Gold Coast Draft Local Growth Management Strategy (LGMS) – June 2025

Submission by Gold Coast Sub-branch, AITPM

1. About AITPM

AITPM (the Australian Institute of Traffic Planning & Management) is the leading national membership body representing all Australian Transport Community professionals and practitioners. AITPM members and stakeholders work in fields including transport planning, transport and traffic engineering, transport modelling, active travel, travel demand management and travel behaviour change.

AITPM members and stakeholders work together to ensure multimodal transport systems are designed, built and operated in ways that support healthy people, communities and economies in all parts of Australia. To set a strong foundation for this mission, AITPM has adopted a Policy and Principles Platform that addresses how AITPM will advocate on behalf of the broader Transport Community for the creation of successful transport systems. The AITPM Policy and Principles Platform is provided as Attachment 1 to this submission. See www.aitpm.com.au/policy/policy-platform for further information.

2. Introduction to submission

The AITPM Gold Coast Sub-branch welcomes the opportunity to comment on the Draft Local Growth Management Strategy (LGMS). AITPM represents over 3,150 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 LGMS. It effectively positions the city to respond to a growing population while incorporating liveability, accessibility, and sustainability principles into its land-use and infrastructure frameworks.

This submission is informed by AITPM'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

3. General Support

We strongly support the LGMS's overarching directions, including:

- Distributing growth more equitably across the city

- Aligning infrastructure delivery with land use outcomes
- Integrating climate resilience and environmental values
- Encouraging community trust through transparency and engagement

These directions reflect best practice in contemporary growth planning and are aligned with AITPM's core principles, particularly those relating to *systemic integration* and *evidence-informed infrastructure decisions.*

4. Specific Comments and Recommendations

A. Movement and Transport Choice

We endorse the emphasis on transport mode shift, investment in connected walking and cycling networks, investment in high-frequency public transport networks, and transit-oriented development. This aligns with AITPM's principles on *Integrated Land Use and Transport Planning* and *Providing Sustainable and Equitable Transport Options.*

Recommendations (aligned with AITPM Principles):

- Ensure the identified high-frequency public transport networks receive the necessary physical infrastructure upgrades (beyond just service frequency increases) to effectively serve major points of interest. (*Principle: Integrated Transport Network Planning*)
- Conduct a comprehensive review and upgrade of existing public transport infrastructure and services beyond the identified high frequency networks, ensuring seamless connectivity and equitable access across the entire public transport system. (*Principle: Integrated Transport Network Planning*)

E-mobility Consideration

Emerging electric micromobility (e.g., e-scooters, e-bikes) has become more affordable and popular, thereby improving access for residents to jobs, community services, and public transportation. These modes are crucial for first- and last-mile solutions, as well as for enhancing access in low-density areas.

Recommendations (aligned with AITPM Principles):

- Recognise e-mobility as a formal mode in planning frameworks. (*Principle: Integrated Transport Network Planning*)
- Update design standards to support shared and/or separated cycle paths, safe crossings, micro-mobility storage and charging infrastructure. (*Principle: Infrastructure for All Users*)
- Pilot integration strategies around major transport hubs to link e-mobility with mass transit. (*Principle: First/Last Mile Accessibility*)
- Facilitate the carriage of bikes and e-mobility devices on buses and light rail, where feasible and safe, to significantly enhance first- and last-mile connectivity and expand public transport network accessibility. (*Principle: First/Last Mile Accessibility*)
- Incorporate micromobility uptake into travel demand and mode share monitoring. (*Principle: Evidence-Based Decisions*)

B. Well-Planned and Distributed Growth

We support the LGMS's direction to spread growth across the city rather than over-relying on the coastal corridor. This is consistent with AITPM's principle of *Planning for Equitable Access* and *Compact, Connected Cities.*

Recommendations (aligned with AITPM Principles):

- Implement and enforce "mobility readiness" criteria (e.g. walkable catchments, transit access, infrastructure sequencing) as preconditions for enabling new growth areas and increased densities. (*Principle: Align Growth with Infrastructure Capacity*)
- Prioritise precincts that already meet or can feasibly meet mode share and density benchmarks. (*Principle: Compact Urban Form*)
- Adopt outcome-focused, accessibility-based indicators (e.g. percentage of residents within 30 minutes of key services by non-car modes) to measure true transport effectiveness, moving beyond traditional mobility metrics. (*Principle: Accessibility over Mobility*)

C. Centres and Corridors Planning

AITPM supports growth around key corridors and centres, with a clear emphasis on mixed-use, walkability, and job access. However, this needs clearer implementation triggers and cross-modal planning.

