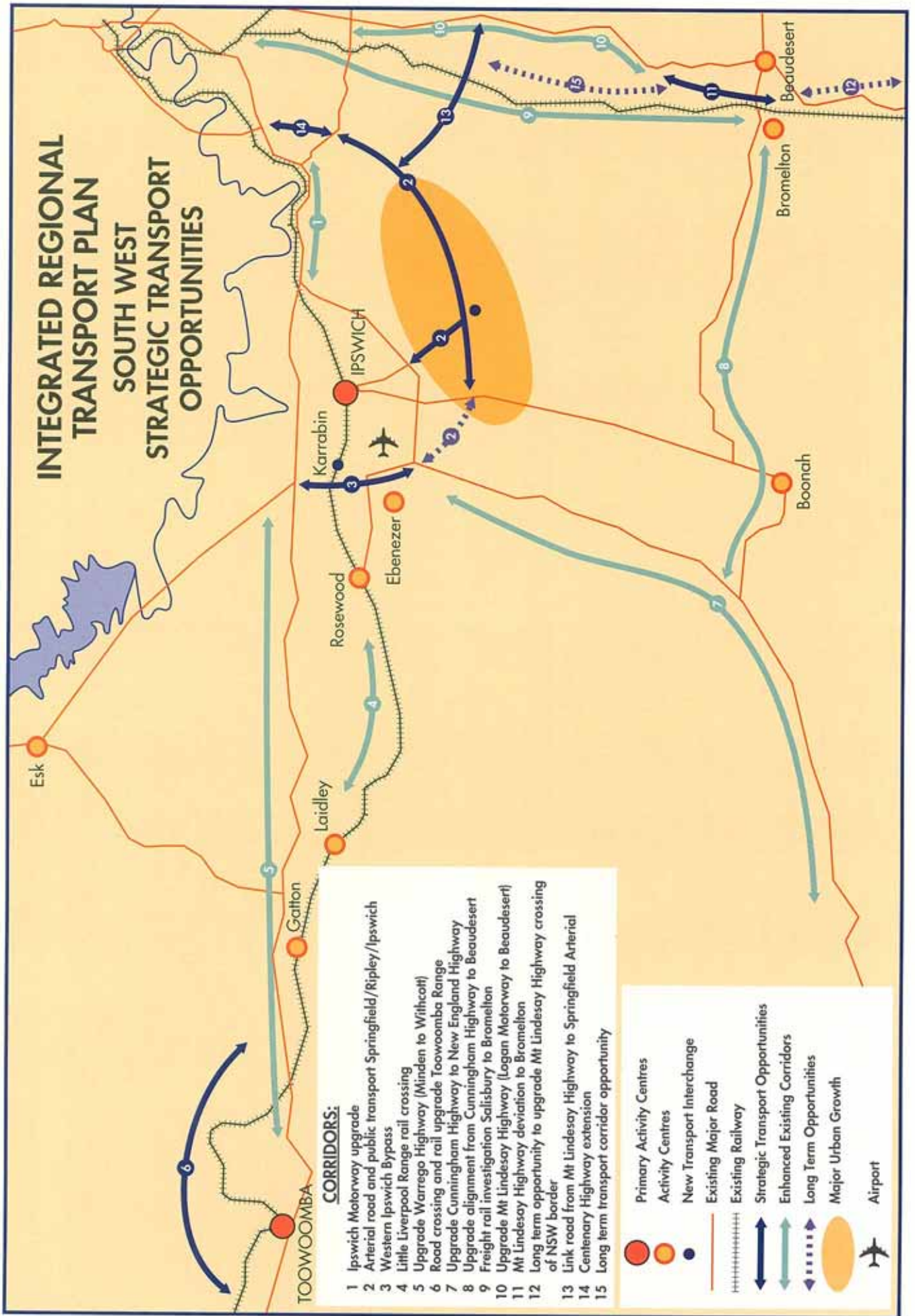


Sunshine Coast (SC) strategic transport opportunities

| Code | Corridor | Type | Concept | Related Actions * |
|-------|---|---------------------------------|---|--|
| SC 1 | Tewantin Bypass | strategic transport opportunity | Help improve Tewantin centre and local traffic movements. | KA 8.11 e |
| SC 2 | Sunshine Motorway | enhanced existing corridor | Upgrade to play key role as central spine for local movement. Allow Bruce Hwy to operate as regional highway. | KA 8.12 f |
| SC 3 | Bus priority Maroochydore | strategic transport opportunity | Speed flow of buses through congestion and improve visibility of system. System will be designed to light rail grades to allow conversion when warranted. | KA 5.4 A 10.6 a |
| SC 4 | Busway/priority Maroochydore to Caloundra | strategic transport opportunity | Speed flow of buses through congestion and improve visibility of system. System will be designed to light rail grades to allow conversion when warranted. | KA 5.23 d KA 5.4 SIG 5.6 A 10.6 a A 10.7 h |
| SC 5a | Inter-urban rail extension option | strategic transport opportunity | Identify and preserve an alignment for extension of rail to Maroochydore Key Centre. Introduce right mode of transport to service passenger demand for inter-urban and suburban movement. | KA 5.2 e KA 5.3 f A 5.14 |
| SC 5b | Inter-urban rail extension option | strategic transport opportunity | Identify and preserve an alignment for extension of rail to Maroochydore Key Centre. Introduce right mode of transport to service passenger demand for inter-urban and suburban movement. | KA 5.2 e KA 5.3 f A 5.14 |
| SC 5c | Option for possible rail link Nambour to Maroochydore | strategic transport opportunity | Investigate opportunities for a rail alignment from Maroochydore to Nambour as part of Sunshine Coast public transport network. | A 5.14 A 10.6 b A 10.7 i |
| SC 6 | Rail Caboolture to Landsborough | enhanced existing corridor | Additional track capacity and alignments will improve freight and passenger rail competitiveness. | A 5.14 A 9.2 A 10.6 b A 10.7 i |
| SC 7 | Kawana transport corridor | strategic transport opportunity | Local arterial road capacity to cope with growth in local traffic. Complement role of Sunshine Motorway. | KA 8.11 f |
| SC 8 | Bells Creek transport corridor | long term opportunity | Preserved as long term opportunity should development be permitted in area. Allow Bruce Hwy to operate as regional highway. | A 8.14 b |
| SC 9 | Local arterial and service roads Caloundra exit to Nambour exit | transport network investigation | Keep local traffic off Bruce Hwy allowing it to operate as regional highway. | KA 8.13 c |
| SC 10 | Caboolture Northern Bypass | strategic transport opportunity | Help improve Caboolture town centre and connections to Kilcoy and beyond. | KA 8.11 g KA 9.6 |
| SC 11 | Eenie Creek transport corridor | strategic transport opportunity | Improve local movements. | KA 8.11 h |
| SC 12 | Kilcoy Bypass | strategic transport opportunity | Help improve Kilcoy town centre and freight movements. | KA 8.11 i KA 9.6 |
| SC 13 | Future main line Landsborough to North | long term opportunity | Upgrade with additional track capacity and improved alignments to improve freight and passenger rail competitiveness. Consider relationship with SC 5a, b and c. | A 5.14 A 9.4 |
| SC 14 | Noosaville Bypass | strategic transport opportunity | Provide an alternative entry route into Noosa Shire. | KA 8.12 |

