

# Southern Sunshine Coast Public Transport Strategy



The Department of Transport and Main Roads acknowledges the Traditional Owners and Custodians of this land and waterways.

We also acknowledge their ancestors and Elders both past and present.

The Department of Transport and Main Roads is committed to reconciliation among all Australians.



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# About the Strategy

*The Southern Sunshine Coast Public Transport Strategy* (the Strategy) builds on the foundation of previous transport planning for the Sunshine Coast region.

The strategy has been developed by the Department of Transport and Main Roads (TMR), with input from Sunshine Coast Council and the local community. It has been prepared to help address the challenges facing the region due to population growth and forecast increased demand for public transport services.

The southern Sunshine Coast study area boundary was chosen due to the high population and employment growth forecast for this area. It was also selected because of its relatively complex transport network and servicing requirements.

The Strategy sets out a vision and direction for how the Queensland Government will deliver a public transport system to meet the future needs of the southern Sunshine Coast, while protecting its natural environment and lifestyle. It responds to actions in *ShapingSEQ: the South East Queensland Regional Plan* and the *South East Queensland Regional Transport Plans* to progress planning for public transport.

The strategy will be used to inform more detailed planning and business case assessments for road and public transport initiatives, such as a rail line extension into the southern Sunshine Coast and a high-frequency public transport connection between Maroochydore and Birtinya. Beyond those projects, it provides a plan for future stages of the network's expansion, focusing on major transport corridors and strategic connections.

The strategy does not specify a preferred public transport mode (i.e. rail, bus or light rail) on corridors, nor does it plan specific services such as school buses, as this will be decided in future detailed planning and business case assessment.

The strategy aligns with the Department of Transport and Main Roads' *Transport Coordination Plan 2017-2027*, which outlines high-level objectives for Queensland's transport system across five key areas:

- Customer experience and affordability
- Community connectivity
- Efficiency and productivity
- Safety and security
- Environment and sustainability.

The public transport network proposed by this strategy is designed to accommodate forecast travel movements and demand for public services.

While the network was developed with a preference for improving existing links and identifying new and innovative ways to do more with less, new infrastructure is proposed for some parts of the Sunshine Coast to create better, more integrated connections across the whole network.

Reforming and enhancing services are cost-effective measures that can be delivered in the short to medium term to support this strategy.

# By 2041 the Sunshine Coast will need a transport network that can support:



**500,000<sup>+</sup>**  
residents across  
the region\*



**87,000**  
more dwellings,  
which is equivalent  
to a 69% increase\*



**85,000**  
additional jobs,  
which is equivalent  
to a 64% increase\*



**800,000<sup>+</sup>**  
additional daily trips



**more**  
options for travel



# About the southern Sunshine Coast

The southern Sunshine Coast, between Beerwah and Maroochydore, is home to the majority of the Coast's population and employment. People choose to live and work here because of the great lifestyle it offers and its ease of access to jobs, services and recreation. It is home to many of the region's 30,000 businesses and is where most of the Sunshine Coast's daily trips already take place.

The area's history and identity are unique, with distinct assets and challenges. There is no comparable location like it within South East Queensland – the community value this uniqueness and would like to see it preserved.

However, further population and employment growth in this area will cause inevitable change, challenging the travel needs and expectations of locals and visitors alike. Congestion-free roads and a choice of parking spaces at popular destinations will become rarer. Alternative forms of movement and access must be developed.

While this growth will present challenges, it will also present great opportunities if it is managed effectively and is supported with convenient, sustainable and reliable travel options. If planned correctly, growth can support the introduction of more equitable and inclusive travel options, providing for convenient and accessible connections to employment, recreation and services, so that all members of the community can access and participate in the Sunshine Coast's vibrant lifestyle. This will help achieve community aspirations, economic growth, and efficient and affordable public transport.

*ShapingSEQ: the South East Queensland Regional Plan* recognised these challenges when it was published in 2017. It sets out sub-regional directions to manage population growth and plans for 62 per cent of all new dwellings on the Sunshine Coast to be in the existing urban area. It also proposes the delivery of high-frequency public transport connections on the southern Sunshine Coast by 2041.

The *South East Queensland Regional Transport Plans* identify planning for the southern Sunshine Coast's high-frequency public transport connections as a short-term action and Sunshine Coast Council's *Integrated Transport Strategy* also advocates for development of a public transport strategy.

The network presented in this strategy supports the needs of people across the wider Sunshine Coast region and future network enhancements in these areas. Further public transport planning and delivery in these areas will be progressed in the future.





# Our vision — a connected southern Sunshine Coast

A bold approach is needed to shift the southern Sunshine Coast towards more sustainable travel choices and to help protect the natural, social and cultural assets of the region. Public transport services need to link the community to everyday destinations and must provide local connectivity as well as cater for longer regional connections.

A balanced response to meeting the diverse travel needs of the community will require a package of public transport initiatives. The different types of services and facilities required across the network may include high-capacity services, fast and direct services and/or high frequency hop-on hop-off services.

One service or corridor cannot meet the needs of all customers. The public transport corridors in the southern Sunshine Coast will work together to cater for different types of trips, providing a comprehensive travel solution that meets the varied needs of the community.

Public transport services will be accessed through a variety of walking, bike riding, mobility devices, private vehicle access and interchange with other public transport services.

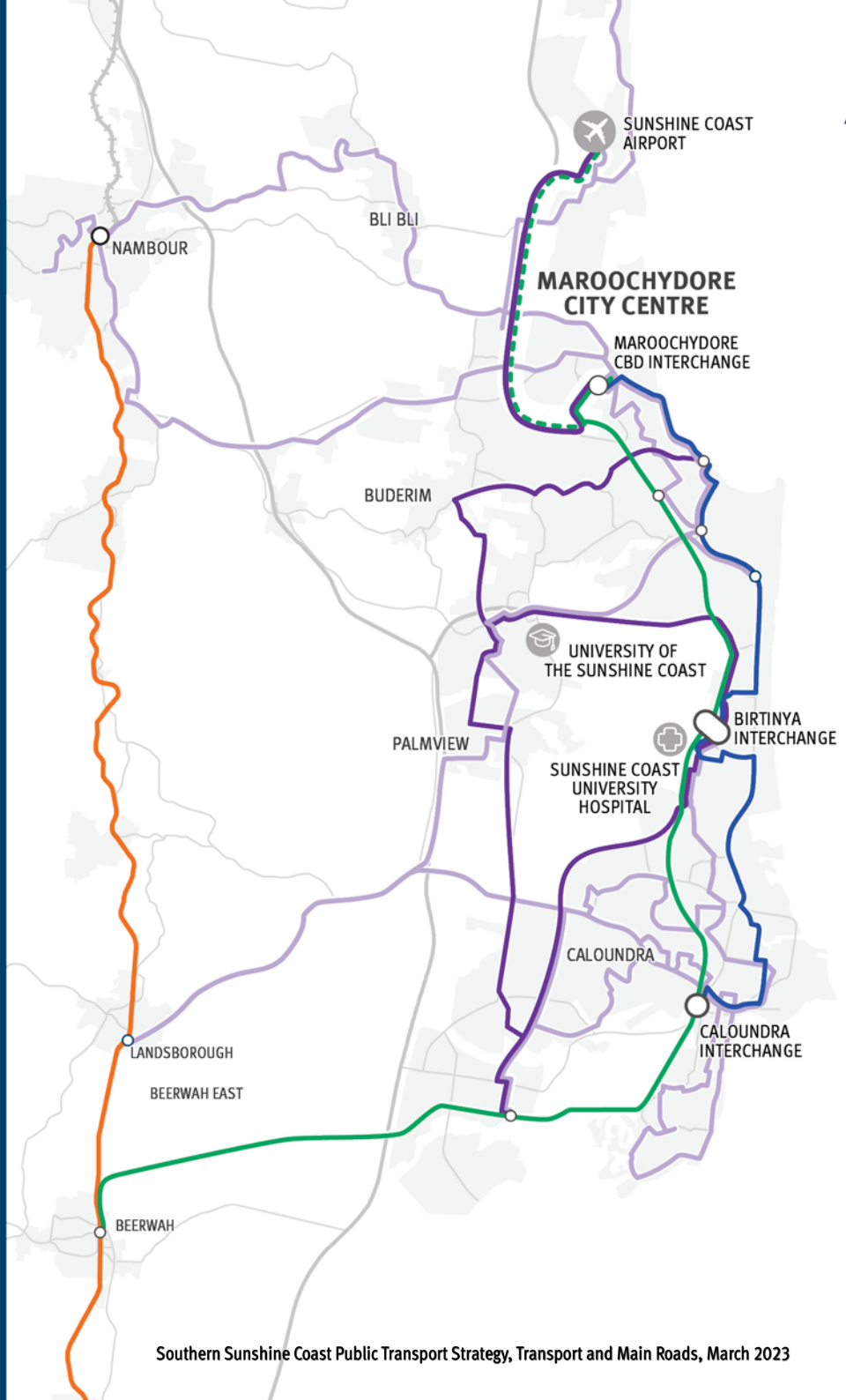
## The vision for 2041 is:

A public transport network that is inclusive, connected, safe and accessible, and provides a reliable travel experience for the community.

