1 BASIS FOR CONFIDENTIALITY

Not applicable.

2 EXECUTIVE SUMMARY

Not applicable.

3 PURPOSE OF REPORT

- To recommend that community comment be sought on the proposed Chevron Island Bridge underpass section of the Surfers Central Riverwalk.
- To recommend that the proposed works be submitted to the State Government for confirmation that the works can be funded as a signature green mode project.

4 PREVIOUS RESOLUTIONS

Special Budget Meeting 18th May 2005 Item 2.4(e).

That Engineering Services provides a detailed report on the Foreshoreway Strategy.

Ex Council Minute No ES05.0830.007

1 That this detailed report on the City’s Foreshoreway programs be noted.

5 DISCUSSION

On 18 May 2005 Council requested that a detailed report on the Foreshoreway Strategy be presented to Council. A report was presented to Council on 30 August 2005 (ES05.0830.007). This report included

- General discussion about dune and land use along foreshores
- Background to foreshoreways constraints and opportunities
- Description of the key foreshoreway corridors within Gold Coast City
- Description of the foreshoreway traffic streams including public transport, private vehicles, on road bikeways, off road edge of gutter shared use pavements, the edge of dune foreshoreway pavement and soft shore movements.
- The foreshoreway standards document.
- Past investment program for Gold Coast foreshoreways
- Planning processes for future foreshoreway investment
- Opportunities for route alignment improvements.
- Current foreshoreway investment program.
- Future foreshoreway investment program.
- Foreshoreway equitable access audit.
- Opportunities for State Government Grants and Subsidy
- Oceanway Marketing messages, and
- A summary of an Oceanway Presentation and Workshop held with Councillors on 3rd April 2005.

One of the key foreshoreway corridors discussed within this report was the Surfers Riverwalk. The Surfers Riverwalk is a 9km public access corridor connecting the Gold Coast Highway Bridge crossing of the Nerang River to Pacific Fair Broadbeach along the
foreshores of the Nerang River and Little Tallebudgera Creek. The Surfers Riverwalk includes
- the western facing foreshores of Main Beach,
- the anabranch of the Nerang River that encloses McIntosh Island,
- Jaraparilla Cove and the public boardwalk around the Mariott Hotel,
- the footpaths along Paradise Place, River Drive and Riverview Parade through Budds Beach,
- the Surfers Central Riverwalk between the Chevron Island Bridge and the Surfers Transit centre,
- the Rememberance Drive foreshores facing Paradise Island and Isle of Capri,
- the Gold Coast highway footpath connection past Canes Avenue, and Monaco Street.
- Cascade Gardens foreshoreway
- Gold Coast Convention and Exhibition boardwalk
- Bulletin Park foreshoreway opposite Jupiter’s Casino,
- connection across Hooker Boulevard to parklands opposite Pacific Fair.

This report discussed the opportunity for realignment of the foreshoreway at various locations across the City. One of the locations identified with potential for improved outcomes is the Surfers Central Riverwalk between the Surfers Transit Centre and Budds Beach.

The existing paved route for pedestrians moving along the Surfers Central Riverwalk corridor is along the western footpaths of the Gold Coast Highway. The existing footpaths are narrow and there are many driveway and road crossings. There are also many poles and service lids that obstruct the quality of the pavement. An alternative would be the construction of a Riverwalk along the foreshore of the Nerang River.

The developers of Chevron Renaissance and Circle on Cavill have recently invested into the quality of the Surfers Central Riverwalk within Appel Park and adjacent to the Moorings highrise. The developer of the Avalon highrise in Lionel Perry Park will deliver a section of Riverwalk connecting Peninsular Drive to Cavill Avenue. The attachment (X) shows some artist impressions of a new section of riverwalk connecting the Vibe Hotel and Riverview Parade including an underpass for the Chevron Island Bridge.

The connection between Budds Beach and the Chevron Island Bridge is along the western footpath of Riverview Parade. There are no road crossings along Riverview Parade. A riverfront boardwalk is possible along this section of river in the future, but it is not recommended as a priority at this stage.

The proposed underpass for the Chevron Island Bridge may include locating a portion of riverwalk upon some private land. The land involved is along the northern boundary of the Waterways highrise site. It is also necessary to reposition the private pontoon that belongs to the Waterways highrise body corporate.

