



# The transport / economic development nexus and what it means for the Sunshine Coast

*Professor Matthew Burke*  
*Transport Academic Partnership Chair*  
*Deputy Director*  
*Cities Research Institute*





# Professor Matthew Burke

Transport Innovation and Research  
Hub Chair

[supported by Brisbane City Council]

Transport Academic Partnership  
Chair

[supported by the QLD Department of Transport and Main  
Roads and the Motor Accident and Insurance Commission]

Deputy Director  
Cities Research Institute  
Griffith University

[m.burke@griffith.edu.au](mailto:m.burke@griffith.edu.au)

phone +61 7 3735 7106

What are transport services and infrastructure for?





Source: <https://www.tmr.qld.gov.au/projects/inland-rail/>



SIXPENCE

COFFEE

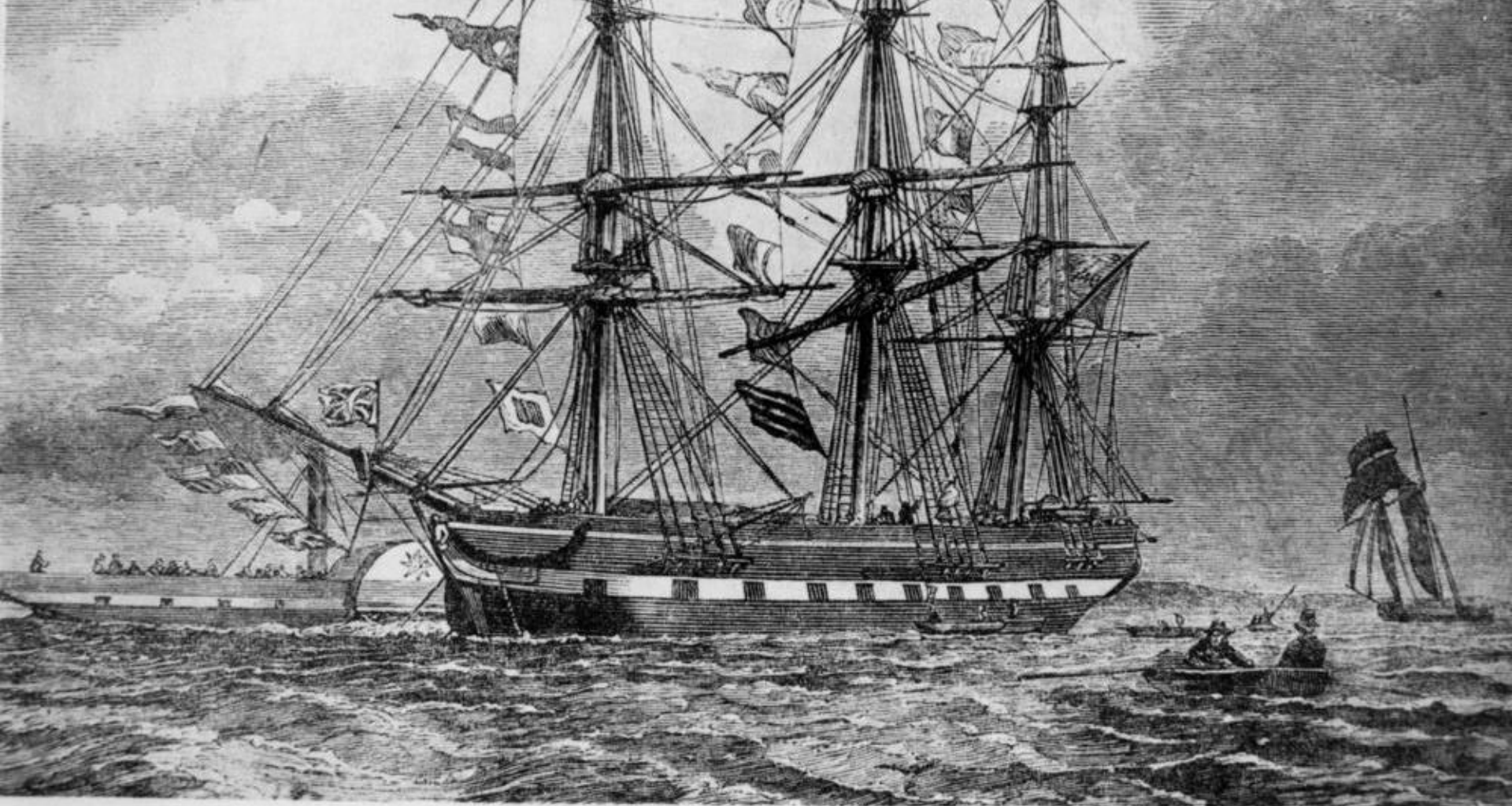


“Transport planning is about trying to give people **access** to the jobs, goods and services they need in daily life, and to give businesses **access** to their customers and labour.”

Matthew Burke

How does transport influence the economic outcomes of cities, towns and streets?





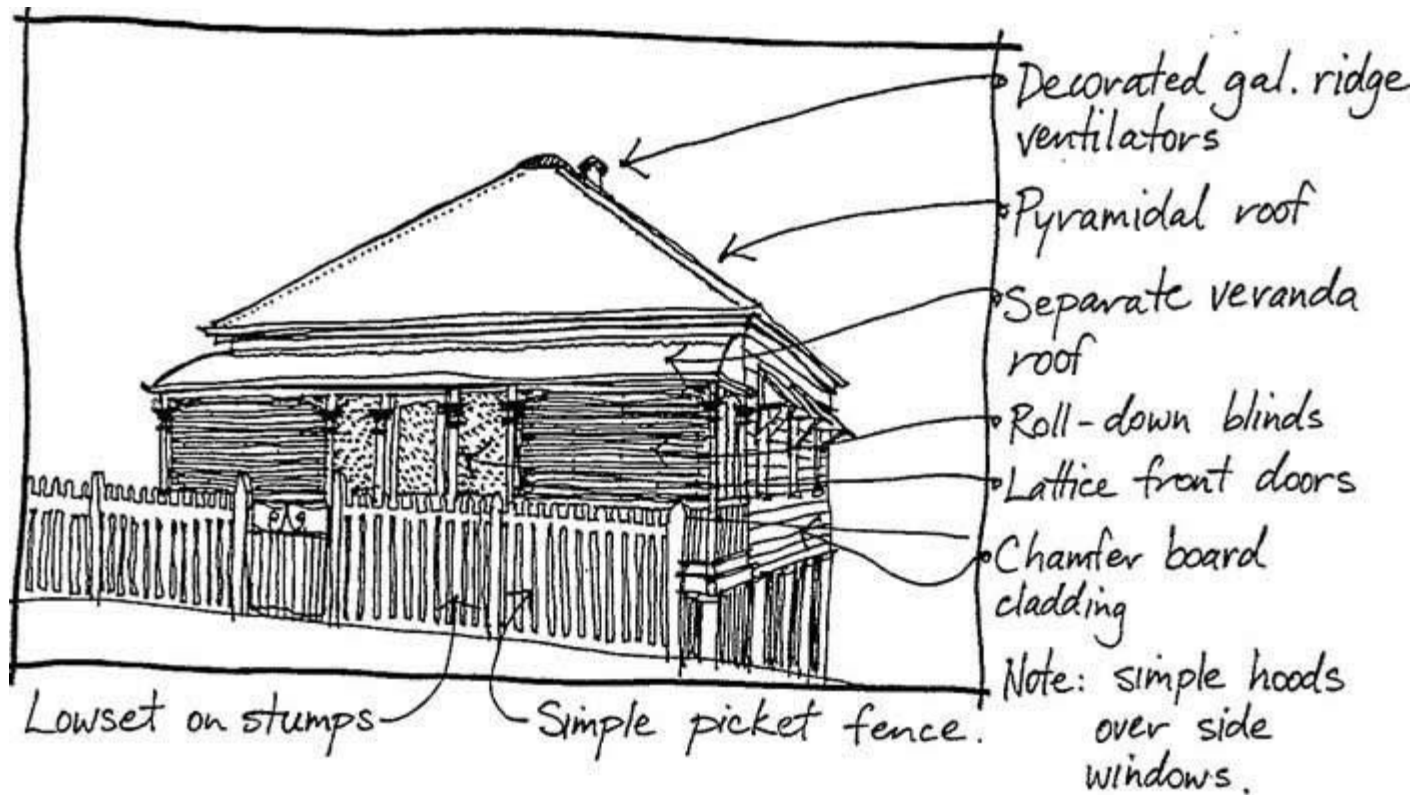
Sailing Ship "Fortitude"—608 tons. Master: John Christmas. Surgeon Supt.: Dr. Challinor. Sailed from Gravesend, England, 14th September 1848. Arrived Moreton Bay, 20th January 1849. Carried 256 immigrants, many of whom settled on the present site of Fortitude Valley, which they so named "in honor of the ship that bore them."

