

# Mass Transit System and Options

## What is Mass Transit?

**Mass transit is a convenient and easy to access public transport system which moves people efficiently.**

A well-designed mass transit system reduces car usage, especially at peak times. Such a system could utilise:

- Buses
- Trams or light rail vehicles
- Passenger trains

## How does it maintain our lifestyle?

It's no secret that the Sunshine Coast is one of the most beautiful places in the world, and, just like those of us who are lucky enough to already live here, around 200,000 more people are expected to call the Sunshine Coast home over the next 20 years.

To maintain the lifestyle we all love, we will need better public transport options to connect us to where we work, play, learn and go about our daily lives.

We also need more bus services, improved routes and timetables, and better connections to reduce travel times.

Many people are unable to drive, and a majority of drivers would sometimes appreciate the option to walk, cycle, or take public transport.

A mass transit system supported by bicycle and pedestrian paths will give us those options. It will make it easier for all of us to get around.

## Where are we now?

The Sunshine Coast Mass Transit Project is in the Options Analyse phase, the second of three phases in the business case process.

During this phase we are inviting you to have a say on the draft Options Analysis Report on things such as:

- the range of mass transit options being considered in the draft Options Analysis Report
- the different ways in which the projected growth in the Sunshine Coast Urban Corridor could be accommodated.
- the opportunities to reflect the existing character of local places in future placemaking activities.

## How are the transport options chosen?

The draft Options Analysis report assessed nine transport options and recommended five of the nine options be considered in the Detailed Business Case investigation.

The report determined that these five options could all address the key problems facing the Sunshine Coast:

- an accelerating trend towards urban expansion (urban sprawl into green spaces and rural land)
- high dependency on private car transport
- growing levels of road congestion
- liveability and environmental sustainability challenges (rapid growth impacting our coastal lifestyle and the environment)

The draft report identified responses to the key problems, of which the five recommended options satisfy:

- enable suitable parts of existing urban areas to develop as lifestyle precincts clustered around mass transit, and closer to jobs and attractions
- develop an efficient mass transit system connecting population and employment centres that is accessible and offers a viable alternative to using car
- move more people in less vehicles through efficient mass transit that is easily accessed by active transport

- maintain and enhance the sustainability, liveability and environmental quality of the region as it continues to experience rapid growth. This will be achieved by reducing urban expansion, the amount of energy used to complete journeys and emissions released by transport in the region.

Each of the five vehicle options would offer:

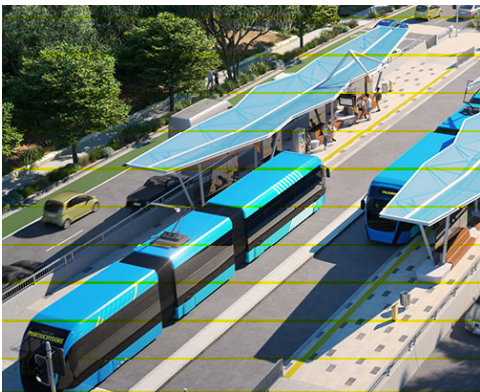
- frequent services
- low emission technologies such as battery power
- continuous flat floor making it easy for prams, wheelchairs and other mobility aids to move throughout the vehicle

The remaining four options did not adequately meet the key challenges facing the sunshine coast, and therefore would not be considered for the Detailed Business Case.

## What options can be considered?

The five Mass Transit system options to be considered for recommendation in the Detailed Business Case include:

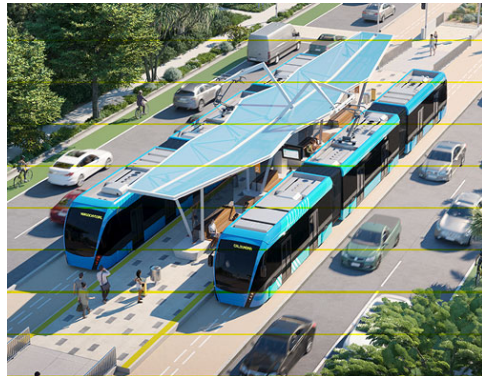
- **Bus Rapid Transit System**



Carries up to 140 passengers, replacing up to 110 cars, and offering a reasonable quality of ride, running on tyres and powered by batteries, so there are no tracks in the pavement and no overhead wires.

