report is to provide a 'snapshot' of how Gold Coast City's major foreshoreways are performing in terms of compliance with relevant access legislation, and how well the foreshoreways are providing for inclusive and independent access by all members of the community. Information from this report will be used to supplement and improve the standards for foreshoreway design and assist with planning for rectification and improvement works along the City's foreshoreways.

A full copy of the final report is available from Technical Services (Report number 1076).

Summary of Findings

The main findings of the 2004 foreshoreway disability audit are as follows:

1. There are many sections of foreshoreway where multiple facilities are provided such as toilet blocks, picnic facilities, playgrounds and beach access but there are little or no PWD parking spaces provided. This restricts the access to foreshores for people with a disability.
2. Many ramps and kerb ramps along the Foreshoreways are not compliant with current legislation. Attention needs to be paid in the future to the requirements of current access legislation.

3. Many of the bad points and non-compliance issues raised in the audit are the result of older infrastructure or incomplete upgrade schemes due to funding limitations. It is important that Council be seen to be proactive in addressing non-compliance issues.
4. The new sections of foreshoreway are excellent - they have good width (3.5 metres), appropriate surface materials (Light acid washed exposed aggregate), and colours that support use by people with disability. The alignment of new sections is a vast improvement over older areas and greatly increases accessibility for people with a disability.
5. There are many facilities within foreshore parklands that are isolated within grassed areas without any access to paved pathways. This makes access to these facilities by people with mobility impairment very difficult in many circumstances.
6. The foreshoreway path system is growing into an outstanding piece of public infrastructure. The existence of it and its accessibility needs to be promoted both nationally and internationally as a destination that provides for the needs of local residents and visitors with a disability.

Appendix F Opportunities for Route Alignment Improvements

Flat to Elephant Rock Oceanway

There is a public road reserve along the Beachfront between Tomewin Street Currumbin (near Elephant Rock) and Kropp Park at Flat Rock Creek. Council made a start to construct an Oceanway pavement along this section of public road reserve in the early 1990s but ended up abandoning the construction due to a petition organised by landowners objecting to the works. More recently Council has received a petition (22nd October 2004) requesting that a new Oceanway pavement be constructed along the beachfront road reserve. An initial assessment of the area has suggested that a minor program to remove fences blocking public access to the road reserve proceed. An agenda item is currently being prepared that will ask Council to consider this opportunity in response to the petition that has been received.

Surfers South Oceanway

Councillor Christmas was enthusiastic about opening up public access along the beachfront road reserves south from Cavil Avenue down to Fern Street. The footpaths along Northcliffe and Garfield Terraces are narrow and uneven in places and involve a large number of road and driveway crossings. An alternate route along the dunes in front of the beachfront buildings would provide a better green mode corridor. The Surfers South Oceanway (SSOceanway) will involve the construction of a new 3.5 metre wide pavement on the dune side of beachfront buildings between the Allawah highrise and Fern Street. This will complete a high standard green mode connection between Cavil Mall and Old Burleigh Road. The SSOceanway investment program will include a new concrete path and security lighting and possibly also new surveillance cameras as an extension to the Cavil mall system.

Council resolved to undertake a formal public consultation period for the SSOceanway (W02.0424.004). This consultation period was undertaken and the majority of respondents objected to the new pathway. Despite this majority objection from the respondents, Council resolved to continue with more detailed design of the SSOceanway (W02.1205.002). The design is now complete for a \$1,150,000 investment including pavement and security lighting (an extension of the security camera network would be an additional cost). The current Councillor for Surfers paradise (Councillor Douglas) has indicated that she does not support the SSOceanway investment. We are currently preparing an agenda item that will recommend that Council consider proceeding with construction of the Surfers South Oceanway.

