Transport Professionals Association

Policy Submission – City of Gold Coast Interim Local Government Infrastructure Plan (LGIP) Amendment

Transport Professionals Association

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City of Gold Coast Interim Local Government Infrastructure Plan (LGIP) Amendment

Submission by Gold Coast Sub-branch, Transport Professionals Association

About Transport Professionals Association

Transport Professionals Association is the peak industry body for transport professionals spanning multiple disciplines, including planning, engineering, modelling, economists, policy specialists, and researchers who work across government, consultancy, industry and academia.

Transport Professionals Association supports members through professional development, networking, advocacy, and knowledge sharing as they deliver safe, sustainable, and thriving transport systems.

To assist with this, Transport Professionals Association has adopted a Policy and Principles Platform that addresses how we will advocate on behalf of the broader transport community for the creation of successful transport systems. The Transport Professionals Association Policy and Principles Platform is provided as Attachment 1 to this submission. See https://transportprofessionals.com.au/policy/policy-platform for further information.

Introduction

The TPA Gold Coast Sub-branch welcomes the opportunity to comment on the Interim Local Government Infrastructure Plan (LGIP) Amendment. TPA represents over 8,000 professionals nationally across traffic engineering, transport planning, and mobility disciplines, with strong representation in Queensland and on the Gold Coast.

We commend the City of Gold Coast for producing a well-structured, data-informed, and community-aligned draft LGIP. It effectively positions the city to respond to a growing population.

This submission is informed by TPA's Policy and Principles Platform, which outlines our commitment to:

- Integrated land use and transport planning
- Active, inclusive and sustainable mobility
- Movement and place frameworks
- Transparent and accountable infrastructure governance
- Evidence-based decision making and performance monitoring

General Support

We welcome Council's initiative to bring forward an interim LGIP update that refreshes planning assumptions, mapping and costs in line with growth, and to re-baseline the Schedule of Works (SOW) and desired standards of service across LGIP networks.

We particularly note the exhibited headline growth expectations to 2046 (≈ +388,300 residents, +173,800 jobs, +185,300 homes) that underpin the planning assumptions and network demand. Ensuring that the transport SOW is calibrated to this growth while advancing mode shift and network resilience is critical.

Specific Comments and Recommendations

A. Strategic comments (cross-network)

A.1. Keep the LGIP tightly aligned with LGMS and the new Planning Scheme

The Interim LGIP should remain a live instrument that locks in infrastructure pathways enabling the directions emerging from the LGMS and the upcoming planning scheme review (e.g., density distribution, centres hierarchy, and transit-oriented development). We encourage clear cross-referencing so transport priorities, staging, and costs reflect land-use phasing and vice versa.

(TPA principles: Integrated land use & transport planning; Evidence-based decision-making & performance monitoring; Transparent & accountable infrastructure governance)

A.2. Evidence based planning assumptions and transparency

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We commend the publication of the SOW model and extrinsic material reports (planning assumptions, financial methodologies, and per network reports). To assist industry review, please provide a concise assumptions register (inputs, versioning, data vintages, and sensitivity ranges) and a plain English summary of key modelling levers (e.g., trip rates, mode shares, network performance thresholds) used to derive transport demand and project triggers.

(TPA principles: Transparent & accountable infrastructure governance; Evidence-based decision-making & performance monitoring)

A.3. Prioritise movement and place outcomes

In line with our 2025 policy submission on the City's Draft LGMS, we encourage that network investments be assessed not only on vehicular LOS but on multimodal accessibility, safety, and place vitality metrics (e.g., access to frequent transit within 400–800 m walkable distance, address high-stress cycling network gaps, pedestrian crossing delay, serious injury reduction). Such KPIs should be reported in LGIP monitoring to demonstrate benefits from the trunk investment program.

A.4. Integration of Active Transport within the LGIP Framework

The submission notes that the exhibited amendment does not clearly articulate a distinct active transport trunk infrastructure network, including strategic cycleways, shared pathways and micromobility corridors. Given the scale of projected population and employment growth, and the City's aspirations for more sustainable and accessible travel patterns, this omission represents a missed opportunity to embed a genuinely multimodal infrastructure framework within the LGIP. Recognising active transport infrastructure as a core component of the trunk transport network would better align the LGIP with contemporary movement-and-place principles and support more efficient and cost-effective responses to future travel demand.