Recommendations (aligned with AITPM Principles):

- Use the *Movement and Place Framework* to guide street function, design and development intensity. (*Principle: Integrate Movement and Place*)
- Embed clear density thresholds and mode share targets as non-negotiable conditions for granting development uplift in centres and corridors. (*Principle: Land Use and Transport Integration*)
- Designate performance corridors that link land use, transport investment, and infrastructure delivery. (*Principle: Strategic Infrastructure Sequencing*)

D. Local Government Infrastructure Plan (LGIP) Alignment

The LGMS must explicitly reference the role of the LGIP as the statutory mechanism for sequencing infrastructure to support growth. This is critical for delivering the LGMS vision.

Recommendations (aligned with AITPM Principles):

- Commit to concurrent and integrated LGIP alignment and review processes with the implementation of the LGMS, ensuring statutory mechanisms directly support strategic growth. (*Principle: Transparent and Accountable Infrastructure Governance*)
- Ensure Priority Infrastructure Area (PIA) boundaries reflect planned centres and corridor growth. (*Principle: Align Land Use and Infrastructure Investment*)
- Support flexible LGIP updates to accommodate emerging infrastructure needs (e.g. e-mobility, decentralised infrastructure). (*Principle: Adaptability and Innovation in Infrastructure*)
- Actively advocate for robust state co-investment and innovative alternative funding mechanisms to complement and expand beyond traditional infrastructure charges, ensuring sustainable delivery of critical transport infrastructure. (*Principle: Sustainable Infrastructure Funding Models*)

E. Infrastructure Coordination and Funding

The LGMS correctly identifies infrastructure as critical to growth management. However, stronger delivery coordination and funding strategies are required, particularly for transport.

Recommendations (aligned with AITPM Principles):

- Publish a publicly accessible 5–10 year rolling infrastructure sequencing plan, demonstrably linked to LGIP and specific growth triggers, to enhance certainty and accountability. (*Principle: Infrastructure Governance and Transparency*)
- Prioritise areas with strong infrastructure-readiness scores, based on capacity and financial feasibility. (*Principle: Efficient Use of Existing Assets*)
- Explore value capture and infrastructure agreements to share costs in high-growth centres. (*Principle: Strategic Funding Partnerships*)
- Incorporate nature-based and circular economy infrastructure options into LGIP considerations. (*Principle: Resilient Infrastructure Planning*)

F. Monitoring, Engagement, and Transparency

We support the LGMS's emphasis on trust-building, public accountability, and inclusive planning, consistent with AITPM's principle of *Open and Collaborative Planning Systems.*

Recommendations (aligned with AITPM Principles):

- Implement and publish dynamic, open-access dashboards to transparently track LGMS and LGIP delivery against key performance indicators. (e.g. dwellings, modal share, infrastructure timing). (*Principle: Evidence-Based Monitoring and Reporting*)
- Support community and industry engagement forums during the roll-out of the Planning Scheme and LGIP amendments. (*Principle: Authentic Engagement with Stakeholders*)
- Include climate risk and emissions reporting alongside infrastructure and growth KPIs. (*Principle: Planning for Sustainability and Resilience*)

5. Conclusion

The AITPM Gold Coast Sub-branch congratulates the City of Gold Coast for developing a thoughtful, visionary LGMS that puts people, place, and infrastructure at the centre of growth management. We endorse the document's thoughtful structure and intent and strongly advocate for the essential refinements in transport mode recognition, LGIP alignment, infrastructure delivery, and performance-based growth triggers. These improvements are critical for the LGMS to fully realise its ambitious vision for the Gold Coast.

We welcome the opportunity to continue supporting the City through our technical expertise and networks as the LGMS moves into implementation.

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Attachment 1: AITPM Policy and Principles Platform

AITPM POLICY AND PRINCIPLES PLATFORM

WHY ARE TRANSPORT SYSTEMS IMPORTANT?

The impact of a successful transport system shows up as 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

AITPM is committed to educating governments and 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.

AITPM POLICY AND PRINCIPLES PLATFORM

OUR PURPOSE

AITPM'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 and safe transport system.

Every day people across Australia's Transport Community identify, investigate, plan, 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.

AITPM POLICY AND PRINCIPLES PLATFORM

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 national association for transport professionals, AITPM 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

AITPM POLICY AND PRINCIPLES PLATFORM

WHO IS PART OF THE TRANSPORT COMMUNITY?

The Australian Transport Community is made up of professionals from a wide range of disciplines and backgrounds, including:

- 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.

To design, deliver and manage transport systems, this community of transport professionals connects to a broader network of professions and suppliers covering these areas of focus

- Urban and regional planning
- Transport and traffic data collection and analysis
- Modelling programs and resources
- Traffic management and control
- Intelligent transport systems
- Infrastructure supply, engineering and construction
- Transport service operations – from rail through to micromobility.