Broadbeach North Oceanway

If the SSOceanway is built, some users of the new pathway may suggest that the path be extended southwards towards Broadbeach from Fern Street to First Avenue. The current Oceanway alignment for this section is along Old Burleigh Road. The footpaths and bikeways along Old Burleigh Road are much higher quality than those along Northcliffe and Garfield Terraces so there is less justification for developing the Oceanway pavements along the beachfront road reserve along this section. It's likely that our community will debate the merits of construction of this section of Oceanway pavement in the future.

Main Beach South Oceanway

Councillor Christmas was enthusiastic about opening up public access along the public road reserve at Main Beach between buildings and the dunes. In October 2004, a works program was proposed to remove illegal fencing and establish a turf corridor for people to walk along the public road reserve along the dunes. The public were already enjoying access along the dunes from Narrowneck to Woodroffe Avenue and the proposed works program was to remove fences to allow the public access from Woodroffe Avenue to the Main Beach Central Oceanway Parklands. The landowners joined with an indigenous spokesperson to express opposition to the public gaining access to the public road reserve seaward of their homes. As a result of the concerns of local residents, Council resolved to not proceed with

the removal of fences (C105.0120.003). Landowners have requested that consideration be given to improving the Oceanway along the Main Beach Parade alignment by closing this road to southmoving vehicles as an alternative to allowing the public to access along the beachfront public road reserve seaward of their homes.

Coolangatta Oceanway - Lifeguard Building

The Oceanway pavement currently passes the Cunningham Lifeguard building on the landward side. The developer of the Reflections Highrises opposite and Council's landscape architects are working on a realignment of this pavement to the seaward side of the building as part of the general opening up of dunal areas along Coolangatta beach. Vehicle access to beaches from lifeguard and surf lifesaving facilities is a common problem along the Oceanway that represents a particular design challenge for landscape architects. The foreshoreway standards contain tips and guidelines about how to deal with the problems of maintaining safe access for both Oceanway traffic and beach service providers.

Tugun SLSC

A new Oceanway Pavement is proposed for the seaward side of the Tugun SLSC building.

Surfers Central Riverwalk (Appel Park to Budds Beach)

The Surfers Central Riverwalk vision is that a high use foreshoreway is developed connecting Budds Beach to Lionel Perry Park. Sunland's Avalon highrise includes a reconfiguration of Lionel Perry Park to open up the Riverwalk corridor past Tiki Village to Appell Park. Between Appell Park and Budds Beach the current public access is on the landward side of seven (7) multistorey buildings. Three (3) of these buildings already have dead ended public riverwalks constructed along their riverfrontages. Two (2) more buildings have existing planning requirements to provide for future public access along the riverfront.

Surfers South Riverwalk

The construction of a boardwalk along the riverfrontage between the Isle of Capri bridge and the Paradise Island bridge was investigated as an mitigating project for development of the Surfers Transit Centre across the road.

Coomera River Foreshoreway Network

The development pattern for the upper estuarine foreshores of the Coomera River have the potential to emerge as a significant network of public foreshoreways. There are a few locations where handfuls of waterfront properties prevent waterfront connections between public foreshoreways.

Jacobs Well Foreshores

There is a large central foreshore parkland at Jacobs Well. Opportunities may exist to extend public foreshoreways to the south of this parkland along the esplanade private properties to connect into the new foreshore park. There has been some concern regarding the activities of some of these land owners to construct things that may restrict future public access here. Similar opportunities may exist to improve public access along the foreshore road reserve to the north of the parklands up towards The Edward Corbould Reserve.

Cabbage Tree Point Foreshores

There is only a small park next to the Cabbage Tree Point foreshore. There may be an opportunity to open up public foreshore access to the south along the Warana Street properties, eventually perhaps connecting through to Steiglitz road. There has been some concern regarding the activities of some of the Warana Street landowners to construct things that may restrict future public foreshore access. There has been no investigation of opportunities to the north of the boatramp.

Rotary Park Road Alberton

It has been suggested that a public foreshoreway be developed to connect the Alberton Road boatramp through to the fishing foreshore at Rotary Park Road. There is some public road reserve shown for some of this foreshore, but investigation reveals that most of this has now been lost into the river. It is not clear whether there is an opportunity for extending foreshoreway outcomes beyond the existing fishing foreshore of Rotary Park Road.