From Reservoir  
 Lock-up  
 G.P.O. Site  
 Mt Petrie  
 (Still Standing)  
 St Stephens Cath<sup>y</sup> Old (R.C.)  
 Whites Hill  
 St Stephens Cath<sup>y</sup> Site  
 Hotel Victory  
 Botanic Gardens  
 Mt Gravatt  
 Government House  
 Parliament House  
 Kingsley  
 1<sup>st</sup> Parliament House  
 Bernays Home  
 Courier Govt Printer  
 Executive Bldg Site  
 Treasury Bldg Site  
 Bank of N.S.W.  
 1<sup>st</sup> Treasury  
 Gray's  
 S.S. Brisbane  
 Capt. Towns Wharf  
 Old St John's Sch.  
 Hospital, now  
 The Tree  
 Mechanics Inst.  
 Supreme Court Site  
 Highgate Hill  
 1<sup>st</sup> Presb'n Ch.  
 Built 1857



Normal School  
 Royal Hotel  
 Presbyterian Ch.  
 Methodist Ch.  
 Albert St Meth Ch Site  
 Prisoners Barracks  
 Supreme Gr. City Hall Site  
 Frogg's Hollow  
 Military Barracks  
 St Johns Church (LofE)  
 Police, now  
 Robt Little  
 Police Barracks  
 Ervingston House  
 Built 1855

# BRISBANE IN 1862.







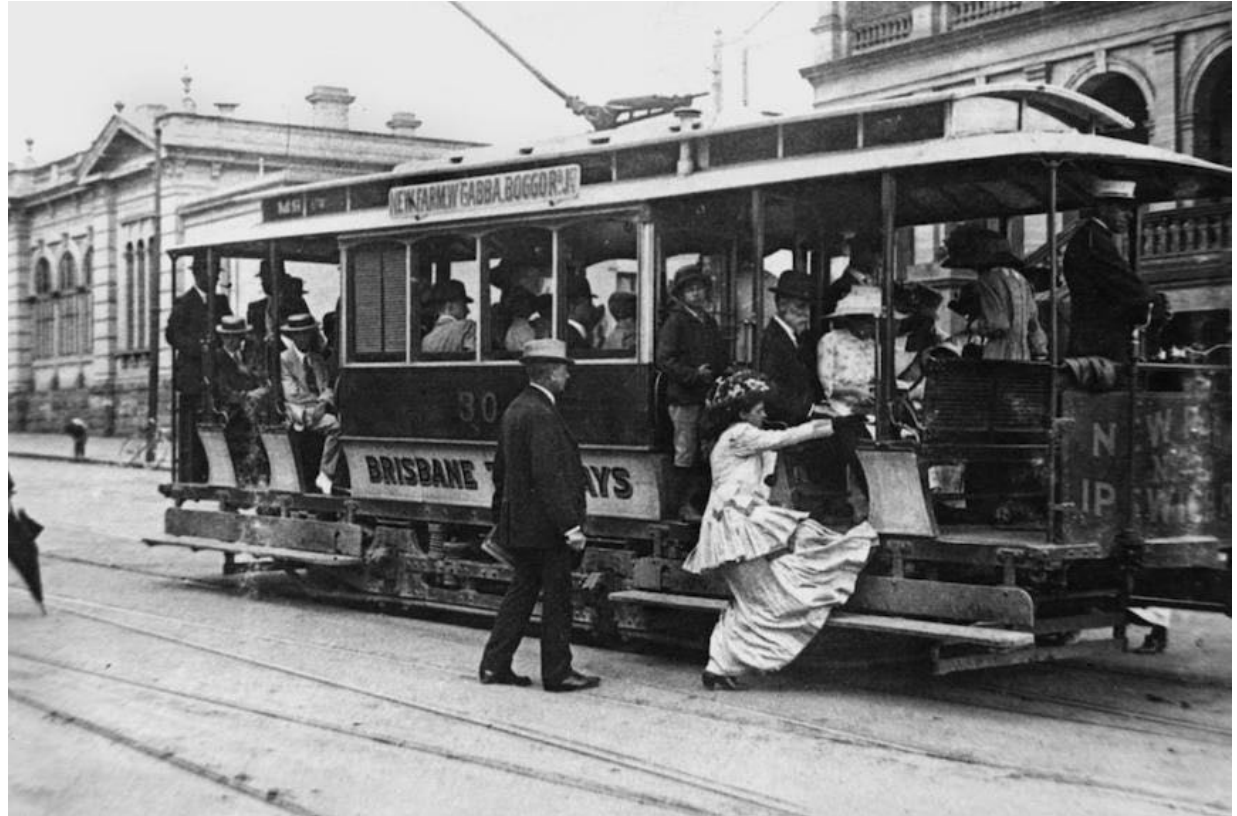
←OXLEY→





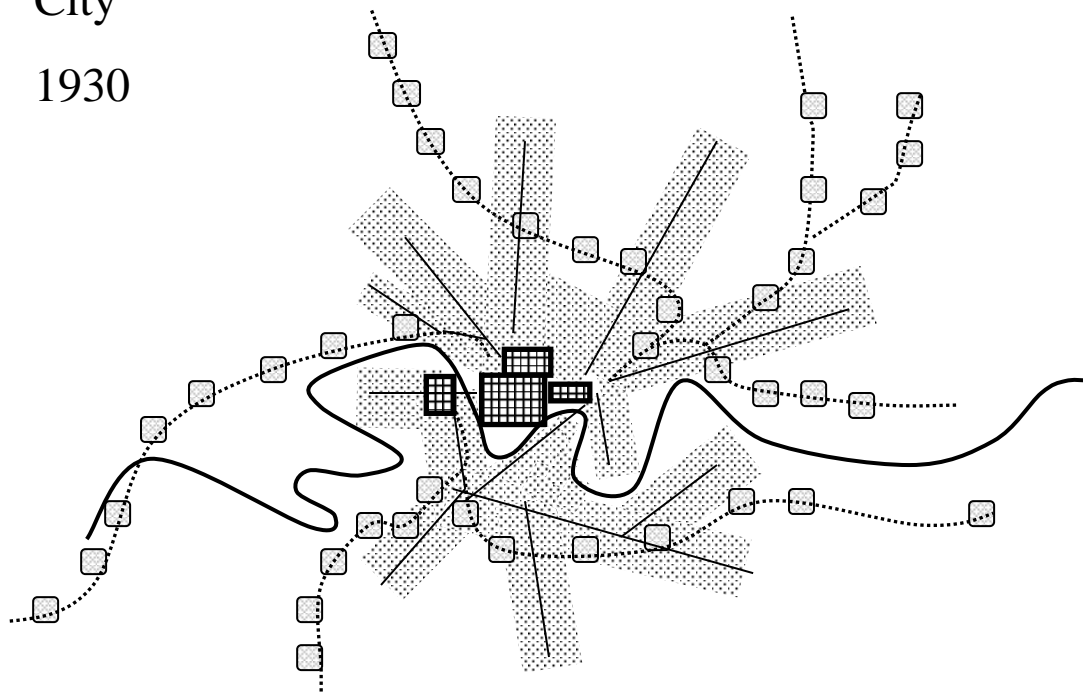
- 1891-1921: Growth of rail systems
  - Brisbane grows into archetypal 'streetcar city'

**225 trams and  
80km of track laid  
by 1925**





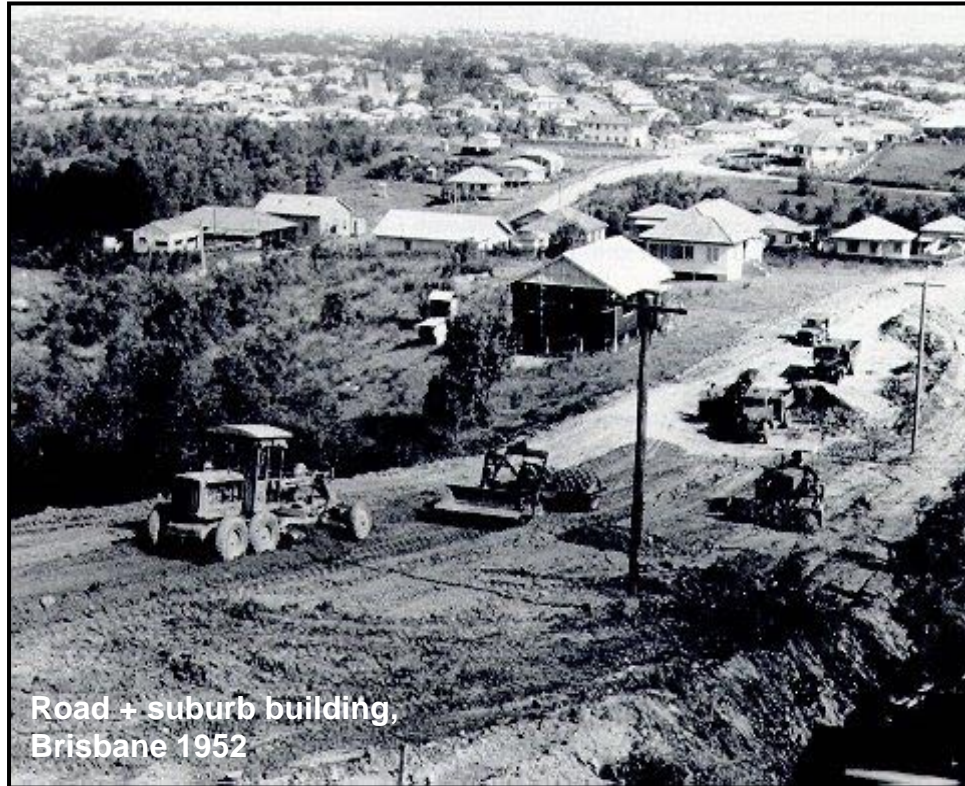
Streetcar  
City  
1930



- First Holdens produced
  - surge in car ownership
  - Allowed spread of population

