Building our city
Light Rail Corridor 2013 Baseline Report
Introduction

“The Gold Coast Light Rail is more than just a transport project, it is a significant piece of city-building infrastructure…”

When the light rail begins operation in 2014, it will represent the culmination of over ten years of planning and construction. A key aim of building the light rail system is to create significant ‘flow-on’ benefits for the city, beyond just the transport improvements.

This Building our City – Light Rail Corridor looks to quantify these ‘flow-on’ economic, social and environmental benefits in a way that is easy to measure and understand. It is intended that these snapshots will occur at regular intervals in the future to build up a picture of how things are changing throughout the study area.

A strategic and consistent approach to assessing the corridor has been established, utilising the ‘nine key ideas to reposition the city’, developed in the City Of Gold Coast endorsed GCRT Corridor Study.

This Report details the outcomes from the first measurements recorded which form the ‘baseline data’ prior to the light rail commencing passenger operations.

This baseline data will then be compared against data collected and published regularly into the future to measure how the light rail corridor is changing over time.
The study area for the Building our City – Light Rail Corridor is based around the light rail system, an area generally referred to as the GCRT Corridor.

The study area for the Building our City – Light Rail Corridor includes approximately 2,000 hectares of land surrounding the proposed extents of the light rail system. As the map to the left illustrates, the GCRT Corridor Study defines a specific boundary for the corridor, stretching from Southport to Broadbeach and incorporating the coastline, a network of canals and significant areas of parkland.

While measurement of existing conditions will pertain to this geographically-defined area, a number of measures including the demographic and economic data in this report is based upon specific areas relating to Australian Bureau of Statistics data boundaries. Where these differ in the report, they will be indicated.

Key

- **LIGHT RAIL ROUTE & STATIONS**
- **KILOMETRES**

0 1 2

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The study area for the Building our City – Light Rail Corridor is based around the light rail system, an area generally referred to as the GCRT Corridor.
Nine outcomes to monitor change and improve the quality of the urban environment

<table>
<thead>
<tr>
<th>Outcome one</th>
<th>Gold Coast is one of Australia’s most distinctive and vibrant cities</th>
<th>06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outcome two</td>
<td>Our discrete urban communities are connected</td>
<td>08</td>
</tr>
<tr>
<td>Outcome three</td>
<td>Our city is connected through its waterways</td>
<td>10</td>
</tr>
<tr>
<td>Outcome four</td>
<td>People have a wide range of choices for access and mobility</td>
<td>12</td>
</tr>
<tr>
<td>Outcome five</td>
<td>People visit, shop, dine and play within the corridor</td>
<td>14</td>
</tr>
<tr>
<td>Outcome six</td>
<td>Our streets are attractive and provide natural shade and shelter</td>
<td>18</td>
</tr>
<tr>
<td>Outcome seven</td>
<td>Our buildings have a distinct character and foster street life through innovative design</td>
<td>20</td>
</tr>
<tr>
<td>Outcome eight</td>
<td>Our communities are engaged, balanced and positive</td>
<td>24</td>
</tr>
<tr>
<td>Outcome nine</td>
<td>Our city is resilient and liveable</td>
<td>26</td>
</tr>
</tbody>
</table>
Outcome 1

Gold Coast is one of Australia’s most distinctive and vibrant cities

High amenity, lifestyle and natural attractions have driven the growth and development of the Gold Coast. These attractions have resulted in strong urban development and tourism industries, which have long underpinned our city’s economic base. This has resulted in an iconic skyline and a distinct urban character. The form of future urban growth and development will be critical in defining the character, identity and image of the Gold Coast.

The light rail presents a once-in-a-generation city building opportunity to focus on how this is to occur.

Having an understanding of a number of economic, social and environmental factors will allow the City and the wider Gold Coast community to see how things are changing over time and to assist in decision making about the future.

This outcome displays the ‘headline numbers’ of numerous indicators to provide a quick snapshot of how things are prior to the operation of light rail.