The estimated cost for the new underpass for the Chevron Island Bridge and the connection southwards to the public boardwalk adjacent to the Vibe Hotel is $3,040,000. The project meets the requirements to be submitted for funding as part of the State Government’s Signature Green Mode Program.

It is recommended that Council place the plans for a new underpass for the Chevron Island Bridge and a riverwalk connection southwards to the Vibe Hotel on public display and seek comments up until the 30 March 2007. It is recommended that Council request that the State Government consider this project as a signature project to be funded by the allocation for strategic green mode investment within Function 257.6893.
6 STATUTORY MATTERS

Coastal Management and Protection Act (1995) encourages local governments to invest into the quality and capacity of public access along the foreshore of tidal waterways.

The proposed works will potentially involve locating some new pavement upon land along the northern boundary of the Waterways highrise.

7 CORPORATE/OPERATIONAL PLAN

6.3.4 Provide improved access for people with a disability (Equitable Access)

8.3.1 Implement the Gold Coast Bikeway and Foreshoreway Strategy so as to provide a comprehensive and safe bicycle and pedestrian network aimed at increasing the number of residents and tourists who cycle and walk for recreation and pleasure and to work.

8 COUNCIL POLICIES

Council’s Foreshoreway Standards suggest characteristics for new pavements constructed along foreshore areas.

9 DELEGATIONS

Not applicable.

10 BUDGET/FUNDING

The estimate to complete the proposed works is $3,040,000.

The State Government is encouraging local government to invest into major signature projects that support green mode movements. $2,000,000 has been provided within the current year’s program within Function 257.6893 (Major Transport Infrastructure) and $6,000,000 is included for the next three years.

It is recommended that Council request that the State Government confirm that this project would be a suitable strategic green mode project to be funded from the allocation for signature green mode projects within Function 257.6893 (Major Transport Infrastructure).

11 COORDINATION & CONSULTATION

The following people have been involved in developing this report:

- David Montgomery - City Solicitor
- Warren Day - Director of Engineering Services
- Collette McCool - Director of Community Services
- Bill Service - Manager Engineering Assets and Planning
- Kerry Heldon - Manager Corporate Communications
- Rod Grose - Manager Transport Planning
- Daryl Collins - Acting Manager Infrastructure Delivery Group
- David Corkill - Manager Strategic and Environmental Planning
- Chris Stephens - Manager Technical Services
- Brendan Madden - City Property Coordinator
- Mark Ash - Executive Coordinator Infrastructure Delivery
- Catherine Anstey - (former) Major Projects Officer EDMP
- Rita Struthers - Equitable Access Planning and Development Officer
- Evan Thomas - Supervisor Sustainable Development
This project was presented to the local divisional Councilor Susie Douglas on 3rd January 2007. Cr Douglas expressed her support for proceeding to present these works to Council for consideration of placing the project on public display and inviting the community to comment on the project. A summary of the presentation is located upon file WF30/46/07.

The project was presented to Tom Tate from the Surfers Chamber of Commerce and Liliana Montague of Surfers Paradise Management on 9th January 2007. There was support for proceeding with presenting this project to Council for consideration of placing the project on public display and inviting the community to comment on the project. A summary of the presentation is located upon file WF30/46/07.

Council’s corporate communications team has drafted a communication action plan for this project. A copy of this plan is available upon file WF30/46/07.

The communication action plan recommends that this project be placed on public display and comments be invited up until the 30th March 2007. The communication action plan also recommends:

1) That the display materials regarding this project be located upon Council’s website at www.goldcoastcity.com.au/haveyoursay
2) That the project be displayed in the foyer of the Council Office at 135 Bundall Road.
3) That the project be displayed at the Surfers Transit Centre.
4) That the artist’s impressions (attachment X) be part of the display materials.
5) That the Questions and Answers prepared regarding this project (attachment X-X) be part of the display materials.
6) That a flyer regarding the project be letter box dropped to residents in the Surfers Central and Chevron Island neighbourhoods inviting them to visit the displays and/or website.
7) A range of other communication actions are summarised by the action plan.

12 TIMING

Should the State Government confirm that the Surfers Central Riverwalk - Chevron Island Bridge underpass project be a suitable signature green mode project for the City and Council agrees to proceed with the works following the completion of the public display period on 30 March 2007, then this may allow completion of the underpass by Easter 2008. This project should proceed through the following steps.