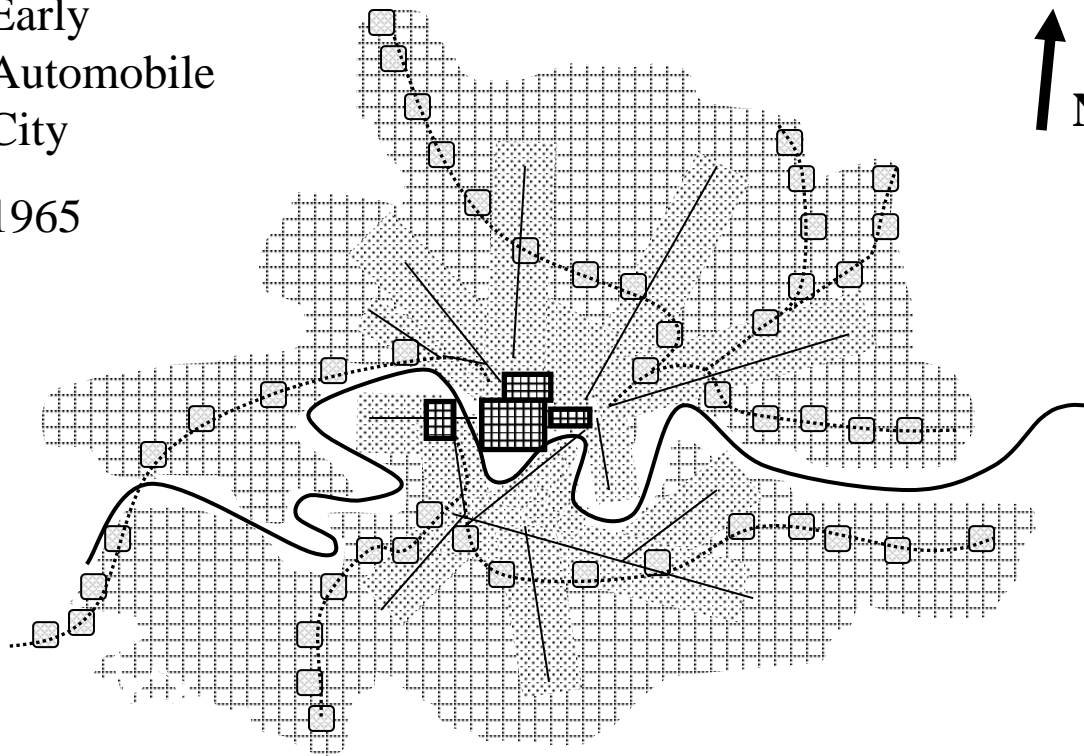


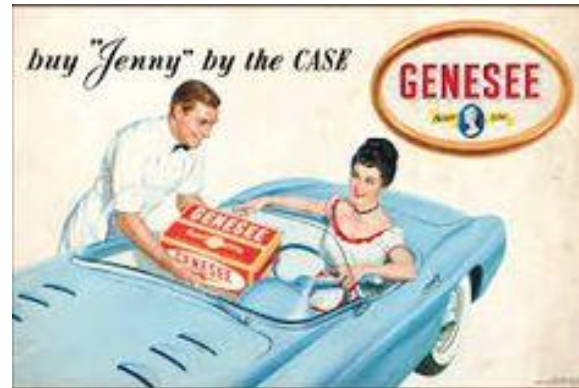
- The Post-War Boom
  - migration to the cities brings rapid population growth; suburbanisation



Road + suburb building,  
Brisbane 1952

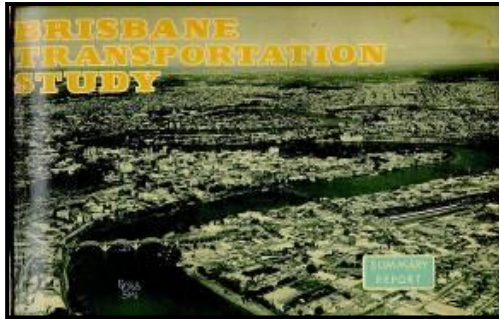
Early  
Automobile  
City  
1965



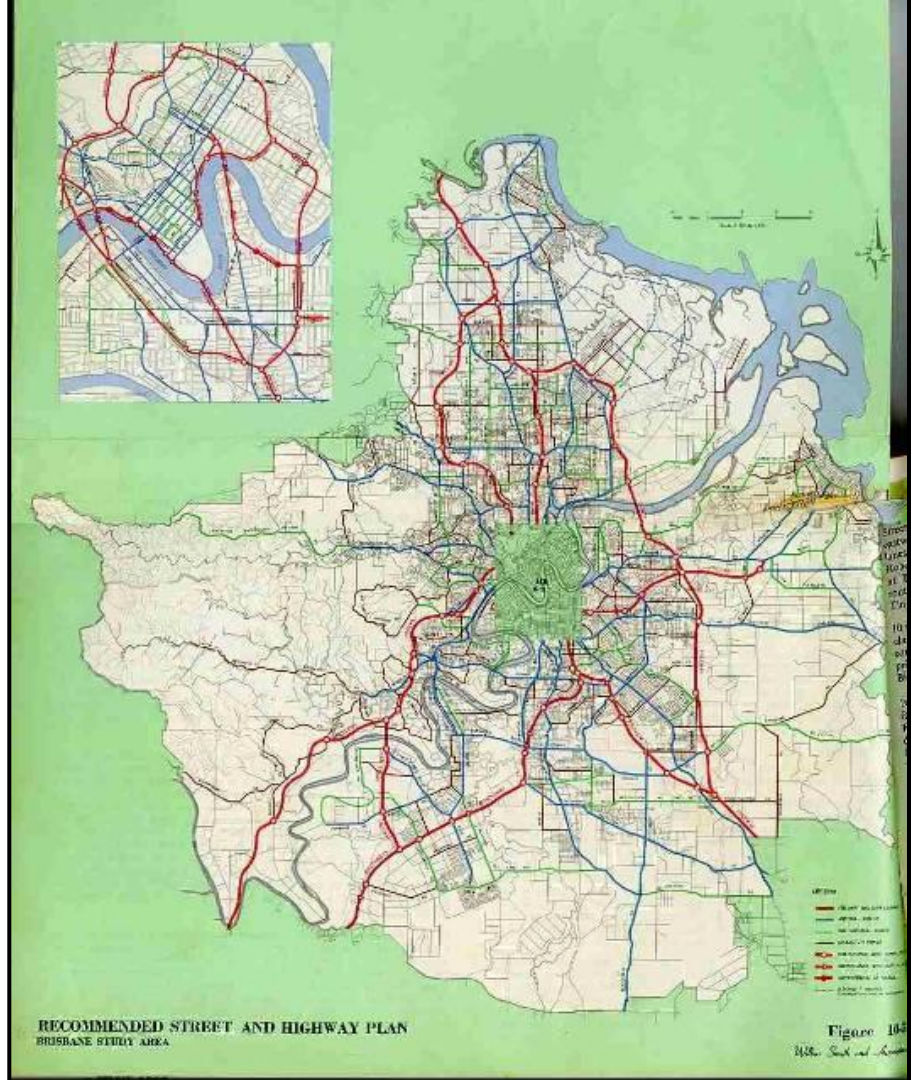




- 1965 Plan Recommendations



- main grid of freeways shown in red



- 1969 all tram services discontinued
- Replaced by buses

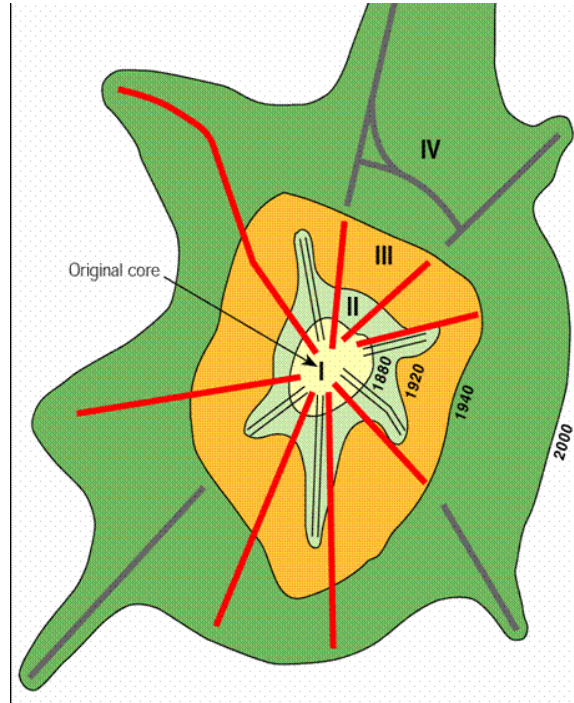






Courtesy of Queensland Motorway Co.

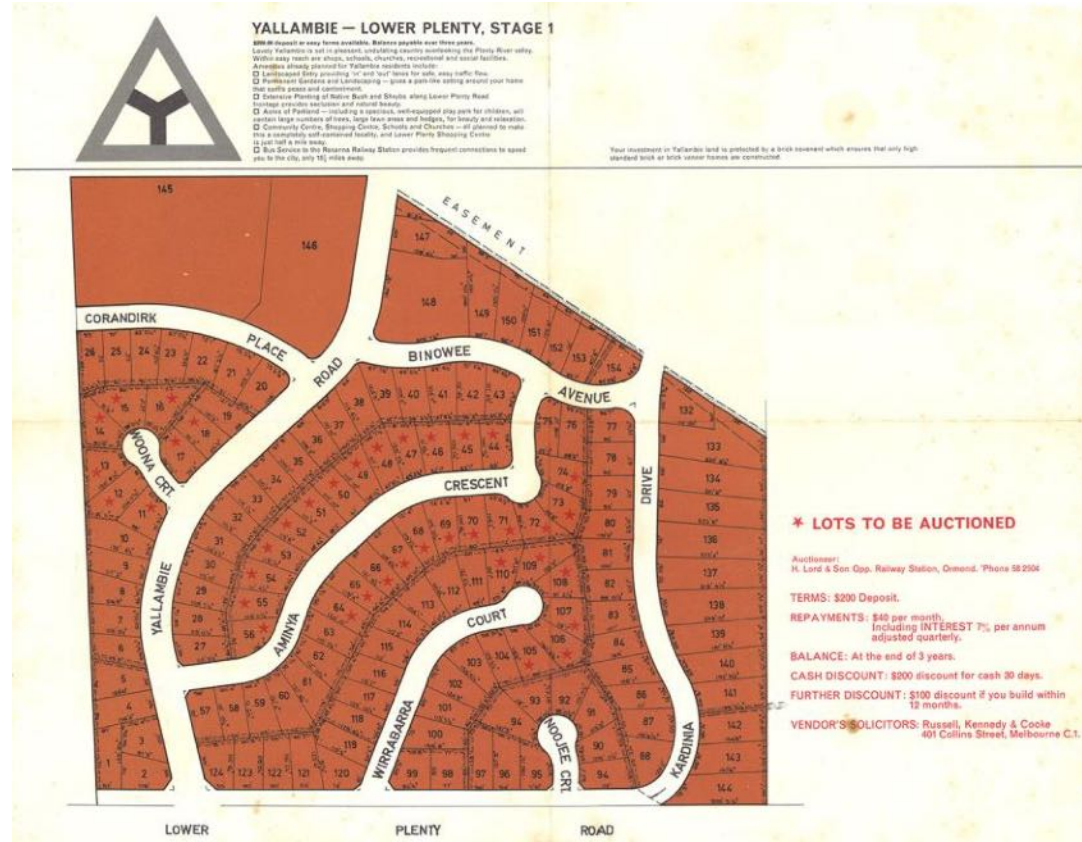
# Stylised structure of Australian cities



- i. Walking city
- ii. Streetcar city
- iii. Early Automobile city
- iv. Freeway city

Profs Newman & Kenworthy

- House and street design changes
  - Cul-de-sacs
  - Two-car garaging





But what if you became a city in the era of the motorcar?