The network provides frequent and attractive services for Sunshine Coast communities and for visitors travelling to and from Brisbane and elsewhere.

People living within urban areas have fast and convenient access to all their primary needs and the rest of the region is accessible by easy transfer.

Locals and visitors alike have attractive public transport travel options, reducing reliance on the private vehicle.



# A connected southern Sunshine Coast network

Our vision for a connected southern Sunshine Coast consists of several key corridors and connections. Each element is required by 2041 and has a distinct role in supporting movements between our communities and beyond. Some of these corridors and connections are already in place. Others require future decisions on road and/or public transport infrastructure initiatives.

## LEGEND

Note - Interchange locations and alignments are indicative only. The network does not always specify the form of public transport (i.e. rail or bus), as this is decided in more detailed planning and business case assessment.

- **THE WESTERN CORRIDOR**
    - Higher frequency rail
  - **THE CENTRE CORRIDOR**
    - - - Protected future corridor
    - Rapid service. High frequency with fully separated priority
  - **THE COASTAL CORRIDOR**
    - Rapid service. High frequency with partially separated priority
  - **THE KEY CONNECTORS**
    - High frequency buses every 15 minutes
    - Direct connections every 30 minutes
  - Key interchange
  - URBAN FOOTPRINT**
- Plus over 250km of local bus routes not shown.

# Planning for the future network

The Queensland Government has consulted with Sunshine Coast Council to identify an ambitious but achievable public transport network strategy – a connected southern Sunshine Coast. It sets a benchmark that all levels of government can work towards. The strategy will be delivered in stages over time to keep pace with growth.

In planning this future network, the unique environment, lifestyle and travel needs of the Sunshine Coast have been carefully considered. The proposed network will complement the region’s character and keep people moving during a period of intense growth up to 2041 and beyond.

It has been developed with an acute awareness that an aging population, tourists, and a growing proportion of younger people without drivers’ licences, need improved travel options for all their daily trips.

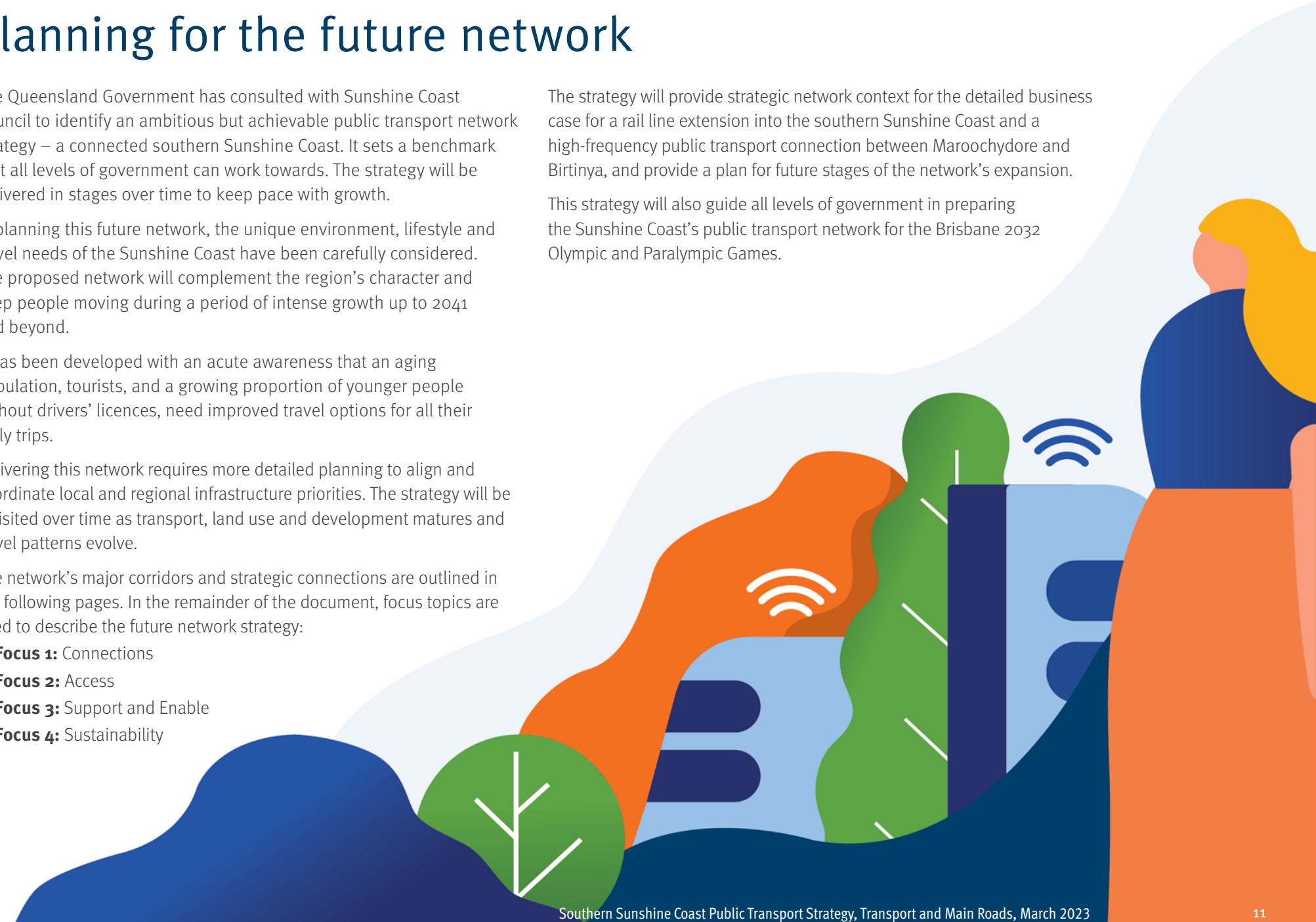
Delivering this network requires more detailed planning to align and coordinate local and regional infrastructure priorities. The strategy will be revisited over time as transport, land use and development matures and travel patterns evolve.

