

What would it look like in 2041 without mass transit?

Most regions with a population over 350,000 have some form of mass transit system that is integrated with land use. What happens if mass transit is not delivered?

What would it look like in 2041 without Mass Transit?

What would the Sunshine Coast look like if we continued our current pattern of sprawling growth into our rural and landscape areas primarily serviced by the private vehicle?

The Sunshine Coast's high car dependence would continue with an increase of 56% of vehicle trips by 2041. This means for every 10 cars on the road now there will be another 5.6 cars.



In 2041, without a mass transit system, transport modelling indicates that there would be an extra 184,350 km each day travelled in private vehicles within the Sunshine Coast region. Across the Sunshine Coast, it is forecast that a person's time spent in traffic will increase by 308%.

In addition to beautiful beaches, the coastal corridor has the greatest concentration of employment opportunities, community facilities and essential services on the Sunshine Coast. This means a considerable number of trips from new urban expansion areas in the west would be destined for the coastal corridor.

This demand means roads such as Kawana Arterial, Sunshine Motorway, Caloundra Road and Nicklin Way would experience significant traffic growth and congestion. This would result in the need for significant expenditure in road widening which may require land resumptions and result in environmental impacts.

As road space gets more limited in the centres (compared to the arterial roads) this large volume of vehicles will get compressed into smaller and smaller spaces. This ultimately causes gridlock in peak hours.

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This gridlock has impacts on air quality, liveability, reputation and the economies of the centres.

With increased people driving to the coastal corridor to access beaches, jobs and services there will also be a larger demand on car parking in centres and beachside precincts. A combination of additional car parking spaces and paid parking is likely to result. Casual parking in residential streets will also proliferate.

Often these additional car parking spaces will come at the price of open space and have resultant amenity and heat sink effects on local precincts.

Without an improvement in public transport investment, public transport use would likely stagnate in 2026 at just 1.2 per cent within the Sunshine Coast local government area.

A region dominated by private vehicles will also tend to have poor levels of safe walking and cycling facilities. This is due to much of the transport corridor space being prioritised to the movement and storage of private vehicles.

Instead of being famous for its beaches and foreshore parks, the coastal corridor will likely become famous for traffic snarls and car parking shortages.



Figure 1 Our beachside precincts are already overrun by cars.

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