This report aims to provide a baseline of current conditions in 2013 (pre-light rail)

This spread: a collation of some of the statistics highlighted in this report. Each can be viewed in more detail on their respective sections throughout this document.
Our City is resilient and liveable

755k International Visitors (Annually)

519 Sites with Solar Panels

People have a wide range of choices for access and mobility

35.2 km of On-Road Bike Routes

48.1 km of Off-Road Bike Routes

Our City is connected through its waterways

54.3 km of Waterfront

36% Accessible to Public

Our buildings have a distinct character and foster street life through innovative design & a distinct character

85 km of Buildings Edges Surveyed

14% “Active” Edges

Our City is connected through its waterways.

People have a wide range of choices for access and mobility.

Our buildings have a distinct character and foster street life through innovative design & a distinct character.

The city is resilient and liveable, with international visitors and a high number of sites with solar panels.

The city is connected through its waterways, with accessible public spaces and a wide range of bike routes.

The city’s buildings have a distinct character and promote street life through innovative design.
Outcome 2

Our discrete urban communities are connected

At present, an extensive waterway network with few crossings, large city blocks and busy car-oriented streets create a mosaic of disconnected precincts separated by both physical and perceived barriers. Those connections that do exist are indirect, difficult to navigate and are generally geared towards private car journeys.

Significant opportunities exist to improve permeability throughout the corridor through the addition of bridges, mid-block links and improved pedestrian-specific crossing points.

Methodology

- Identify and map existing bridges across waterways
- Identify and map mid block links
- Identify and map pedestrian specific crossing points

Significant opportunities exists to improve permeability throughout the corridor

Below: artist’s impression of a conceptual ‘green bridge’ from Rio Vista Boulevard in Broadbeach Waters to Etna Street on the Isle of Capri providing greatly improved pedestrian and cycling access between the two suburbs.
Re-connecting Communities
Improving permeability throughout the corridor

**Outcomes**

- **36** Mid-block links
  - 8 are through malls/arcade

- **121** Pedestrian-specific road crossing points
  - Pedestrian crossings and lights

- **30** Bridges
  - 4 of which are pedestrian/cycle only

**Key**

- Light Rail Route & Stations
- Mid-block Links (Open 24 Hours)
- Mid-block Links (Not Open 24 Hours)
- Pedestrian-Specific Road Crossing Point

**Kilometres**

0 1 2
Almost 60% of water edges are privatised

Below: a 3D overview of the corridor’s current water edge accessibility, viewed from Southport looking south over Chevron Island and Surfers Paradise, with examples of good public access (green), some public access (yellow) and no public access (red).

Outcome 3

Our city is connected through its waterways

The Gold Coast is blessed with some of the most well-loved and attractive beachfronts in the world. However, almost 60% of the water edges in the corridor are privatised, impeding access to the Nerang River and canal network. This lack of connection with the waterfront has resulted in waterways which do more to divide the city than bring it together.

Opportunities exist to further capitalise on the corridor’s natural water-rich landscape by upgrading and improving access to the water’s edge, particularly along the beachfront and Nerang River.

Methodology

- Measure access to waterfront in the corridor.
  - Good access: public access is available, with supporting facilities such as a defined park, pathway/oceanway, beach facilities etc.
  - Some access: public access is available but the space is undefined with no supporting facilities, or semi-privatised where private land has direct waterfront/beach access.
  - No access: no public access available, such as canal-front homes.
54.3 KM of TOTAL WATERFRONT in the GCRT corridor

19.3 (36%) KM of GOOD PUBLIC ACCESS

3.5 (6%) KM of SOME PUBLIC ACCESS

31.5 (58%) KM of NO PUBLIC ACCESS

10 BOAT RAMPS

KEY
- LIGHT RAIL ROUTE & STATIONS
- GOOD PUBLIC ACCESS
- SOME PUBLIC ACCESS
- NO PUBLIC ACCESS
- BOAT RAMP

KILOMETRES

0 1 2
Outcome 4

People have a wide range of choices for access and mobility

Existing travel patterns on the Gold Coast demonstrate a heavy reliance on the private car as the way to move around the city. Alternative modes are available but limited provision for walking and cycling and lower frequency public transport services make journeys by car a compelling option.

However, with the introduction of the light rail and a renewed focus on active travel in the new Gold Coast Transport Strategy 2031, significant opportunities to address these issues exist. This is particularly pronounced in the Corridor where the existing (and potential future) land use mix, residential densities and employment centres provide the perfect mix to significantly boost non-private car travel.

