

Sunshine Coast Integrated Transport Strategy

Is the Integrated Transport Strategy replacing the Sustainable Transport Strategy 2011-2031?

The Sunshine Coast Integrated Transport Strategy (ITS) replaces the Sustainable Transport Strategy 2011 – 2031.

Since its implementation in 2011, council has achieved a range of outcomes through the Sustainable Transport Strategy.

This update to the strategy aligns with new corporate and strategic planning documents and provides revised objectives for the Sunshine Coast's transport system.

What has the Sustainable Transport Strategy achieved since 2011?

Key achievements of the Sustainable Transport Strategy 2011 – 2031:

- Active Transport Plan adopted for implementation.
- Parking Management Plan and 37 Local Area Parking Plans adopted for implementation.
- Road Safety Plan adopted for actioning
- Support given for the progression of a case for light rail
- Integrated walking and cycling included in major new developments at Caloundra South and Palmview
- Advocated and collaborated with the state government to deliver improved transport infrastructure and services
- Incorporated transit-oriented development (TOD) objectives into the Sunshine Coast Planning Scheme 2014 and master planning
- Investigated alignment options for public transport corridors post or prior to

development of master planned areas, such as Palmview and Caloundra South

- Introduced the Transport Levy to fund transport infrastructure and trial services within the Sunshine Coast region.

What are the key changes in the Integrated Transport Strategy?

The Integrated Transport Strategy builds on the Sustainable Transport Strategy and the success that has been achieved since its release in 2011. The new strategy is more definitive and aims to shift our region's mode share to more sustainable travel options and reduce our reliance on private vehicles.

The new strategy has been informed and guided by relevant local, Queensland and Australian government strategies and policies, such as the South East Queensland Regional Plan.

It also responds to challenges and opportunities facing our region and outlines our vision to address the Sunshine Coast's transport needs.

Since 2011, there have been changes in technology which will present opportunities for how we travel now and into the future. The strategy aims to harness these opportunities, enabling council to develop partnerships with key stakeholders.

How will council ensure funding is committed to deliver necessary infrastructure for population growth?

All levels of government and the private sector have a role to play to ensure a "one network" approach to transport planning,

delivery and management of an integrated transport system.

Timely investment from all levels of government will be critical to achieving the mode share targets by delivering alternative travel options such as active transport mode (walking, cycling), passenger transport mode (public transport, ride share) and emerging smart mobility, as well as increasing the efficiency of the private vehicle.

Investment in priority road infrastructure will also be critical, particularly to deal with peaks and improve network resilience.

The priority transport projects for the Sunshine Coast are well known with most being the responsibility of the Queensland Government.

The Sunshine Coast is dependent on a clear State Government investment and delivery strategy to cope with growth pressures imposed through ShapingSEQ.

Other investments adjacent to or linking to these State Government projects are significantly undermined as flow-on benefits to the community would not be achieved.

Was the community consulted?

Community consultation and feedback has been an integral part of the development of the Integrated Transport Strategy. An extensive stakeholder and community engagement process was undertaken to inform this strategy.

Market research was undertaken from November 2017 to January 2018 to help council better understand the community's views and barriers relating to travel in the region.

Community Consultation was also undertaken between the June 25 and July 20, 2018. During this period, council asked

the Sunshine Coast community for their feedback on the draft Integrated Transport Strategy to ensure we were on the right track.

Council received 157 submitted feedback forms and 18 detailed written submissions. The feedback was supportive of the strategy's proposed direction, priorities and actions.

The strategy was amended in places to address constructive feedback or to provide clarification.

Does this strategy mean that council will be providing an improved public transport network?

Public transport is the responsibility of the Queensland Government. However, council will continue to advocate to, and work with, the government for improved bus services to all areas.

Improved public transport infrastructure and services are desperately needed to help meet the needs of the majority of our residents now and into the future. This will help to reduce car dependency and provide increased travel choices.

Council will maintain a vigorous advocacy approach with the State Government with a view to securing an effective, integrated public transport commitment, including light rail.

