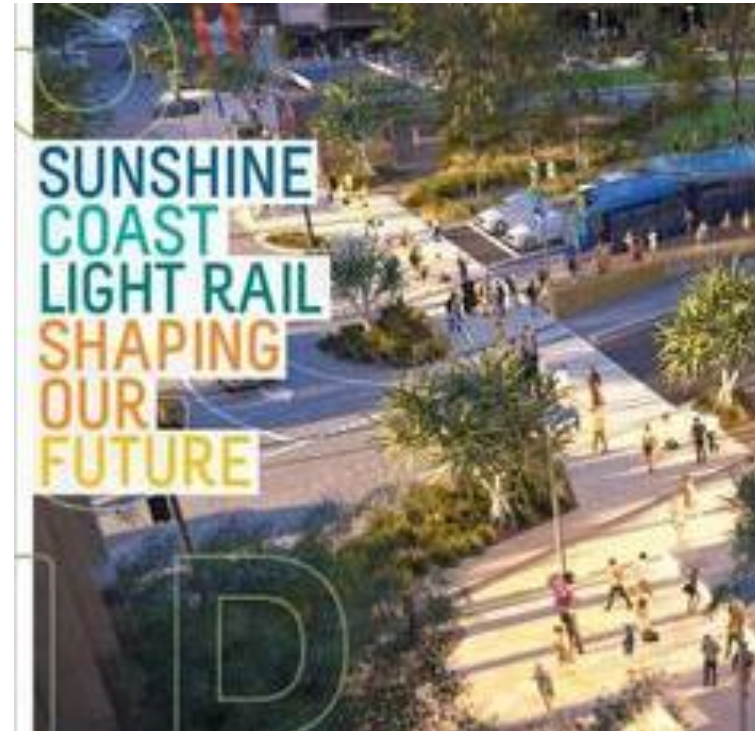




**Sunshine Coast  
Business Council –  
Combined Government  
and Business Forum**

**Presentation By  
Cr Rick Baberowski -  
Transport Portfolio**



Avail' SCC  
website

# Sunshine Coast Transport Priorities Map

as at 25 August 2017

## 26 Priorities

Principal Responsibility

5 Council

21 State

1 Federal



## Top Five Priorities

### Rail

- Light Rail
- North Coast Rail (Duplication on New Alignment)

### Road

- Mooloolah River Interchange (MRI)
- Caloundra Access Improvements
- Bruce Highway Upgrade (Caboolture to Caloundra Road)

Note: Not in order of priority.

## Planning Status

- **Light Rail** – SCC Pre-feasibility completed; Progressing engineering and land use planning studies to support a Business Case for the light rail.
- **North Coast Rail** – Detailed concept design completed. Business Case completed, submitted to Building Qld and to Infrastructure Australia.
- **Mooloolah River Interchange (MRI)** – Detailed concept design complete and land acquisition well progressed.
- **Caloundra Access Improvements** – Projects identified and prioritised. Consists of combined State and Council projects – “one network”.
- **Bruce Highway Upgrade (Caboolture to Caloundra Road)** – Planning Study has commenced.

Note: Not in order of priority.





## Light Rail - suburban transport

Regional cities around the world demonstrate that higher property values and increased commercial and community activity occur within walking distance of new light rail stations.

We need to change our travel behaviour;

2017: From 1.1million trips - 85% cars: 15% active & public transport

2031: To 1.8million trips - 70% cars: 30% active & public transport

- LR will 'city shape' our regions development in line with SEQ in-fill targets and Council's Enterprise Corridor
- LR is a **convenient, frequent and reliable** suburban transport system to underpin an integrated regional transport network.

**Rail or Fail** – LR will counter a failing road network and protect our 'community of communities' lifestyle.

## Heavy or Light?

Heavy and light rail systems are complementary to one another as both serve *different* purposes;

- Heavy rail predominantly connects people from a wider catchment area to places that are further apart;
- Light rail provides a way to move through and between higher density urban areas and town centres;
- A new light rail system would form the backbone of the public transport network for the entire Sunshine Coast. It could be connected by a network of rapid, high frequency bus services and to both the north/south heavy rail line and/or a future Camcos corridor; and
- Heavy rail is well suited to high capacity and longer journey trips - particularly between cities. Heavy rail cannot safely run through streets or a town centre. With less frequent stations (typically more than 3km apart) it provides fewer opportunities for boarding compared with light rail.

## Light Rail Vs Camcos Heavy Rail (Spur Line)

- Light Rail costs around 30% less than Heavy Rail.
- Light Rail would stimulate development and capture value on both sides of its alignment whereas the Camcos Heavy Rail spur line has large sections with population only to the east.
- Light Rail provides closer stop spacing (around 800m) and gets more people closer to their destinations compared to traditional heavy rail systems.
- Light Rail can be incorporated into existing streets, road reserves and median strips. It's a more permanent transport presence, instilling confidence and attracting more people to use the system. NB: 95% of our peak commuter trips are internal to the Sunshine Coast
- All key centres in our Enterprise Corridor require high level public transport connection; only Light Rail has the ability to do this.

## Light Rail Comparison Cont.

Light Rail is supported by the community (85%) and through the Transport Levy Future Fund (\$100m target). Its right for Sunshine Coast today, ***complemented*** by Heavy Rail.

"There are over 400 modern light rail systems globally, with a further 60 under construction and plans for another 200".



## Way Forward

- All parties commitment to Rail Duplication and Bruce Hwy projects
- Is it a City Deal or part of an SEQ Deal?

## Townsville City Deal

The City Deal is a 15 year commitment between the three levels of government to work together to deliver transformative outcomes for Townsville and its residents. The Deal was developed in collaboration with the Townsville community and private sector.



## City Deal Governance

Overseen by an Leadership Group and Executive Board, comprising senior officials from all levels of Government.

**City Deal Leadership Group** comprises of:  
Assist Minister, Deputy Premier and Mayor

**The Exec Board** Meets every six months and comprises of:  
Commonwealth Department of the Prime Minister and Cabinet  
Queensland Department of Infrastructure Local Government and Planning (incl DPC) and  
City Council

***Local Partnership Forums*** - enable feedback to the Leadership Group & Executive Board

Thank You



Community Survey **85%** Support