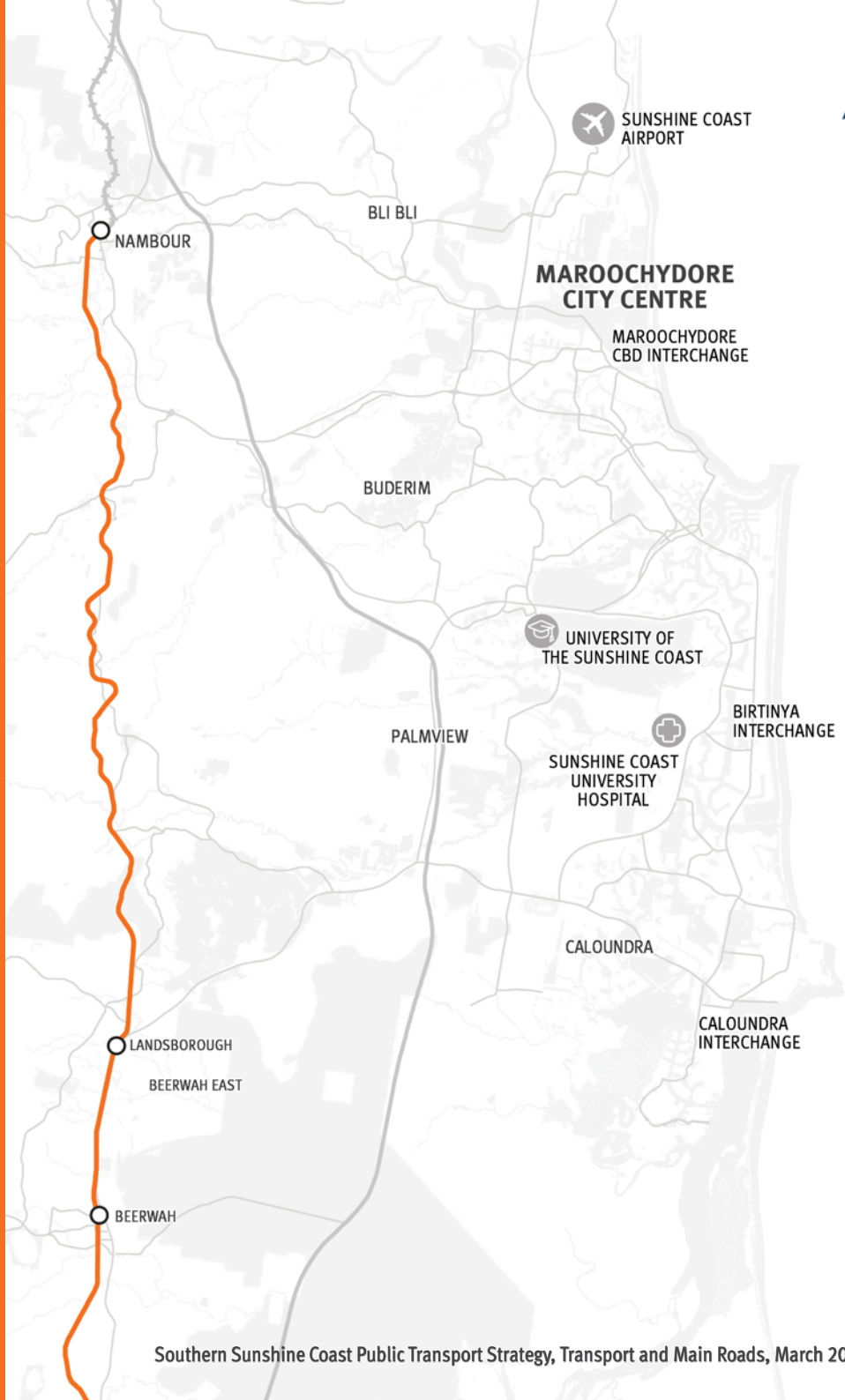
The network’s major corridors and strategic connections are outlined in the following pages. In the remainder of the document, focus topics are used to describe the future network strategy:

- **Focus 1:** Connections
- **Focus 2:** Access
- **Focus 3:** Support and Enable
- **Focus 4:** Sustainability

The strategy will provide strategic network context for the detailed business case for a rail line extension into the southern Sunshine Coast and a high-frequency public transport connection between Maroochydore and Birtinya, and provide a plan for future stages of the network’s expansion.

This strategy will also guide all levels of government in preparing the Sunshine Coast’s public transport network for the Brisbane 2032 Olympic and Paralympic Games.





The **western corridor** is an inter-regional freight and passenger line, connecting coastal Queensland between Brisbane and Cairns.

**LEGEND**

— Higher frequency rail





### **Description**

The North Coast Rail Line.

### **Form**

Dedicated corridor designed for long distance travel and travel between existing widely spaced towns.

### **Access**

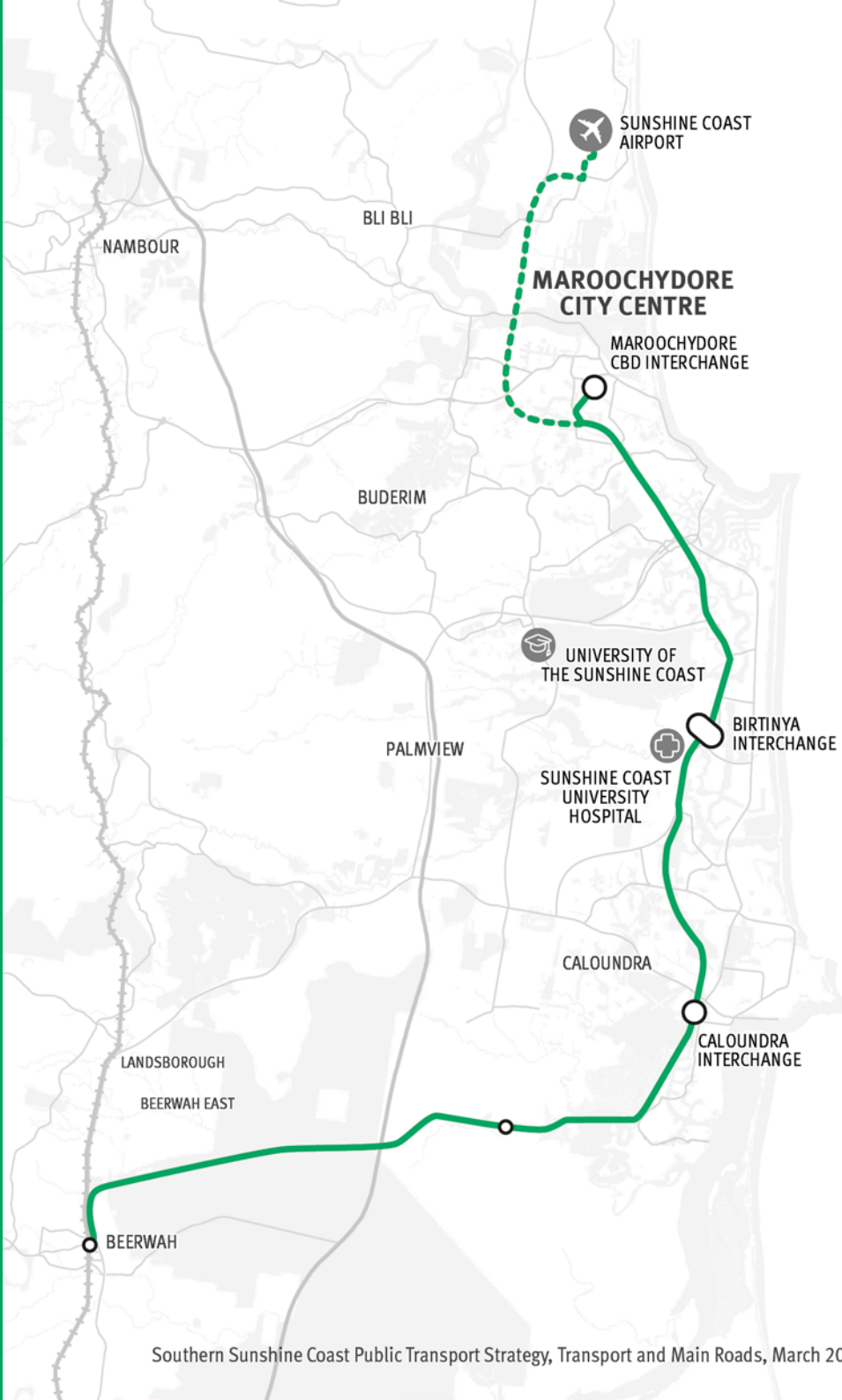
Predominately via the centre corridor and park 'n' ride facilities. Feeder buses will service select stations. Active transport access will be encouraged within railway towns and villages.

### **Features**

- Long distance services
- Higher capacity services
- Higher frequency peak hour services
- Higher speed (comparable to private vehicle)
- Limited stops /stations
- Park 'n' ride facilities at all stations.



### **Next steps**

The Beerburrum to Nambour Rail Upgrade (B2N) project covers about 40 kilometres of the North Coast Rail Line and will provide additional track capacity and reliability, creating travel time savings and increased passenger and freight services to the growing Sunshine Coast region. Longer term, further upgrades to the North Coast Line between Beerwah and Gympie North may be required.



The **centre corridor** will enable medium and longer distance trips connecting the economic centres of the Sunshine Coast and delivers a fast, reliable and direct link to the western corridor at Beerwah.