1) Council considers whether to place these plans on public display
2) Public Display period is completed.
3) Written comments received during the public display period are collated.
4) Comments received on draft plan are analysed and changes made to draft plan as necessary.
5) State Government confirms that this infrastructure is suitable signature green mode project.
6) A summary of comments received is presented to Council and Council requested to confirm whether to proceed to construction of the infrastructure.
7) Land and riverbed secured to allow the infrastructure to proceed.
8) Detailed design of the infrastructure is undertaken.
9) Design is submitted to statutory agencies for approval.
10) Construction of the infrastructure.
Note that there are a range of challenges involving land consent and approvals associated with this project. There is a possibility that these challenges will delay completion of the works beyond the best possible completion date of Easter 2008.

13 STAKEHOLDER IMPACTS

Equitable Access for All - Provides a high quality surface for moving between Peninsular Drive and Budds Beach that eliminates road crossings and poor quality pavements within the pedestrian traffic lanes.

Surfers Paradise Traders - Provides a world-class environmental experience to contribute to the appeal of Surfers central area to broaden activity in a westerly direction to balance the success of the ocean beach frontage areas.

Surfers Paradise Residents and visitors - Provides a pedestrian experience along a high quality pavement with views to the river with zero road and driveway crossings.

14 CONCLUSION

There is growing demand for green mode movements in Surfers Paradise. There is an opportunity to invest into the quality and capacity of the Surfers Central Riverwalk. The attachments show a proposed works project to create an underpass for the Chevron Island Bridge and a connection southwards to the Vibe Hotel boardwalk. There is a range of challenges involving land consent and approvals associated with this project. The estimated cost for these works is $3,040,000.

The State Government has provided funding to encourage local government to invest into signature green mode projects. It is recommended that the Surfers Central Riverwalk - Chevron Island Bridge underpass be placed on public display and comments sought up to the 30 March 2007. It is also recommended that Council request the State Government to confirm that the Chevron Island Bridge underpass can be funded as a strategic green mode project as part of the allocation made within Function 257.6893 (Major Transport Infrastructure).

15 RECOMMENDATION

It is recommended that Council resolves as follows:

1 That the Surfers Central Riverwalk - Chevron Island Bridge underpass be placed on public display and comments from the community be sought up until 30 March 2007.

2 That the State Government be requested to confirm if the Surfers Central Riverwalk - Chevron Island Bridge underpass (estimate $3,040,000) would be a suitable signature project to be funded by the allocation for strategic green mode projects within Function 257.6893 (Major Transport Infrastructure).

Author: John McGrath
Engineer Coastal Management
10 January 2007

Authorised by: Warren Day
Director of Engineering Services
Artist’s Sketch Chevron Island Bridge Underpass - Looking North

Artist’s Sketch Chevron Island Bridge Underpass - Looking South

Note: Full sized versions of these images are available upon Council’s file WF30/46/07
Plan of the Chevron Island Bridge Underpass

Cross Sections of the Chevron Island Bridge Underpass

Note: Full sized versions of these images are available upon Council’s file WF30/46/07
Questions and Answers
Surfers Central Riverwalk
Chevron Island Bridge underpass (and the Waterways Highrise connection)

1. **Question**: What is the Surfers Riverwalk?
   **Answer**: The Surfers Riverwalk is a pavement along the foreshores of the Nerang River in Surfers Paradise. A riverwalk is defined as the public access pavement that is closest to the waterfront. The Surfers Riverwalk has one end at the Gold Coast Highway Bridge near Australia Fair and the other end at Pacific Fair Broadbeach.

2. **Question**: What is the route of the Surfers Riverwalk?
   **Answer**: The Surfers Riverwalk includes the west facing foreshores of Main Beach, The anabranch foreshores of McIntosh Island, the sandy beach within Jaraparilla Cove, the Marriott Hotel boardwalk, Budds Beach, Surfers Central Riverwalk, Remembrance Drive including the Isle of Capri Bridge underpass, the Cannes Ave reach footpath of the Gold Coast Highway, Cascade Gardens foreshores of Little Tallebudgera Creek, the Convention Centre boardwalk, and the foreshores of Bulletin Park (Casino Island) and Pacific Fair.

