

Part B - Our vision

5. Overview of our plan for the future

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

Our transport vision

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

enjoys
smart
growth

The majority of new development is based on compact, mixed-use centres that are focused on high-quality public transport.

is a
CONNECTED
city

People and places are connected by an integrated, safe and efficient transport network.

makes
sustainable
travel
choices

A significant proportion of Gold Coast residents and visitors choose to walk, cycle and take public transport as part of their daily travel.



Achieving this vision will help:

Protect our quality of life

The Gold Coast remains a beautiful, liveable city where it is easy to get around using a variety of transport options.

Make our city more equitable

People of all ages and levels of mobility can move around the city without using a car, providing fairer access to everyday facilities.

Strengthen our economy

Freight and business traffic can move freely, customers can easily access businesses and people can easily get to work.

Protect our natural environment

We have a transport system based on sustainable urban design principles that reduces emissions and air pollution, and uses resources more efficiently.

Improve residents' health

Residents walk and cycle more as part of their daily travel.

Develop a resilient transport system

Vulnerability to reduced oil supply, rising oil prices and climate change impacts is minimised.



Challenges

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

The Vision

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

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

Objectives

- Integrated transport and land use**
To support well-designed urban development that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.
- Car parking**
To manage car parking in a way that supports the economic vitality of the city and boosts sustainable transport use.
- Public transport**
To improve the quality of the public transport system so it provides an attractive alternative to the car.
- Active transport**
To provide a safe active transport network that helps make walking and cycling attractive alternatives to the car.
- Roads and freight**
To develop and manage an efficient road network that meets the city's needs for the movement of people and goods, and can be safely shared by all users.
- Travel behaviour change**
To reduce car dependency and significantly increase levels of walking, cycling, carpooling and public transport use.

Themes

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

Outcomes

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

Figure 18 Overview of Gold Coast City Transport Strategy 2031

Mode share targets

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

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

By 2031 we aim for:

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

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

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

By 2040 we aim for:

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

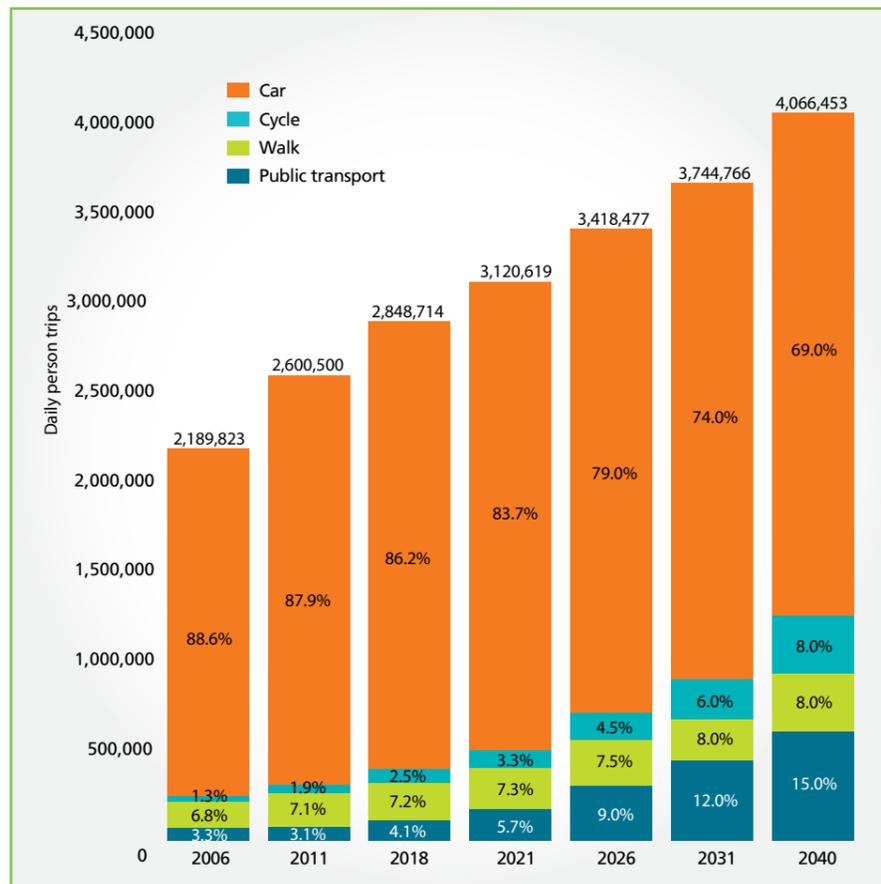


Figure 19 Interim and future mode share targets

- public transport to be 15 per cent of all daily trips across the city
- reduced use of cars by 16 per cent. This would mean the share of trips taken by cars would decline from 88 per cent in 2011 to 72 per cent in 2040.

The massive forecast growth in overall travel by 44 per cent (up from 2.6 million trips in 2011 to 3.7 million trips in 2031) means all our transport networks will be experiencing increasing demands. To achieve the targets, we need to plan and scale investments to meet the future task for each mode of transport. We must manage road space better, eliminate bottlenecks, invest in cycling and walking, extend the light rail network, improve bus services and improve the speed and capacity of the Gold Coast railway.

Our interim targets

The forecast growth in overall travel will significantly increase demand on our transport

system within a relatively short period of time. To achieve the set targets, investments must be scaled to meet the future desired task of each mode of transport (see Figure 19 Interim and future mode share targets).