ATIONAL BANK

CORPORATION LIMITED

ASTOR

CHEMIST

CHEMIST

STATE

Milk Bar

MILK

BAR





SUNSHINE COAST

Jetstar.com  
All day every day, low fares





MOTEL

Caloundra City  
Centre Motel

MOTEL

Overnight  
Accommodation





Auto World

K mart

Garden Shop

the sands

NEW WORLD









P7

P

L3	114
L2	94
L1	111
G	129

10







1 Kuparra Ct, Currimundi



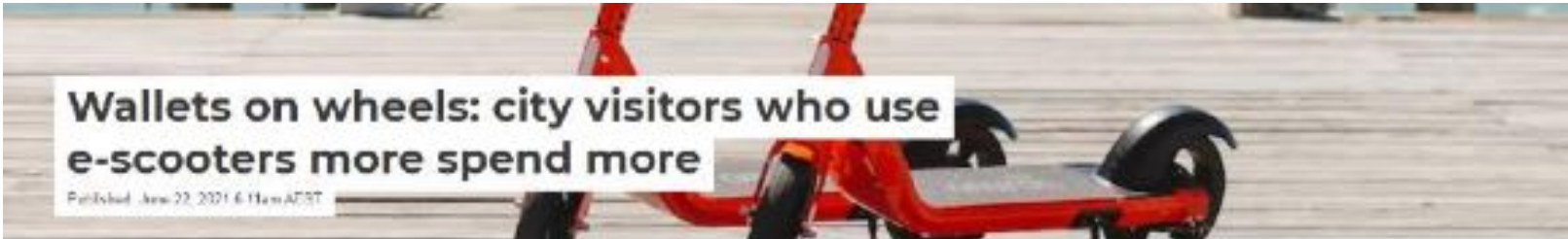


**Your Guide**

**To**



**TOLL FREE  
MOTORING**



## Wallets on wheels: city visitors who use e-scooters more spend more

Published: June 22, 2021 4:11am AEST

Image: iStock/Thomas Mikolaj (Photo provided by iStock)

Print

Twitter

Facebook

LinkedIn

More

Shared e-scooters are becoming common across Australia and in major cities around the world. Initial safety concerns about e-scooters left some councils wary, but early results from our [research survey](#) shows major benefits from e-scooters for tourists and local economies.

We already knew visitors and local residents use bike-sharing schemes differently. The effects for tourist attractions and visitors – an [increase in visits and better experience](#) – are complementary. But that's bikes.

Until now there has been limited evidence that e-scooters help tourists either visit more local attractions or spend more. [Australia's first e-scooter trials](#) began in Brisbane as recently as 2018. Services have since been launched in South

Authors



Abraham Leung  
Professorial Research Fellow, Cities Research Institute, Griffith University



Benjamin Kautzor  
PhD Candidate, Cities Research Institute, Griffith University



Hsin-Hsiung Liang  
Senior Lecturer in Tourism, Griffith University



Matthew Burke  
Associate Cities Research Institute, Griffith University

When do car-oriented cities need to pivot towards more space-efficient modes of travel?



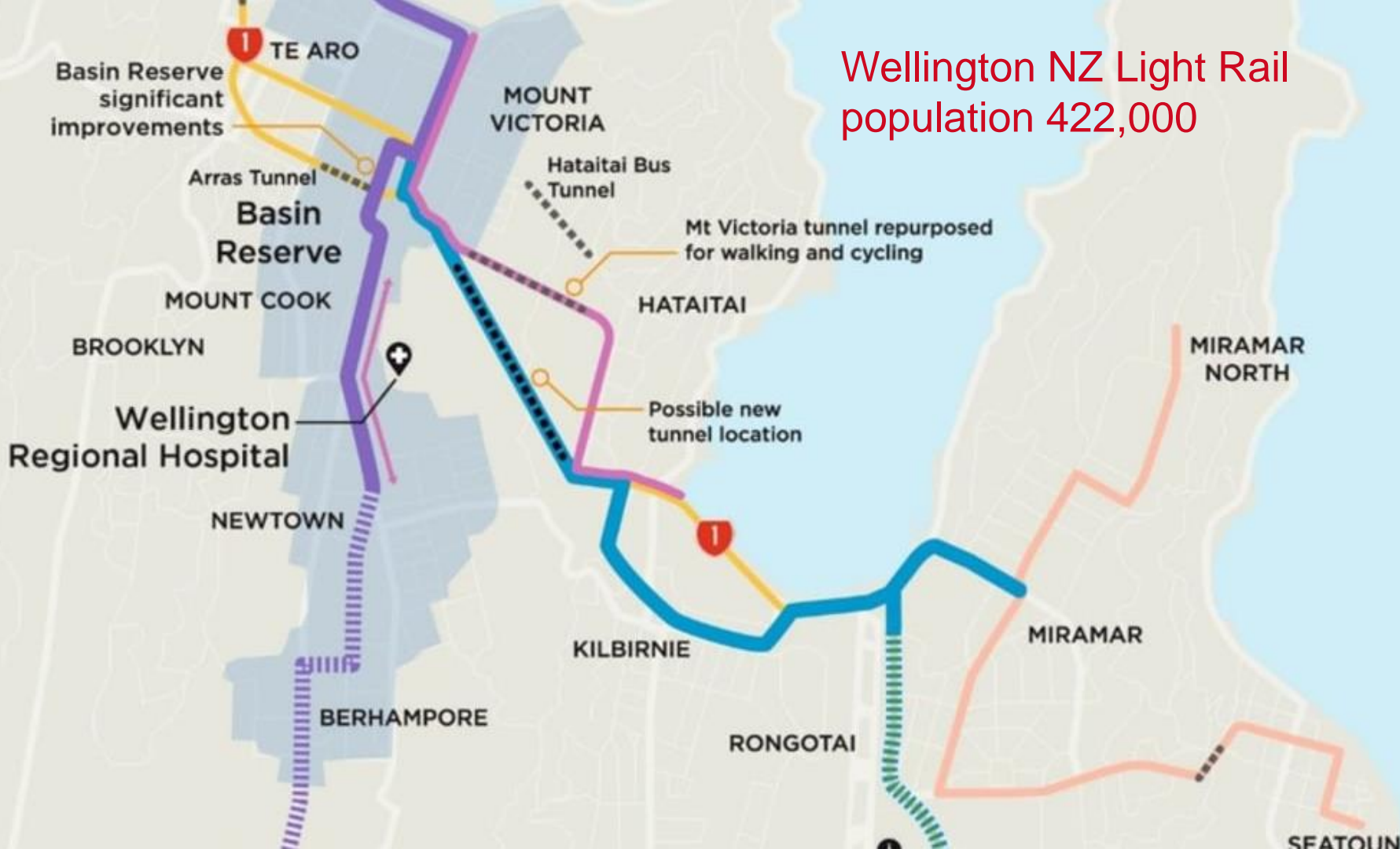
Gold Coast – 2010, population 500,000

Canberra – 2015, population 429,000





Wellington NZ Light Rail  
population 422,000



Sunshine Coast  
population ~370,000



How can transport and land use planning help tourism cities diversify their economies?

# Cities for Pleasure: the Emergence of Tourism Urbanization in Australia

PATRICK MULLINS

*Tourism urbanization is characterized by economic and political instability, high rates of unemployment, minimum state involvement and a reliance on private sector and self-employment – all of which typify the development of Australia's Gold Coast and Sunshine Coast.*

Recent publications on urban and regional development have disproportionately focused on old declining manufacturing cities, towns and regions, and comparatively little is written on new and emerging centres. This is understandable considering the important role played in the past by industrial areas and because their economic decline has had widespread economic, political and social ramifications. Nevertheless, it is still surprising that so little attention is paid to new and emerging areas, since many are socially and spatially quite different from those of the past. What interest is shown focuses on centres formed or transformed by new systems of production, notably by high technology manufacturing (see, for example, Castells, 1989), and by business and producer services (see for example, Sassen, 1991; Fainstein, et al, 1992).

While of crucial importance, these new spatial forms do not seem to be the most dramatic representations of new urban and

on consumption are now growing at the fastest rates. These are either residential areas on the outskirts of metropolises, or resort centres, particularly those in coastal locations (see Noyelle and Stanback, 1984; Stanback, 1985).