* Chapter 17 provides a detailed list of actions.



South West (SW) strategic transport opportunities

| Code | Corridor | Type | Concept | Related Actions * |
|-------|--|---------------------------------|--|--|
| SW 1 | Ipswich Motorway | enhanced existing corridor | Differentiate regional and local traffic in western urban corridor. | KA 8.17 a KA 9.6 |
| SW 2 | Arterial road and public transport Springfield/Ripley/ Ipswich | long term opportunity | Support Springfield Ripley urban growth corridor with appropriate road and line haul public transport connections. Support Ipswich Key Centre. | KA 5.2 b KA 8.17 b A 9.2 A 9.5 c |
| SW 3 | Western Ipswich Bypass | strategic transport opportunity | Improve freight connection to Ebenezer. Encourage industries to locate in this key industrial area. Support economic development. | KA 8.17 c A 9.8 d |
| SW 4 | Little Liverpool Range rail crossing | enhanced existing corridor | Improve competitiveness of rail freight from Darling Downs and southern states. Open up opportunities for passenger rail. | KA 5.2 h A 5.14 A 9.3 A 10.6 c A 9.2 |
| SW 5 | Warrego Highway (Minden to Withcott) | enhanced existing corridor | Upgrade highway and support its role as regional facility with land use measures. | KA 8.12 g KA 9.6 |
| SW 6 | Road crossing and rail upgrade Toowoomba Range | strategic transport opportunity | Improve this vital freight link, improve safety, reduce travel time and take freight out of Toowoomba. | A 5.14 KA 5.2 b A 9.2 A 9.3 KA 9.6 h |
| SW 7 | Cunningham Hwy to New England Hwy | enhanced existing corridor | Upgrade Cunningham Hwy as regional connector and support with land use measures to secure its regional function. | KA 8.12 h KA 9.6 |
| SW 8 | Alignment from Cunningham Hwy to Beaudesert | enhanced existing corridor | Improve intra-regional and inter-regional connections. | KA 8.12 i KA 9.6 |
| SW 9 | Freight rail Salisbury to Bromelton | enhanced existing corridor | Improve freight connections to encourage industries to locate in key industrial areas and support economic development. | A 9.2 A 9.5 a |
| SW 10 | Mt Lindesay Hwy (Logan Motorway to Beaudesert) | enhance existing corridor | Upgrade to encourage industries to locate in key industrial areas and support economic development. | KA 8.12 j KA 9.6 |
| SW 11 | Mt Lindesay Hwy deviation to Bromelton | strategic transport opportunity | Improve freight connections to encourage industries to locate in key industrial areas and support economic development. | KA 8.11 j A 9.8 c KA 9.6 |
| SW 12 | Mt Lindesay Hwy crossing of NSW Border | long term opportunity | Upgrade to support economic development and open up new markets. | KA 9.6 |
| SW 13 | Link road from Mt Lindesay Hwy to Springfield arterial | strategic transport opportunity | Create better connection for public transport and motor traffic between these major urban development areas and improve access to Beaudesert. | KA 5.2 KA 8.11 k KA 9.6 |
| SW 14 | Arterial road and public transport Springfield/Ripley/ Ipswich | strategic transport opportunity | Extend for local road connections and line haul public transport to support Springfield/Ripley urban growth corridor, and Ipswich Key Centre. | KA 5.2 KA 8.10 A 8.14 c A 9.2 KA 10.13 d |
| SW 15 | Alignment west of Mt Lindesay Hwy | long term opportunity | Identify corridors and preserve ahead of land development so opportunities to improve transport movement are protected. | KA 8.10 KA 9.6 |

* Chapter 17 provides a detailed list of actions.