**LEGEND**

-  Protected future corridor
-  Rapid service  
High frequency with fully separated priority





### Description

Consisting of a protected transport corridor and adjacent parallel roads.

### Form

Dedicated corridor designed for higher speeds with wider stop spacing. Previous studies have identified passenger rail as the preferred mode to service this corridor.

### Access

Predominately via feeder bus and park 'n' ride facilities. The coastal corridor will interchange customers at select stations. Active transport will be encouraged at major residential and activity centres.

*\* Note – the protected transport corridor extends to the Sunshine Coast Airport. A high frequency public transport service between Maroochydore and the Airport is unlikely to be required by 2041. The corridor will continue to be protected to allow for future extension when necessary.*

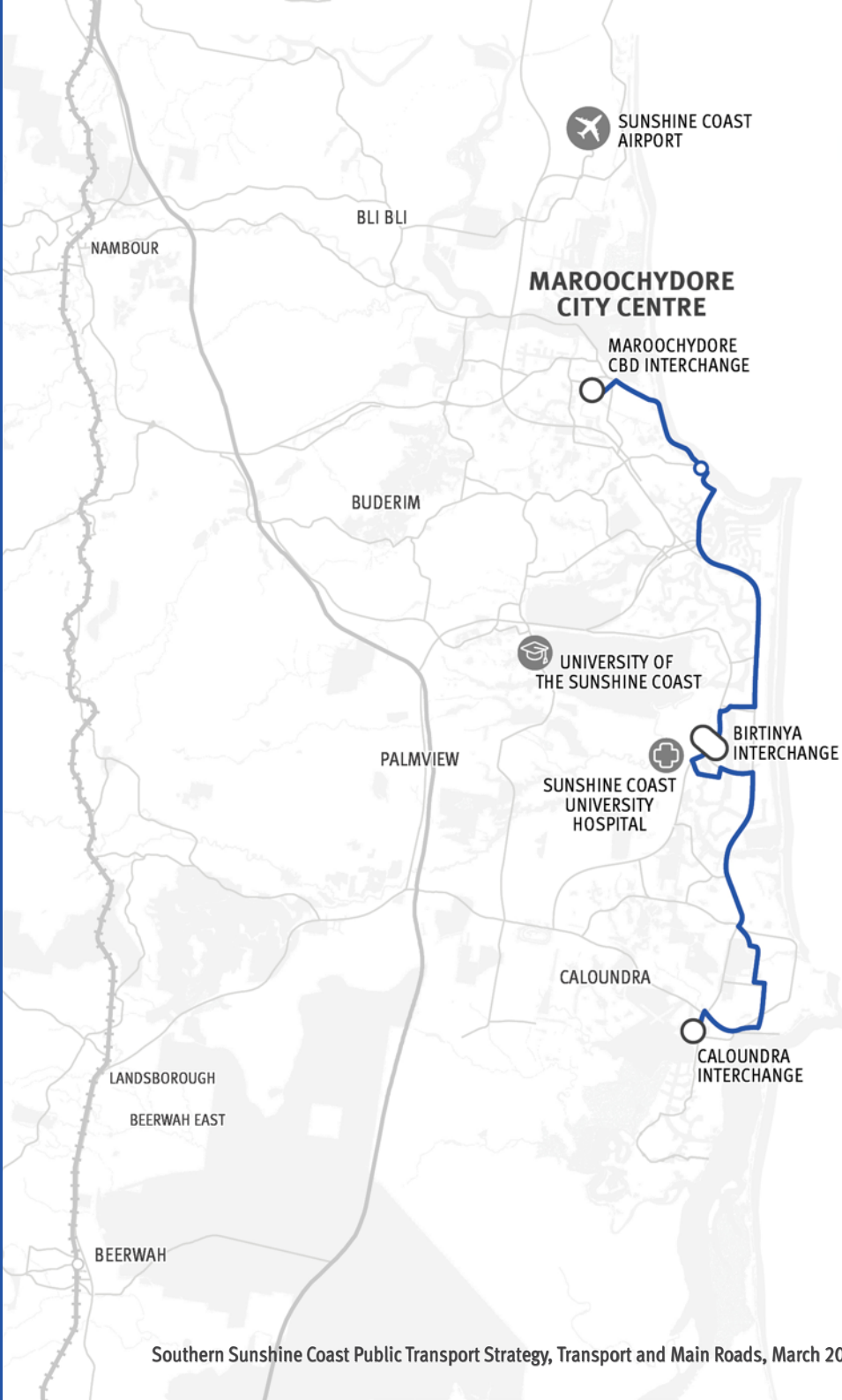
### Features

- Higher capacity services
- Higher frequency peak hour services
- Higher speed (comparable to private vehicle)
- Limited stops / stations
- Park 'n' ride facilities
- Kiss 'n' ride facilities
- Interchange with the coastal and western corridors.

### Next steps

Staged implementation of public transport within the centre corridor between Beerwah and Maroochydore. Investment planning for a rail corridor extension utilising this corridor has commenced.

Road management will focus on the Mooloolah River Interchange (MRI) upgrade. The Mooloolah River crossing proposed as part of the MRI will provide a direct connection of the Sunshine Motorway to Kawana Way, completing a critical missing link to the future Kawana Motorway. This will enable the Coastal Corridor to better accommodate public transport.



The **coastal corridor** will enable local, intra-regional travel with access to key coastal tourism, health and business precincts and to the centre corridor.

**LEGEND**

- Rapid service
- High frequency with partially separated priority







### **Description**

Nicklin Way, Brisbane Road, Aerodrome Road and other coastal roads between Maroochydore and Caloundra.

### **Form**

On-road, designed to give priority to passenger transport. Part of the urban landscape providing a gateway to communities along the coast.

### **Access**

Predominately via active transport and feeder bus. Park 'n' ride facilities and transfer from the centre corridor at some stations.

### **Features**

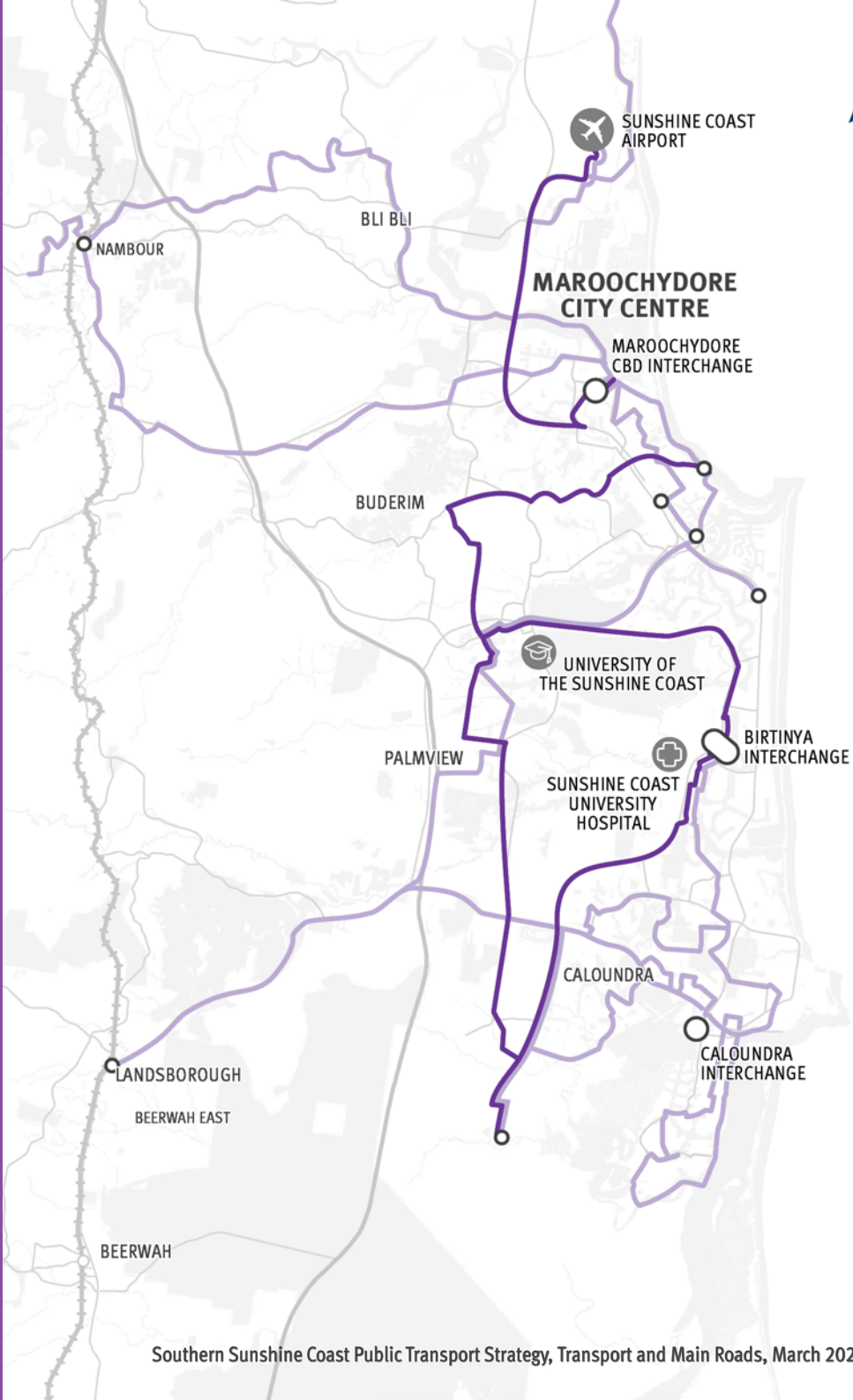
- High patronage (locals, tourists, commuters)
- High-capacity services
- Stop spacing to balance speed and accessibility
- Integrated with surroundings
- Access into centre of health, tourism and business precincts
- High frequency all day, extended hours services
- Walk up catchments.