3. **Question**: What is the Surfers Central Riverwalk?
   **Answer**: The Surfers Central Riverwalk is an important central section of the Surfers Riverwalk that connects Lionel Perry Park opposite the Surfers Bus Station to Budds Beach. The Surfers Central Riverwalk includes Lionel Perry Park, Tiki Village boardwalk, Cavil Ave Riverfrontage, Moorings Riverwalk, Appel Park, Vibe Hotel (including Titans bar), the Waterways highrise and the crossing of Elkhorn Avenue.

4. **Question**: Can I walk along the Surfers Riverwalk now?
   **Answer**: Yes. It is already possible to enjoy the full 9km journey along the Surfers Riverwalk but some sections are not currently along the waterfront and many sections are of poor capacity and quality. There are a range of investment and realignment opportunities along the Surfers Riverwalk corridor. One of the investment opportunities involves constructing an underpass for the eastern Chevron Island Bridge to create a new grade separated pedestrian interchange and connecting this new underpass into the riverwalk at the Vibe hotel.

5. **Question**: Why consider investment into the Surfers Central Riverwalk?
   **Answer**: The existing paved route for pedestrians moving along the Surfers Riverwalk Corridor between Budds Beach and the Surfers Transit Centre is along the western footpaths of the Gold Coast Highway (Remembrance Drive). The existing footpaths are narrow and there are many driveway and road crossings. There are also many poles and service lids that obstruct the quality of the pavement. The driveways for the Vibe Hotel and the Waterways highrise create a large area of pavement where pedestrian and vehicle movements mix. The new footpaths along the Gold Coast Highway constructed as part of the Surfers Paradise Traffic Management Scheme are narrow and there are already worn ruts on either side of the pavement that demonstrate the footpaths are not coping with the existing pedestrian loads. It is desirable that the volume of pedestrian traffic grows for this area. An underpass for the Chevron Island Bridge will allow pedestrians to flow continuously while vehicles pass unhindered overhead reducing the demand for the pedestrian crossings at the Elkhorn Avenue fiveways intersection. A new 5m pavement along a riverfront alignment will avoid the noise, air quality and safety problems associated with a pavement next to Gold Coast Highway traffic. The underpass will attract growing numbers of pedestrians accessing the City’s heart from Budds Beach, Chevron Island and arriving upon public transport. The riverwalk will have landscape appeal,
becoming a recreational attraction in its own right, challenging those stuck in traffic on the bridge and highway to consider more sustainable futures.

6. **Question**: What is included in the works associated with the Chevron Island Bridge underpass?

   **Answer**: The current proposed works for the Chevron Island Bridge underpass will include:
   1) A new 5m wide riverwalk pavement between the northern boundary of the Vibe hotel and the southern boundary of the Condor building.
   2) Two (2) sets of steps leading up over the river (west), from the new riverwalk underpass to join the northern and southern footpaths of the Chevron Island Bridge.
   3) Two (2) wheelchair ramps leading up back across the foreshore (east), from the new riverwalk underpass to join the footpaths of Elkhorn Avenue.
   4) A rest area viewing deck.
   5) Relocated private pontoon for the Waterways Highrise body corporate.

7. **Question**: What other furniture and works will be included?

   **Answer**: The works will include seats, traffic signage and markings, directional signage, security cameras, drinking fountains, traffic lighting, celebratory lighting, coloured pavements, handrails and public art. The celebratory lighting will include a blue light on the underside of the deck reflecting the public access section of riverwalk into the waters of the Nerang River forming a strong baseline for the blue light up the Circle on Cavil towers.

8. **Question**: When will the Chevron Island Bridge underpass be constructed?

   **Answer**: The earliest possible completion date for the Chevron Island Bridge underpass will be Easter 2008. There are challenges that need to be resolved before this completion date will be achieved.

9. **Question**: What work has already been completed regarding this project?

   **Answer**: Preliminary investigations have been completed for the Chevron Island Bridge underpass and the connection past the Waterways highrise. These investigations have included legal and tenure issues, traffic analysis, flood assessment, the preliminary layout for the riverwalk and estimates for the project. An artist has produced sketches showing what this section of riverwalk will look like.

10. **Question**: What consultation with the community is planned?

    **Answer**: An agenda item will be presented to Council on 12th February 2007 recommending that the artist’s sketches be placed on public display. The community will be requested to make comment up until 30th March 2007. The sketches will be available for viewing at Gold Coast City Council’s office at 135 Bundall Road and on Council’s website at www.goldcoastcity.com.au/haveyoursay

11. **Question**: What concerns are there likely to be regarding these works?