Methodology

- Identify, map and measure the length of existing posted on-road and off-road bicycle lanes
- Note the ‘travel to work data’ from the ABS census SA2 areas of Southport, Main Beach-South Stradbroke, Surfers Paradise and Broadbeach-Mermaid Beach as a measure of mode split
- Note the number of vehicles per household data from the ABS census SA2 areas of Southport, Main Beach-South Stradbroke, Surfers Paradise and Broadbeach-Mermaid Beach as a measure of car reliance

How people travel to work

30,100
BY CAR
(77% of trips)

2,400
WALK
(8% of trips)

1,500
BY BUS
(4% of trips)

1,200
BIKE/
MOTORBIKE/
SCOOTER
(4% of trips)

2,400
BY CAR AS
A PASSENGER
(8% of trips)

1,600
WORK AT HOME
(5% of trips)

The data area is different to the study area and is based on the same SA2 areas as indicated in the economic section on page 27 (Southport, Main Beach-South Stradbroke, Surfers Paradise and Broadbeach-Mermaid Beach).
AVERAGE CYCLING SPEED WITHIN THE CORRIDOR IS LIKELY TO BE FASTER THAN DRIVING & WALKING.

Above: based on a case study from GCRT Corridor Study – page 59. Below: cars per household. Right: a simplified example of on-road and off-road bike routes, and the current totals for each in the GCRT Corridor.

How can we make cycling a safer and more attractive option?

The community’s current reliance on cars as a means of travel results in

1.3 CARS/HOUSEHOLD (excludes motorbikes & scooters)

35.2 KM OF ON-ROAD BIKE ROUTES

48.1 KM OF OFF-ROAD BIKE ROUTES

Key
- LIGHT RAIL ROUTE & STATIONS
- OFF-ROAD BICYCLE ROUTE
- ON-ROAD BICYCLE ROUTE

Building our City – Light Rail Corridor 13

Figures from November 2011 and February 2012, Prior to Light Rail construction beginning.

OUTCOME FOUR

Key
- SCARBOROUGH STREET Southport Young St to Short St
  10,801 vehicles per day
  (4,707 VPD NORTHBOUND & 6,094 SOUTHBOUND)
- GOLD COAST HWY Southport 250m south of Ada Bell Way
  57,627 vehicles per day
  (30,302 VPD NORTHBOUND & 27,325 SOUTHBOUND)
- GOLD COAST HWY Southport Cronin Ave to Braker Ave
  41,995 vehicles per day
  (22,641 VPD NORTHBOUND & 19,354 SOUTHBOUND)
- SOUTHPORT
  - 10,801 vehicles per day
  (4,707 VPD NORTHBOUND & 6,094 SOUTHBOUND)
- GOLD COAST HWY Southport 250m south of Ada Bell Way
  57,627 vehicles per day
  (30,302 VPD NORTHBOUND & 27,325 SOUTHBOUND)
- GOLD COAST HWY Southport Cronin Ave to Braker Ave
  41,995 vehicles per day
  (22,641 VPD NORTHBOUND & 19,354 SOUTHBOUND)
- THOMAS DRIVE Surfers Paradise
  East Bridge to Stanhil Dr
  16,813 Vehicles per day
  (10,240 VPD EASTBOUND & 6,573 WESTBOUND)
- GOLD COAST HWY Surfers Paradise Elkhorn Ave to Cavill Ave
  31,841 vehicles per day
  (17,433 VPD NORTHBOUND & 14,398 SOUTHBOUND)
- GOLD COAST HWY Surfers Paradise
  Elkhorn St to Breaker St
  33,591 vehicles per day
  (18,530 VPD NORTHBOUND & 15,354 SOUTHBOUND)
- GOLD COAST HWY Surfers Paradise
  Elkhorn St to Thornton St
  38,757 vehicles per day
  (22,673 VPD NORTHBOUND & 16,084 SOUTHBOUND)
- GOLD COAST HWY Surfers Paradise
  Queensland Ave to Victoria Ave
  38,040 Vehicles per day
  (18,345 VPD NORTHBOUND & 19,696 SOUTHBOUND)
- GOLD COAST HWY Burleigh Heads
  Elizabeth Ave to Margaret Ave
  40,845 Vehicles per day
  (20,039 VPD NORTHBOUND & 19,806 SOUTHBOUND)
Outcome 5

People visit, shop, dine and play within the corridor

The light rail is likely to encourage many more people to travel throughout the corridor via public transport. In addition to this, improvements to the public realm as envisaged by the corridor study, aim to encourage more people to walk and cycle around the area, as well as to stop and enjoy everything that our city has to offer.