### **Next steps**

Public transport will focus on incremental and staged improvements to provide high capacity, high frequency, reliable public transport.

This will commence with the detailed business case for the first stage of an improved public transport system between Maroochydore and Birtinya. Outcomes of previous and future community engagement undertaken for the project will be carefully considered as part of the detailed business case process.

Road management will focus on diverting short and medium distance trip onto the centre corridor via the MRI and future Kawana Motorway, to better accommodate public transport, cycling, walking and streetscaping.



The **key connectors** include trips to and between major centres and areas of strategic importance that are not directly connected by the western, centre or coastal corridors.

**LEGEND**

- High frequency buses every 15 minutes
- Direct connections every 30 minutes





### **Description**

Comprised of various roads throughout the Sunshine Coast.

### **Form**

On-road, designed with limited public transport priority as required to improve the speed and reliability of services.

### **Access**

Predominately by active transport or transfer from over 250km of other local public transport services on the network.

### **Features**

- Express services
- Limited stops / stations
- Extended hours of operation
- Access to key destinations including the Sunshine Coast Airport, University of Sunshine Coast, Sunshine Coast University Hospital and Nambour.

### **Next steps**

Public transport will focus on the introduction of new services and improvements to frequencies and hours of operation.

Road management will focus on incremental and staged improvements to the road network with consideration of future public transport priority requirements, and provision for active transport.



# Focus 1: Connections

The southern Sunshine Coast public transport network will be revitalised and expanded through staged investment in new rapid connections, stops and stations, and by providing more frequent and reliable services.

The southern Sunshine Coast, between Beerwah and Maroochydore, is home to the majority of the Coast's population and employment. People choose to live and work here because of the great lifestyle it offers and its ease of access to jobs, services and recreation. It is already home to many of the region's 30,000 businesses and is where the majority of the Sunshine Coast's daily trips already take place.

## Rapid connections

The Sunshine Coast's linear shape and trip patterns are best serviced by a public transport network arranged around two parallel rapid connections between Caloundra and Maroochydore.

The coastal corridor provides a rapid connection focused on servicing short and medium distance public transport trips on the coast. Over time, infrastructure in the corridor must evolve to separate public transport services from general traffic between intersections. This will ensure it is resilient to future growth in demand; provides fast and reliable services; and is well placed to accommodate autonomous public transport vehicles when available.

The centre corridor will cater for longer distance trips on the coast and improve accessibility between regional centres by connecting to the North Coast Rail Line (the western corridor) at Beerwah. This corridor will ultimately need to provide for full priority public transport to maximise speed and reliability.

**These rapid corridors will provide the efficient and reliable spines, connecting the rest of the southern Sunshine Coast network. This approach balances travel speed, accessibility and appropriate levels of capacity.**

It also supports the Queensland Government's urban consolidation benchmarks by focusing our investment in areas with the greatest opportunity for urban renewal and growth.

The rapid corridors will be progressed in stages as part of a long-term investment in the ultimate network. This will likely include on-road connections transitioning to dedicated infrastructure over time.

### East-west connections

While the coastal area has the highest density of population, jobs and trips on the coast, there are still many major trip attractors and residential areas outside of this strip that require high quality public transport connections.

A network of high frequency and connector routes will provide convenient connections to major centres and popular destinations, including the University of Sunshine Coast, Sunshine Coast University Hospital, Nambour, Landsborough and Sunshine Coast Airport. These services will link to each other, local services and regional services running further north, south and west.

Each of the high frequency and connector routes will also connect with rapid connections at major transport hubs. In this way, the benefits of improved infrastructure and services on the coastal and centre corridors can be extended to the broader region.

### More reliable services more often

Improvements to frequency, hours of operation, safety and reliability will be critical to making public transport a more viable and positive experience.

The rapid corridors and high frequency bus routes will operate at extended hours of operation throughout the day.

Targeted bus priority will improve reliability and travel times. Decisions on where and how to invest in bus priority will be informed by detailed assessments and opportunities to integrate with road or intersection upgrades along key routes.

### Stops and stations

The form and spacing of stops and stations within a connected southern Sunshine Coast will reflect each route or corridor's specific function.

The centre corridor will have longer stop spacing allowing for more competitive travel times with private vehicles over longer distances. Access to these stations for customers outside of their direct catchment will be via connecting bus services, ride-share, park 'n' rides, demand responsive transport or personal mobility devices.

In contrast, the coastal corridor will have shorter stop spacing to facilitate shorter trips. This provides a higher level of local accessibility.

The rest of the network will position stops to balance accessibility with directness and travel time.

**High frequency routes will have longer stop spacing, while local services will aim to have 90 per cent of the population within 400 metres of a stop.**



## Focus 2: Access

An effective public transport system relies on it being safe and easy to access. Access to the proposed network will be provided through a variety of ways, such as active transport connections or interchanges between connecting services.