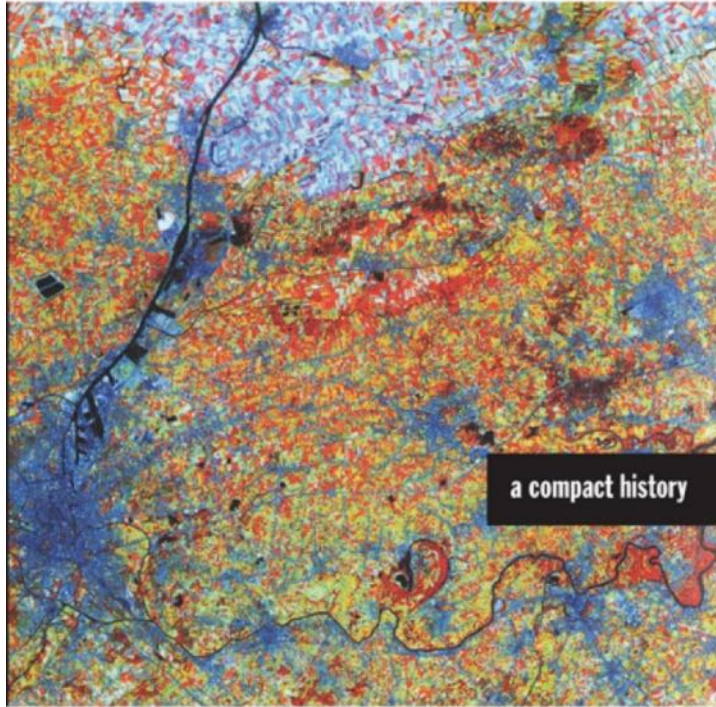
This paper focuses on the resort area; or more precisely, it considers *tourism urbanization*, an urbanization formed from the rapid expansion of resort areas. This is a new and unique urbanization emerging during the second half of this century – but particularly over the last thirty years – and is clearly evident on the Mediterranean littoral and in the United States along Florida's coastline.

In focusing on tourism urbanization, this paper analyses the development of the Gold Coast and the Sunshine Coast, the two centres in Australia epitomizing this new urban form. These are the largest centres in Australia devoted exclusively to tourism and such is their size, and speed of growth, that it suggests that tourism is having a

MULLINS, P. (1992)

Cities for Pleasure: the Emergence of Tourism Urbanization in Australia. *Built Environment*, 18(3), 187–198.

ROBERT BRUEGMANN

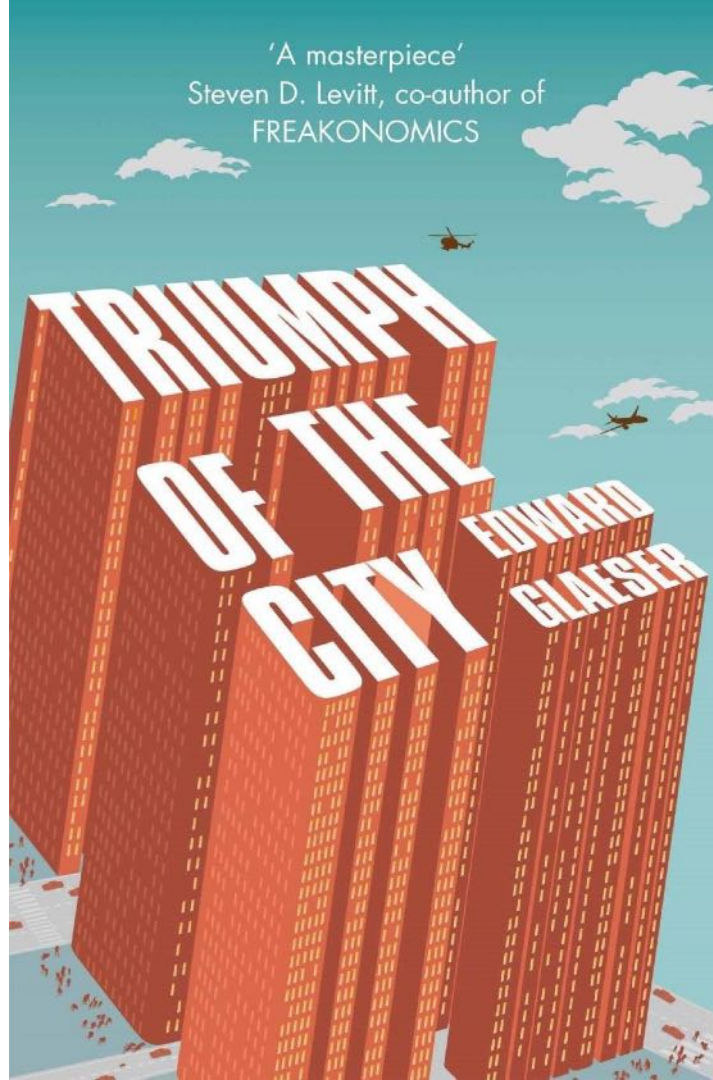


BRUEGMANN, R.  
(2005)

*Sprawl: a compact  
history*, University of Chicago  
Press.

**SPRAWL**

'A masterpiece'  
Steven D. Levitt, co-author of  
FREAKONOMICS



GLAESER, E. (2012).  
*Triumph of the city.*  
Pan Books.

# More cosmopolitan and economically diverse coastal cities

## The Changes:

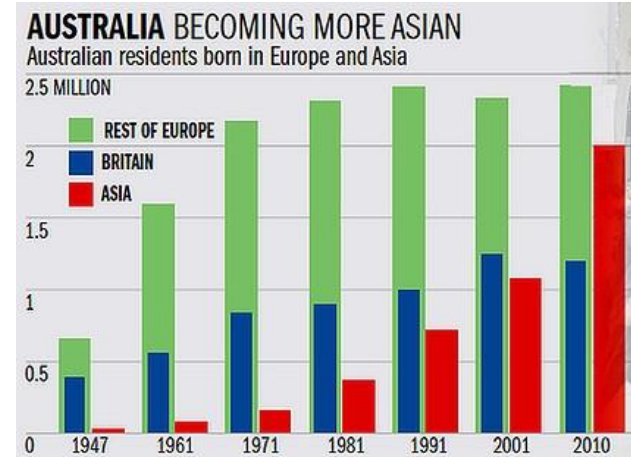
- More jobs in education, professional services, elaborate manufacturing, financial services, cultural production, health, science and research
- The **millennials** and **Gen Z'ers** are reporting much higher rates of expectations of working abroad than any generation previously; they *will* be coming back with cosmopolitan attitudes



# More cosmopolitan and economically diverse coastal cities

## Implications:

- Coastal cities will start to attract higher proportions of international migrants, as their economies diversify.
- They'll become less white, in an increasing self-reinforcing cycle. (You'll be Eurasian – embrace it)







# THE HOTA BRIDGE



# Work-from-homers and Study-from-homers

## Work and Study Changes:

- 2-day WFH now common.
- But what do managers want long-term?
- What about StudyFH longer-term?
- Overseas universities/Big Tech undercutting Australian unis with online degrees

## Implications:

- Great uncertainty as to travel demands from commuters and tertiary students



# Packed to the Rafters

## Demographic changes:

- Young people are not forming new households in the same way  
**Boomerang millennials** and **Gen Z'ers**, are bouncing back to the parental home
- More **Gen Y's** are going back too, with their own offspring in tow

## Implications:

- More “shared” car ownership, 3+ car households
- Delayed license holding by young adults
- More involved in children’s travel and chauffeuring



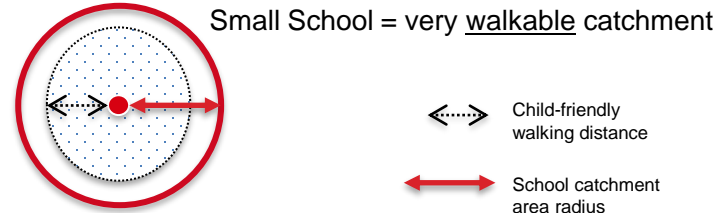
# Children at schools with increasingly large catchments

## The Changes:

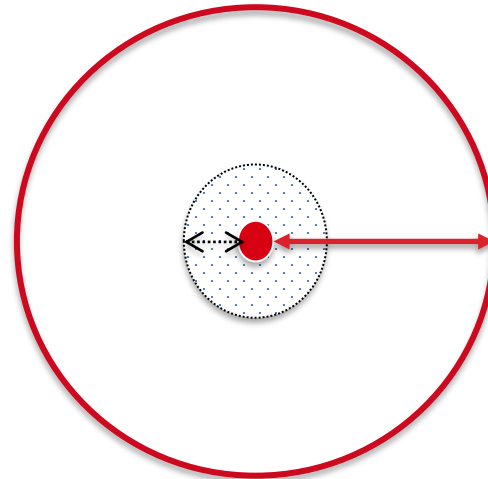
- Education Queensland today builds “super schools” in greenfields estates
- Private schools have enormous catchment sizes

## Implications:

- Share of **Free Range** children able to walk/cycle/scoot to school is *decreasing*
- Share of **Battery Hen** children in cars is *increasing*
- Many Australian parents/guardians trapped into >60mins of school chauffeuring each day



State Super School / Private School = unwalkable catchment



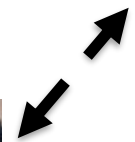
# A splintered, hollowed-out, SEQ?

## The Changes:

- The “Bourgeois Bohemian” (**Bobo**) professional classes continue to splinter off from the rest of society, and have claimed the inner- and middle-rings of Brisbane
- “**Boomer justice**” for our new landed gentry
- The **Caring Class** increasingly left behind/out there
- New **Precariat** of **Insta-serfs** below them  
(Classes abandoning “The Great Australian Dream”)

## Implications:

- Policy-makers increasingly out-of-touch
- Bobo and Boomer-friendly transport policies  
(i.e. Free public transport, \$2 flat fares, free for Seniors, etc.)
- Increased socio-spatial inequality in SEQ
- Difficulty maintaining the social contract



# The (Forcibly) Non-Retired

## The Changes:

- The age at which one is able to access the pension is about to change dramatically for Gen X'ers and those who follow.
- Expect financial incentives, tax policies and new pension rules that will:
  - discourage early retirement
  - create new forms of phased retirement
  - encourage businesses to hire and retain older staff (“**Rehires**”)

## Implications:

- The age profile of commuters will increase
- A larger share of less-abled travellers in peak hour



But we'll still have tourism?