Palm Beach Oceanway - Lacey's Lane to 3rd Avenue Palm Beach

The Palm Beach Oceanway Parklands on the former RSL bowling club site have been designated a regional parklands for significant investment. The carparks near this site are already full on many sunny days with people enjoying the foreshores and estuary. The investment into new facilities will increase the demand for carspaces. An alternative to arriving at this regional parkland in your car is to arrive as a pedestrian or cyclist along the foreshoreway network. There may be an opportunity to extend the Oceanway pavements to the north from Lacey's Lane to 3rd Avenue. The residents along this section of beachfront will not be happy if the public is encouraged to enjoy this public road reserve.

Palm Beach Oceanway - 23rd Ave to Tallebudgera SLSC

There is already some informal public access along the beachfront road reserve between 23rd Avenue and the Tallebudgera SLSC at the northern end of Palm Beach. The improvement of this public access corridor has been suggested a couple of times over the last 15 years. The existing access corridor is a narrow worn path along the dunes that is uneven and pedestrians need to negotiate exposed boulders from seawalls. Many of the public dune areas appear to be quite private and people without local knowledge are probably reluctant to attempt the journey as it feels like you are trespassing in many places. There is adequate space to develop a high quality Oceanway pavement and this will be very popular infrastructure. The beachfront owners along this section will oppose the construction of a pavement along this public road reserve.

Tallebudgera Creek - Koala Park to Fleays

Over the last decade there has been significant investment into the foreshoreway network along the southern banks of Tallebudgera Creek including new foreshore realignments around the Tallebudgera Tourist Park and Tallebudgera Beach Outdoor Recreation Centre and a green mode bridge along the Pacific Highway alignment. There also may be to improve the foreshoreway network along the northern bank of the Creek.

Pizzey Park to Varsity Lakes connection

There may be an opportunity to create a foreshoreway connection from Pizzey Park to the new Bond Uni residential highrise on Lake Orr.

Broadwaterway - Oatlands Esplanade to Lands End connection

There are some existing public foreshoreways past the marina at Oatlands esplanade. There are planning conditions on Broadwater fronting highrises to allow for future connection of a public boardwalk to the Lands End bridge.

Barney Street to James Overall Park

Rivarge Royal highrise at Southport has constructed a pavement that is separately secure from their private marina and internal pools. This may be able to be extended through to Barney Street. The Atlantis Twin Towers at Paradise Waters constructed a similar foreshoreway.

Broadwaterway - Southport Yacht Club

The Harbour study has explored opportunities to establish a foreshoreway on the waterside of the Southport Yacht Club. It is anticipated that public foreshore access will be a condition of any new development between the Yacht Club and Marina Mirage.

Broadwaterway - Seaworld

The Harbour study process also explored the possibility of public access to the foreshore of Seaworld. A ferry terminal with waterfront dining has the potential to activate this foreshore and provide a foreshoreway connection from the Marine Stadium through to Marina Mirage.

Broadwaterway - Southport Broadwater Tourist Park

There may be an opportunity to develop a public Broadwaterway Pavement along the waterfront edge of the Broadwater Tourist Park and connect this into Len Fox Park with a new green bridge across Loders Creek. The existing bikeway bridge across Loders Creek is narrow and is scary for pedestrians to share with cyclists approaching from behind.