### Transport interchanges

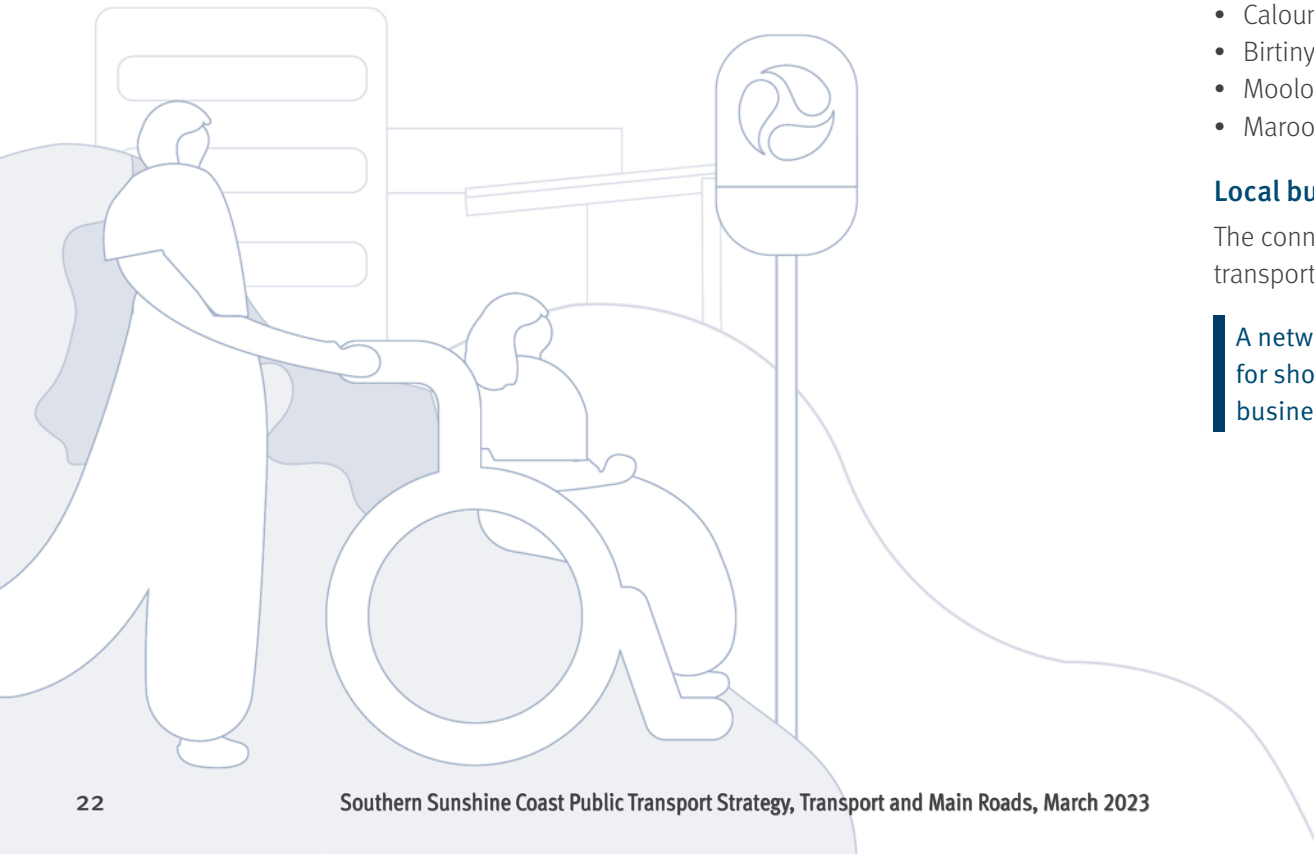
The connected southern Sunshine Coast network uses interchanges to get the most mobility for the community. Multi-seat journeys are minimised but planned to seamlessly connect customers between services where they are necessary. This approach provides many benefits. It allows more journey combinations and access to more destinations, maximises travel opportunities for customers, and balances efficiency and speed. The connected network will provide opportunities for convenient and safe interchange between the rapid corridors at Caloundra, Birtinya and Maroochydore and between the rapid corridors and the rest of the network in the following precincts:

- Aura Town Centre
- Caloundra
- Birtinya Town Centre
- Mooloolaba
- Maroochydore CBD.

### Local buses

The connected southern Sunshine Coast network will make public transport access equitable for all customers.

A network of over 250km local buses in suburban areas will provide for short trips and provide access from lower density residential and business areas to transport hubs and centres.



### **Park ‘n’ ride facilities**

Park ‘n’ ride facilities will play an important role in the southern Sunshine Coast’s future transport system, connecting customers to public transport.

Park ‘n’ ride facilities will be positioned at locations with good access from arterial and sub-arterial road networks. They will aim to service low density and rural residential catchments that cannot otherwise be connected to the public transport network efficiently.

### **Active transport access**

Every public transport trip includes some walking, bike riding or personal mobility device to get from your home to the station, and from the station to your destination. If these connections are not convenient, safe, legible, or comfortable, this makes it less desirable for customers to use public transport.

The Queensland Government will continue to work with Sunshine Coast Council to improve links to public transport infrastructure and support people to get active as part of their journey. This includes bike facilities and secure bicycle parking.

### **Emerging transport options**

New and emerging transport technology and delivery models can enhance convenience by providing innovative ways to connect customers to local destinations and the wider public transport network.

The Queensland Government will continue to investigate and pursue opportunities to provide intelligent and seamless transport options, such as:

- Enabling the introduction of new mobility providers and technology
- Investing in shared transport services and infrastructure
- Planning, facilitating and partnering to support more on-demand transport.

New options for accessing the transport network, such as e-mobility devices, will naturally emerge. TMR will continue to monitor the development of these technologies to enable their release and ensure their safety.

### **Smaller ‘fit for purpose’ buses**

The Sunshine Coast community has strongly advocated for smaller, less intrusive buses that would better suit the area’s more modest communities and roads, especially where demand is minimal.

Typically, bus operators try to standardise their fleet, as this can create economic savings in terms of driver training and maintenance. However, TMR will further investigate and seek to trial ‘right-sizing’ of buses alongside other emerging transport options such as on-demand transport and electric buses.

### **Accessibility upgrades**

Public transport plays a vital role in providing access to employment and services for people with a disability, restricted mobility or the elderly. TMR has developed an *Accessibility and Inclusion Strategy 2020* to improve accessibility of the transport network, making it easier for everyone, including people with disability to participate. The principles of universal design will be applied in rolling out new infrastructure and services to cater for all customers and maximise accessibility.



## Focus 3: Support and enable

The connected southern Sunshine Coast network needs to be supported by changes that encourage public transport use.

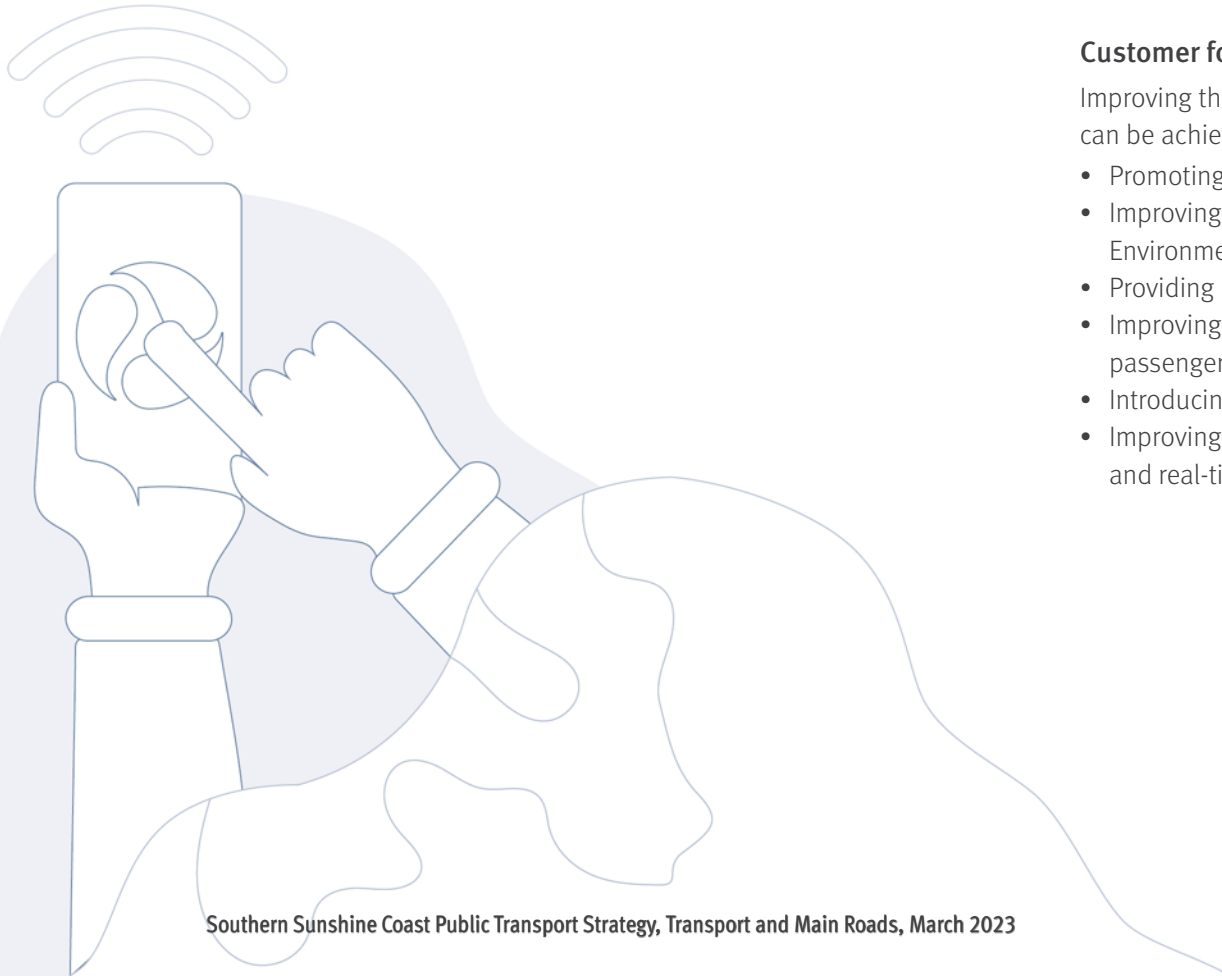
### **Parking management and supply**

Parking opportunities in the southern Sunshine Coast need to be managed effectively to balance the parking requirements of businesses, visitors and residents. This is in addition to promoting public and active transport connections that can reduce the overall demand for parking supply. To support successful transformation of the public transport network the Queensland Government will rely upon Sunshine Coast Council to continue to implement and expand its parking management and related activities.