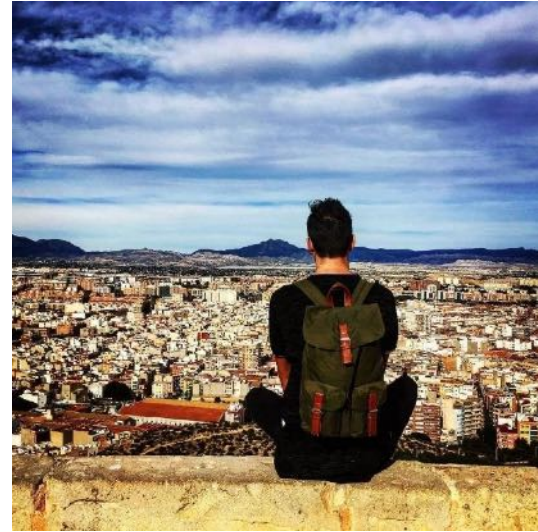
# Visitors are increasingly solo travellers

## The Changes:

- Large tourism businesses are reporting the share of **solo travellers** has been increasing strongly in recent years, across most age brackets

## Implications:

- Solo travellers like public transport; it's cheaper
- They want legibility and ease of payment
- Tourism-focused Mobility-as-a-Service products



# Increased visitor expectations

## The Changes:

- **World-class metros** are now in Jakarta, Hanoi, Ho Chi Minh City, Hyderabad and Johor Bahru
- **Airport Railways** with downtown check-in and baggage handling include Hong Kong, New Delhi, Taipei & Seoul.
- Shenzhen and Guangzhou fleets are already **100% quiet electric buses**, much more comfortable than here

## Implications:

- Levels-of-service will need to be higher
- \$19.80 per person *go* card fares for a suburban airport train will not be unacceptable



THE CITY  
AUTHENTIC



HOW THE ATTENTION ECONOMY  
BUILDS URBAN AMERICA

DAVID A. BANKS

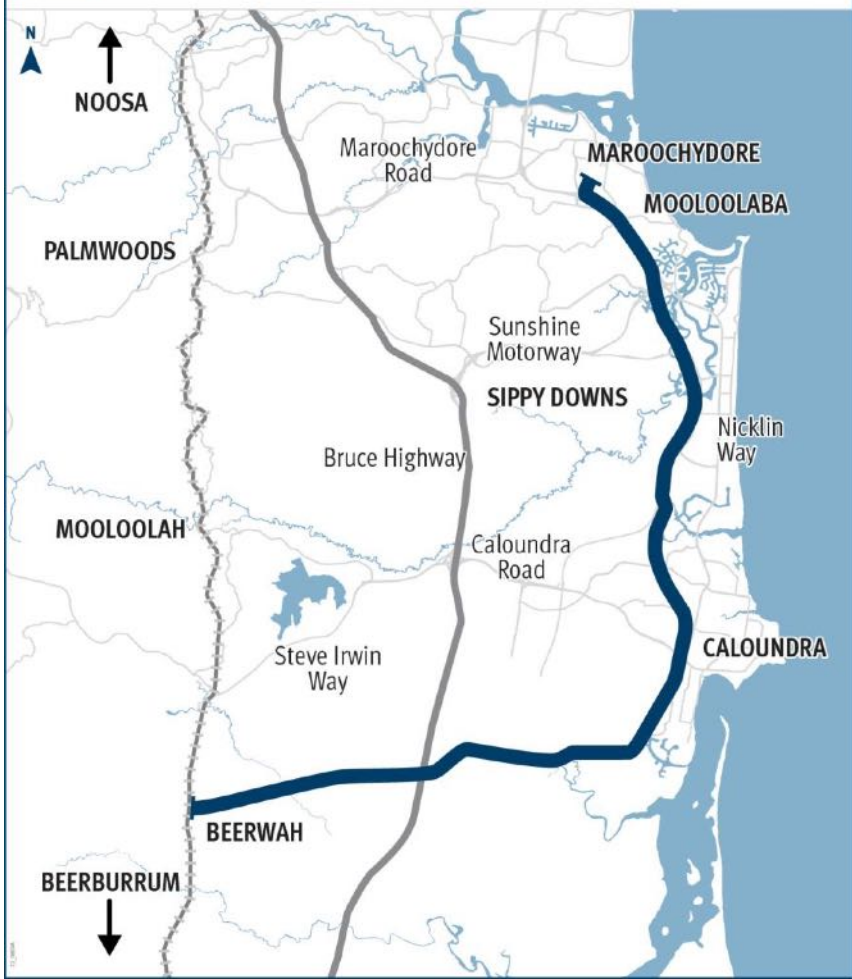
BANKS, D.A. (2023)  
*The City Authentic: How the  
Attention Economy Builds  
Urban America*  
Univ of California Press

BANKS, D.A. (2022)  
The attention economy of  
authentic cities: how cities  
behave like influencers,  
*European Planning Studies*,  
30:1, 195-209, DOI:  
10.1080/09654313.2021.18  
82947

Aren't we doing better planning?

# Legend Direct Sunshine Coast Rail (TMR 2023)

█ Project area   
 — Road network   
 - - - Rail



# Sunshine Coast Mass Transit Public Transport High Level Master Plan





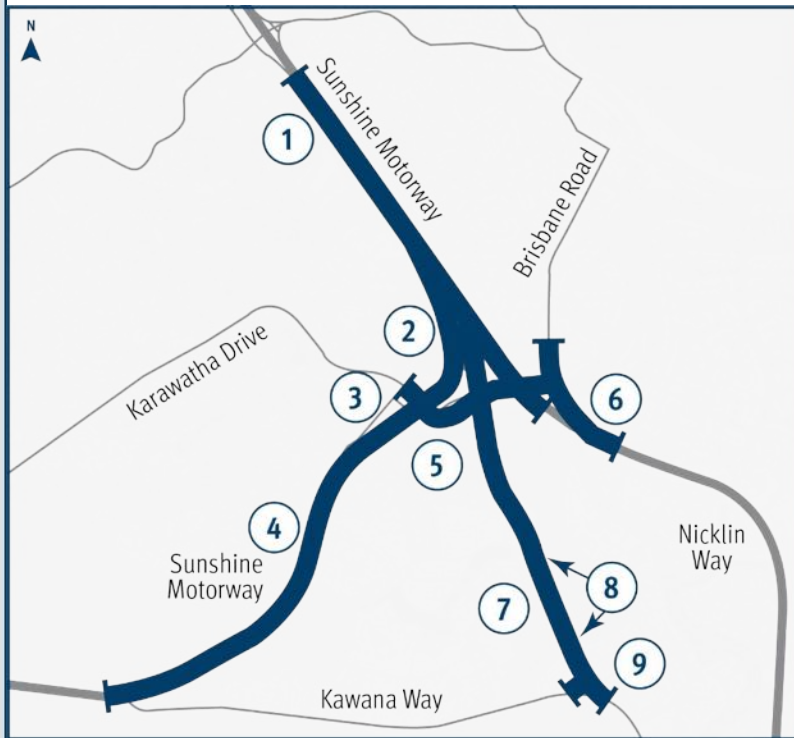
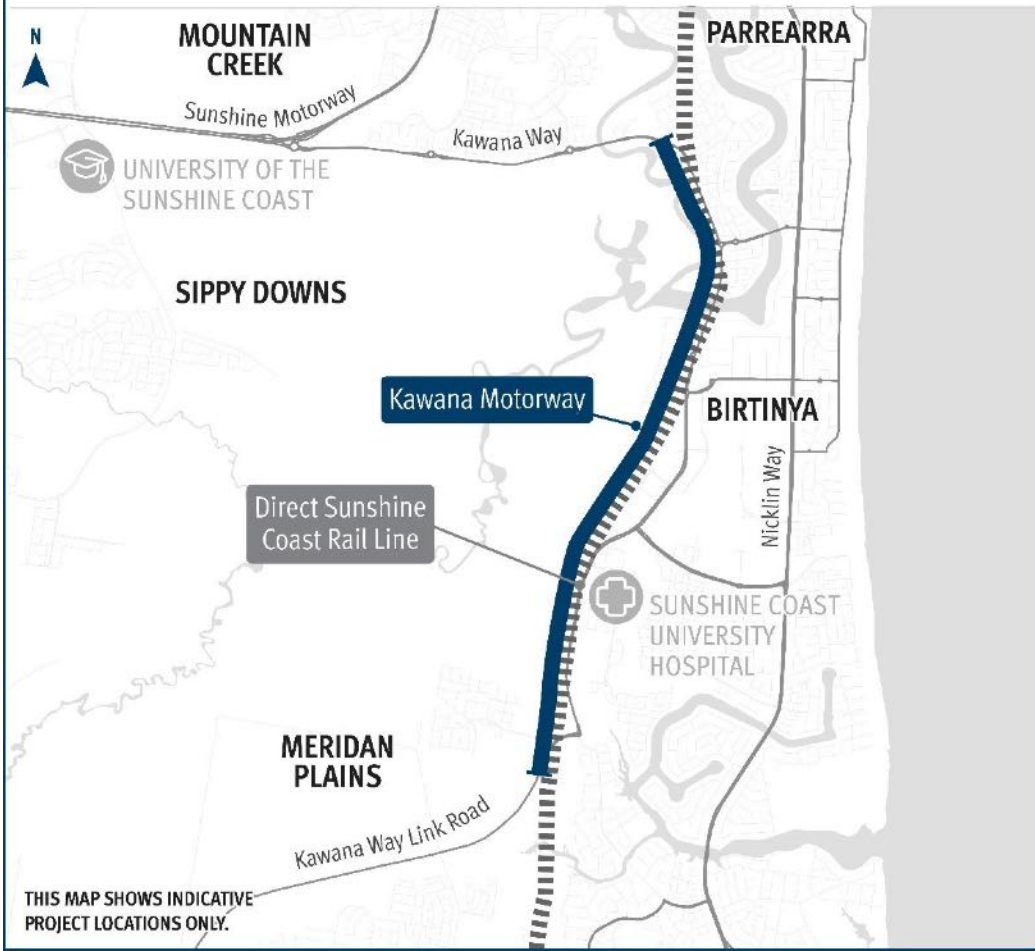
- █ Local mass transit
- █ High frequency bus network
- █ Regional rail
- Feeder bus network
- - - Airport connection
- - - Local bus and flexible transport feeder network
- - - Existing rail
- Principal activity centre
- Rural living
- Activity centre
- Urban footprint
- Existing park and ride
- Regional landscape
- P Future park and ride
- P Event park and ride





# Legend

 Kawana Motorway (indicative location)  Direct Sunshine Coast Rail Line



THIS MAP SHOWS INDICATIVE PROJECT LOCATIONS ONLY.