(TPA principles: Movement & place frameworks; Active, inclusive & sustainable mobility; Evidence-based decision-making & performance monitoring)

B. Planning assumptions and growth distribution

B.1. Growth headline figures and time horizons

We recognise the consultation material sets out headline growth to 2046 and explains base date and planning horizon concepts. Please include in the Planning Assumptions report a concise table showing base year, horizon years, and cohort splits (residents vs total population, jobs by sector), so industry can align local modelling and Infrastructure Agreement negotiations.

While the LGIP appropriately uses population as the demand driver for public parks and land for community facilities infrastructure, the submission notes that the translation of population growth into land quantum requirements should be carefully reviewed against contemporary urban form and delivery models. In high density and centre-focused growth areas, demand for community facilities may be more appropriately met through integrated, multi-storey or shared-use facilities rather than traditional stand-alone land dedication. This is particularly relevant where land supply is constrained and acquisition costs materially affect the feasibility and timing of trunk infrastructure delivery.

While the LGIP must anchor its projections to a specific horizon (e.g., 2046), there is significant value in the 'Population One Million' approach previously flagged by Council. This method enables a stepped forecast where infrastructure needs align directly with actual population growth. By decoupling planning from a rigid date, the interim LGIP can remain fluid while still fulfilling its primary mandate: effectively planning for growth.

(TPA principles: Transparent & accountable infrastructure governance; Evidence-based decision-making & performance monitoring)

B.2. Sensitivity testing

Given market dynamics, we recommend publishing high/low density realisation and employment intensity scenarios and indicating which SOW elements are robust across scenarios versus those dependent on upper bound growth. This improves confidence that the Interim LGIP remains fit-for-purpose if growth timing shifts. bound growth. This improves confidence that the Interim LGIP remains fit-for-purpose if growth timing shifts.

(TPA principles: Evidence-based decision-making & performance monitoring; Transparent & accountable infrastructure governance)

B.3. Trip demand generation rates

Shift away from solely a 'vehicle-based' measure of land use demand generation for the City's transport system. This practice conforms to the outdated 'predict and provide' conventional transport planning theory. Instead of vehicle

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trip assumptions, total trips by land use should be used to inform trunk transport infrastructure decisions. This implicitly supports more efficient, non-road based, investments that provide increased transport choice and system reliability. Further, 'Table SC3.1-8' would be more informative if existing and projected traffic demand was supplemented by 'pedestrian, cycle and micromobility, and public transport' demand projections to reflect, if and how, trunk infrastructure investment and land use planning are supporting the transport system shift to more efficient and sustainable modes.

(TPA principles: Evidence-based decision-making & performance monitoring; Transparent & accountable infrastructure governance)

C. Transport network recommendations

C.1. Public transport enabling: corridor led, stageable, and supportive of a frequent network

- Program structure: Within the LGIP and its supporting SOW, distinguish local government PT enabling works (e.g., bus priority treatments, intersection upgrades that support reliable bus operations, kerbside allocation, and stop infrastructure managed by Council) from broader corridor upgrades. Provide spatial rollups showing how these works improve public transport accessibility and network permeability across growth areas.
- Triggers and staging: Where PT enabling works fall within Council's scope, align their staging with land-use and demand triggers (e.g., dwelling completions in growth precincts, centre floor space thresholds) rather than fixed time slice programming. This supports efficient staging, improves value for money, and ensures enabling works occur when uptake is most likely.
- Integration with City Plan overlays: Coordinate with the New Road Widening Overlay and other corridor protection tools to ensure that future kerbside allocation supports bus priority and safe cycling, not just general traffic capacity. This will protect the functional intent of public transport corridors even where primary PT infrastructure is State delivered.