Hedges Avenue and Albatross Avenue

The demand for improved alongshore pavement access along Hedges Avenue resulted in the Avenue becoming one-way in the mid 1990s. Some people have suggested that a new pavement along the beachfront road reserve is desirable infrastructure for Hedges Avenue and Albatross Avenue. Investigations have suggested that development of this road reserve is not currently feasible. Along some sections of Hedges Avenue and Albatross Avenue the dunes are unhealthy and could not sustain the development of an Oceanway pavement. This section of coastline is mostly single occupancy houses. These property owners argue that a walkway outside their boundary is much bigger intrusion into their privacy than going past shared body corporate spaces. The one-way section of Hedges Avenue is also providing a reasonable green mode corridor that lessens the need for the development of the beachfront option. There has been an ongoing program to address the encroachment of private gardens across the public road reserve onto public dunes along Hedges Avenue and Albatross Avenue. The implementation program includes the preservation of fences that prevent the public from accessing the public road reserve seaward of these properties. Residents at Main Beach and Surfers often refer to the situation at Hedges Avenue as part of their justification about why the public should not be allowed access to the road reserves seaward of their property.

Appendix G Current Works Program

Coolangatta Dunescaping

The first stage of a dunescaping program was recently completed at Coolangatta Beach to extend the turf parklands along the Oceanway between Kirra Point and the Coolangatta SLSC. Further stages of this work is planned for the coming year to continue to program to the east towards the Cunningham Lifeguard Centre.

Currumbin Foreshoreway Salk Oval

A new foreshoreway path will be constructed along the Currumbin Creek foreshore of Salk Oval. Future connections of this pathway will be via an underpass of Thrower drive into the PBC high boardwalk and west to the Pacific Highway green bridge.

Main Beach Central Oceanway Parklands

A major investment into the Main Beach Central Oceanway parklands occurred during 2004/05. The works included the westward relocation of carparks and the construction of a section of Oceanway pavements meeting the new standards.

Main Beach North Oceanway

During 2005/06, \$350,000 has been requested within Function 9920 for investment into the Oceanway to the north of Main Beach. The works will include a new section of Oceanway Pavement to connect Main Beach into the Mirage Hotel Oceanway.

Coolangatta Oceanway

The developer of the Reflections Highrises at Coolangatta is negotiating with Council towards approval for an investment program to improve the Oceanway landscape between Greenmount Headland and the Cunningham Lifeguard Centre. If things go to plan, then these works will be completed by Christmas 2005.

Surfers Riverwalk (Central Sunland and Isle of Capri SPTMS)

The developers of Chevron Renaissance and Circle on Cavil have provided some funding to improve the Surfers Central Riverwalk. It is expected that works will commence in the next 12 months to improve the standard of the Riverwalk within Appel Park.

Surfers Riverwalk - Surfers Paradise Traffic Management Scheme

The construction of a section of new Riverwalk boardwalk in the vicinity of the Isle of Capri Bridge forms part of the works that have just commenced for the Surfers Paradise Traffic Management Scheme.

Narrowneck Oceanway and McIntosh Island Riverwalk

The Parks Project Management Unit are about to commence a major study into works for the Narrowneck and McIntosh Island parklands. The goals of the strategy include pavement improvements to facilitate the continuing growth of the Indy carnival. Other key outcomes are to deliver Oceanway and Riverwalk outcomes through the site.

Broadwaterway - Harley Park to Lands End

The Broadwaterway pavements between Harley Park and Lands End are particularly narrow and run along the edge of a jagged rocky cliff in places. A new type of foreshore landscape was implemented near Burrows Street a couple of years ago that allowed a new foreshoreway to be constructed that more closely complies with the standard documents. Council has been attempting to secure state government approvals to extend the Burrows Street standard foreshore northwards to Lands End and southwards to Brisbane Road. Should the necessary approvals be secured then the next stage of this works program will proceed.

Runaway Bay Esplanades

There are vertical stepped revetment walls along the Oatlands, Anglers, Shearwater and Constance Esplanades. Sections of these revetment walls were in need of major repairs. Instead of replacing the revetment wall with new concrete wall, a beach nourishment scheme is being attempted that will create a more natural connection between those enjoying the foreshore parkland and the Broadwater. The works include dredging of sand along the foreshores, establishment of new dune areas and the stabilisation of foreshores through improvements to groynes.