The Bus Rapid Transit vehicles only have doors on one side necessitating the use of side platforms at stations, which requires barriers to be installed between the platform areas and adjacent traffic lanes.

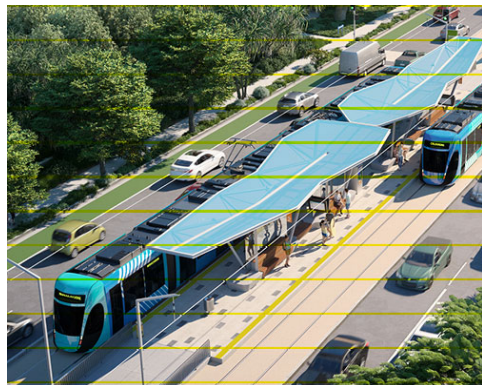
- **Trackless Tram System**



Carries up to 200 passengers, replacing up to 170 cars, and offering a high-quality ride, running on tyres and powered by batteries, so there are no tracks or overhead wires.

The Trackless Tram vehicles have doors on both sides allowing the use of island platforms, so there is no need for barriers between the platforms and nearby traffic lanes

- **Light Rail Transit System**

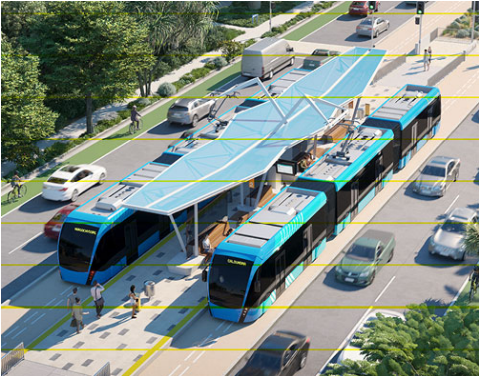


Carries up to 300 passengers, replacing up to 250 cars, and offering a very high-quality ride, running on steel wheels and tracks in the pavement and powered from overhead wires.

The Light Rail Transit vehicles have doors on both sides allowing the use of island platforms, so there is no need for barriers between the platforms and nearby traffic lanes.

This option is proven in service in hundreds of cities around the world.

- **Wireless Light Rail Transit System**



The same in every respect as the Light Rail Transit system but powered by on board batteries so there are no overhead wires.

- **A Quality Bus Corridor**



Carries up to 110 passengers, replacing up to 95 cars, in new articulated or double decker buses that offer only a reasonable quality ride. The buses run in an allocated lane that other vehicles can turn across and has only limited priority movement through traffic lights, so this option is not as reliable as the other recommended options. Boarding or alighting a bus usually involves a step up or down, making pram and wheelchair access somewhat difficult.

## What options cannot be considered?

A **'Business as Usual' approach**, under which the current level of investment produces incremental and gradual upgrades to the region's road network, parking facilities and the bus network that tend to lag the growth in travel demand.

**Region-wide bus service enhancements**, which use the existing bus fleet operating on new and existing routes with greater frequency, more direct routes and better connections, but does not involve the provision of any new infrastructure or roads.

**Region-wide bus network upgrades**, which use the existing bus fleet but supported by better infrastructure such as improved shelters, sections of bus priority lanes and park'n'ride facilities.

**Road network upgrades**, which involve progressive improvements to the road network in the Urban Corridor to benefit traffic movement, including the movement of the existing buses.

These options were NOT recommended because:

- they would not significantly increase the attraction of public transport as it would still be relatively unreliable, inconvenient and slow
- they would not effectively reduce the dependency on the private vehicle or ultimately prevent the growth of traffic congestion
- they would not substantially enhance the sustainability of the transport system or markedly reduce greenhouse gas emissions
- they would not effectively support the projected growth or reduce the pressure for urban expansion.

## How can you have a say?

Help decide for today and tomorrow. Visit Council's website at [www.sunshinecoast.qld.gov.au](http://www.sunshinecoast.qld.gov.au) to see where you can talk with us and take our survey.