(TPA principles: Integrated land use & transport planning; Movement & place frameworks; Evidence-based decision-making & performance monitoring)

C.2. Active transport as trunk: close the highest stress gaps

- Council is encouraged to explicitly identify strategic active transport links that perform a cross-catchment movement function and consider their inclusion as trunk infrastructure where they meet the relevant trunk criteria. This would ensure that cycleways, shared paths and other Active Transport corridors are planned and delivered in a coordinated and timely manner alongside road and public transport enabling infrastructure.
- Explicitly identify active transport links as trunk infrastructure where they meet LGIP trunk criteria, rather than embedding AT elements within road projects where they are not visible in the SOW or mapping.
- Allocate a portion (best practice recommends 20% capital transport infrastructure spend) of trunk infrastructure funds to support trunk AT links, including delivering large-scale active transport connections (e.g., green bridges, cycle tracks, Oceanway).
- Network hierarchy & standard of service: Elevate continuous, protected facilities that cater towards cycles and micromobility uses, as well as separated pedestrian facilities. Prioritise strategic corridors by designating as trunk status where they provide cross-precinct function. Make the desired standards of service explicit for walkway/cycleway level of separation, intersection treatments, and end-of-trip at centres and interchanges.
- Unbundle AT modes to plan and provide trunk infrastructure that caters towards the specific needs of people on bicycle, riding other micromobility devices, and walking.
- Project selection: In the SOW, mark projects that reduce school catchment barriers; these produce immediate safety and mode shift dividends.

(TPA principles: Active, inclusive & sustainable mobility; Movement & place frameworks; Evidence-based decision-making & performance monitoring)

C.3. Demand management and network efficiency

Expand the program line items that deliver signal optimisation, bus signal priority, parking management pilots, and travel demand programs tied to precinct development. Low Capex demand tools often outperform widenings on benefit–cost and are faster to deliver.

(TPA principles: Integrated land use & transport planning; Active, inclusive & sustainable mobility; Evidence based decision-making & performance monitoring)

Commented [KG1]: Suggest that Active Transport is further unpacked to better understand the different infrastructure needs/requirements to service different sub-modes (i.e. walking/cycling/micromobility).

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C.4. Corridor protection and safeguarding

Ensure the transport map layers and the Priority Infrastructure Area (PIA) mapping protect future mass-transit and Active Transport corridors from encroachment (structures, driveways, utility conflicts). Cross-reference with interactive mapping and include GIS layer metadata in the document library for industry use.

Commented [KG2]: Suggest using Active Transport corridors rather than just 'cycling'

(TPA principles: Integrated land use & transport planning; Movement & place frameworks; Transparent & accountable infrastructure governance)

D. Parks and community facilities

We support mapping and SOW items that expand the walk up catchment to recreational and open space in infill areas. Consider co-locating mobility hubs/secure bike parking at district and regional parks embedded within centres to promote mode shift.

D.1. Review of land provision approach in high-value urban areas

The exhibited LGIP applies population-based land provision rates to determine future demand for public parks and land for community facilities infrastructure. While this approach is consistent with traditional LGIP practice, it may not fully reflect the current land economics of the Gold Coast, where escalating land values—particularly within coastal, infill and centre-based growth areas—present significant constraints to large-scale land acquisition. To ensure the LGIP remains financially realistic and deliverable, Council should examine alternative delivery models for community facilities infrastructure, including vertical civic hubs, co-location within mixed-use developments, long-term leasing arrangements, and strata-titled community spaces. These approaches can maintain accessibility and service standards while achieving significantly better value for money for the community.

D.2. Integration between Parks/Open Space Corridors and Active Transport

The submission also observes a lack of clear integration between the public parks and land for community facilities network and the active transport and travel narrative within the LGIP. In practice, many strategic open space corridors across the Gold Coast also function as key walking and cycling routes, providing safe, continuous and attractive connections between residential areas, centres and employment precincts. Greater recognition of these multi-functional corridors within the LGIP would support a more holistic and efficient infrastructure planning framework, leveraging parks and open space investments to simultaneously deliver recreation, health and active mobility outcomes.