What about your streets?



**A road/street is a movement conduit.**



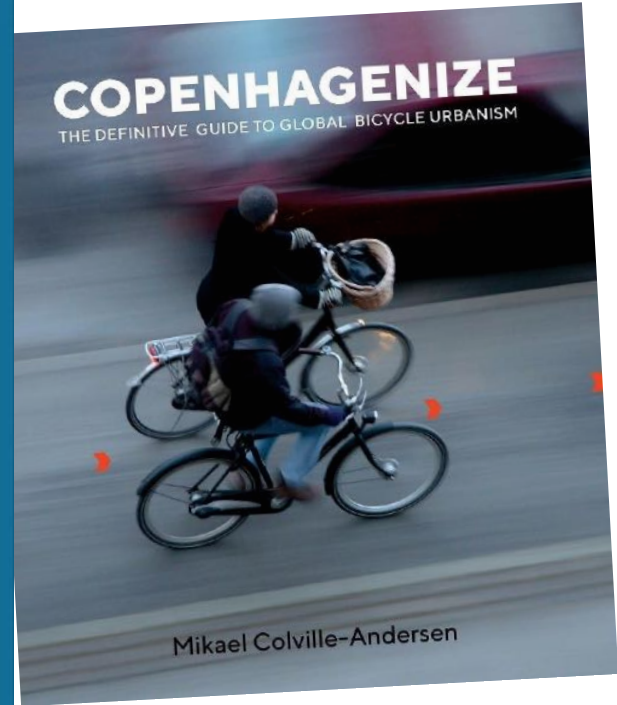
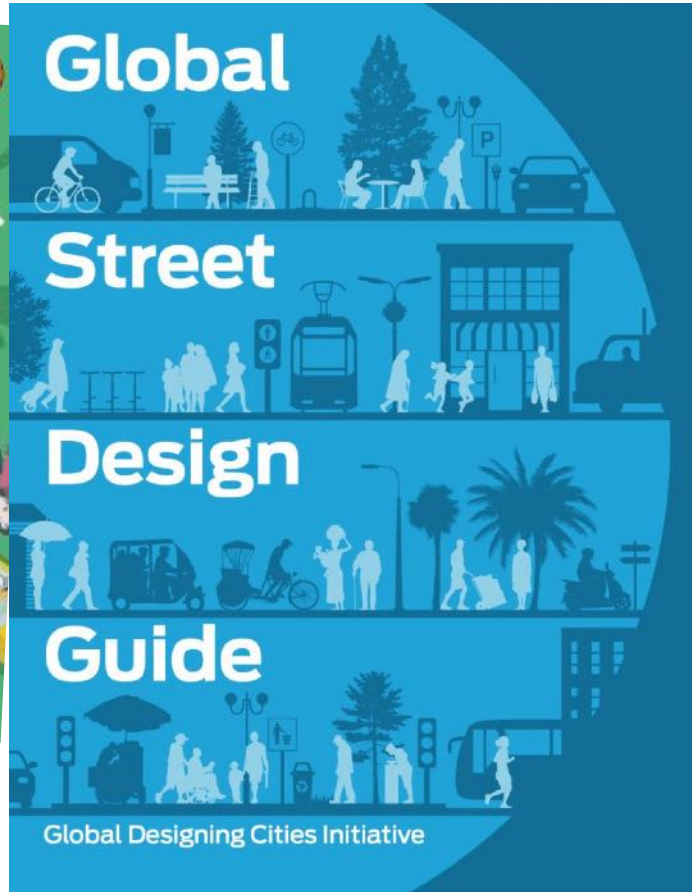
A road/street is also a **place**, a destination in its own right



**Movement:** minimise commute time

**Place:** extend dwell time









CHAM STEE  
BROKER

CUSTOM

Tropical Plant Hire

04 1118 5555  
www.customtropical.com.au

• INDOOR PLANT HIRE • DESIGN SERVICE • FLORAL DISPLAYS •

ANTHONY'S  
BREWERY





# Destination Grey Street

TURNING GREY STREET GREEN.





What other steps should we take?



# Will we tackle Australia's auto-besity?

OUT OF VIEW





Will we decriminalise these?



Will we embrace micro-mobility?





