

# The Mass Transit Master Plan Investment Priorities

What part of the public transport system should we invest in first?

## Mass Transit Master Plan

Council has a Mass Transit Master Plan for the region that aims to create an integrated public transport system serving the entire region and connecting to the rest of South East Queensland.

Figure 1 shows the Sunshine Coast Mass Transit Master Plan. This plan includes the following elements:

1. An upgraded heavy rail line from Beerwah to Nambour
2. a new regional rail connection linking Beerwah to Caloundra, Birtinya and Maroochydore City Centre in the CAMCOS corridor (the red line)
3. a new local mass transit system along the Sunshine Coast Urban Corridor between Maroochydore and Caloundra (the blue line)
4. an improved high frequency bus network connecting to other key destinations such as the hinterland
5. an improved supporting network of feeder buses, park'n'ride facilities and active transport connections.

In considering this master plan, it is important to bear in mind that around 77 percent of Sunshine Coast residents who are employed have a job on the Sunshine Coast and only 5 percent have a job that's located in Brisbane. It therefore makes sense to service this high number of local employees with quality public transport.



Figure 1 Mass Transit Master Plan

Regional rail in the CAMCOS corridor has a key role to play in linking the heart of the Sunshine Coast at Maroochydore City Centre to the centre of South East Queensland (SEQ).

This inter-city function is critical to promoting the connectivity of the Sunshine Coast with the rest of the SEQ region.

However, with relatively few stations located on the periphery of the Urban Corridor and spaced many kilometres apart, and services operating at only moderate frequencies, the regional rail service in the CAMCOS corridor would not be able to effectively meet the demand for the majority of local public transport trips in the Urban Corridor.

By comparison, local mass transit from Maroochydoore City Centre to the Sunshine Coast University Hospital (SCUH) at Birtinya would have many stations located reasonably centrally in the Urban Corridor with stations less than a kilometre apart and services operating at a high frequency enabling it to satisfy the demand for the majority of local public transport trips in the Urban Corridor.

## Priorities for Mass Transit Investment

The priorities for mass transit investment have been evaluated with the result that highest priority area for the provision of mass transit has been determined to be local mass transit from Maroochydoore City Centre to SCUH.

The draft Options Analysis report evaluates the ability for regional rail in the CAMCOS corridor to provide a suitable local public transport function between Maroochydoore and SCUH compared to a local mass transit service running along the main roads in the Urban Corridor. This evaluation concludes that local mass transit would provide the superior local public transport service because it would:

- Serve a catchment with a population in excess of 66,000, which is more than five times the population of the catchment served by regional rail in the CAMCOS corridor (around 12,500)
- result in more than 61,000 daily passenger boardings, nearly 17% more than the boardings on regional rail in the CAMCOS corridor
- result in a public transport journey-to-work mode share in the Sunshine Coast Local Government Area of almost 10%, nearly double the mode share that would be achieved for regional rail in the CAMCOS corridor.

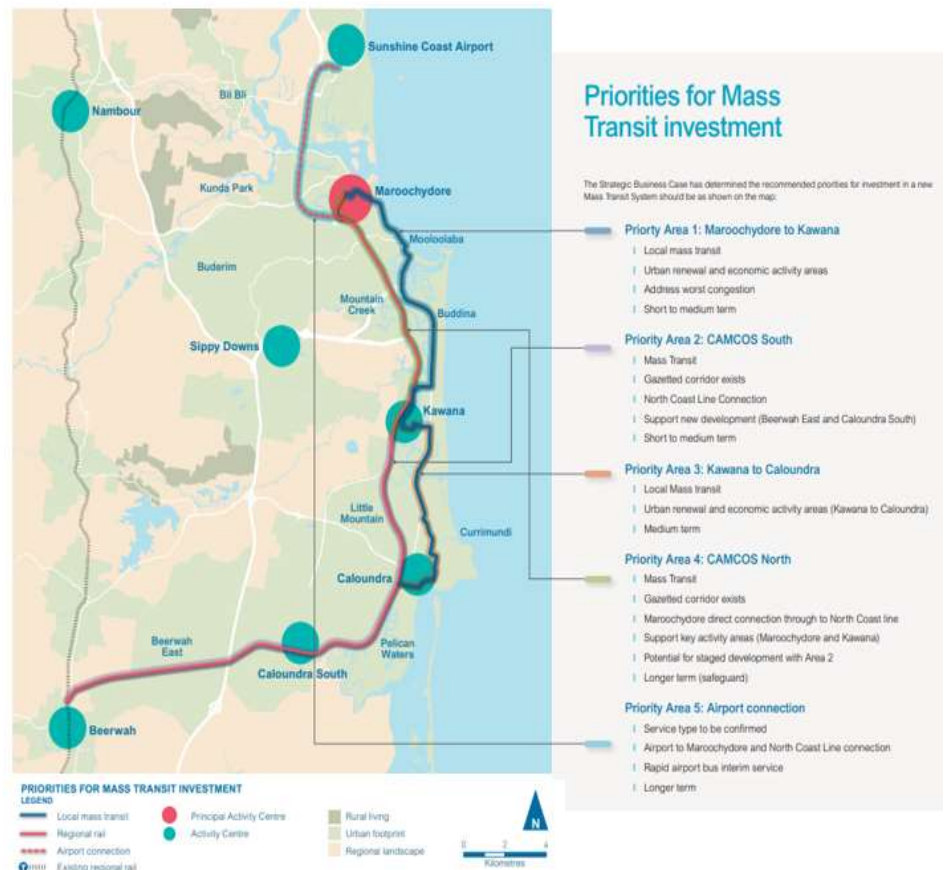


Figure 2 priorities for Mass Transit

## Have your say

Help decide for today and tomorrow. Visit Council's website at [sunshinecoast.qld.gov.au](http://sunshinecoast.qld.gov.au) to find out more about the engagement process.