### **Customer focused innovations**

Improving the user-friendliness of the passenger transport system can be achieved by:

- Promoting benefits of active and passenger transport
- Improving safety through incorporating Crime Prevention through Environmental Design (CPTED) principles
- Providing improved and highly accessible customer travel information
- Improving wayfinding signage and pedestrian access in and around passenger transport hubs
- Introducing Smart Ticketing to streamline payment and travel times
- Improving system information through the online journey planner and real-time information at stops and stations.





### Land use and economic transformation

On the Sunshine Coast, the development market is currently favouring low density ‘greenfield development’ rather than infill development or consolidation. The resulting urban sprawl creates longer journeys, limits the viability of quality public transport, and places pressure on all levels of government to provide more local and regional road infrastructure.

Due to car dependency and remoteness, this kind of development pattern is correlated with increased energy use and pollution and puts pressure on the natural environment. It inevitably creates more parking pressure and congestion in our urban centres and on the coastal fringe, impacting the liveability and character of these areas. *ShapingSEQ* sets a benchmark of 62 per cent of the Sunshine Coast’s future dwellings within existing urban areas. More infill development in these areas will inevitably bring change, but if appropriately located, sized and managed, this increase will make high frequency and rapid transit more viable and is far more sustainable option compared to urban expansion.

Infill development can be encouraged through the provision of high-quality public transport and enabled and managed by local planning controls. Therefore, all levels of government have a role to play in facilitating land use transformation on the Sunshine Coast that will support more sustainable outcomes, while maintaining the character and unique attributes of the Coast:

- Council will need to adapt their land use planning and other urban initiatives to achieve the urban form outcomes recommended by *ShapingSEQ*, while meeting community expectations.
- The Queensland Government will need to rollout transport infrastructure and services to improve connectivity and enhance the identity and amenity of the urban form. Public transport investment will play a key role in helping to achieve *ShapingSEQ*’s benchmarks and support sustainable land use and transport outcomes.

**Working together will limit risk and maximise the overall likelihood of success to deliver a high-quality public transport system for the southern Sunshine Coast region that will support and sustain economic growth and the Coast’s character and way of life.**



## Focus 4: Sustainability

The environmental impact of transport is significant. The connected southern Sunshine Coast Network is planned to reduce greenhouse gas emissions and will be designed and delivered to minimise environmental disturbance and maximise resilience to a changing climate.

### Benefits of Public Transport

Transport accounts for approximately 18% of all of Australia's carbon dioxide emissions and for most households it makes up the majority of their carbon emissions. As Queensland strives towards a net-zero emission future, we all must make choices that will reduce the worst impacts of climate change.

When it comes to moving people, public transport, especially electrified versions are far cleaner and lower environmental impact than the non-electric private vehicles.

**A full bus load of passengers can take more than 45 cars off the road, and a full passenger train over 800 – equivalent to a 5km line of traffic.**

A connected southern Sunshine Coast will make leaving the car at home and choosing to travel by public transport, walking or riding a bike easier. This will have an immediate impact on reducing Greenhouse Gas emissions and will also help ease congestion from private vehicle trips, meaning less space is required for transport infrastructure in the future.

### Environmental Protection

TMR has well established policies and processes for reducing and mitigating the environmental footprint of projects. While impacts cannot be fully quantified at this strategy's stage of planning, the scale and likelihood of environmental impacts has been taken into consideration when determining the general position of corridors and services.

The environmental impact of different corridor alignment options, design interventions, and public transport modes are compared at the optioneering stage of the planning process. The preferred option then has its impacts further reduced and mitigated as planning and design is progressed.

## Climate change mitigation and resilience

Queensland is the most at-risk state in Australia from the impacts of extreme weather and climate change. The climate is already warming, and Queensland's transport system will be disrupted by higher temperatures, more severe storms and flooding.

TMR has integrated climate change risk assessment and management into our existing risk management framework for transport infrastructure projects. All planning, design and delivery decisions now recognise the increased risks resulting from climate change. This is done to help make Queensland more resilient to a changing climate and manage risks to property, assets, infrastructure, and services.

Any infrastructure interventions progressed from this strategy will consider climate-related hazards that could impact their operation, resilience, or longevity. Business continuity plans will be made for transit systems to get them running again after a disaster.

## Zero Emission Bus Fleet

Zero emission buses offer quieter, cleaner vehicles and can provide a smoother ride for customers.

As the coast's existing bus fleet reaches the end of its life, buses will be replaced with zero emissions vehicles.

**Every new bus on the Sunshine Coast will produce zero emissions from 2025 onwards.**

By 2041, almost all buses on the coast will be zero emissions. While the fleet transitions, there will still be services which due to their location, task and passenger requirements may not be suitable for zero emission technologies. By adopting a phased approach, we will be able to understand and plan for these exceptions.

Zero emissions buses represent a significant shift from current practices. They require a network of supporting charging infrastructure, as well as depot reconfiguration. TMR will work closely with transport operators, energy, manufacturing and construction sectors to smooth the transition and make it as sustainable as possible.

## Places for People:

A critical function of all streets and public transport stations is to facilitate travel from one place to another. While many streets and stations must prioritise a movement function, many others can be much more than just a means of mobility. These streets and stations can be designed to serve a greater role and enable social, environmental, and economic outcomes that reinforce the unique lifestyle of an area.

The connected southern Sunshine Coast network identifies the coastal corridor, including large sections of Nicklin Way, as transitioning to a roadway that focuses less on the throughput of traffic, and more on high quality urban design and 'place' outcomes.

This can be enabled by shifting longer distance trips and 'through traffic' on to the future Mooloolah River Interchange and Kawana Motorway, thereby freeing up space on the coastal corridor to prioritise local accessibility, diverse user groups, attractive streetscapes and slower speed environments, to shape a comfortable and enjoyable environment for everyone.



# The way forward

The Southern Sunshine Coast Public Transport Strategy sets out a vision and direction for how the Queensland Government will deliver a public transport system to meet the future needs of the southern Sunshine Coast.

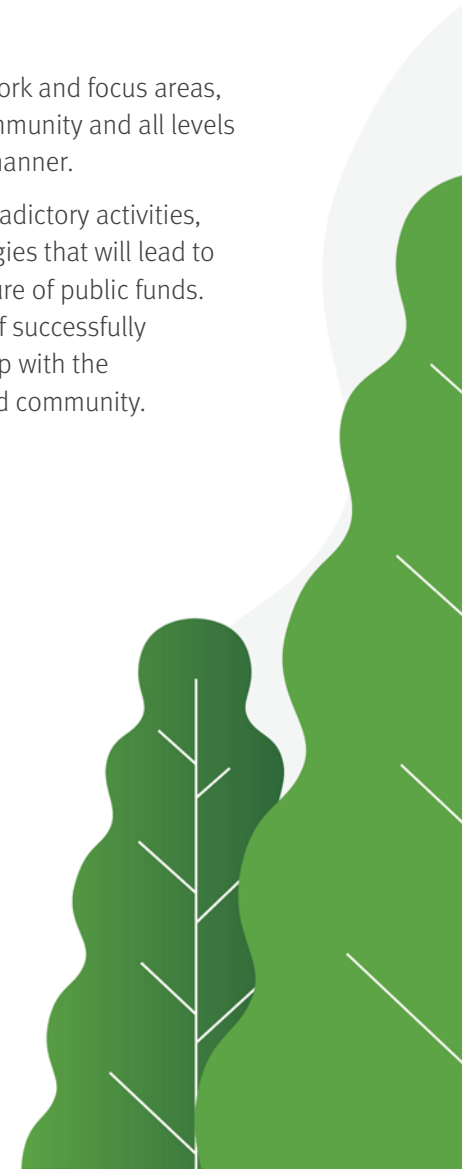
With the strategy articulating the function of different parts of the network and how they should interact, TMR can now continue to work with key stakeholders to progress planning, submit robust and justified funding proposals, and progress individual transport initiatives through Queensland Treasury's Project Assessment Framework.