    **Answer**: Use of this riverwalk will generate some additional noise on the riverside of the Waterways highrise. Residents of the Waterways highrise will also be concerned about privacy and security issues. The works will include the relocation of the Waterways highrise pontoon so that residents will need to access through two private gates to get to their pontoon. There will also be some general concern regarding encouraging additional people with poor behaviours to this part of Surfers Paradise.

12. **Question**: Is any private land involved?
Answer: The riverwalk will be located out beyond the Waterways highrise waterside property boundary over public waters. There will be a handrail on the landward side of the riverwalk and a gap (like a moat) between the riverwalk and the private land owned by the Waterways body corporate. The riverwalk will involve the relocation of the private pontoon for the Waterways highrise. The wheelchair ramp on the southern side of the Chevron Island Bridge may be located upon a small portion of private land (1.5m in width) along the northern boundary of the Waterways highrise building. At the time of approval for construction of the Waterways highrise, Council indicated that it may construct a riverwalk here in the future and also that up to 1.5m of land may be required for riverwalk purposes.

13. Question: Will the Surfers Central Riverwalk be extended along the waterfront to Budds Beach?

Answer: Currently the connection between the Chevron Island Bridge and Budds Beach is along the western footpath of Riverview Parade. There are no road crossings for this footpath along Riverview Parade and less car traffic than is experienced along the Gold Coast Highway. There is less pedestrian demand for journeys to Budds Beach then there is along the Gold Coast Highway, Elkhorn Avenue or through Appel Park. An extension of the waterfront riverwalk to Budds Beach is possible in the future, but it is not recommended as a priority at this time. The Chevron Island Bridge underpass works will include provision for future extension of the public riverwalk along the waterfront to Budds Beach.

14. Question: What will the new riverwalk be made out of?

Answer: The Chevron Island Bridge underpass and Waterways highrise connection will be a fixed concrete deck supported by concrete piles driven into the riverbed. There will be a stainless steel handrail on both the water and landward side of the riverwalk deck.

15. Question: How wide will the riverwalk be?

Answer: The new section of riverwalk will be 5m wide. There will be a central 3.5m traffic lane clear of all obstructions. There will be a 500mm verge on either side of the central traffic lane. The final 250mm on either side will accommodate the handrails, light poles and other services. There will be contrast in colour that clearly separates the traffic lane from the verge areas.

16. Question: How long will the riverwalk be?

Answer: The new section of riverwalk between the Vibe Hotel and Riverview Parade will be 113m long. This will allow people to walk 705m along the Surfers Central Riverwalk from the pedestrian crossing at Peninsular Drive to the intersection of Riverview Parade and Elkhorn Avenue. It is 9km along the Surfers Riverwalk from Pacific Fair to the Gold Coast Highway Bridge near Australia Fair.

17. Question: Will the Chevron Island Bridge underpass be safe?

Answer: The Surfers Central safety monitoring camera network will be extended to include the riverwalk and the Chevron Island Bridge underpass area. A wide, well connected pavement will attract regular use by all members of the community reducing the likelihood of undesirable behaviours.

18. Question: Will the Chevron Island Bridge underpass be lit for use at night?

Answer: The design plans and estimates for this project do include lighting. The community will be invited to comment on lighting aspects during the public display period.
19. **Question**: Will bikes use the Chevron Island Bridge underpass?

**Answer**: The Surfers Central Riverwalk will not meet bikeway standards. The surface will be suitable for wheeled vehicles like prams and wheelchairs. Cyclists will be able to enjoy the riverwalk but will be restricted to speeds and behaviours suitable for mixing with crowds of pedestrians. Diversion of some pedestrian traffic to the riverwalk will assist cyclists enjoying the footpaths along the Gold Coast Highway alignment.

20. **Question**: What will the Chevron Island Bridge underpass cost and how is it to be funded?

**Answer**: The preliminary estimate for this project is $3,040,000. This project will be submitted to the State Government for funding under the Strategic Signature Green Mode Program. The State Government’s Strategic Signature Green Mode Program seeks to encourage local governments to construct major projects that promote more sustainable lifestyles for key regional centres in Queensland.