Broadway at Broadbeach

As part of the Centre Improvement Planning process for Broadbeach the need for high quality connections between the Oceanway and Riverfront was identified. Stage one of these works will get underway shortly.

Surfers North Oceanway

An improvement program will be implemented during 2005/06 for improvements along the Surfers North Oceanway. A priority list of renewal has been discussed with maintenance services and the priority works are upgrading furniture and lighting.

Burleigh North Oceanway

There has been a major program of investment into the Oceanway Pavements from Miami to north Burleigh. Construction Services are just finishing off the final bit of pavement near First Avenue in June 2005.

Lighting Program Burleigh Oceanway

There were some behavioural problems experienced along the Burleigh Central Oceanway that received some media attention. As a response to this \$220,000 has been identified for investment into security upgrades for the Oceanway Landscape. A further \$220,000 will also be requested as part of the State Government's Security Improvement Subsidy program.

Burleigh Central Oceanway

Planning is underway for the potential demolition of the former Paragon Restaurant building between the Burleigh SLSC and the Burleigh Foreshore Pool building. The restoration of the site will include a new Oceanway standard pavement.

Palm Beach Oceanway Parklands

Planning is underway for the redevelopment of the Parklands of the former Currumbin RSL bowling club. The works will include the delivery of a new Oceanway standard pavement.

Oceanway Program Signage and Marketing

A program for improving signage and marketing for the Gold Coast Oceanway will get underway in 2005/06.

Mermaid Beach SLSC

A new seawall will be constructed within the Park seaward of the Mermaid Beach SLSC as part of the 05/06 Seawall program. There will be some allowance for upgrading of facilities as part of the restoration program.

Appendix H Foreshoreway State Government Grants and Subsidy

In 2000, the Southern Points Oceanway was successful in securing a contribution of \$943,000 from the State Government as part of the regional centres program.

In 2003, Council submitted an application for \$8,176,200 for foreshoreway investment from the State for the next round of the regional centres program. None of these applications were successful.

1) Foreshoreways the Spit	\$2,195,000
2) Miami to North Burleigh Oceanway	\$1,085,000
3) Surfers South Oceanway	\$590,000
4) Broadwaterway - Loders to Biggera Ck	\$685,000
5) Surfers Central Riverwalk	\$2,075,000
6) Broadwaterway - Southport	\$1,546,200

In 2005, the State Government agreed to provide \$115,000 (10%) towards the costs for the Surfers South Oceanway as part of the Local Government Works and Subsidy program for tourism infrastructure.

Applications are being prepared to invest into security for foreshoreways as part of the State Governments 2005 Security Improvement Program. The proposed applications are as follows:

2006 Foreshoreway Security Audit	\$5,000
Burleigh Oceanway Security Lighting	\$220,000
Main Beach Oceanway Security Lighting	\$95,475

As part of the Harbour Study process the State Government has suggested they may be some funding for investment into foreshoreways around the Broadwater and along the Spit. It is not clear how much money will be available nor when it will be available.

Appendix I

Oceanway Presentation to Councillors

On 3 April 2005, there was an informal presentation to Councillors regarding the Oceanway and the design guidelines that have been prepared by Council officers.

Councillors present were

- Cr Molhoek
- Cr Pforr
- Cr Douglas
- Cr Betts
- Cr Robbins

The presentation covered topics such as

- Understanding the constraints of the coastal environment.
- What is the Oceanway?
- Where is the Oceanway?
- Why invest in the Oceanway?
- Why are we building it?
- Who will use the Oceanway?
- When will the Oceanway be built?
- Design Manual
- Oceanway Logo, Markers and marketing

A handout that included all the Oceanway brochures and the recent technical paper was given to the Councillors for further information. They were informed that a report regarding the Surfers South Oceanway project would be presented to Council in the near future.

A brief discussion regarding the Oceanway was held after the presentation.

Cr Molhoek asked if there would be savings to be made if the construction program was accelerated. It was agreed that Beaches and Waterways staff would prepare a program of works and cost estimates for consideration by Councillors.