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Sunshine Coast BUG Calls for 50/30 Campaign in Planning Scheme to Deliver Safer Streets for All

The Sunshine Coast Bicycle User Group (SCBUG) has welcomed Council's efforts to strengthen cycling provisions in the Proposed Sunshine Coast Planning Scheme in response to the request for comments of the published draft.

The SCBUG is urging further action through its *50/30 proposal* – a campaign to set speed limits at 50km/h on larger roads and 30km/h on local and collector streets where people walking, cycling, or scooting must share space with vehicles. SCBUG Chairperson Craig Humphrey said the group was pleased with the incorporation of best-practice principles, including the use of cycle tracks to provide physical separation from traffic on higher order roads. But he emphasized that without safer speed environments, Council's target of lifting cycling's transport mode share from the current 2% to 8% will not be achieved.

"Designing streets that are safe for all ages and abilities is the game-changer. Full separation or safe 30km/h speed limits are the international benchmarks, and Sunshine Coast deserves nothing less," said Mr. Humphrey.

50/30 Campaign: Safer Speeds for Safer Communities

- 30km/h should be the default speed for local and collector streets where people on bikes, scooters, and foot mix with vehicles.
- 50km/h maximum should apply only to streets with separated bike facilities or no pedestrian presence.
- Raised pedestrian and crossing treatments should be mandated where speeds remain at 50km/h or more.

This, SCBUG argues, is the simplest and most cost-effective way to make neighbourhoods safer, reduce reliance on private cars and encourage walking and cycling.

Key Points from SCBUG's Submission

While supportive overall, SCBUG's submission highlights several areas needing improvement in Council's planning framework:

Safety Priority: New development must prioritise the safety of vulnerable road users in higher-density areas where more people will walk or cycle.

- **Urban Transport Corridors:** All district-level cycling routes should include separated cycle tracks; not just regional routes.
- **Integration with Existing Networks:** Council must commit to upgrading missing links and existing low-standard routes to meet new best-practice standards.
- **Safe System Principles:** Planning codes should explicitly require designs that prevent death and serious injury, ensuring crossings and roundabouts are upgraded to modern safe standards.
- **Brownfield and Greenfield Planning:** Focus on fixing severance points in existing suburbs and making schools the hubs of safe active-transport networks in new developments.

- **Green Space Protection:** Active transport must enhance rather than replace access to parks and trees.
- **Mapping and LGIP:** Errors in the 2046 Walking and Riding Network map need correction before state approval, and a draft Local Government Infrastructure Plan (LGIP) must be released for consultation with the cycling community.

“Council has made important progress, but the test will be in how fully it applies these standards on the ground—especially in local neighbourhoods and missing-link connections,” Mr. Humphrey said. “Lower speeds and safer crossings are not just for cyclists. They protect children on their way to school, older residents, people with disabilities, and everyone who values safe and healthy streets.”

About SCBUG

The Sunshine Coast Bicycle User Group (SCBUG) is an initiative of the Sunshine Coast Bicycle Touring Club, local cycling groups, and community representatives. Its vision is of a bike-friendly region with safe, convenient, and connected routes for everyone. SCBUG is committed to improving cycling infrastructure, enhancing safety, building alliances, and advocating for active transport.

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Photos of 30 KMH streets including mockup of Bulcock Street where bicycles and vehicles could share the road safely.