(TPA principles: Active, inclusive & sustainable mobility; Movement & place frameworks; Integrated land use & transport planning)

Conclusion

The TPA Gold Coast Sub-branch congratulates the City of Gold Coast for preparing an Interim LGIP that thoughtfully updates planning assumptions, mapping, the Schedule of Works, and desired standards of service in response to the City's revised growth outlook. Our recommendations seek to strengthen this intent by improving transparency of assumptions, clarifying the treatment of multimodal transport, and enhancing the integration between land use, movement networks and community infrastructure.

The TPA Gold Coast Sub-branch welcomes the opportunity to continue supporting the City with ongoing technical expertise, practitioner insights, and engagement as the Interim LGIP progresses toward adoption and implementation.

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24 February 2026

Attachment 1: Transport Professionals Association Policy and Principles Platform

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Policy and Principles Platform

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Why are transport systems important?

A successful transport system enables healthy people, communities and economies. Transport links and activates places, enabling people and businesses to access:

- Goods and services
- Jobs
- Education and training
- Health services
- Entertainment, sport and recreation
- Friend and family networks

Transport Professionals Association is committed to working with government and educating the community on the importance of successful transport systems – and, in turn, a properly resourced transport community – in ensuring healthy and prosperous outcomes for Australians.

Our purpose

A Transport Professionals Association's purpose is to raise the profile of the transport community. The community's practitioners and stakeholders are critical participants in delivering a sustainable, efficient, accessible, thriving and safe transport system.

Everyday people across Australia's transport community identify, investigate, plan, design, develop and implement solutions to achieve this. In doing its work, the aims of the transport community include:

- Supporting a switch to sustainable transport choices, to help reduce Australia's emissions and lessen transport's impact on the environment.
- Growing national and community prosperity by enabling the safe and efficient movement of people, goods and services.
- Delivering inclusive transport services that provide access to opportunities for all users.
- Building the resilience of communities and businesses by ensuring transport networks remain safe and connected under changing external conditions, including natural disasters.
- Integrating the movement of people and vehicles within flourishing places in different geographic settings, from cities and towns to rural and regional areas.

Successful transport systems are created through

1. Integrated transport and land use planning at all levels, from future-focused strategic planning to the implementation of site-specific developments.
2. The application of sound, long-term, non-partisan and evidence-based public policy, with cross-sectoral support.
3. The systematic collection, monitoring and evaluation of transport data to support decision-making
4. The consistent application of a range of appropriate contemporary modelling tools by suitably resourced professionals.
5. A culture of research and innovation that is collaborative across sectors and disciplines
6. Genuine, inclusive engagement, collaboration and co-design activities encompassing all communities and stakeholders.
7. A holistic 'Safe Systems' approach covering all transport infrastructure and operations, and the interactions between people, vehicles and the transport environment
8. Sustainable and transparent funding and pricing models that support desired strategic transport outcomes.
9. A diverse and welcoming community of transport professionals that has the capacity to handle the demands placed on it.
10. Capable transport practitioners with the qualifications, skills and experience to plan, design, engineer, deliver, operate and manage Australia's transport systems.
11. The commitment of governments and industry to educate and support the next generation of transport professionals.

As the peak industry body for transport professionals working in Australia, we represent transport professionals spanning multiple disciplines, including planning, engineering, modelling, economists, policy specialists, and researchers who work across government, consultancy, industry and academia.

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Transport Professionals Association leads the transport community in connecting, collaborating and delivering, developing industry skills, capability and knowledge as we create successful transport systems together.

We are the collective voice of the transport community, and we advocate for delivering sustainable, efficient, accessible and safe transport systems.

Who is part of the transport community?

The Australian transport community is made up of professionals across multiple disciplines to plan, design, engineer, deliver, operate, manage, measure and support Australia's transport systems. Some of the diverse members we represent:

- Transport planners
- Traffic and transport engineers
- Land use, transport and traffic modellers
- Road safety practitioners
- Transport economists
- Road and public transport infrastructure designers
- Active transport specialists
- Travel behaviour change specialists
- Transport researchers, educators and engagement professionals
- Transport policy specialists
- Traffic and transport data collection practitioners
- Data analysts
- Urban designers

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