

Transport Outcomes

What are the key transport outcomes identified in the report?

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The transport outcomes show how the transport system could perform in a future year like 2041 as a result of having a mass transit system in place.

The base case transport outcomes (ie no mass transit) demonstrate that sustainably accommodating growth on the Sunshine Coast requires investment in a mass transit system that reduces dependence on single-occupant cars and supports compact and mixed-use development.

To do this analysis, transport planners used a transport model that takes population and employment numbers by zone and assigns trips between origins and destinations to the assumed future year transport network.

Five 'strategic transport drivers' formed the basis for the quantified assessment of the transport outcomes:

- 1 Improved passenger transport options that increase public transport patronage
- 2 Increased accessibility to key destinations by public transport
- 3 A transport system that increases access to employment by public transport and facilitates journey to work self-containment
- 4 A mass transit system that reduces reliance on private vehicle and reduces transport costs for users
- 5 Increased residential and employment densities within centres, and along high-frequency public transport corridors.

Category B reference projects that have a dedicated right of way such as Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Trackless Tram (TT) all perform similarly for this assessment. Category C Quality Bus Corridor (QBC) did not provide the major change needed to shift people to public transport. The graph below illustrates the projected mode share for each option.

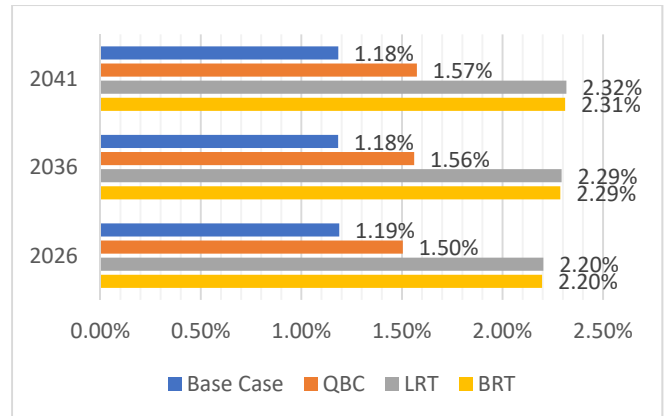


Figure 1 Public transport mode share for all trips within the Sunshine Coast LGA

It is observed that the priority and travel time competitiveness of Category B Mass Transit options result in an increase public transport mode share.

Another way of looking at the transport outcome of each option is to look at the amount of projected daily boarding's. For example, in 2041 under category B systems, daily public transport boardings across the entire Sunshine Coast is almost 80,000. Without this mass transit system, total daily boardings on public transport are about 42,000.

Total Vehicle Kilometres Travelled (VKT) within the Sunshine Coast region Local Government Area (LGA) is lower in all years as a result of the Category B Mass Transit project options. In 2041, total VKT within the Sunshine Coast LGA is reduced by an average of approximately 184,350 km each day (-1.17 per cent) from Base Case as a result of the Category B interventions.

How can we have a say?

Help decide for today and tomorrow. Visit council's website at www.sunshinecoast.qld.gov.au to take our survey and see where you can talk with us.