How will council advocate to other levels of government for transport funding?

The delivery of an integrated transport system for the Sunshine Coast will require strong leadership from council, state and federal governments and the private sector, with support from the community.

Council will continue to plan for, manage and deliver the components of the local transport system it is responsible for.

Council will continue to maintain a strong advocacy approach with the state and federal governments and look at opportunities for private investment with a view to securing an integrated transport solution for our region.

How will council encourage the community to change their transport habits?

Council will play a significant role in encouraging a shift to more sustainable travel modes such as walking, cycling and public transport by providing quality infrastructure and services with its partners. This includes connections via new pathways, cycleways, on-road cycle facilities, improvements to bus stops to make them more accessible and improvements to other infrastructure such as lighting and crossings, making active transport modes safer and more convenient.

The Queensland Government has an important role to play in encouraging this shift in mode share through the provision of quality public transport services. These include high-frequency public transport connections between key activity centres, local and feeder connections and support for first and last mile travel options. These services must also meet customer expectations and be reliable, frequent, safe and cost-effective options that are comparable to private vehicles.

It is government's role to make sustainable options viable, but ultimately a shift to these modes can only be achieved through a change in community and individual travel behaviour.

A key contributor to delivering a sustainable transport system is community and individual awareness about the impacts and benefits of their travel options.

What funding has council committed for the extension of pathways and bikeways to encourage sustainable travel methods?

Council committed around \$3 million to new trunk pathways and on-road cycling facilities in 2017-18. Increased investment in pedestrian and cycle infrastructure and new local roads, particularly those that function as multi-modal corridors, will be needed if the target mode shares are to be achieved.

The strategy outlines a transport priority list, but will council be funding these projects?

Responsibilities to deliver the priority transport projects outlined in the Integrated Transport Strategy vary across all levels of government and the private sector.

Council takes its role in transport delivery seriously and has outlined its proposed network improvements in the Local Government Infrastructure Plan and the 10-year capital works program for all its transport responsibilities.

Council will also continue to advocate to State and Federal Governments to ensure their responsible projects are delivered to support growth in the region.

While council is not responsible for funding the majority of these projects, it is willing to strengthen partnerships or be a catalyst for improvement and innovation where it can benefit the community and contribute towards enhancing the sustainability of the region.

This includes council proceeding with a business case for the light rail project. The light rail will act as a catalyst to support ongoing urban development within its catchment. That is why council is also developing a planning strategy for the coastal corridor between Maroochydore and

Caloundra, which will feed into the feasibility and business case for the light rail project.

Does council support the North Coast Connect consortium and how does it fit with the light rail project and the broader public transport network plan for the region?

Council is supportive of the North Coast Connect Consortium proposal to develop a business case for a fast rail connection from Maroochydore and Nambour to Brisbane. Council has supported this proposal from the outset and is working with the consortium partners on the approach to developing the business case.

That said, council also acknowledges that a fast rail network represents a city to city transport solution and by the nature of its technology, would not be suitable for transporting passengers between suburbs on the Sunshine Coast.

Given 90% of all vehicle trips on the Sunshine Coast occur within the region and the latest Census¹ data shows that 7.3% of the working population of the Sunshine Coast work in the Brisbane and Moreton Bay local government areas, it remains a critical priority for council to work with the Department of Transport and Main Roads in identifying a sustainable and effective public transport solution for the Sunshine Coast to integrate with any fast rail infrastructure or North Coast Line upgrade project, funded by the State and Federal governments.

Council is therefore continuing to work closely with the Department of Transport and

Main Roads on the assessment of an appropriate and integrated public transport network for the Sunshine Coast.

However, in doing so, it is recognised that the provision of public transport on the Sunshine Coast is the responsibility of the State Government, as it is the case in other Queensland regions. Council is looking to its State Parliament representatives to provide a coherent plan on how they will advocate for and secure investment in an integrated public transport solution that will service the greater majority of residents and connect them with where they live, work and recreate.

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¹ 2016 Census – Australian Bureau of Statistic