To gauge if the improved public transport options and upgraded public realm are encouraging more people to visit, shop, dine and play within the corridor, baseline pedestrian counts have been undertaken (April 2013).

Methodology

- Undertake regular counts of ‘people activity’ in 17 key locations throughout the corridor (see map).
- 14 locations where pedestrians and cyclists are counted.
- 3 locations where ‘staying’ activities are counted (standing, sitting at cafes, sitting on benches, sitting other).

How the measurements are undertaken:

- for pedestrian/cyclist numbers: 10 minutes in each identified location, once every hour between 10am and 10pm. This number is then be multiplied by 6 – to give an average for that hour.
- for stationary/staying activities: count number and types of activities in each identified location once every hour.

By focusing on a better public realm and improved public transport we can increase ‘people activity’ within the corridor.

Left: totals for ‘people activity’ within the three measured areas. Right: bar indicators showing the proportion and distribution of people activity throughout the measured areas. Page opposite and page over: detailed data for each measured area.
Southport and Main Beach

- over 6,000 more people on Fridays compared to Saturdays
- people activity significantly drops in the evenings in Southport
- more cyclists use the Nerang River bridge than pedestrians
- activity in Tedder Avenue peaks on Friday evenings
- a peak of over 2,000 people per hour move through the Scarborough Street area near Australia Fair during Friday lunchtime
Surfers Paradise

- People activity peaks at 7pm.
- Over 200 pedestrians per hour use the Thomas Drive bridge to Chevron Island.
- The public benches in the Cavill Ave Mall are very well used.
- Between 6pm and 7pm on Fridays over 1000 people squeeze onto the narrow footpaths of The Esplanade/Garfield Terrace, just south of where the Surfers Foreshore ends.
<table>
<thead>
<tr>
<th>Location</th>
<th>Friday Total</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hooker Blvd Bridge</td>
<td>2,442</td>
<td>2,586</td>
</tr>
<tr>
<td>Monaco St, Florida Gardens</td>
<td>1,212</td>
<td>1,002</td>
</tr>
<tr>
<td>T E Peters Dr Bridge</td>
<td>2,586</td>
<td>3,540</td>
</tr>
<tr>
<td>Surf Pde &amp; Amrick Ave</td>
<td>16,308</td>
<td>12,966</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Friday Total</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Gardens and Broadbeach</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Gardens</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broadbeach</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- 1.3x more activity on Saturdays compared to Fridays
- Pedestrian activity on Monaco Street peaks in the early evening
- The Broadbeach Mall is all about cafe dining with little other ‘staying activities’
- Literally thousands of people every hour move through Surf Parade at the heart of Broadbeach in the afternoons and evenings
Outcome 6
Our streets are attractive and provide natural shade and shelter

Street Trees

Street trees are an important ingredient in a quality public realm. They provide both the shade and shelter required in a subtropical climate, and are an attractive landscaping element which softens the streetscape and fosters inviting spaces.

However, in a context where a compelling case can justify space to accommodate the ‘hard’ infrastructure of roads, paths, power lines, gutters and drains, trees and vegetation often come off second best.

Opportunities exist to provide more trees throughout the corridor to improve the public realm. Alternative methods for incorporating trees into the streetscape should be explored in areas where existing barriers such as underground services and fragility concerns occur.

Methodology

- City of Gold Coast Parks and Open Space section keeps an inventory of street trees in the public realm that is updated regularly. This count is from mid 2013.

Increasing street trees & vegetation is key to improving the quality of the public realm in the corridor.

Above: Short Street in Southport contains many mature trees and is an example of how street trees improve the public realm.
Public Art

Public art is an important expression of a city’s individual style and history. The art that currently exists reflects our unique beachfront lifestyle.