As a project progresses through the Project Assessment Framework and moves from an initial assessment of the service required, towards a detailed business case, greater detail around design, operation and impact mitigation is added. At each stage of a project its quality is assessed via a series of independent reviews to ensure that the project (and associated investment) meets strategic objectives and achieves value for money. Once a project 'clears' a particular stage, it can progress to the next. There are typically several opportunities for public consultation, feedback, and input throughout this process that can influence the final design and whether the project should go ahead as planned.

Investments in planning and delivering transport infrastructure projects beyond the current four-year infrastructure investment program will be dependent on future allocations of federal and state funding. Where appropriate, TMR will engage with the Australian Government and other agencies to seek funding and progress projects.

In delivering the Strategy's recommendations network and focus areas, the Queensland Government will work with the community and all levels of government in an integrated and collaborative manner.

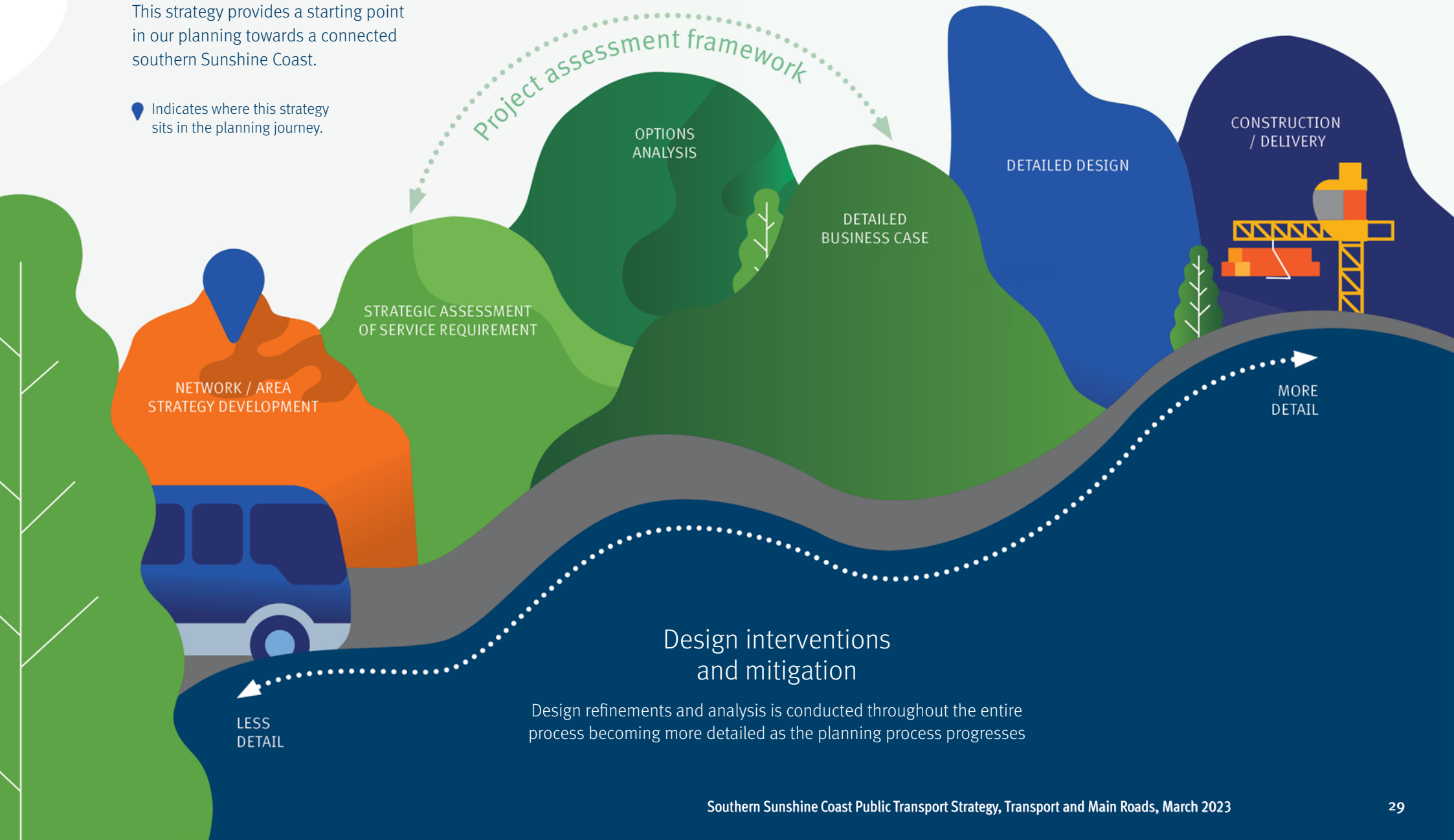
This will be critical to prevent duplication and contradictory activities, and to encourage partnerships, sharing, and synergies that will lead to better project outcomes and the efficient expenditure of public funds. The Queensland Government has a strong record of successfully managing and implementing projects in partnership with the Australian Government, Sunshine Coast Council and community.



# The planning process

This strategy provides a starting point in our planning towards a connected southern Sunshine Coast.

📍 Indicates where this strategy sits in the planning journey.



## Design interventions and mitigation

Design refinements and analysis is conducted throughout the entire process becoming more detailed as the planning process progresses



# Integrated planning

The Southern Sunshine Coast Public Transport Strategy responds to actions in *ShapingSEQ: the South East Queensland Regional Plan* and the *South East Queensland Regional Transport Plan*. It is consistent with the *Creating Better Connections for Queenslanders* 10-year plan, and has applied the *Smarter Solutions: Network Optimisation Framework* in determining the preferred network and proposed interventions.

## Smarter solutions: network optimisation framework

TMR applies the *Smarter solutions: network optimisation framework* to guide investment planning and decision making, and to prioritise the consideration of cost efficient and non-infrastructure solutions before considering more extensive infrastructure solutions.



## The Queensland Transport Strategy

The *Queensland Transport Strategy* sets out a 30-year vision for the transformation of the state's transport system that will flexibly respond to customer preferences, global trends and emerging technologies.



Directions relevant to the Southern Sunshine Coast Public Transport Strategy are:



**Enabling** the introduction of new mobility providers and technology



**Upgrading** roads, improved journey times and reliability



**Prioritising** investment in shared transport services and infrastructure



**Ensuring** transport is accessible for all

## South East Queensland Regional Transport Plan

The *South East Queensland Regional Transport Plan* (SEQRTP) outlines a shared direction for shaping the region's transport system over the next 15 years. It covers all modes of transport with a focus on the networks and services in the region and the inter-regional and international connections that are vital to the region's social and economic prosperity. SEQRTP priorities for the region's future transport network are:

- **Priority 1: Grow** – A transport system that supports a consolidated and sustainable urban structure
- **Priority 2: Prosper** – A transport system that supports the economic competitiveness of the region
- **Priority 3: Sustain** – A transport system that contributes to the environmental sustainability and resilience of the region
- **Priority 4: Live** – A transport system that supports safe and liveable communities for everyone.

The SEQRTP includes a short-term action to develop the Southern Sunshine Coast Public Transport Strategy.



## Creating Better Connections for Queenslanders

*Creating Better Connections for Queenslanders* is a draft 10-year plan for passenger transport in Queensland that builds on the solid foundation of our current passenger transport system in Queensland to deliver a single integrated transport network that is efficient, safe, reliable and accessible to everyone.

*The Southern Sunshine Coast Public Transport Strategy* directly aligns with the priorities and initiatives within *Creating Better Connections*.