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

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

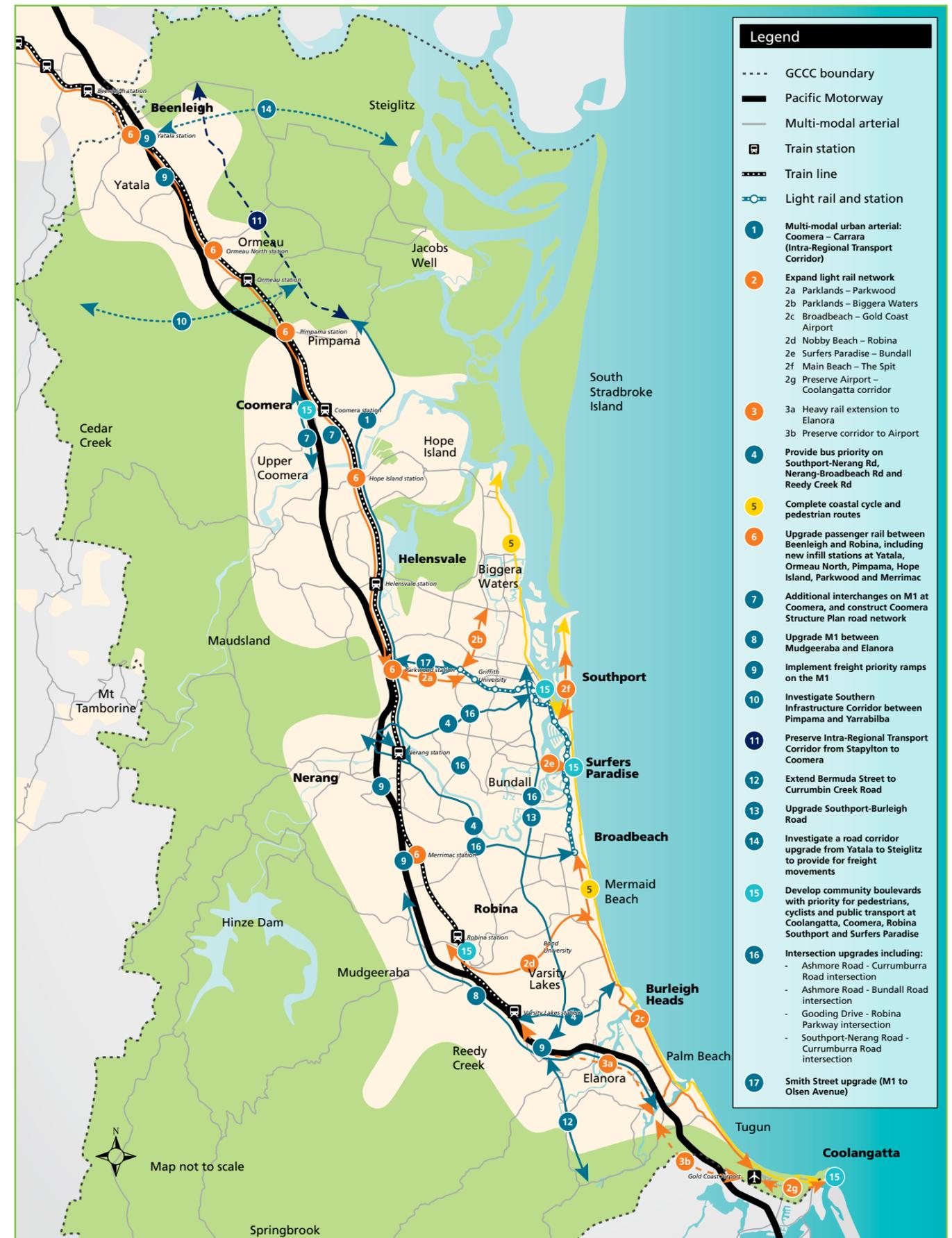


Figure 20 Overview of key projects

What is your transport vision for the Gold Coast?

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

Fiona Austen with Byron and Amelie, Palm Beach

Overview of Gold Coast City Transport Strategy themes

Integrated transport and land use

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

Theme 1 Develop new communities around sustainable transport.

Theme 2 Encourage the development of strong centres.

Theme 3 Prioritise future urban development as 'transit-oriented development' in centres and along public transport corridors.

Theme 4 Protect land close to freight routes for use by freight-generating businesses.

Integrated transport and land use

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

Theme 5 Manage the supply and location of parking within centres.

Theme 6 Improve parking efficiency through new technology.

Public transport

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

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

Theme 8 Work with the Department of Transport and Main Roads to progressively deliver a city-wide, integrated, high-frequency public transport network, consisting of light rail, heavy rail and rapid bus.

Theme 9 Support the development of new park-and-rides for bus and rail passengers.

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

Theme 11 Integrate requirements to support public transport within other policy areas.

Active transport

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

Theme 12 Develop a connected and accessible active transport network.

Theme 13 Coordinate active transport planning and funding.

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

Theme 15 Improve safety, standards and personal security.

Theme 16 Integrate active transport into the broader transport system.

Roads and freight

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

Theme 17 Plan and manage the Gold Coast road network as 'one network', regardless of ownership.

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

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

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

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

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

Changing travel behaviour

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

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

Table 5-1 List of Gold Coast City Transport Strategy 2031 themes