Public art plays a vital role in creating and supporting the Gold Coast’s identity, increasing sense-of-place, improving the attractiveness of the public realm, providing a forum to record important cultural and historical events and fostering ‘streets for people.’

There are significant opportunities to retain, enhance and increase the quality and variety of public art which adorns our city’s streets.

Methodology

- Site visits throughout the corridor to map and document public art features.
- Cross reference with existing information sources and verify on-site.
- Includes the COGC ArtBox program sites where murals are painted on traffic signal control boxes

Increasing the quality and variety of public art in the corridor will create more iconic and memorable locations

Right: ‘Millennium Toy’ by Laurindo De Abreu Soto in Orchid Avenue, Surfers Paradise. Commissioned in 2005 by the Heart of the City Program.

Pieces of Public Art/Sculpture

including 38 ArtBox installations
What are the opportunities to retro-fit existing resort style buildings to provide new dwellings, facilities and an improved public/private interaction?

Below: a 3D overview of Surfers Paradise combined with current building edges in the area, with examples of active edges (green), moderate edges (yellow) and inactive edges (red).

KEY
- **ACTIVE EDGES**
- **MODERATE EDGES**
- **INACTIVE EDGES**

Outcome 7

Our buildings have a distinct character and foster street life through innovative design

The form of many buildings in the coastal strip has been driven by a desire to capture views or maximise site yield. Many buildings fail to address the street, or to create a positive interface that defines public and private space. The resulting streetscapes are often devoid of activation and surveillance. They are dominated by pleasant but uninteresting landscaping and private recreation facilities often hidden behind high solid fencing, or by half basement car parking structures and privacy screens.

Opportunities exist for development to create a positive interface between the public and private realm. This can be achieved through requirements for new buildings, as well as exploring opportunities to retro-fit existing buildings at the ground level.

Methodology

- To better understand the data presented for Outcome 7, see page 22 for an explanation of the measuring methodology applied.
85 KM OF EDGES SURVEYED in the GCRT corridor

12.1 (14%) KM OF ACTIVE EDGES

11.9 (14%) KM OF MODERATE EDGES

61.0 (72%) KM OF INACTIVE EDGES

Key
- LIGHT RAIL ROUTE & STATIONS
- ACTIVE EDGES
- MODERATE EDGES
- INACTIVE EDGES
- GROUPED LOCATION

KILOMETRES
Outcome 7 cont.

Our buildings have a
distinct character and
foster street life through
innovative design

Methodology

• Survey the residential and commercial building
  edges close to centres of activity.
• Active edge: offers two-way visual and physical
  permeability at street level. The activities
  occurring in these buildings add a sense of
  life and diversity to the streetscape.
• Moderate edge: provides some visual and/
or physical access to the interior, but is partially
  obscured by distance, small fences and gates,
  signage, or the scale and type of glazing.
• Inactive edge: provides no visual or physical interface
due to solid walls, car parking, driveways or lack of
  windows and doors. Also includes vacant lots.
Building our City – Light Rail Corridor

**Surfers Paradise & Chevron Island**

- 8,100m EDGES SURVEYED in Chevron Island
  - 7,020m INACTIVE EDGES
  - 605m MODERATE EDGES
  - 475m ACTIVE EDGES

- 22,300m EDGES SURVEYED in Surfers Paradise
  - 17,000m INACTIVE EDGES
  - 895m MODERATE EDGES
  - 4,405m ACTIVE EDGES

**Florida Gardens & Broadbeach**

- 6,900m EDGES SURVEYED in Florida Gardens
  - 5,740m INACTIVE EDGES
  - 945m MODERATE EDGES
  - 215m ACTIVE EDGES

- 8,500m EDGES SURVEYED in Broadbeach
  - 5,970m INACTIVE EDGES
  - 580m MODERATE EDGES
  - 1,950m ACTIVE EDGES

OUTCOME SEVEN
Outcome 8

Our communities are engaged, balanced and positive

Well planned and coordinated social infrastructure is fundamental to the economic and social well being of a community. Providing opportunities for people to get out and about and participate in activities in their community is vitally important. Further to this, as the corridor intensifies and land becomes more scarce, creative ways are needed to accommodate social and community services in urban settings.