21. **Question**: Will the Chevron Island Bridge underpass be accessible for people with disabilities?

**Answer**: Yes. The Chevron Island Bridge underpass section of the riverwalk will meet Council’s standards for Foreshoreways. There will be a continuous stainless steel handrail suitable for people with vision impairment. Signage will include characteristics for a range of accessibility needs. Pavements will meet requirements that assist people with a wide range of movement impairments. While the steps will not be accessible to wheelchairs, the ramps provide an accessible alternative on each side of the bridge.

22. **Question**: Has the Chevron Island Bridge underpass been approved by the relevant statutory authorities?

**Answer**: No. There is a range of approvals associated with construction of this new section of riverwalk. Issues associated with approvals have been explored and preliminary discussions have been held with the relevant state agencies including Maritime Safety and the Environmental Protection Agency. Formal application for approval will be made following completion of the detailed construction drawings for the works. It is anticipated that approvals will be secured for these works.

23. **Question**: Are there other riverwalks around the world and what have these riverwalks done for their local area?

**Answer**: Riverwalks are becoming an increasingly popular part of urban renewal. Examples include

- Brisbane Riverwalk
- Detroit Riverwalk
- Fort Lauderdale Riverwalk
- Riverwalk Trail, Louiseville Kentucky
- Milwaukee Riverwalk
- Riverwalk, Providence, Rhode Island
- San Antonio Riverwalk, Texas
- Tampa Riverwalk, Florida
- Kitakyushu Riverwalk, Japan


24. **Question**: What generally are the benefits of pavements along foreshores?

**Answer**: Foreshoreways are superior green mode corridors for many reasons including

- safer for users
• less street crossings
• less driveway crossings
• follow contours (level)
• attractive foreshore vistas and breezes
• allow access to coastal recreation
• often more space for full width pavements
• less need for obstructions like traffic signs, service pit lids, light poles and bus stops within pavement
• often more light and less shadows than alternatives
• promotes a connection with the environment

25. **Question**: Are there any Health benefits?

**Answer**: Yes. Walking and cycling are great ways to be active and healthy. The Heart Foundation recommends moderate active exercise for at least 30 minutes a day. It is recommended that you include 10,000 steps in your daily routine. Walking along the Surfers Central Riverwalk is a great way for you to be more active. More information about active and healthy lifestyles is available from: [http://www.goldcoastcity.com.au/activehealthygc](http://www.goldcoastcity.com.au/activehealthygc)

26. **Question**: How does the riverwalk support public transport?

**Answer**: Appel Park is one of the City’s busiest bus stops. The Surfers Central ferry terminal will be located along the riverwalk directly across the park from the bus stop. The riverwalk extension to Chevron Island Bridge will provide additional ways for pedestrians to access the ferry and bus stop, which will support the growth of public transport usage. Walking is an important leg in most public transport journeys and so upgrading the quality and capacity of footpaths can improve the attractiveness of the overall public transport experience.

27. **Question**: Are there any benefits for the environment?

**Answer**: Yes. Walking and cycling can reduce the amount of car traffic on the road. The roads leading into central Surfers do not have a large amount of spare capacity. If our city heart is to continue to grow then it’s necessary for the average footprint of visitors to Surfers Paradise to reduce. A great way of reducing your footprint would be to include more walking journeys as you move into and around Surfers Paradise. If local Surfers Paradise residents included just one additional walking journey a week, then that will reduce the average daily traffic through Surfers by 3,000 vehicles. These additional walking journeys will also avoid the release of 5,000 tonnes annually of carbon dioxide into our atmosphere. Imagine what you could contribute to our environment if you walked somewhere every day!

28. **Question**: Are there any commercial benefits?

**Answer**: Yes. The beachfront of Surfers Paradise has been a major attractor for people into our City’s heart. The riverfront has attracted less attention. A key constraint to the growth of commercial precincts is the willingness of visitors to choose smaller footprint behaviours like walking and catching public transport. Poor quality pedestrian footpaths can be a significant deterrent. If everyone arrives in central Surfers Paradise in private passenger vehicles then congestion will stifle commercial growth. A growing amount of pedestrian activity will create room for additional numbers of people to enjoy central Surfers Paradise. The riverwalk will become a new precinct that attracts people into the City’s heart and encourages them to enjoy walking. Surfers Paradise can grow significantly if more people choose walking and public transport.