**PREFERRED  
PARKING**

**ALTERNATIVE FUEL  
& LOW-EMISSION  
VEHICLES (ZEV)**



**SMALL CAR  
PARKING  
ONLY**

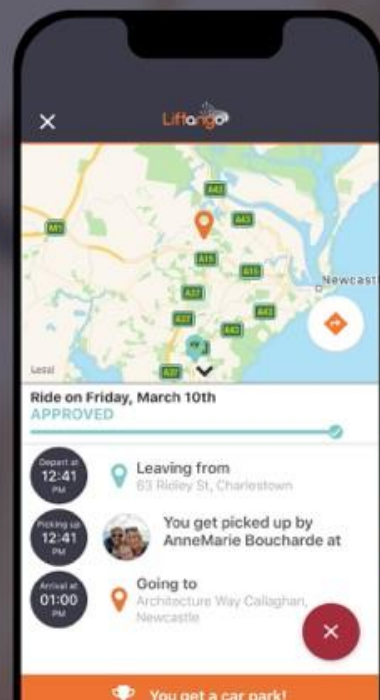
**CARPOOL  
PARKING ONLY**



**Edmonton**



Drivers get guaranteed  
a car park



HIGHER STRESS

LOWER STRESS



**SHARED LANE**  
at speeds > 30km/h



**BIKE LANE**



**BUFFERED BIKE LANE**



**30km/h speed NEIGHBORHOOD GREENWAY**



**PROTECTED BIKE LANE**



**OFF-STREET TRAILS**

↑ ↑ ↑  
**LOW-STRESS BIKEWAYS**



## Higher Vehicle Speeds Increase Likelihood of Pedestrians/Cyclists Dying in Collisions



**10%**  
likelihood of  
pedestrian/cyclist fatality

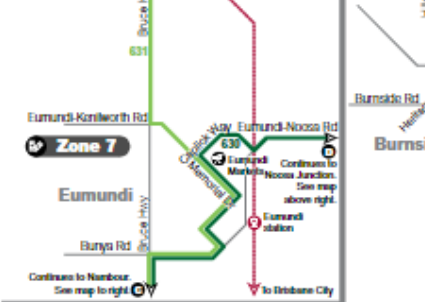


**30%**  
likelihood of  
pedestrian/cyclist fatality

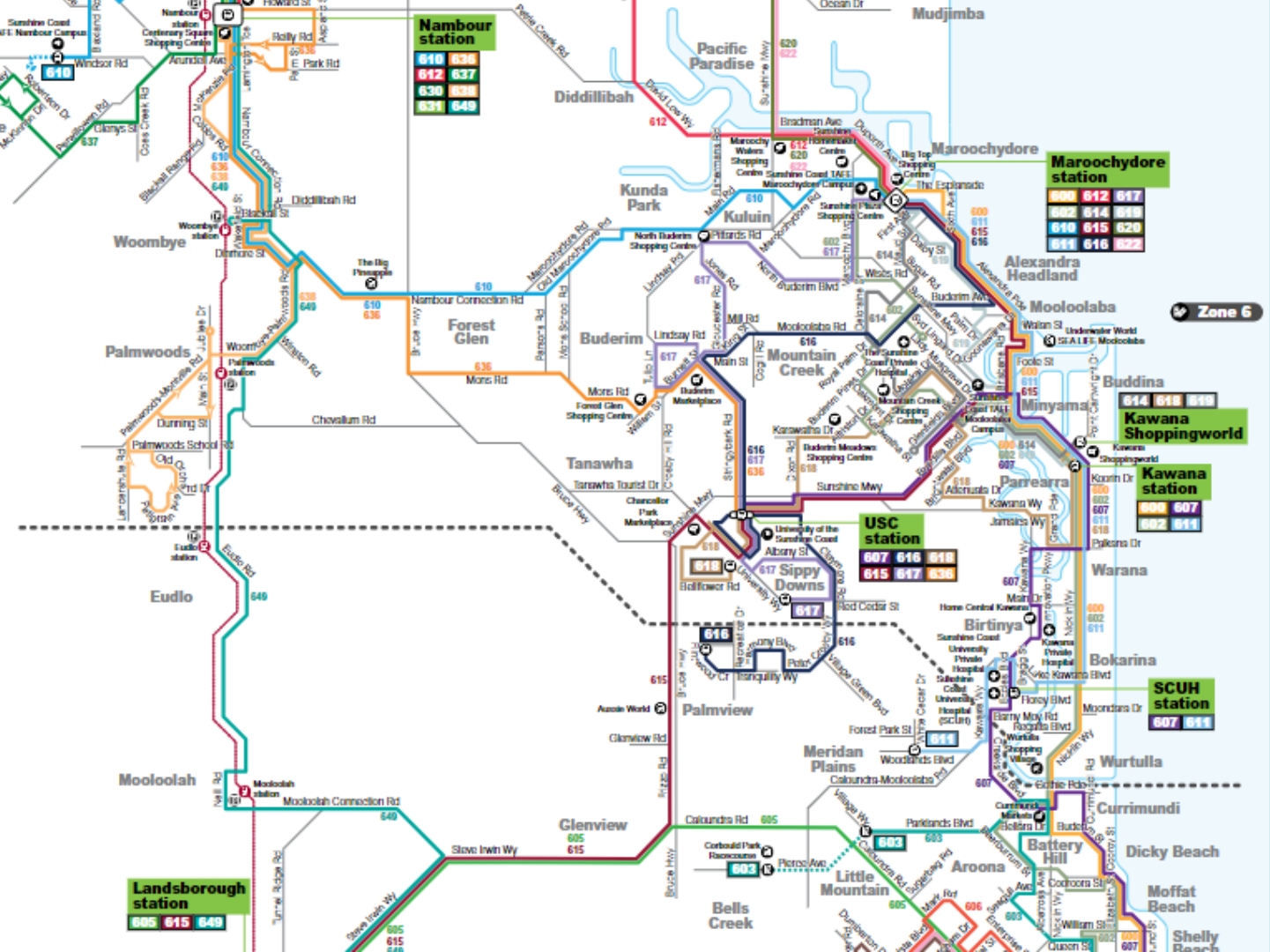


**85%**  
likelihood of  
pedestrian/cyclist fatality





- ### Key
- **600** Caloundra to Maroochydore via Mooloolaba & Kawana
  - **602** Caloundra to Maroochydore via Mountain Creek
  - **603** Little Mountain to Caloundra extension to Corbould Park (weekends only)
  - **604** Caloundra West to Caloundra
  - **605** Caloundra to Landsborough
  - **606** Baringa to Caloundra
  - **607** Caloundra to University via SCUH and Kawana
  - **608** Nimba to Caloundra
  - **609** Pelican Waters to Caloundra
  - **610** Nambour to Maroochydore via Kunda Park occasional extension to Rotary Garden Village
  - **611** Maroochydore to Meridan Plains via SCUH
  - **612** Nambour to Maroochydore via Bli Bli
  - **614** Kawana to Maroochydore via Mountain Creek
  - **615** Maroochydore to Landsborough via University and Aussie World
  - - - - occasional extension to Australia Zoo
  - **616** Maroochydore to Palmview via Alexandra Headland
  - **617** Maroochydore to Sippy Downs via University
  - **618** Sippy Downs to Kawana via University
  - **619** Kawana to Maroochydore via Alexandra Headland
  - **620** Noosa Heads to Maroochydore via Peregrin Beach
  - **622** Maroochydore to Noosa Junction via Airport & Coolum
  - **626** Tewantin to Sunrise Beach via Noosa Heads
  - **627** Tewantin to Sunshine Beach via Noosa Heads
  - **628** Noosa Parklands to Noosa Junction via Noosa Civic
  - **629** Tewantin to Noosa Junction via Noosa Civic
  - **630** Noosa to Nambour via Eumundi
  - **631** Noosa to Nambour via Cooroy & Eumundi
  - **632** Noosa to Cooran via Cooroy & Pomona
  - **636** Nambour to University via Buderim
  - **637** Nambour local loop



**Landsborough station**  
605 615 649

**Nambour station**  
610 636  
612 637  
630 638  
631 649

**Maroochydore station**  
600 612 617  
602 614 618  
610 615 620  
611 616 628

**Kawana Shoppingworld**  
600 607  
602 611

**Kawana station**  
600 607  
602 611

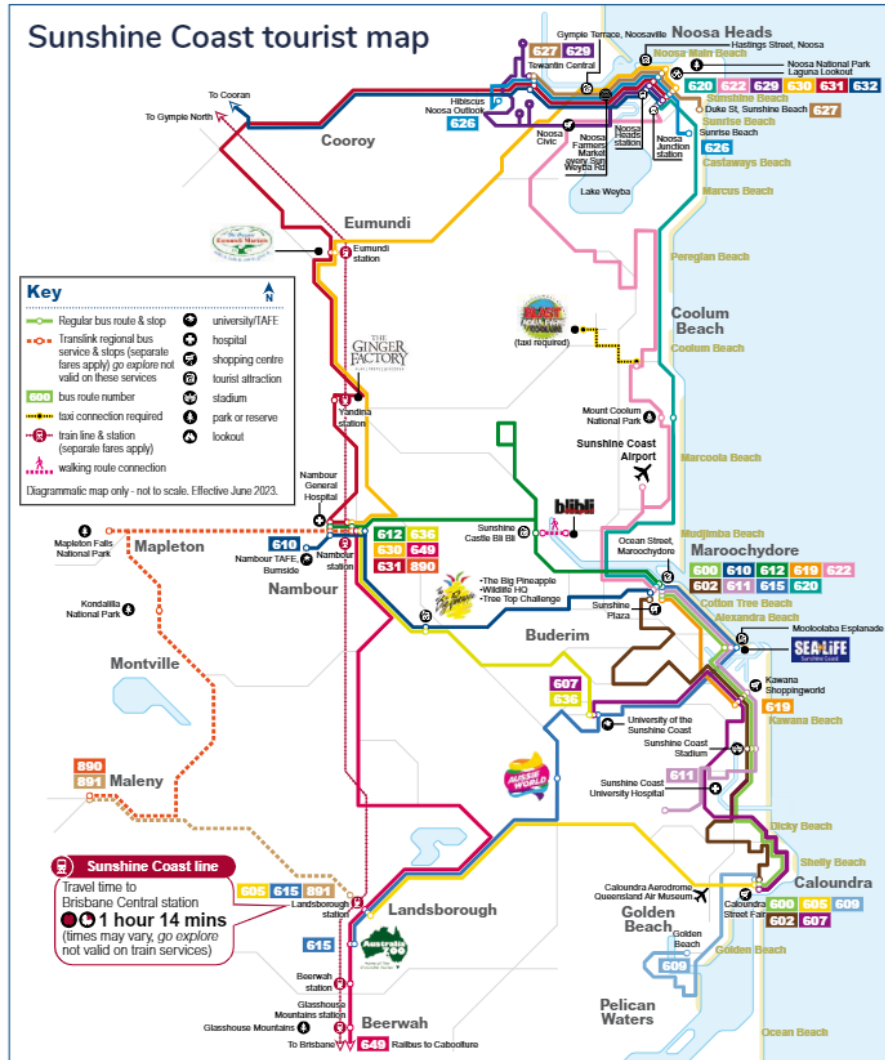
**USC station**  
607 616 618  
615 617 636

**SCUH station**  
607 611

**Zone 6**

**Zone 7**

# Sunshine Coast tourist map



**Key**

- Regular bus route & stop
- Translink regional bus service & stops (separate fares apply) go explore not valid on these services
- bus route number
- taxi connection required
- train line & station (separate fares apply)
- walking route connection
- university/TAFE
- hospital
- shopping centre
- tourist attraction
- stadium
- park or reserve
- lookout

Diagrammatic map only - not to scale. Effective June 2023.

**Sunshine Coast line**

travel time to Brisbane Central station

**1 hour 14 mins**  
(times may vary, go explore not valid on train services)



**SYSTEM REIMAGINING**  
**PROPOSED FREQUENT NETWORK**

-  PARK & RIDE
-  TRANSIT CENTER
-  TRANSIT CENTER / RAIL STATION

-  DFW
-  LARKLAND
-  AIRBORNE

-  FREQUENT BUS ROUTE SERVICE EVERY 10 MINUTES OR LESS THROUGHOUT TOWN & WEDGE
-  WASHINGTON AVENUE
-  ROUTE 100 BUS ROUTE WITH SERVICE EVERY 15 MINUTES
-  ROUTE 200 BUS ROUTE WITH SERVICE EVERY 15 MINUTES

-  PARKS
-  HIGHWAYS
-  MAJOR STREETS
-  PARK
-  UNIVERSITY
-  ACTIVITY CENTERS



# SmartBus network





# The one transport app to rule them all

*Exclusively available to students and staff at  
The University of Queensland  
as part of a research trial*

[APPLY HERE - IT'S FREE TO JOIN](#)



Bus



Train



Train



Ferry



E-scooter



E-bike



Taxi



Car-sharing

## WHAT'S INCLUDED



- ✓ Access to a multi-modal journey planner with real-time information and updates
- ✓ Purchase unlimited public transport, e-scooter and e-bike passes<sup>^</sup>
- ✓ Available on iOS and Android

So what are we doing  
research on?

# FIVE NEW Griffith PhDs on “Transport for Major Events”

Travel Demand Modelling (x2)

MaaS & Tourism

Wayfinding

Micromobility



Queensland Government  
Department of Transport and Main Roads



Brisbane  
City Council



dotdash



## Wallets on wheels: city visitors who use e-scooters more spend more

Published: Aug 23, 2018 4:16pm AEST

Byline: [Brisbane City Council](#)

Facebook

Twitter

LinkedIn

Print

Shared e-scooters are becoming common across Australia and in major cities around the world. Initial safety concerns about e-scooters left some councils wary, but early results from our [research survey](#) shows major benefits from e-scooters for tourists and local economies.

We already knew visitors and local residents use [bikes/sharing bicycles](#) differently. The efforts for tourist attractions and visitors – an increase in visits and better experience – are complementary. But that's bikes.

Until now there has been limited evidence that e-scooters help tourists either visit more local attractions or spend more. [Australia's first e-scooter](#) trials began in Brisbane as recently as 2018. Services have since been launched in [Sydney](#).

Author

[Abramson, L.](#)  
Professor of Transport Policy, Urban Transport Institute, Griffith University

[Bridgman, K.](#)  
PhD Candidate, Griffith University

[Crispin, J.](#)  
Senior Lecturer in Transport, Griffith University

[Mackay, D.](#)  
Professor of Urban Planning, Griffith University





# Professor Matthew Burke

Transport Innovation and Research  
Hub Chair

[supported by Brisbane City Council]

Transport Academic Partnership  
Chair

[supported by the QLD Department of Transport and Main  
Roads and the Motor Accident and Insurance Commission]

Deputy Director  
Cities Research Institute  
Griffith University

[m.burke@griffith.edu.au](mailto:m.burke@griffith.edu.au)

phone +61 7 3735 7106