Methodology

Count the following pieces of social infrastructure:

- Community centres
- Libraries
- Play equipment
- Beach showers

Measure participation in the following activities and events:

- City of Gold Coast Active and Health Program
- Broadbeach Bluesfest,
- Broadbeach Jazz Festival
- Surfers Paradise Festival,
- Surfers Paradise night markets

Encouraging engagement between all members of the corridor is crucial to creating a balanced and positive community.

Next Page: Attendance figures for community events that take place within the GCRT corridor.
This Page: Current community infrastructure counts.
Active and Healthy program

July - December 2012

The City of Gold Coast’s award winning Active and Healthy program encourages Gold Coasters to lead an active and healthy lifestyle. These activities are free (or very low cost), have qualified instructors, suit different ages and fitness levels and provide opportunities to meet new people and develop new interests. The city-wide program has numerous activities and sessions on offer within the GCRT Corridor.

11,384

20 Different activities

410 sessions

Gold Coast Aquatic Centre, Southport
3 Activities | 86 Sessions | 2,776 participants

Australia Fair Shopping Centre
1 Activity | 26 Sessions | 75 participants

Southport Library
1 Activity | 1 Session | 30 participants

Hollindale Park, Main Beach
2 Activities | 26 Sessions | 3,577 participants

Lionel Perry Park, Surfers Paradise
1 Activity | 11 Sessions | 97 participants

Kurrawa Park, Broadbeach
1 Activity | 11 Sessions | 269 participants

Broadbeach Library
3 Activities | 4 Sessions | 148 participants

Surfers Paradise, Esplanade
1 Activity | 1 Session | 10 participants

Evandale Park
3 Activities | 93 Sessions | 1,044 participants

Pratten Park, Broadbeach
2 Activities | 18 Sessions | 126 participants

Broadwater Parklands, Southport
5 Activities | 87 Sessions | 1,776 participants

Southport Community Centre
2 Activities | 46 Sessions | 1,044 participants

Gold Coast Aquatic Centre, Southport
3 Activities | 86 Sessions | 2,776 participants

Australia Fair Shopping Centre
1 Activity | 26 Sessions | 75 participants

Southport Library
1 Activity | 1 Session | 30 participants

Hollindale Park, Main Beach
2 Activities | 26 Sessions | 3,577 participants

Lionel Perry Park, Surfers Paradise
1 Activity | 11 Sessions | 97 participants

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3 Activities | 4 Sessions | 148 participants

Surfers Paradise, Esplanade
1 Activity | 1 Session | 10 participants

Evandale Park
3 Activities | 93 Sessions | 1,044 participants

Pratten Park, Broadbeach
2 Activities | 18 Sessions | 126 participants

SOURCE:

OUTCOME EIGHT

112k

KILOMETRES

LIGHT RAIL ROUTE & STATIONS
SURFERS PARADISE NIGHT MARKETS
SURFERS PARADISE FESTIVAL
BROADBEACH JAZZ FEST/BLUES ON BROADBEACH
ACTIVE AND HEALTHY ACTIVITY LOCATIONS

125 stalls

4.8k on Wednesdays
6.3k on Fridays
4.6k on Sundays

11,384

20 Different activities

410 sessions

SURFERS PARADISE
FESTIVAL
March/April 2013
attendance

BROADBEACH
JAZZ FEST
August 2013

20k

95k

BLUES ON BROADBEACH
May 2013
attendance

125

STALLS

SOURCE:
Outcome 9

Our city is resilient and liveable

Economics

As previously mentioned, the light rail is about more than just transport - it is a transformative piece of city building infrastructure. As such, the City has decided to track a number of key economic and social indicators to measure how the introduction of the light rail will influence the economy and the lives of local residents.

Methodology

The EART project (Economic Assessment Reporting Tool) commenced in 2009 with the aim of answering the question, “What is happening in the corridor from a workforce and population perspective”. It has currently measured a baseline of data from a pre light rail perspective and has the potential to capture over 15 years of data (2001-2016). The measures used here are reflective of ABS data collected in the Statistical Local Areas (SA2s) of Southport, Main Beach-South Stradbroke, Surfers Paradise and Broadbeach-Mermaid Beach. As such the boundaries do not completely match up with the study area outlined on page 4, however nonetheless provide an important indicator.

From the EART:
- measure resident population, number of people per square metre, households, residents employed, top three industries for employment, top three occupations, and resident education qualifications
- measure number of workers, number of businesses, square metre of office space and vacancies, top three industries of employment and top three occupations

EART Data: Residents and workers in the corridor

The following data applies to the TOTAL area outlined in RED on the map, right, and is based on the Statistical Local Areas (SA2s) set by the Australian Bureau of Statistics (ABS).
Residents Profile Data Source: 2011 ABS Census, ABS ERP 2012. Note: Data based on aggregated SA2s (Southport, Main Beach, Surfers Paradise, Broadbeach-Mermaid Beach) per Australian Standard Geography Standard (ASGS). Note: The population that reside in the suburbs that fall with the GCRT corridor. Workers Profile Data Source: ABS 2011 Census Working Population Profile, Property Council of Australia January 2013. Note: Data based on aggregated SA2s (Southport, Main Beach, Surfers Paradise, Broadbeach-Mermaid Beach) per Australian Standard Geography Standard (ASGS). Note: People that travel to work in the suburbs that fall with the GCRT corridor. Note: Higher Qualifications includes: Advanced Diploma and Diploma Level, Bachelor Degree Level, Graduate Diploma and Graduate Certificate Level and Postgraduate Degree level.
Outcome 9
Tourism, Students and Activity

Tourists and students also play an important part in the economy of our city. Tourism is what the Gold Coast is known for and students make a strong contribution to the vitality and activity of places, particularly after hours. In addition to this, roadside dining provides economic opportunity, whilst also activating and providing surveillance of public streets and spaces.

- Count the number of roadside dining areas and measure the amount of space used
- The Corridor Business Register (CBR) measures the vacancy rates of commercial and retail buildings directly adjacent to the light rail route.
- Measure the student numbers at Griffith University and the Southport campus of Gold Coast TAFE
- Count the number of day Domestic Overnight and International visitors

Roadside Dining Areas

Controlled use of footpaths for cafes and restaurants provide activity on the street, as well as providing additional capacity for business owners to operate.

Data source: City of Gold Coast, Licencing and Approvals, June 2013

Gold Coast Visitors
Year ended December 2012
Note: majority of visitors stay in the corridor.

7,473,000
Day visitors
3,521,000
Domestic overnight visitors
755,000
International visitors

Roadside Dining
Space given over for roadside dining in specific areas of the corridor.

Southport
24
303.71m²
Main Beach
26
689.41m²
Chevron Island
12
152.34m²
Surfers Paradise
33
836.55m²
Broadbeach
59
1515.71m²
Mermaid Beach
3
35.37m²

Key
LIGHT RAIL ROUTE & STATIONS
PROPORTIONAL INDICATORS OF m² OF SPACE GIVEN TO ROADSIDE DINING
0 1 2
KILOMETRES
Surfers Paradise
Broadbeach
Southport
Griffith University
Gold Coast Institute of TAFE (Southport campus)

Building our City – Light Rail Corridor 29

Corridor Business Register (CBR) Data
Vacant Business Premises Fronting The Light Rail Corridor

Note: Refer to purple highlight areas on the map (right) for indication of the CBR areas. August 2013 data.

SOUTHPORT
SURFERS PARADISE
BROADBEACH
Outcome 9 cont.

Environment

The Gold Coast’s subtropical environment is one of the main reasons that the city has grown so quickly over the past half century. Finding ways to protect and enhance our environment in an intensifying urban corridor will be key to a number of factors, from maintaining “livability” to undertaking activities to mitigate the impacts of climate change.

Methodology

• Using aerial photography, identify and count the number of sites that have roof top solar panels.
• Report the results from Healthy Waterways Environmental Health Monitoring Program for the Nerang River Catchment and the Broadwater Area.

Planning and acting now to protect and enhance our environment is key to the longevity and prosperity of the corridor and the Gold Coast as a whole.

The water quality information is sourced from the Healthy Waterways, Environmental Health Monitoring Program (EHMP). Monitoring of selected sites throughout SEQ is undertaken by the State Government on a quarterly basis and a report card is provided each year to Councils showing grading of the waterways.
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